



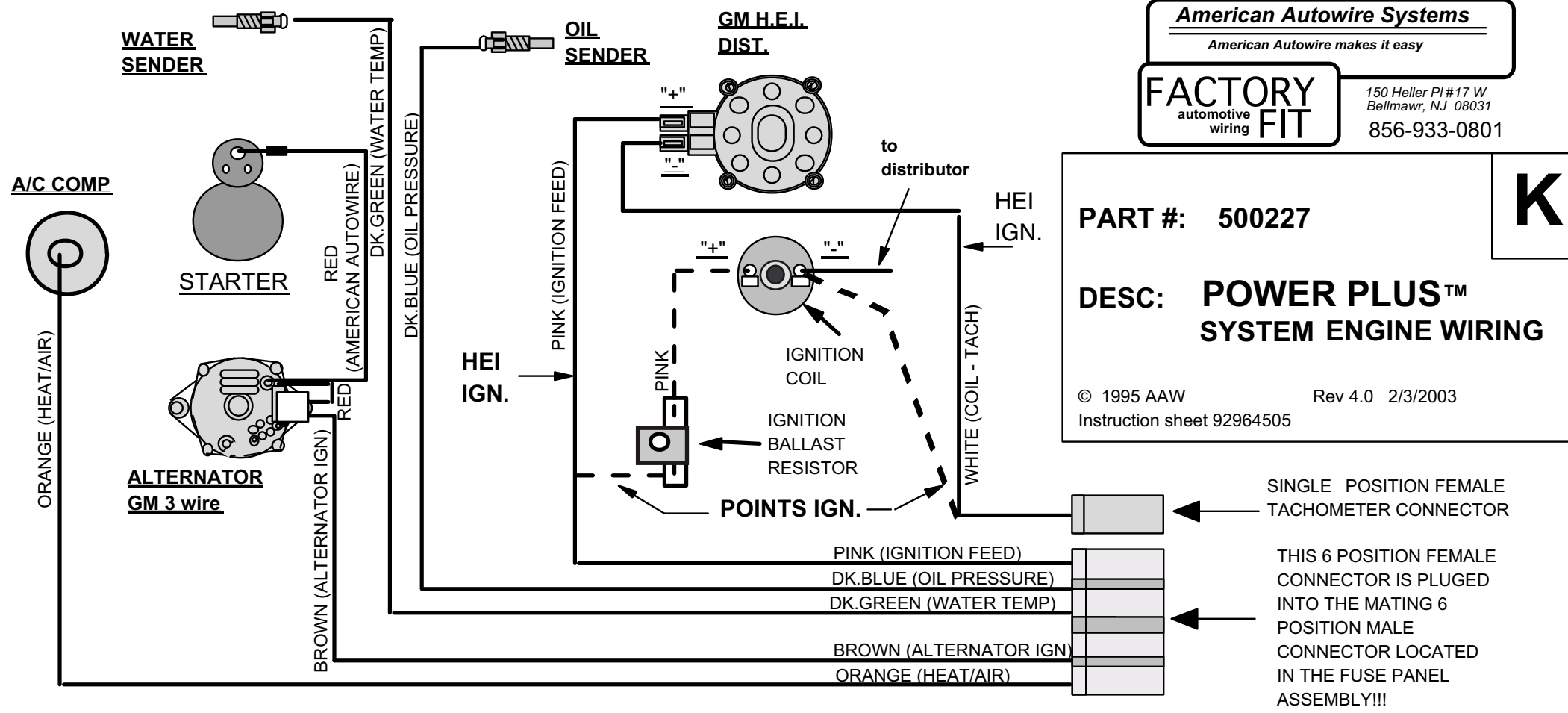
150 Heller Pl #17 W  
Bellmawr, NJ 08031  
856-933-0801



**PART #: 500227**

**DESC: POWER PLUS™ SYSTEM ENGINE WIRING**

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Instruction sheet 92964505



We recommend connecting the engine harness to the mating connector in the fuse panel harness first and then routing the wiring into the engine compartment. By laying out the wiring in this manner, you will be able to select the best points to make your cuts for the individual component connections. Completion of the engine harness wiring will then proceed as follows:

1. The ORANGE wire from the six way connector is connected to the A/C compressor.
2. Alternator connections are made according to the enclosed diagrams of the most popular alternators in use today.
  - a. The large RED wire with BLUE fuse-link, will be connected to the BAT stud on your starter. Route RED wire to ALTERNATOR and cut to length. Install rubber sleeve and terminal which are supplied.
  - b. The BROWN wire in the 6 way connector is connected to the voltage regulator "IGN" terminal. If you are using a one wire alternator, this wire is not used and therefore should be taped back or removed from the harness. Use supplied female terminal.
3. The DK.GREEN wire is connected to the Water Temperature sender. Use supplied female terminal and connector.
4. The DK.BLUE wire is connected to the Oil Pressure sender. Use supplied female terminal and connector.
5. The PINK wire is connected to the distributor as follows:
  - a. If you are using an electronic ignition system that requires a solid 12 volt lead without a ballast resistor, such as the GM H.E.I. distributor, connect the PINK wire to the "BAT" terminal on the distributor cap. Use supplied terminal and white connector. The GM "HEI" distributor does not require an external ballast resistor.
  - b. If you are using a distributor system that requires an external ignition ballast resistor, connect the PINK wire to one side of the ballast resistor as shown above. Use an excess piece of the same PINK wire to make the final connection from the other side of the ballast resistor to the coil "+" (POS) stud. Use supplied terminals and connectors.
6. The single WHITE wire is connected to the "-", "DIST", or "TACH" terminal on the ignition coil. Use supplied terminal and brown connector for HEI, or ring terminal for points ignition. If you are not using a tachometer, this wire will not be used and not plugged into the mating connector in the main fuse panel assembly.

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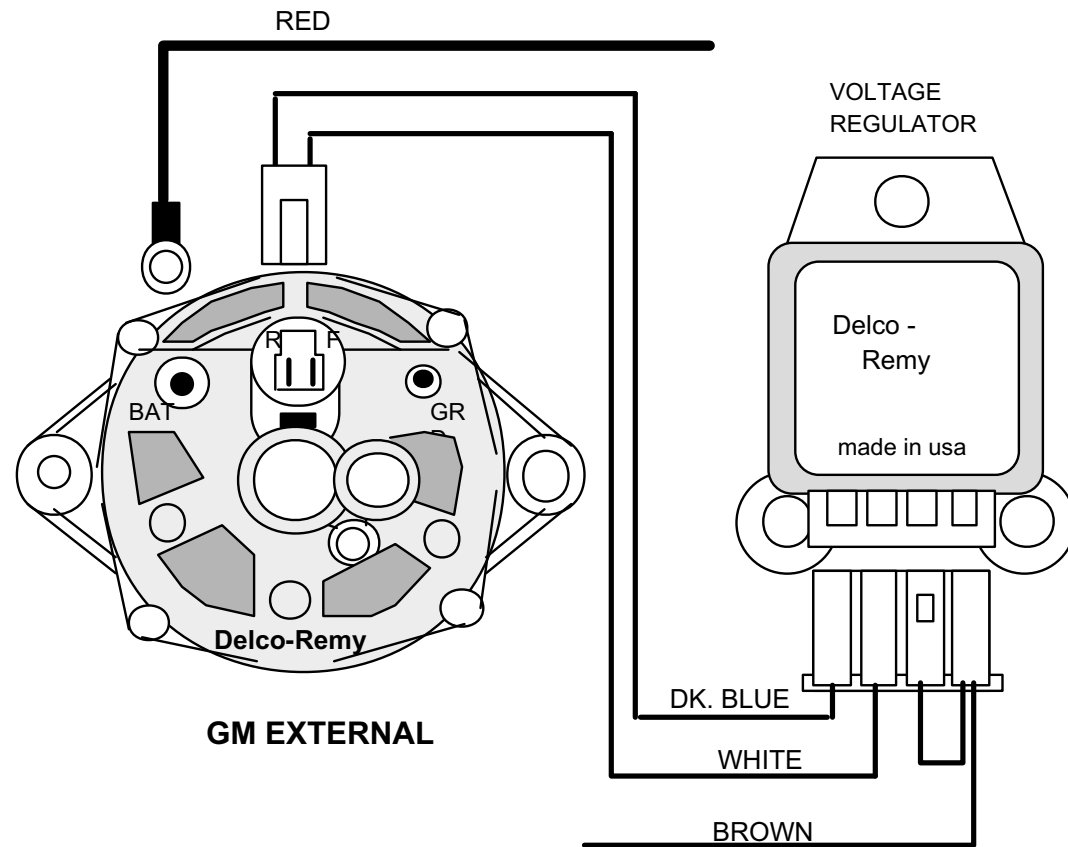
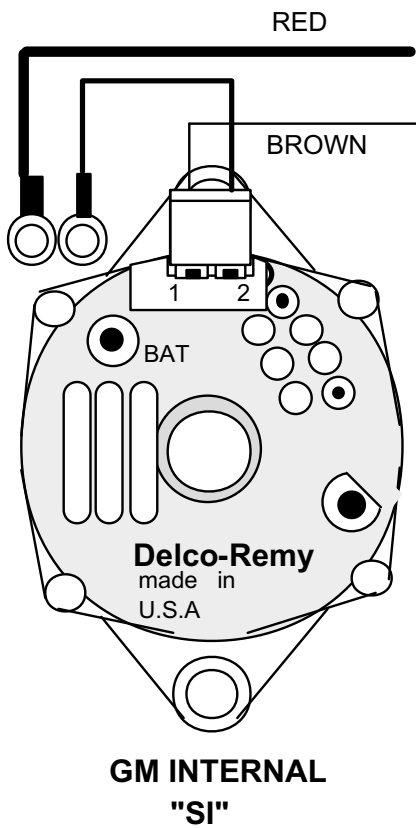
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# MOPAR ELECTRONIC IGNITION

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**FACTORY FIT**  
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