



## WARNING:

Validate the kit contents with the component list included on page 2 of this sheet before proceeding. This kit is intended to be used in a modified vehicle. Please read this sheet thoroughly and be sure that you understand everything explained on it prior to opening any of the enclosed packages, or before attempting to install any of the components. Once this kit has been opened or a component installed, the kit is not returnable.

1. This kit should typically be used in a **MODIFIED** application only.
2. This kit is wired for use with a factory heater system or any aftermarket heater and A/C system. The kit supplies power to a factory A/C control head but **DOES NOT** include the actual A/C harness for an original factory A/C vehicle. For all 1964, 1965 and 1967 Chevelles, the factory original A/C harnesses are available under our Factory Fit product line, and can be ordered separately (1964 - CH45759; 1965 - CF45657; and 1967 - CH70646). For the 1966 Chevelle application, you will need to purchase the AAW A/C add-on kit P/N 510403.
3. This kit supports the use of a high current self-exciting 1-wire alternator or other style internally regulated alternators. An adapter may be necessary in some applications. The use of a stock, low amperage alternator is seriously discouraged as they cannot handle the higher current requirements of updated ignition systems, electric fans, aftermarket A/C systems, stereo systems, air ride suspensions, and other power hungry accessories and will ultimately create performance issues with the system.
4. This kit **WILL NOT** support the use of a factory ammeter. All AAW kits are engineered to supply the optimum charge to the battery. To achieve this performance, we route our 8ga. charge wire directly from the alternator output charge terminal to the starter battery terminal. Due to the path of the charge being altered from the stock configuration, the gauge can no longer see a charge vs. a discharge, so it will not work properly. When ammeters were originally used, most generator or alternator current outputs were rated at a maximum of about 25-60 amps. Modified cars being built today typically utilize a 100 amp or higher output alternator. With these higher current units, ammeters, generally speaking, become a safety hazard. Ammeters are usually wired in parallel to the charging circuit, are typically unfused, and can short very easily causing a fire. A voltmeter is recommended as a good alternative.
5. This kit **IS NOT** set up with a resistance wire for a standard, points type ignition system. It is wired with a full 12 volt primary ignition feed that is hot in the run position. Primary ignition voltage in the starting position is handled via a full 12 volt bypass wire. Our system will support HEI, MSD, other electronic ignition systems, as well as most all computerized Fuel Injection systems. If you wish to run a points type system, there are illustrations on the engine connection pages to do so. Extra parts (ballist resistor) that are not included in this kit will be required to complete that operation.



# 500981

## 500981 - Classic Update Series Kit 1964-67 Chevrolet Chevelle

This kit contains the following components:

<u>Bag</u>	<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
	500042	Floor Dimmer Switch	1
	500332	Headlight Switch	1
	500674	Ignition Switch lock cylinder and keys	1
	500707	Fuse, Relay, and Flasher kit	1
N	500708	Courtesy Light kit	1
	500709	Ignition Switch	1
	500919	Practice Terminal Crimping Set	1
G	500957	Dash Harness kit	1
L	500980	Front Light Wiring kit	1
J	500982	Engine Wiring Kit	1
M	500986	Rear Body Wiring kit	1
H	500987	Instrument Cluster wiring kit	1
Z	500988	Console wiring kit	1
	92967369	Firewall Modification Template	1
	92968190	Kit Introduction Instruction Sheet	1
	92970006	Warning Sheet	1

Validate the kit contents with this component list. If there are any discrepancies with incorrect or missing parts, stop your installation and notify the supplier you purchased the kit from before proceeding.



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