



WARNING: This harness 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. Some early Broncos had rectangular holes in the firewall behind the engine and a small round hole in the upper driver side of the firewall. For your new AAW kit, you will need to open up the driver's side hole to 1 1/2" and you will need to make a new 1 1/2" hole on the passenger side as well. The center rectangular hole will not be used at all and should be closed up in some way. New grommets to line these two new 1 1/2" holes have been provided for you in the 510323 grommet and parts kit.

1. This kit should be used in a **MODIFIED** application only. **You will need to purchase a new plastic glovebox liner assembly** without the factory fusebox hole cut into it (these are available from various sources) as the new AAW fusepanel harness mounts inside the left hand side of the glovebox area where the factory dash speaker was originally located. **You cannot use a stock radio speaker when using this kit.**
2. This kit only supports the use of a higher current self-exciting 1 wire, or other style internally regulated alternator. An adapter may be necessary for certain 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.
3. 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 terminal to the starter solenoid. 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 maximum of about 25-60 amps. Modified vehicles 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.
4. This kit **IS NOT** set up with a resistance wire or a ballast resistor for a standard, points type ignition system. It is wired with a full 12 volt primary ignition feed that is hot in both the start and run positions. It will support HEI, MSD, other electronic ignition systems, as well as 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 that are not included in this kit will be required to complete that operation.



510317

510317 - Classic Update Series Kit 1966-77 Ford Bronco

This kit contains the following components:

<u>Bag</u>	<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
	500042	Floor Dimmer Switch	1
	500919	Practice Terminal Crimping Set	1
	510128	Ignition Switch	1
	510145	Fuse, Relay, and Flasher Kit	1
G	510318	Dash and Main Harness Kit	1
H	510319	Dash Cluster Kit	1
M	510320	Rear Body Kit	1
	510321	Headlight Switch	1
	510322	Wiper Switch	1
	510323	Grommet and Parts Kit	1
	92970069	Instruction Sheet for 510317, 66-77 Bronco kit	1
	92970070	Warning and Contents Sheet	1
	92970085	Glovebox Mod. Template for 510317	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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