



## 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 new upgraded AAW wiring system should typically be used in a **MODIFIED** application only. For all 1968 applications, you will need to re-use your original ignition switch, as it is a unique switch that utilizes very different mounting spacer at the dash that will not allow it to work well with the new AAW 500684 switch.
2. This kit readily supports the use of a factory heater system and aftermarket heater and A/C systems only. In 1966, the factory A/C wiring was part of the engine and dash harnesses and as such, was never serviced as a separate, stand-alone harness. This kit **WILL NOT** support an original factory A/C equipped vehicle as it is. If you wish to use this new AAW Classic Update harness in your original factory A/C equipped 1966 Chevy, you will have to strip out all of the A/C wiring from your original engine and dash harnesses, splice them together, and then pass them out thru a grommet in the firewall of your car in order to connect it to all of your under-hood and under-dash factory A/C connections. If you are working on a '67 or '68 car with factory A/C, this new kit will supply the main "on/off" power to your existing stand-alone factory A/C harness. You will also need to jumper your original fused high-speed blower connection (orange wire with the black fuse cap out in the engine compartment) to the orange wire located in the accessory connector on the AAW dash harness using the provided terminals and connector. You will need to provide this jumper wire for yourself as it **HAS NOT** been provided for you. Contact AAW for new 67 and 68 A/C harnesses for your car if they are needed.
3. This kit supports the use of a high current self-exciting 1-wire, "SI" series, or other style internally regulated alternator. An adapter may be necessary in some applications. The use of stock, low amperage alternators is seriously discouraged as they cannot handle the higher current requirements of most updated ignition systems, electric fans, aftermarket A/C systems, stereo systems, air ride suspensions, and other power hungry accessories that will ultimately create performance issues within 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 6ga. 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 crank and run positions. 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. Primary ignition voltage in the cranking position is handled via a full 12 volt bypass wire that routed from the starter to the coil. Extra parts (ballist resistor) that are not included in this kit will be required to complete that type of operation.



# 510372

## 510372 - Classic Update Series Kit 1966-68 Chevrolet Impala

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
	500684	Ignition Switch	1
N	500707	Fuse, Relay, and Flasher kit	1
	500708	Courtesy Light kit	1
	500919	Practice Terminal Crimping Set	1
G	510361	Dash Harness kit	1
H	510373	Instrument Cluster wiring kit	1
J	510363	Engine Wiring Kit	1
L	510364	Front Light Wiring kit	1
M	510365	Rear Body Wiring kit	1
	510366	Console Wiring kit	1
Z	510476	Alternator and Main Power Connection kit	1
	92970323	Kit Supplemental Instruction Sheet	1
	92970328	Warning Sheet	1
	92970304	Firewall Modification Template	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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