



### 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.
2. If your car is equipped with a factory tach, AAW recommends that you purchase the correct tach harness for your application as the original connections for the factory tachs were very unique, and varied in application from 1968 through 1972. Please see the cluster directions, 510542 page 1, for more details.
3. If you are using this kit on a 1970 - 1972 model, you may wish to purchase the rear tail lamp extension harnesses separately if yours are bad as they are **NOT INCLUDED** with this kit. They can be purchased directly from AAW or your favorite GTO parts supplier. The P/N's are **PL80385 (with lamp monitors)** or **PL80415 (without lamp monitors)**.
4. This kit includes the wiring to support the use of a factory heater only system and/or aftermarket heater and A/C systems only. This kit does not include the wiring for, and **WILL NOT** support of the use of the factory original A/C system as it is. The factory A/C wiring was either a 1-piece stand-alone harness (1968), or a 2-piece (engine side, dash side) stand-alone harness (1969-72) that had connections to a power extension or to the factory engine harness. If you wish to use this new AAW Classic Update harness in your original factory A/C equipped car, you will have to strip out all of the original factory A/C wiring from your car and devise a way to connect it into the new engine and dash harnesses of this new Classic Update System. Stand-alone, factory style, A/C harnesses may be available for your application. Check with AAW for price and availability.
5. 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.
6. AAW **DOES NOT** recommend the use of an 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 may not work properly. Most stock alternator current outputs were rated at a maximum of about 37-60 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.
7. 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 "R" terminals to the positive side on the coil. Extra parts (ballast resistor) that are not included in this kit will be required to complete that type of operation.



# 510540

## 510540 - Classic Update Series Kit 1968-72 Pontiac GTO, Lemans, and Tempest

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
N	500708	Courtesy Light kit	1
	500707	Fuse, Relay, and Flasher kit	1
	500919	Practice Terminal Crimping Set	1
G	510541	Dash Harness kit	1
H	510542	Instrument Cluster wiring kit	1
J	510543	Engine Wiring Kit	1
L	510544	Front Light Wiring kit	1
M	510545	Rear Body Wiring kit	1
Z	510476	Alternator and Main Power Connection Kit	1
	92970626	Kit Supplemental Instruction Sheet	1
	92970627	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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