



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. This kit does not contain any wiring for, nor will it support the use of some of the more obscure factory options such as headlight delay, headlights-on warning buzzer, heated rear window, etc. The original OEM dash harness wiring for any of the factory equipped A/C cars varied from year to year. None of that wiring is included with this kit, and therefore, this kit **WILL NOT** support the use of any Factory installed A/C set up. However, this kit does supply power for any aftermarket A/C or Heater System.
2. This kit only supports the use of a higher current self-exciting 1-wire alternator. An adapter will be necessary for any other 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 8 Gauge charge wire directly from the alternator output terminal to the Starter Relay 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.
4. This kit 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. The connectors and terminals to install a ballist resistor for a points type system are included in this kit, but extra parts (ballist resistor) that are not included in this kit will be required to complete that operation.



510634 - Classic Update Series Kit 1968-70 Mopar B-body

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
	510557	Fuse, Relay, and Flasher Kit	1
G	510635	Dash Harness Kit	1
H	510636	Dash Cluster wiring kit	1
J	510637	Engine Wiring Kit	1
L	510638	Front Light Wiring Kit	1
M	510639	Rear Body Wiring Kit	1
C	510640	Floor Console Kit	1
	92971523	Kit Introduction Instruction Sheet	1
	92971524	Warning Sheet	1
	92971552	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.



www.americanautowire.com 856-933-0801

510634

92971524 Rev 0.0 4/29/2016