



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 any component has been installed, the kit is not returnable.

1. This kit should be used in a **MODIFIED** application only, and is **NOT** intended as an OEM replacement.
2. This kit **DOES NOT** include any factory original A/C Wiring, but does include wiring for the standard heater system and will also support any aftermarket heat or A/C system.
3. This kit supports the use of a self-exciting 1-wire alternator or other style internally regulated alternator only. An adapter may be necessary in some applications. This kit **DOES NOT** support the use of a factory, externally regulated alternator.
4. This kit **DOES 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 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 become a safety hazard. Ammeters are usually wired in parallel to the charging circuit, are typically unused, and can short very easily causing a fire. This wiring system has been designed to work with a voltmeter.
4. This kit **WILL NOT** support the use of a factory tachometer in its original connection application as those tachometers wired the primary ignition circuit directly in series with the tachometer and then out to the positive side of the coil. An addition of an High Energy Ignition HEI System, or some Aftermarket Ignition Systems may damage an original unmodified Tachometer and cause the loss of your Ignition System. **HOWEVER**, if your original factory tachometer has been upgraded or retrofitted to a later style movement where the pulse post on the tachometer connects to the negative side of the ignition coil, or to the tachometer output of an aftermarket control module, and the feed post of the tachometer uses a conventional 12 volt ignition connection, **you will be able to use this harness system**.
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 both the start and run positions. It will support HEI, MSD or other electronic ignition systems as well as computerized fuel injection systems. If you wish to run a "points-type" system, a ballast resistor will be required (**not included in this kit**). There are illustrations on the engine connection pages, to do so.



510662 - Classic Update Series Kit 1971-73 Ford Mustang

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
	510385	Headlight Switch	1
	510665	Fuse, Relay, and Flasher Kit	1
	510666	Grommet and Parts Kit	1
	510668	Wiper Switch	1
G	510663	Dash/Main Harness Kit	1
H	510664	Instrument Cluster Kit	1
M	510667	Rear Body Kit	1
	92971679	Introduction Instruction Sheet	1
	92971680	Warning Sheet	1
	92971696	Fuse Block Installation 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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