



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 will support the use of, and does contain complete plug-n-play pigtailed that will address all versions of the various factory heater systems. It also supplies power for any aftermarket A/C or heat system.
2. This kit only supports the use of a higher current, self-exciting 1-wire alternator or an internally regulated alternator. The use of the factory externally regulated alternator is not supported with this kit.
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 6a. 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.
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.



510603 - Classic Update Series Kit

1967-69 Plymouth Barracuda; 1967-75 Plymouth Valiant; 1970-75 Plymouth Duster; 1967-75 Dodge Dart; 1971-72 Dodge Demon

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
	510353	Fuse, Relay, and Flasher Kit	1
	510428	Headlight Switch Kit	1
G	510604	Dash Harness Kit	1
H	510605	Dash Cluster wiring kit	1
J	510606	Engine Wiring Kit	1
L	510607	Front Light Wiring Kit	1
M	510608	Rear Body Wiring Kit	1
Z	510476	Alternator and Main Connection kit	1
	92971187	Kit Introduction Instruction Sheet	1
	92971189	Warning Sheet	1
	92971477	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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