



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 has been installed, the kit is not returnable.

NOTE: This kit does not support the use of any type of factory computerized ignition system or factory diesel engine.

1. This kit should typically be used in a **MODIFIED** application only, this is not a factory-type replacement wiring harness.
2. This kit supports the use of factory heater systems and aftermarket heater and A/C systems. The kit supplies power to a factory A/C control head but **DOES NOT** include the actual A/C and heater control harness for an original factory A/C vehicle. Factory original A/C and heat harnesses may be available under our Factory Fit product line as they are self-contained harnesses, made to fit and work with the stock A/C component configuration. **For some applications, original A/C and heater harnesses must be reused as reproductions are not available.**
3. This kit supports the use of a high-current self-exciting 1-wire alternator or other style internally regulated alternators. An adapter may be necessary in some 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.
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. 1976 and later trucks come from the factory with voltmeters
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 position when using the AAW ignition switch as supplied. 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. Extra parts (ballast resistor) that are not included in this kit will be required to complete that operation.
6. This kit **DOES NOT** include the wiper switch connector for 1978-'82 trucks. This connector is obsolete so it is no longer available. We do supply the terminals for this connector in this kit and it will be necessary that you reuse your old connector using the new terminals we have supplied. If you do not have an old connector it is recommended that you acquire one from a salvage parts distributor.
7. This kit **DOES NOT** include dual fuel tank wiring. There are several parts related to the dual fuel tank connections that are obsolete. It will be necessary for the installer to reuse the original dual fuel tank wiring and to design and implement their own dual fuel tank solution. If the original wiring is missing, it is recommended that the installer acquire it from a salvage parts distributor.
8. This kit **DOES NOT** include the wiring for the 4x4 indicator light.



**American
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510347 - Classic Update Series Kit 1973-82 Chevrolet Truck

This kit contains the following components:

<u>Bag</u>	<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
	500332	Headlight Switch	1
	500707	Fuse, Relay, and Flasher kit	1
N	510354	Courtesy Light kit	1
	500919	Practice Terminal Crimping Set	1
G	510351	Dash Harness kit	1
J	510348	Engine Wiring Kit	1
L	510349	Front Light Wiring kit	1
H	510356	Instrument Cluster wiring kit	1
M	510350	Rear Body Wiring kit	1
	510104	Floor Dimmer Switch	1
Z	510476	Alternator and Main Power Connection kit	1
	520001	Digital Gauge System Dim Wire - GM Kits	1
	92970223	Kit Introduction Instruction Sheet	1
	92970222	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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