



## 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.
2. This kit and all accessories that connect to this kit must be rated at 12 volts. The kit will not support 6 volt accessories.
3. This kit supports the use of aftermarket 12 volt heater and A/C systems.
4. 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.
5. This kit **WILL NOT** support 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 175 Amp Megafuse. 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.
6. This kit **IS NOT** set up with a resistance wire or ballast resistor for a standard points type ignition system. It 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 extra parts (ballast resistor) that are not included in this kit will be required to complete that operation.



# 510760

## 510760- Highway 22 PLUS Wiring Kit

This kit contains the following components:

<u>Bag</u>	<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
	500042	Dimmer Switch	1
	500257	Ignition Switch Adapter - GM Column	1
D	510489	Steering Column & Turn Signal kit	1
C	510490	Headlight Switch Connection kit	1
	500332	Headlight Switch	1
E	510491	Gauge Connection kit	1
F	510492	Accessory Connection kit	1
	510805	Ignition Switch	1
	510476	Alternator and Main Power Connection Kit	1
	510488	Highway 22 PLUS Series Panel	1
B	510493	Alternator Connection kit	1
A	510494	Ignition Switch & Starter Connection kit	1
	500919	Terminal Practice kit	1
	92972359	Instruction Sheet	1
	92972361	Warning and Contents 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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