

1955 CHEVROLET PASSENGER CAR INSTALLATION INSTRUCTIONS

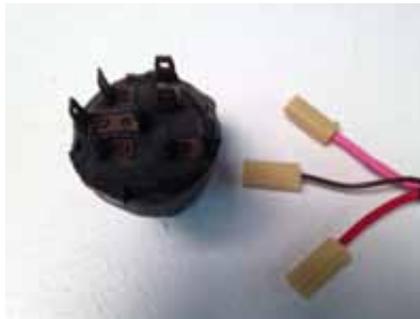
The original fuse panel location was on the firewall at the base of the steering column. This location cannot be used for this replacement fuse panel, as there is conflict with the steering column. Although the new panel can be mounted in many different locations, AAW recommends that the replacement fuse panel be located in the driver's side kick panel just above the air vent. The supplied bracket should be mounted to the panel so that the bracket mounting holes are just below the gray connection blocks. This orients the panel with the relays on the left and the fuses facing upward. The back of the panel has several offsets for the mounting bracket to allow complete flexibility in positioning the fuse panel in the kick panel area. Once the bracket has been attached to the fuse panel, position the completed fuse panel assembly in the kick panel area in a spot that allows the most clearance around the panel. We suggest using the mounting bracket as a template for drilling the bracket mounting screw holes in your kick panel. A schematic of this new ATO fuse panel along with directions for connecting additional wires into the "cage clamp" terminal blocks can be found on pages 3 and 4 of this instruction set. Once the new panel has been successfully mounted, proceed with the installation as follows:

1. This new 1955 ATO fuse panel is supplied with additional wires that will replace the existing jumper harness shown in figure 1 below. This stock harness originally supplied power from the headlight and ignition switches to the original fuse panel. Unplug the red and gray wires that are part of the original fuse panel jumper harness from the headlight switch "BAT" and "LAMPS" terminals. Next, unplug the pink wire that was part of the original fuse panel jumper harness from the ignition switch "ACC" terminal. The original fuse panel jumper harness is now removed from operation. It can now be removed along with the original fuse panel assembly.



FIGURE 1

2. Unplug the original red wire that is connected to the ignition switch "BAT" terminal. Connect the new long heavy 10 gauge red extension wire with the pigtail end that is supplied with this kit onto the ignition switch "BAT" terminal as shown below in figure 2 below. Plug the original red wire that was just removed from the "BAT" terminal into the pigtail of the 10 gauge red extension wire. Route the other end of the 10 gauge red extension wire to the new fuse panel, and connect it to the heavy 10 gauge red wire that is coming out of that new fuse panel as shown in figure 3 below.
3. Unplug the original pink wire that is connected to the ignition switch "ACC" terminal. Connect the new long heavy 12 gauge pink extension wire with the pigtail end that is supplied with this kit onto the ignition switch "ACC" terminal as shown in figure 2 below. Plug the original pink wire that was just removed from the "ACC" terminal into the pigtail of the 12 gauge pink extension wire. Route the other end of the 12 gauge pink extension wire to the new fuse panel, and connect it to the heavy 12 gauge pink wire that is coming out of that new fuse panel as shown in figure 3 below.



STOCK IGNITION SWITCH AND WIRES



FIGURE 2

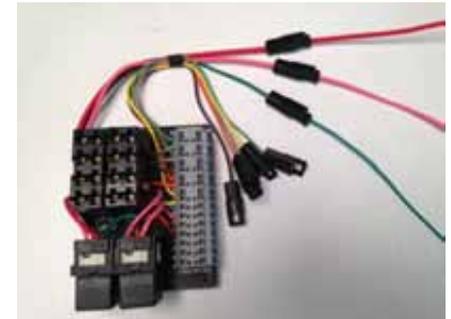


FIGURE 3



**American
Autowire**

www.americanautowire.com 856-933-0801

PART #

37138

DESCRIPTION:

Power Plus 8

**1955 Chevrolet Passenger Car
Replacement ATO Fuse Panel**

92964023

Rev 2.0

6/18/2014

1955 CHEVROLET PASSENGER CAR INSTALLATION INSTRUCTIONS CONTINUED

4. Below left you will see the original wiring orientation of the stock lighting switch. Unplug the original gray wire from the dash lamps output on the lighting switch, and replace it with the brown connector end of the dark green jumper wire as shown in figures 4 and 5 below. Route the other end of the dark green extension wire to the new fuse panel, and connect it to the dark green wire that is coming out of that new fuse panel as shown in figures 4 and 5 below. Connect the gray extension wire from the kit to the gray wire that you previously removed from the lighting switch. Route the other end of the gray extension wire to the new fuse panel, and connect it to the gray wire that is coming out of that new fuse panel as shown in figures 3 and 4 below. Additional dash lamp wiring connections can be made by adding wires (not included with this kit) to the slots numbered 3 & 4 on the new ATO fuse panel. The completed operation should look like figure 5 below.



STOCK LIGHTING SWITCH AND WIRES



FIGURE 4

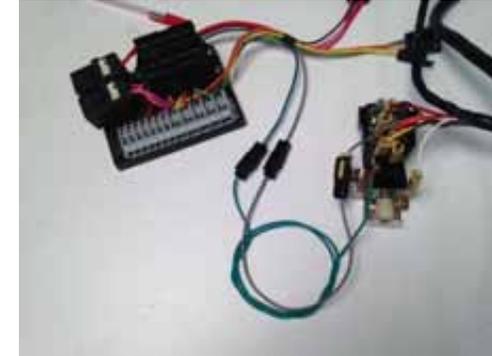


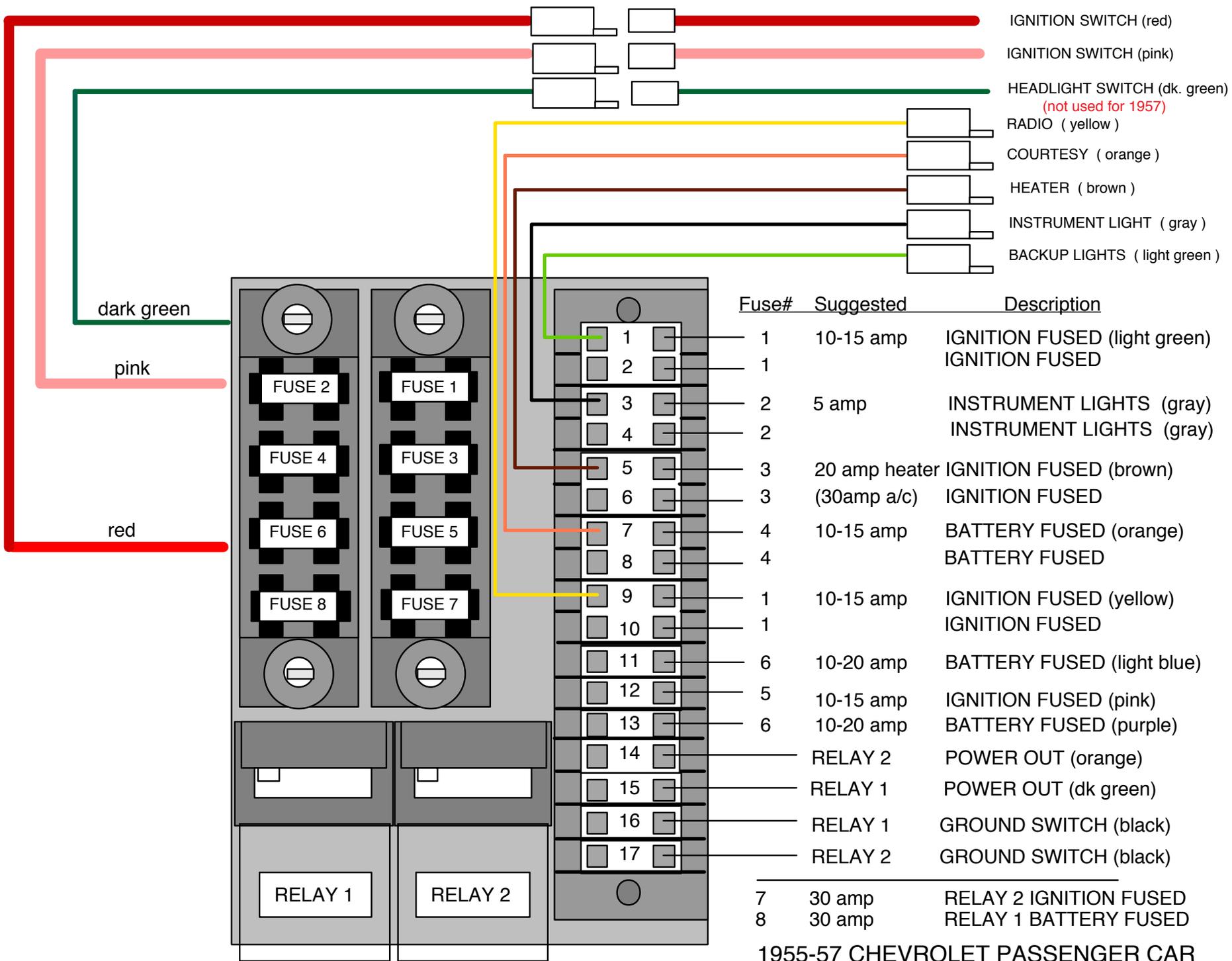
FIGURE 5

The following instructions are for rerouting original fuse panel accessory connections to the new fuse panel:

1. Connect the light green wire from the new fuse panel to your original light green backup light lead using the supplied extension wire. If you are not using this option, this lead can be left unconnected or it may be used for any other accessory requiring fused ignition (switched) power. Additional ignition fused accessory connections can be made by adding wires (not included with this kit) to the slots numbered 1 & 2 on the new ATO fuse panel.
2. Connect the brown wire from the new fuse panel to your original brown heater switch lead using the supplied extension wire. This wire may also be used to supply fused ignition (switched) power to any aftermarket heat or A/C system. Additional ignition fused accessory connections can be made by adding wires (not included with this kit) to the slots numbered 5 & 6 on the new ATO fuse panel.
3. Connect the orange wire from the new fuse panel to the existing orange under dash courtesy light lead using the supplied extension wire. If you are not using this option, this lead can be left unconnected or may be used for any other accessory requiring fused battery (hot all the time) power. Additional battery fused accessory connections can be made by adding wires (not included with this kit) to the slots numbered 7 & 8 on the new ATO fuse panel.
4. Connect the yellow wire from the new fuse panel to the existing yellow radio lead using the supplied extension wire. (A new terminal and connector have been provided for you in the event that your radio lead has been cut or damaged.) Additional ignition fused accessory connections can be made by adding wires (not included with this kit) to the slots numbered 9 & 10 on the new ATO fuse panel.
5. The "cage clamp" terminal blocks on the panel provide additional connections for ignition or battery power. The enclosed chart on page 3 identifies those circuits.
6. One Battery Fused relay output has been provided at "cage clamp" terminal block location 15 (relay ground is location 16).
7. One Ignition Fused relay output has been provided at "cage clamp" terminal block location 14 (relay ground is location 17).



SUPPLIED ACCESSORY EXTENSION WIRES



1955-57 CHEVROLET PASSENGER CAR

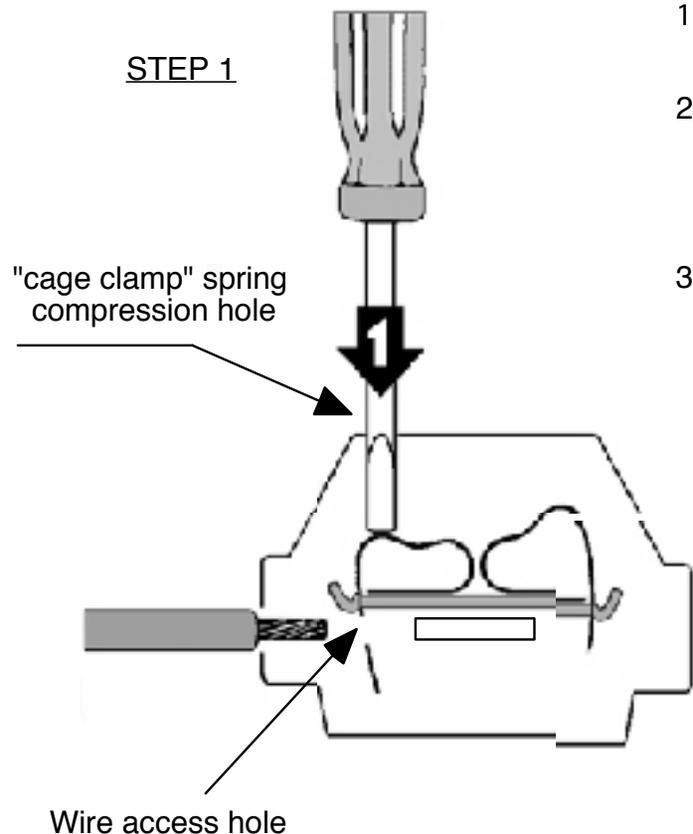
CONNECTING ADDITIONAL WIRES TO THE "CAGE CLAMP" TERMINAL BLOCKS

STEP 1

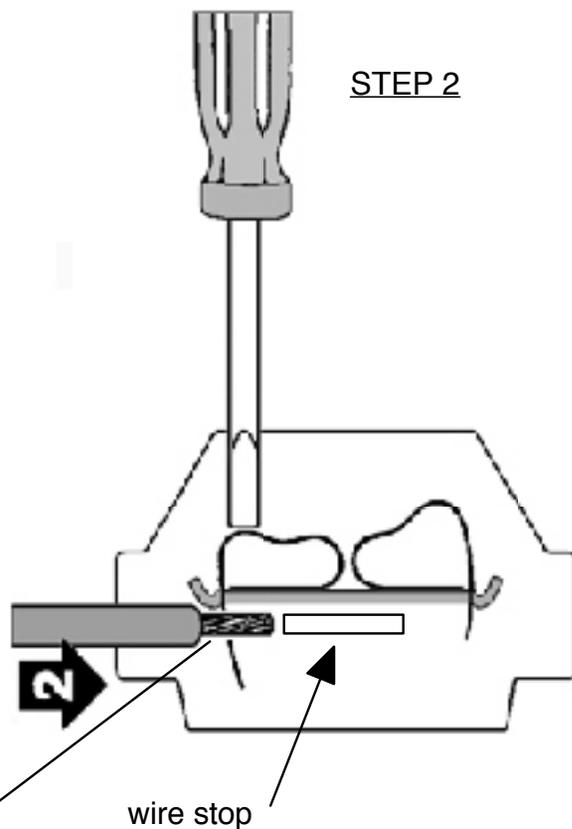
1. Insert a 1/8" blade screwdriver into the "cage clamp" spring compression hole located in the top of each terminal block as shown in STEP 1.

2. While maintaining tension on the spring, insert the wire into the terminal block through the "wire access hole" in the "cage clamp spring" until the wire hits the wire stop as shown in STEP 2. Be sure that the wire is stripped to 1/4" and that the wire strands are not frayed before insertion into the terminal block. The wire should slide in without restriction.

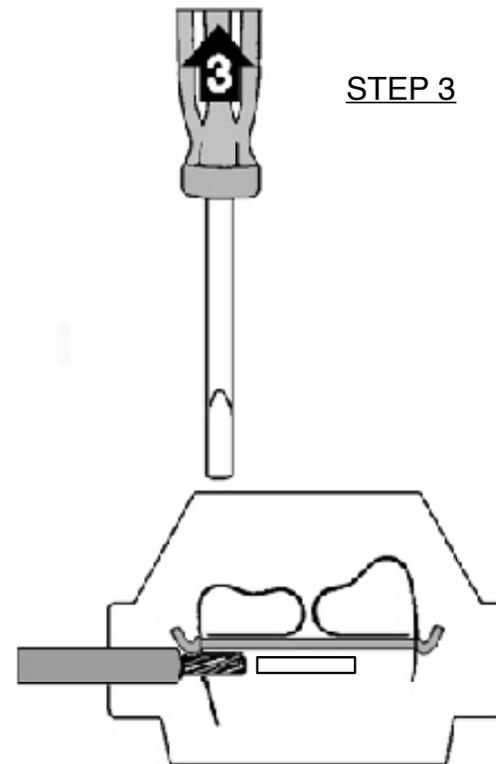
3. With the wire firmly positioned in the terminal block, release the tension on the screw driver and withdraw it as shown in STEP 3. The wire is now firmly compressed against the terminal block bus bar forming a secure air tight connection.



STEP 2



STEP 3



Wire access hole