

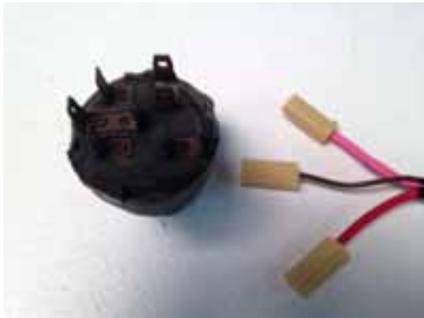
1956 CHEVROLET PASSENGER CAR INSTALLATION INSTRUCTIONS

NOTE 1: THIS REPLACEMENT PANEL IS MADE TO BE USED WITH AN ORIGINAL 1956 OR 1957 CHEVROLET DELUXE DASH HARNESS ONLY.

NOTE 2: FOR INSTRUCTIONS REGARDING A 1957 APPLICATION, SEE PAGES 3 AND 4.

The original fuse panel location was high under the dash to the left of the steering wheel. Although the new panel can be mounted in many different locations, it is recommended that the replacement fuse panel be located in the original fuse panel location. The supplied bracket should be mounted to the panel so that the bracket mounting holes are just below the gray connection blocks and fuse blocks. Once installed, this orients the panel with the relays upward and the fuses in the lower right. The panel can be mounted using the original fuse panel mounting bracket holes. The back of the panel has several offsets for the mounting bracket to allow complete flexibility in positioning the fuse panel in the under dash area. Unplug the red, pink, brown and yellow wires from your original fuse panel assembly, and remove the actual panel from the car. 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 5 and 6 of this instruction set. Once the new panel has been successfully mounted, proceed with the installation as follows:

1. 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 1 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 2 below. Tape the red wire that was the feed to the original fuse panel, back to the trunk of the harness as shown in figure 3 as it is still hot, but will no longer be used.
2. 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 1 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 2 below. Tape the pink wire that was the feed to the original fuse panel, back to the trunk of the harness as shown in figure 3 as it is still hot, but will no longer be used.



STOCK IGNITION SWITCH AND WIRES

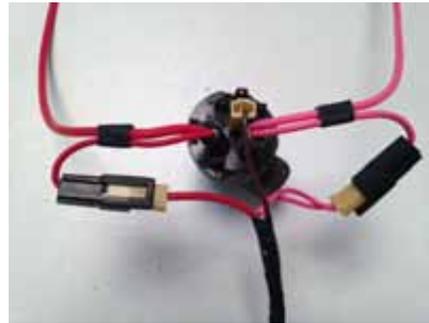


FIGURE 1

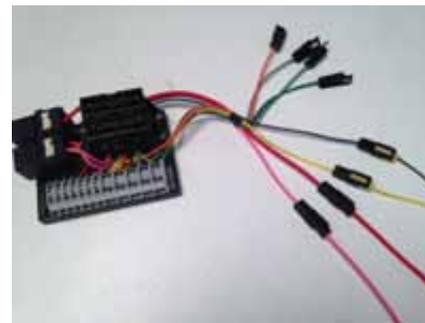


FIGURE 2



FIGURE 3



**American
Autowire**

www.americanautowire.com 856-933-0801

PART #

37139

DESCRIPTION:

Power Plus 8

**1956-57 Chevrolet Passenger Car
Replacement ATO Fuse Panel**

92964024

Rev 2.0

6/18/2014

1956 CHEVROLET PASSENGER CAR INSTALLATION INSTRUCTIONS CONTINUED

3. 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 the original brown heater accessory lead as shown at the left in figure 6. (NOTE:) 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 original yellow radio accessory lead as shown at the left in figure 6. 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 5 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).

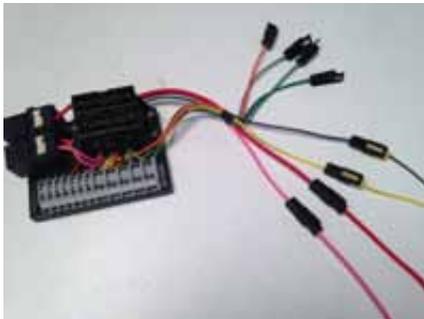


FIGURE 6

1957 CHEVROLET PASSENGER CAR INSTALLATION INSTRUCTIONS

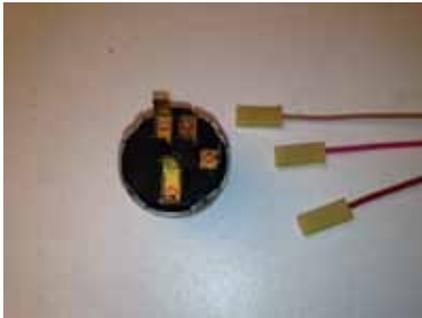
NOTE 1: THIS REPLACEMENT PANEL IS MADE TO BE USED WITH AN ORIGINAL 1956 OR 1957 CHEVROLET DELUXE DASH HARNESS ONLY.

NOTE 2: FOR INSTRUCTIONS REGARDING A 1956 APPLICATION, SEE PAGES 1 AND 2.

The original fuse panel location was in the kick panel to the left of the steering wheel. Although the new panel can be mounted in many different locations, it is recommended that this location can be used for the replacement fuse panel with a minor mounting bracket adjustment. 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 upward. The panel can be mounted by using the original fuse panel mounting bracket holes as a template and drilling two new mounting holes the same diameter two inches lower than the original holes. 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. Unplug the red, pink, blue, gray, orange, dark green, and yellow wires from your original fuse panel assembly, and remove the actual panel from the car. 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 5 and 6 of this instruction set.

Once the new panel has been successfully mounted, proceed with the installation as follows:

1. 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 1 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 2 below. Tape back the red wire that was the feed to the original fuse panel, to the trunk of the harness, as shown in figure 3 as it is still hot, but will no longer be used.
2. 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 1 below. Tape back the original pink wire that was just removed from the "ACC" terminal to the trunk of the harness as shown in figure 1 as it will no longer be used. 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 2 below. Tape back the pink wire that was the feed to the original fuse panel, to the trunk of the harness, as shown in figure 3 as it will no longer be used.



STOCK IGNITION SWITCH AND WIRES



FIGURE 1

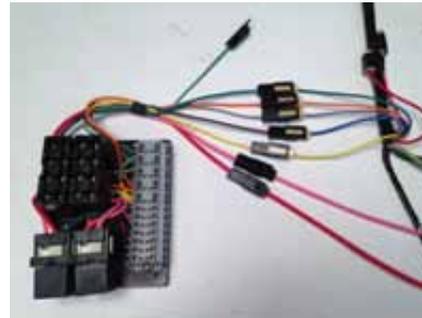


FIGURE 2

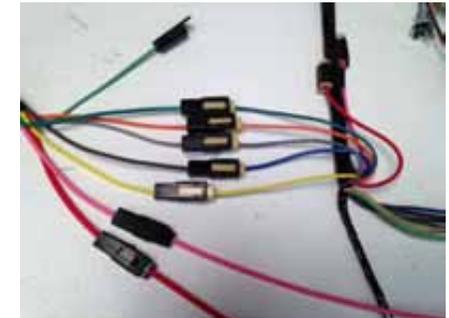


FIGURE 3



**American
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PART #

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DESCRIPTION:

Power Plus 8

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1957 CHEVROLET PASSENGER CAR INSTALLATION INSTRUCTIONS CONTINUED

3. Below left you will see the extension wires that have been included with this kit. They **are not** used in any 1957 application and can be discarded. Figure 4 below shows the factory 57 Chevy lighting switch along with the correct factory dash harness plug, and 1956 **ONLY** extension wires. For all 1957 Chevy applications, you simply need to plug the factory lighting switch harness plug onto the switch itself as shown below in figure 5. 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.



**1956 LIGHTING SWITCH
EXTENSION 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. 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 the original dark blue heater accessory lead from the original fuse panel as shown at the left in figure 6. (NOTE:) This brown 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 original orange accessory lead from the original fuse panel as shown at the left in figure 6. 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 original yellow radio accessory lead as shown at the left in figure 6. 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. Connect the dark green wire from the new fuse panel to the original dark green dash lamps feed as shown at the left in figure 6.
6. The “cage clamp” terminal blocks on the panel provide additional connections for ignition or battery power. The enclosed chart on page 5 identifies those circuits.
7. One Battery Fused relay output has been provided at “cage clamp” terminal block location 15 (relay ground is location 16).
8. One Ignition Fused relay output has been provided at “cage clamp” terminal block location 14 (relay ground is location 17).

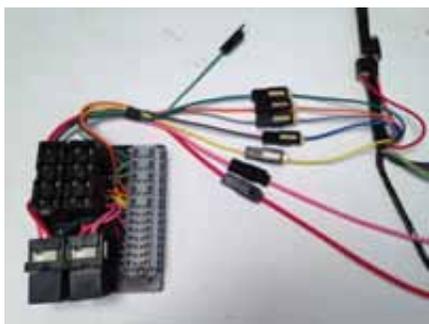
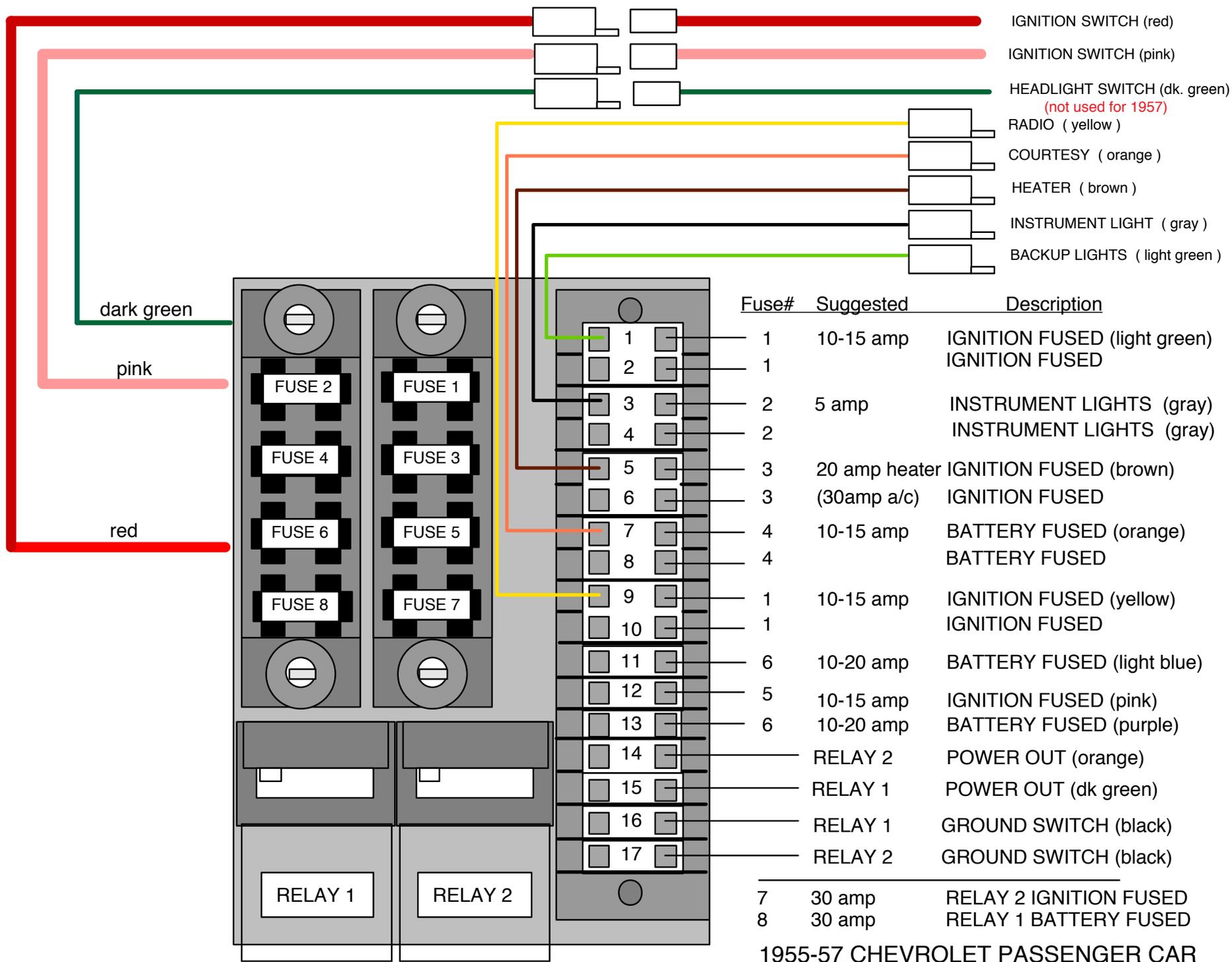


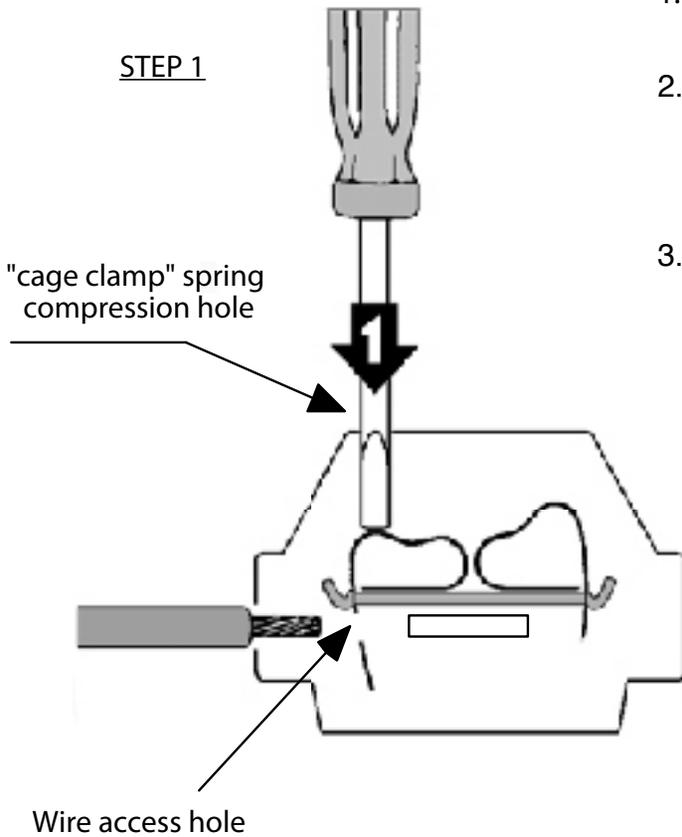
FIGURE 6



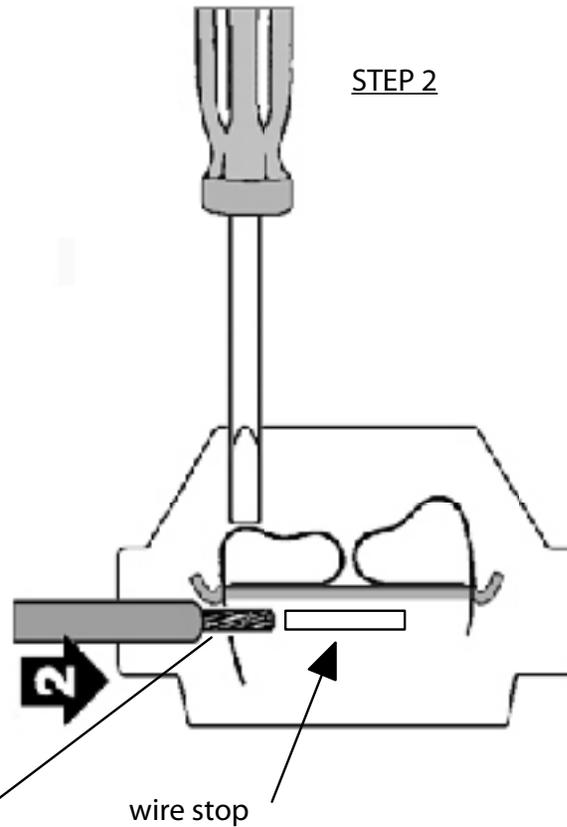
CONNECTING ADDITIONAL WIRES TO THE "CAGE CLAMP" TERMINAL BLOCKS

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 1



STEP 2



STEP 3

