

# Fuse Panel Installation Instructions

Following these simple instructions will guarantee a successful installation of your American Autowire Fuse Panel Harness.

The order of installation will be as follows:

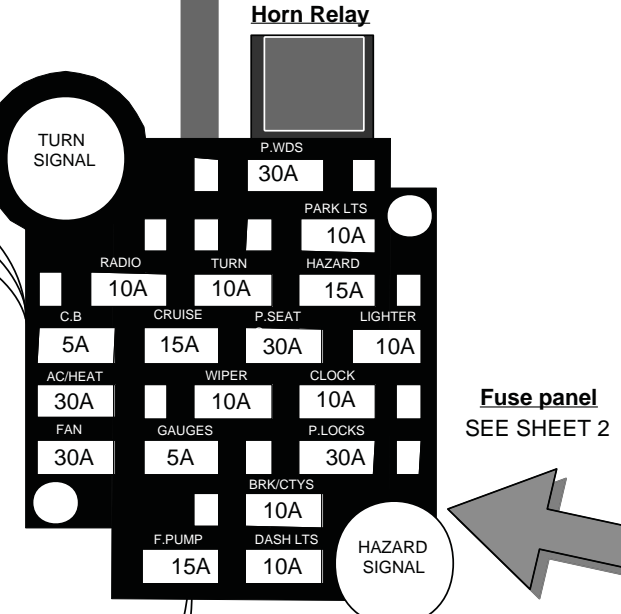
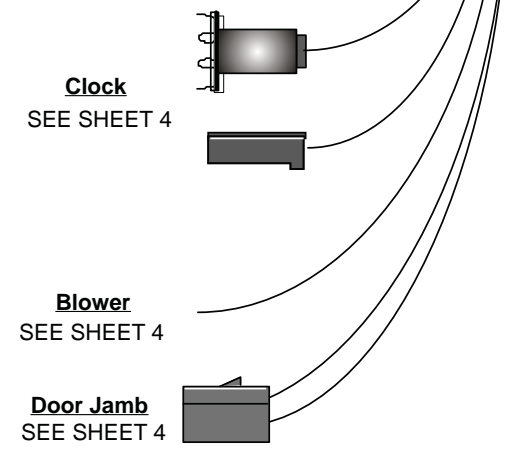
1. Mount the fuse panel mounting plate.
2. Route fuse panel harness in dash area using original harness clips located at the top of the firewall.
3. Attach the fuse panel to the mounting plate.
4. Make all dash connections as shown in this Fuse Panel Installation sheet.
5. Starting with bag "H", install all other wiring bags as per the letter designation on instruction sheets. (bags H,J,K,L,M,N).

Let's begin your installation of this Fuse Panel harness. Study the diagram above, and follow the installation procedures on the following pages!

RECOMMENDED FUSE CIRCUIT RATINGS			
PARK LIGHTS	10 AMP	CRUISE	15 AMP
HAZARD	15 AMP	CLOCK	10 AMP
BRAKE LIGHTS	10 AMP	LIGHTER	10 AMP
DASH LIGHTS	10 AMP	FUEL PUMP	15 AMP
TURN SIGNAL	10 AMP	POWER SEAT	30 AMP
WIPER	10 AMP	POWER LOCK	30 AMP
GAUGE	5 AMP	POWER WINDOWS	30 AMP
C.B. RADIO	5 AMP		
A/C / HEATER	30 AMP		
RADIO	10 AMP		
FAN	30 AMP		



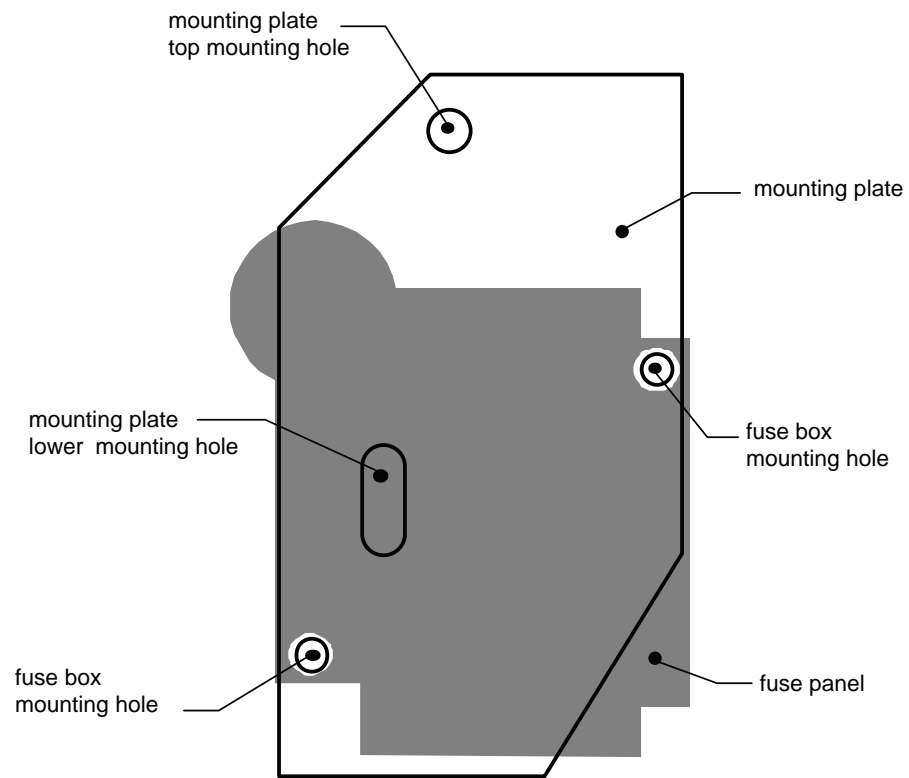
150 Heller Pl #17 W Bellmawr, NJ 08031 856-933-0801



PART # **500414** **G**

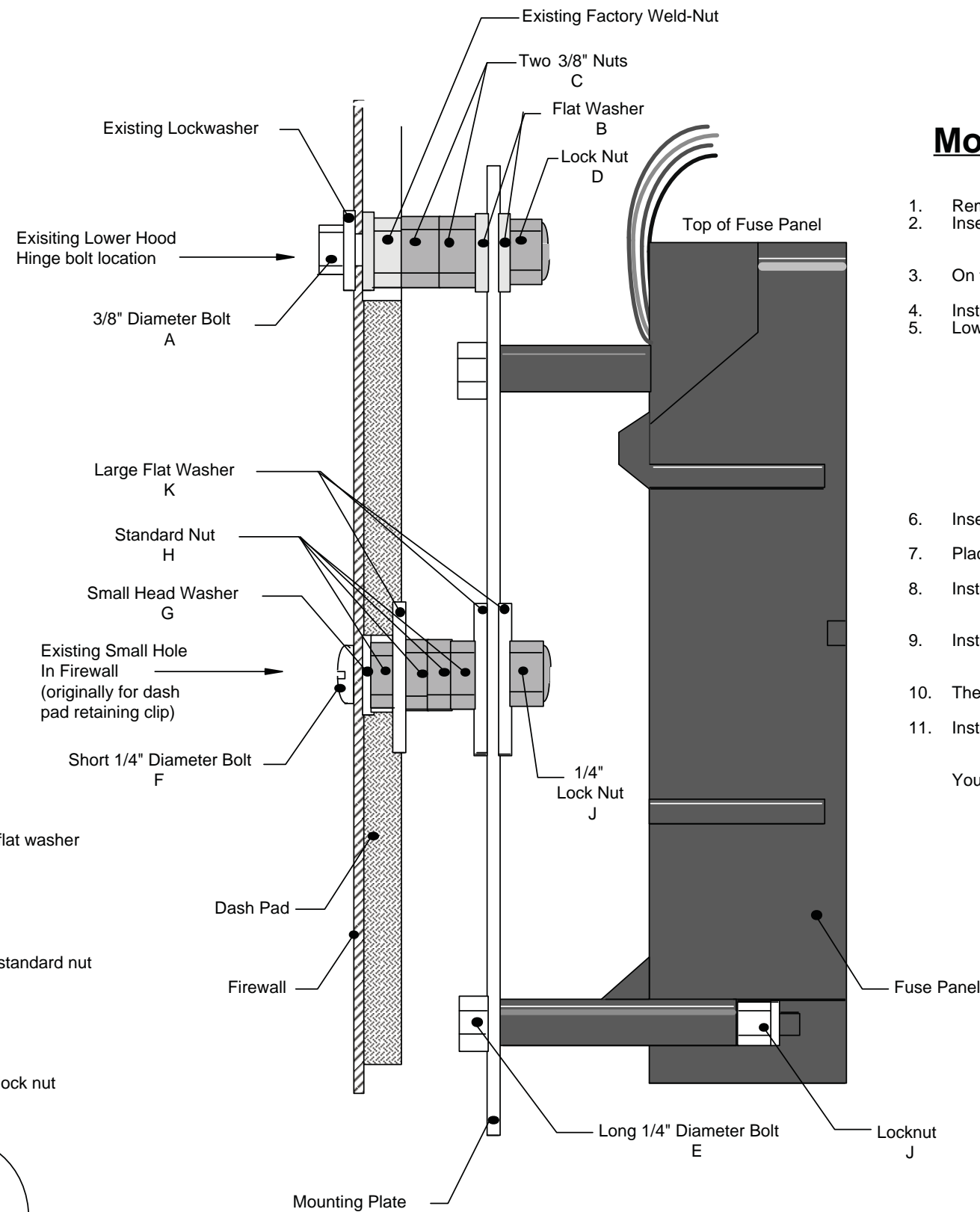
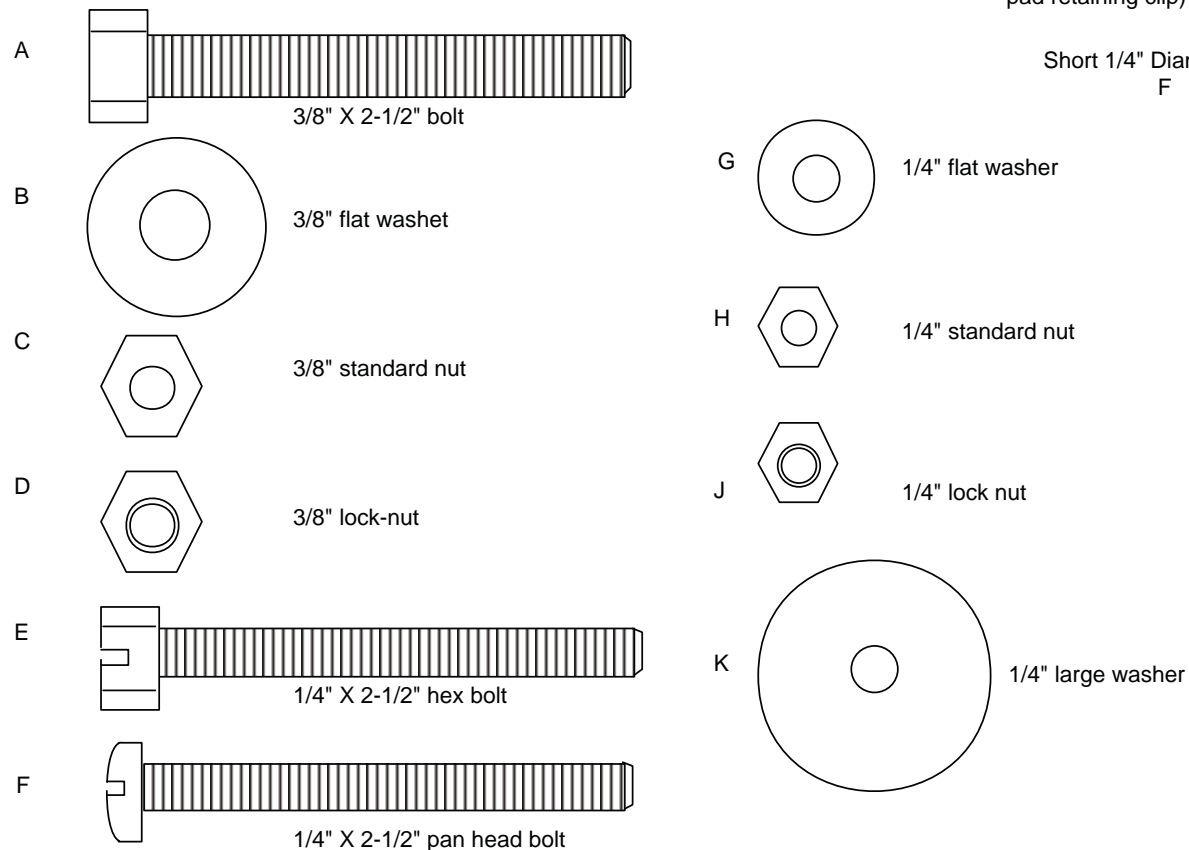
DESCRIPTION:  
**1955-56 Chevy**  
**Custom Fuse Panel Harness**

92965033 instruction sheet Rev 13.0 9/19/2003 SR



DETAIL "A"

**VIEW FROM INSIDE OF CAR, LOOKING AT FRONT OF FUSE BOX**  
Once the mounting plate has been secured to the firewall, attach the fuse panel on the mounting plate using the holes shown above.



Side view of mounted panel

## Mounting Fuse Panel and mounting plate

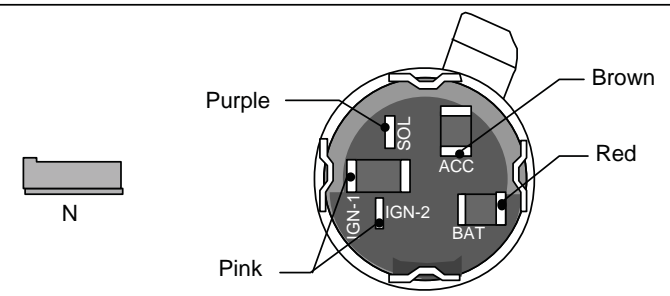
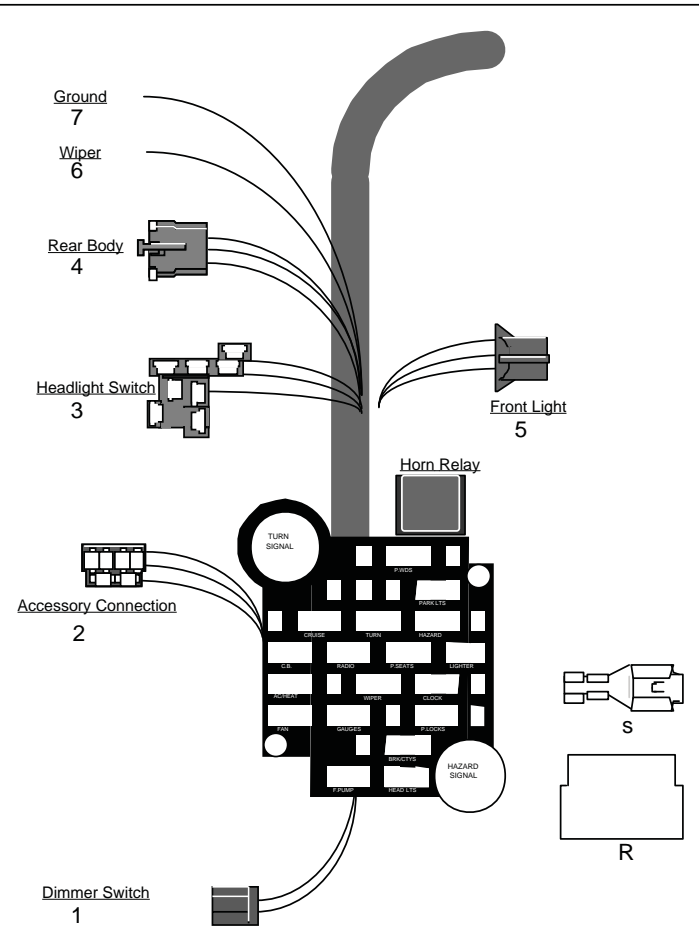
1. Remove your existing bottom bolt of the hood hinge.
2. Insert new bolt A into this location from the engine compartment along with your existing lockwasher and flat washer. This bolt will screw into existing factory weld-nut on inside of firewall.
3. On the inside of the car, install two C nuts onto bolt A, seating each bolt firmly against the weld-nut, and each other.
4. Install flat washer B on bolt A, and leave until step 8.
5. Lower mounting bolt:
  - From the engine compartment, locate the existing stock 1/4" hole located just below and to the right of the hood hinge (originally for dash pad clip). Insert a new 1/4" bolt F (This hole may need to be enlarged slightly if bolt is too snug.)
  - On inside of car, trim firewall pad so that there is enough clearance to install flat washer G onto bolt F.
  - Install 1/4" standard nut H onto bolt F and tighten.
  - Install large flat washer K onto bolt F (this will keep the firewall pad in place).
  - Install three (3) standard nuts H, tightening each firmly.
  - Place large washer K onto bolt F, and leave until step 9.
6. Insert two (2) of bolt E into the fuse box mounting holes on the mounting plate, from the back side (see Detail "A"), and leave hang loose.
7. Place mounting plate onto the bolts that you installed on the firewall, at locations shown in Detail "A".
8. Install flat washer B onto bolt A. Using lock-nut D, tighten mounting plate against upper firewall bolt A. Be sure that there are no exposed threads which could damage wires.
9. Install large flat washer K onto bolt F. Using lock-nut J, tighten mounting plate against lower firewall bolt F. Be sure that there are no exposed threads which could damage wires.
10. The mounting plate should now be installed. Place the fuse panel onto bolts E that you installed on the mounting panel.
11. Install lock-nuts J onto bolts E, and tighten.

Your fuse panel is now installed!



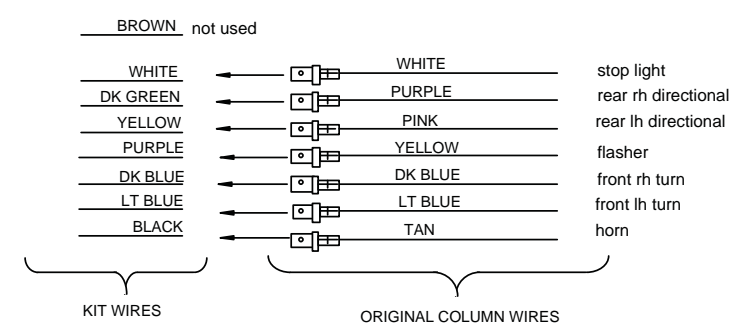
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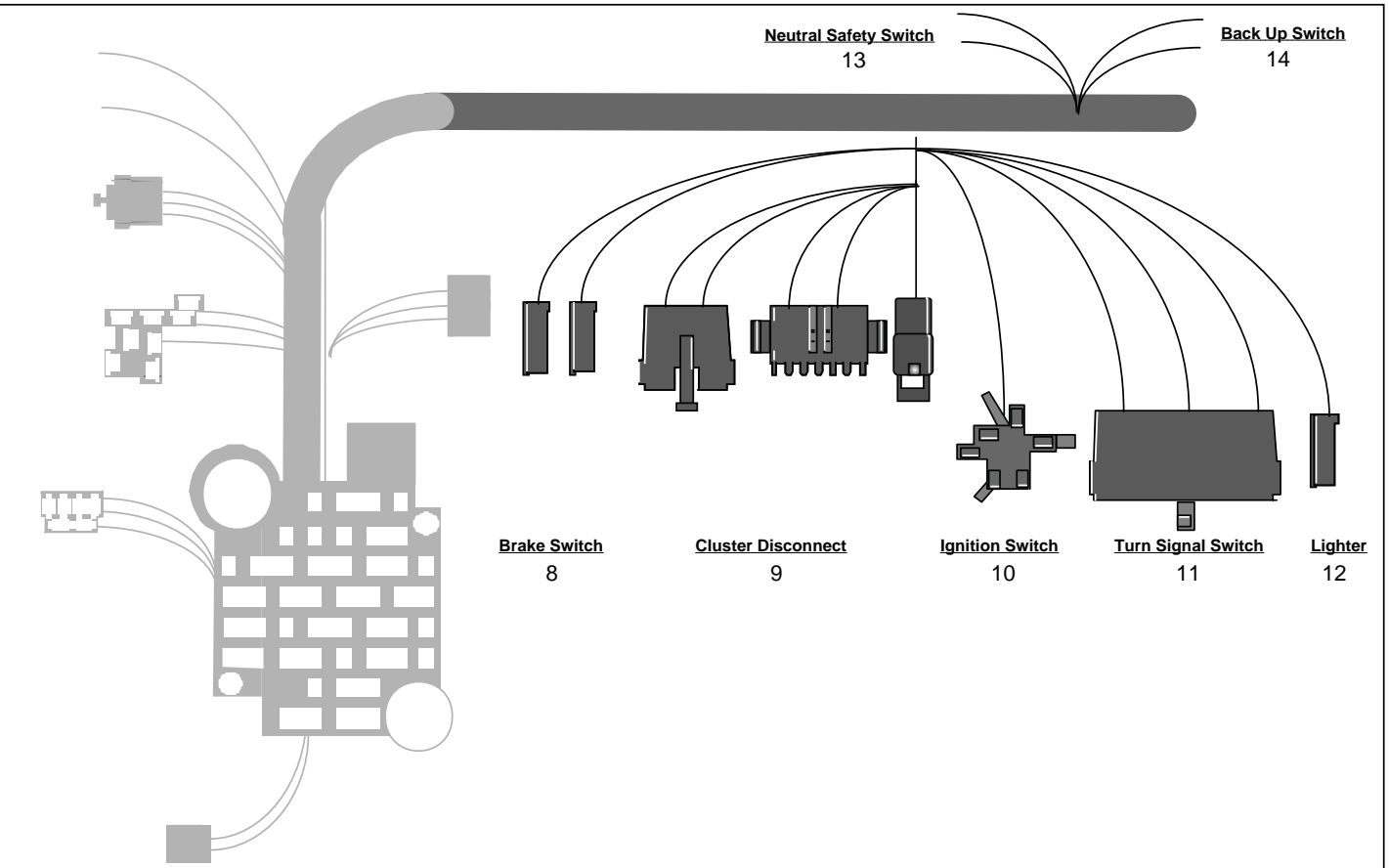


Using provided connectors N, connect wires as shown above.  
 HEI SYSTEM: Connect the pink wire from instrument panel harness to Ign 1.  
 Ign-1 and Ign 2 must be connected together using supplied pink jumper wire, as shown.  
 POINTS SYSTEM: Pink wire from instrument panel harness will go to Ign-1, plug the loose piece yellow wire onto the IGN-2 location and route other end to the distributor side of ballast resistor.

**Stock Ignition Switch - to - Kit  
 (with a starter which does not have a resistor by pass stud)**



**Stock Turn Signal Wires - to - Kit**



Note: Terminals are provided for most connections on your wiring kit. Use the provided terminals and connector to install the following wires:

- Note: Terminals are provided for most connections on your wiring kit. Use the provided terminals and connectors to install the following wires:
- 1 DIMMER SWITCH
    - Yellow 12 volt feed to dimmer switch
    - Tan Lo beam feed from dimmer switch
    - Lt Green Hi Beam feed from dimmer switch
  - 2 ACCESSORIES
    - Use the provided connector R and terminals S if you wish to connect to the accessory connector.
    - Dark Blue Fused 12 volt feed for fuel pump (may also be used to feed power to another accessory circuit) IGNITION
    - Orange Fused 12 volt feed for power seats (may also be used to feed power to another accessory circuit) BATTERY
    - Red Fused 12 volt feed for power door locks (may also be used to feed power to another accessory circuit) BATTERY
    - Pink Fused 12 volt feed for cruise control (may also be used to feed power to another accessory circuit) IGNITION
    - Yellow Fused 12 volt feed for power windows (may also be used to feed power to another accessory circuit) BATTERY
    - Tan CB radio feed (may also be used to feed power to another accessory circuit) IGNITION
  - 3 HEADLIGHT SWITCH
 

NOTE: FOR USE OF STOCK HEADLIGHT SWITCH, SEE DIAGRAM ON SHEET 4

    - Red 12 volt feed to switch
    - Orange 12 volt feed "in" to park/tail
    - Brown Park / tail feed "out"
    - Yellow Dimmer feed
    - Gray Instrument lamp feed
    - White Dome / courtesy ground
  - 4 REAR BODY
 

This connector will mate to the connector from the Rear Body Intermediate harness found in bag M.

    - Tan Fuel tank sender lead
    - Brown Tail lamp feed
    - Yellow LH turn / brake feed
    - Dark Green RH turn / brake feed
    - Orange Dome / courtesy lamp feed
    - White Dome / courtesy lamp ground
    - Light Green Back up lamp feed
    - Light Blue Third brake feed
  - 5 FRONT LIGHT
 

This connector will mate to the connector from the Front Light harness found in bag L & grommet bag K.

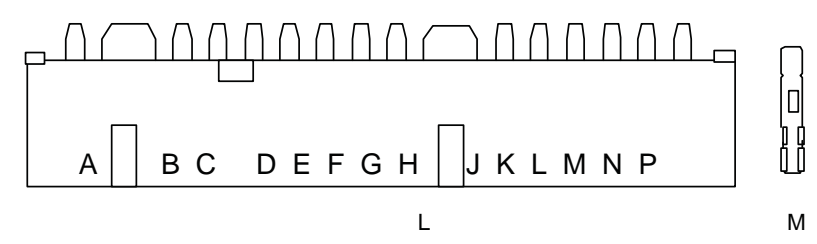
    - Tan Lo beam feed to headlight bulb
    - Light Green Hi beam feed to headlight bulb
    - Brown Parking lamp feed to parking lamps
    - Light Blue LH turn feed
    - Dark Blue RH turn feed
    - Dark Green Horn feed
    - Orange Electric fan feed
    - White This is a 12 volt feed wire for the wiper circuit. For an aftermarket wiper system, consult wiper manufacturer for proper hook up. For use on a stock 1955-56 wiper system, this wire will be the power to the wiper motor. All functions of this motor are controlled by the wiper switch, which activates functions by a ground circuit.
  - 6 WIPER
  - 7 GROUND
    - Black This wire is the ground for the instrument cluster. Connect it to a good grounding location.

- 8 BRAKE SWITCH
  - Orange 12 volt feed to brake switch
  - White 12 volt "out" from brake switch to turn signal switch.
  - Light Blue 12 volt "out" from brake switch to third brake light.
- 9 GAUGE DISCONNECT
 

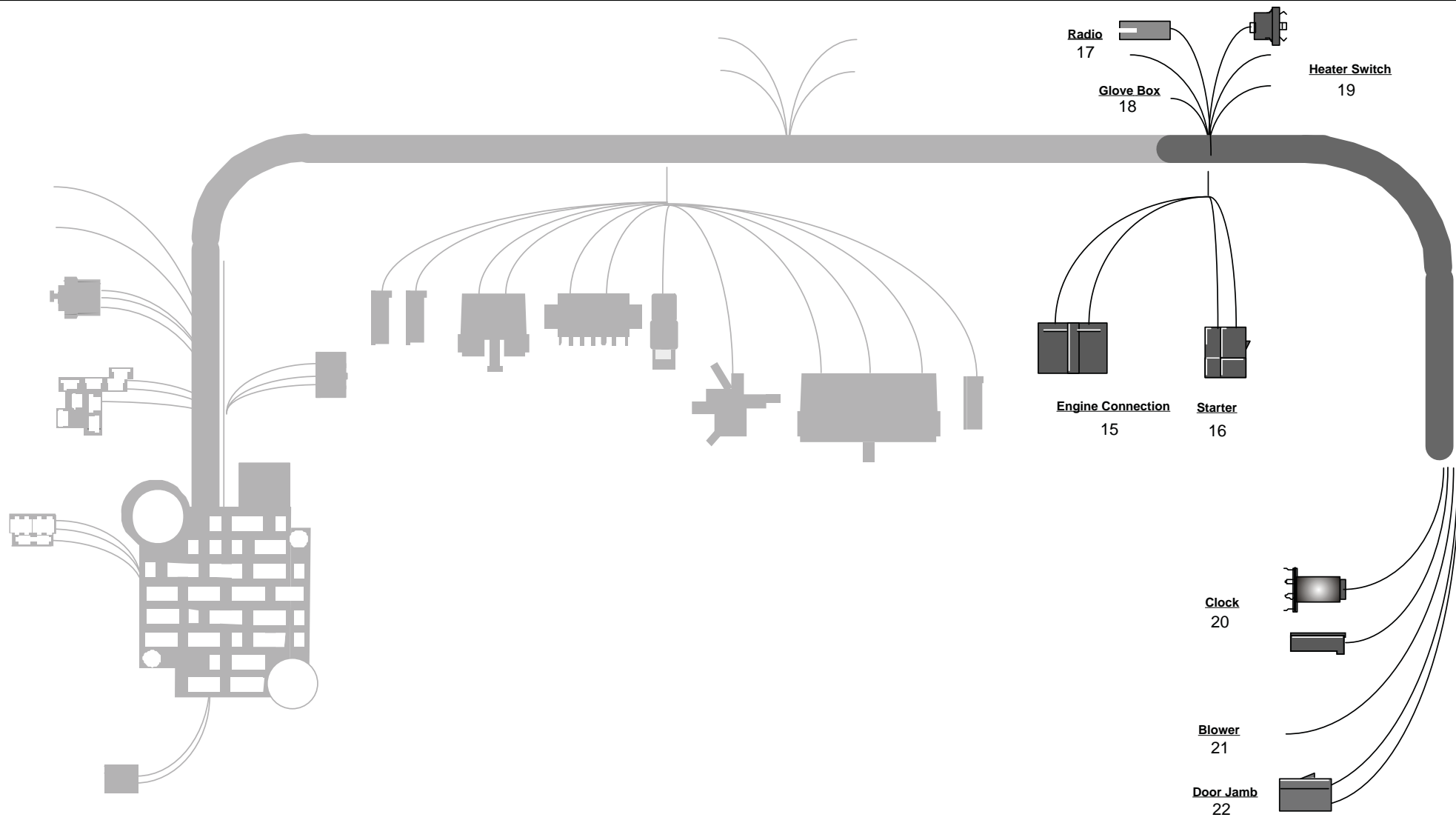
These connectors will plug into the gauge disconnect from the Cluster harness, bag H. Each wire function is described on the instruction sheet from bag H.
- 10 IGNITION SWITCH
  - Yellow (loose) The only application in which this wire will be used is as follows: Using an original 1955-56 ignition switch, with a points type ignition system, or with a starter which does not have a stud for the resistor by-pass on it. If all of these items exist in your car, then you will connect as shown in the ignition switch illustration above.
  - Red 12 volt battery feed to switch
  - Pink 12 volt ignition feed to switch
  - Purple Starter solenoid feed wire
  - Brown Accessory feed wire
- 11 TURN SIGNAL SWITCH
 

This harness has a connector on it for the more common 1969-1974 GM column connection used by GM and most after market manufacturer's. If you are using a stock 1955-56 or 1975 up GM turn signal switch, follow the diagram above, and connect wires accordingly using the provided turn signal connector L and terminals M.

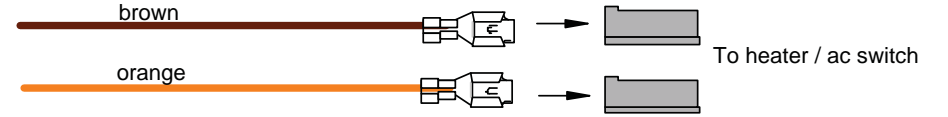
  - White 12 volt feed from brake switch
  - Dark Green RH tail lamp
  - Yellow LH tail lamp
  - Purple 12 volt feed from turn flasher
  - Brown 12 volt feed from hazard flasher
  - Dark Blue RH front park lamp
  - Light Blue LH front park lamp
  - Black Horn relay ground wire to horn switch
  - Orange Fused 12 volt feed for cigarette lighter.
  - Purple 12 volt feed from ignition switch
  - Purple 12 volt feed to starter (These wires MUST be connected to a either a neutral safety switch for an automatic transmission, or connected together for a manual transmission car, for the starter to operate correctly.)
- 12 LIGHTER
  - Orange Fused 12 volt feed for cigarette lighter.
- 13 NEUTRAL SAFETY
  - Purple 12 volt feed from ignition switch
  - Purple 12 volt feed to starter (These wires MUST be connected to a either a neutral safety switch for an automatic transmission, or connected together for a manual transmission car, for the starter to operate correctly.)
- 14 BACK UP SWITCH
  - Pink 12 volt ignition power to switch
  - Light Green 12 volt power out to back up lights, from switch.



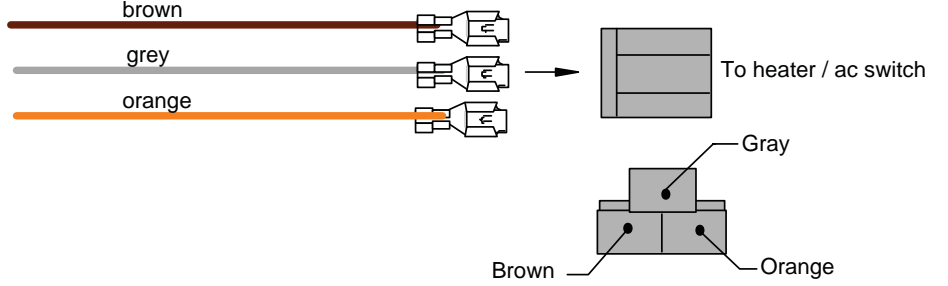
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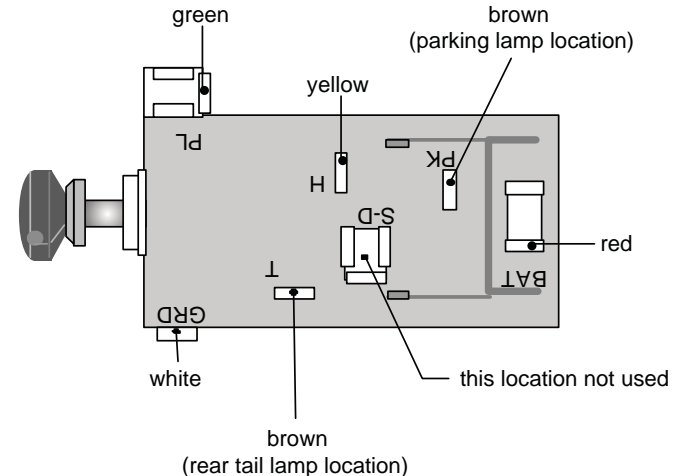
**1955 Heater Switch Connection**



**1956 Heater Switch Connection**



View connector from front, as though you were plugging connector into your face.



**Connection to a Stock 1955-56 Headlight Switch**  
 Note: The circuit breaker on a stock headlight switch is only 20amps. Exterior lamps will be unfused, and halogen lights require a relay for power.  
 Use existing wires and terminals included on dash harness.  
 Note: The orange wire will not be used on this switch.

- Note: Terminals are provided for most connections on your wiring kit. Use the provided terminals and connector to install the following wires:
- |    |                    |        |  |
|----|--------------------|--------|--|
| 15 | ENGINE CONNECTION  |        | This connector will plug into the mating connector on the Engine harness, bag J. Wire identifications are described on the instruction sheets from bag J.  |
| 16 | STARTER CONNECTION |        | This connector will plug into the mating connector from the Engine harness, bag J.   |
| 17 | RADIO              | Tan    | Fused 12 volt accessory feed for radio (accessory)   |
|    | RADIO BAT          | Yellow | Fused 12 volt battery feed for radio memory or clock   |
| 18 | GLOVE BOX          | Orange | Fused 12 volt battery feed for the glove box lamp  |
| 19 | HEATER SWITCH      |        | 1955 uses a two connector switch, with a separate lamp feed, while 1956 uses a single, 3 position connector which incorporates that lamp wire. This kit has loose connectors for use on both switches. See detail above. |
|    |                    | Brown  | Fused 12 volt accessory feed to heater / ac switch   |
|    |                    | Orange | 12 volt power from heater / ac switch to blower  |
|    |                    | Gray   | Lamp feed for heater / ac switch   |
| 20 | CLOCK              | Gray   | Lamp feed for clock  |
|    |                    | Yellow | Fused 12 volt battery feed for clock   |
| 21 | BLOWER             | Orange | Feed from heater / ac switch to blower   |
| 22 | COURTESY LAMP      | White  | Dome / courtesy lamp ground, to door jamb switch. Connect to the courtesy lamp kit bag N.  |



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