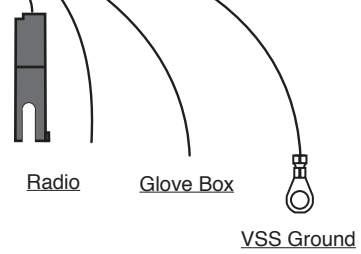
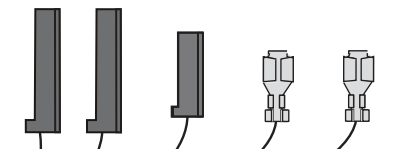


Brake Switch Lighter Heater Switch



RECOMMENDED FUSE/CIRCUIT BREAKER AMP 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	10 AMP	POWER WINDOWS	30 AMP
C.B. RADIO	5 AMP		
A/C / HEATER	30 AMP		
RADIO	10 AMP		
FAN	30 AMP		

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. Attach the fuse panel to kickpanel using template on sheet 5.
2. Route fuse panel harness in dash area using the layout suggested in diagram E on sheet 2.
3. Make all dash connections as shown in these Fuse Panel Installation sheets.
4. Starting with bag 'H', install all other wiring as per the letter designation on their instruction sheets. (bags H, J, L, M and N).

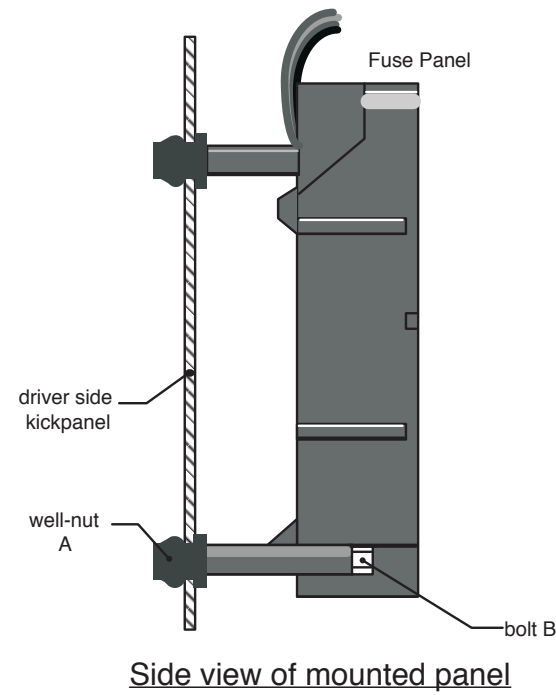
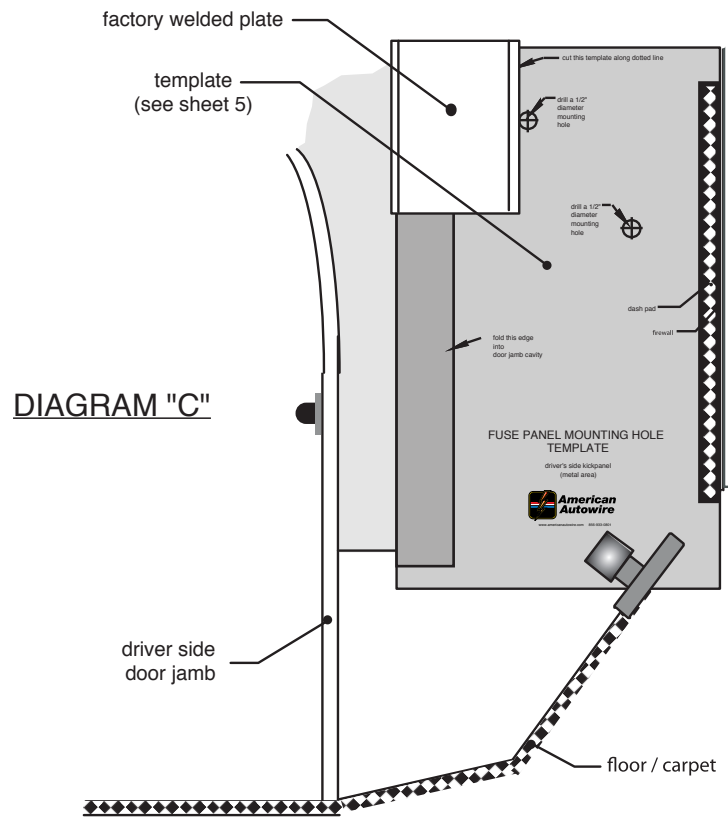
Let's begin your installation of the Fuse Panel harness. Study the diagram above, and follow the installation procedures on the following pages!



PART # **500433** **G**

DESCRIPTION:
1957 Chevy
Custom Fuse Panel Harness

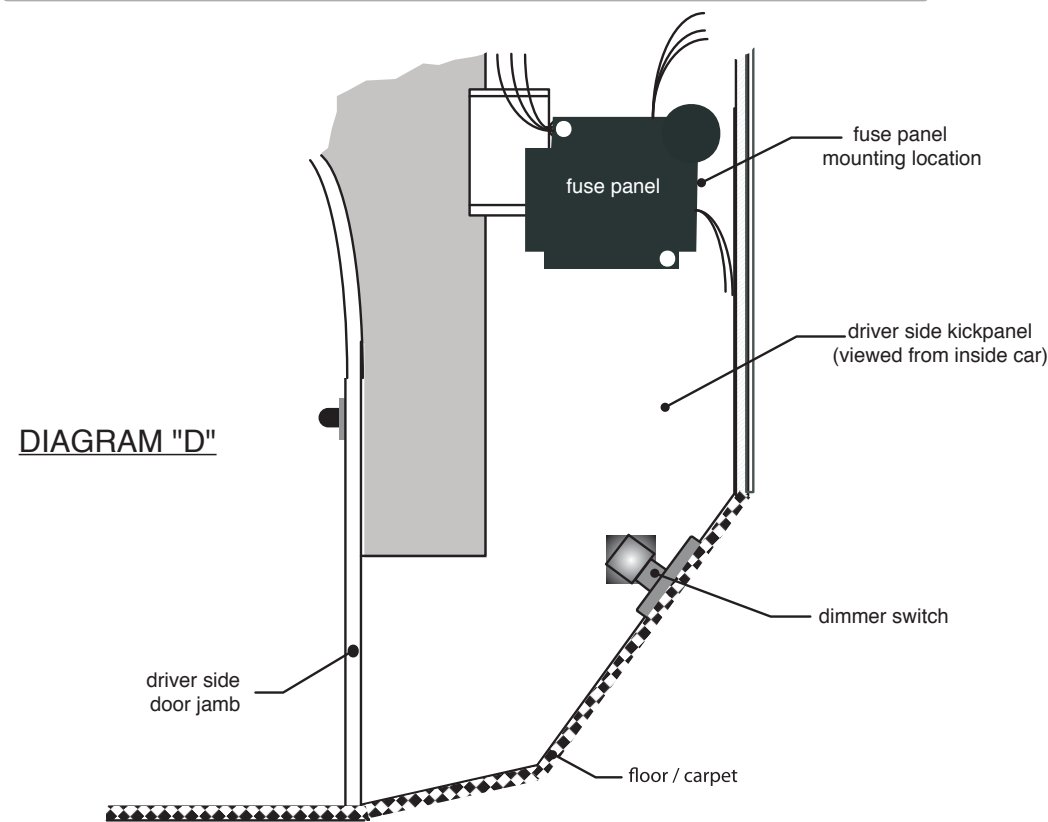
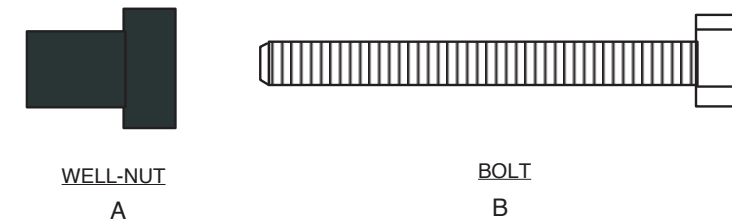
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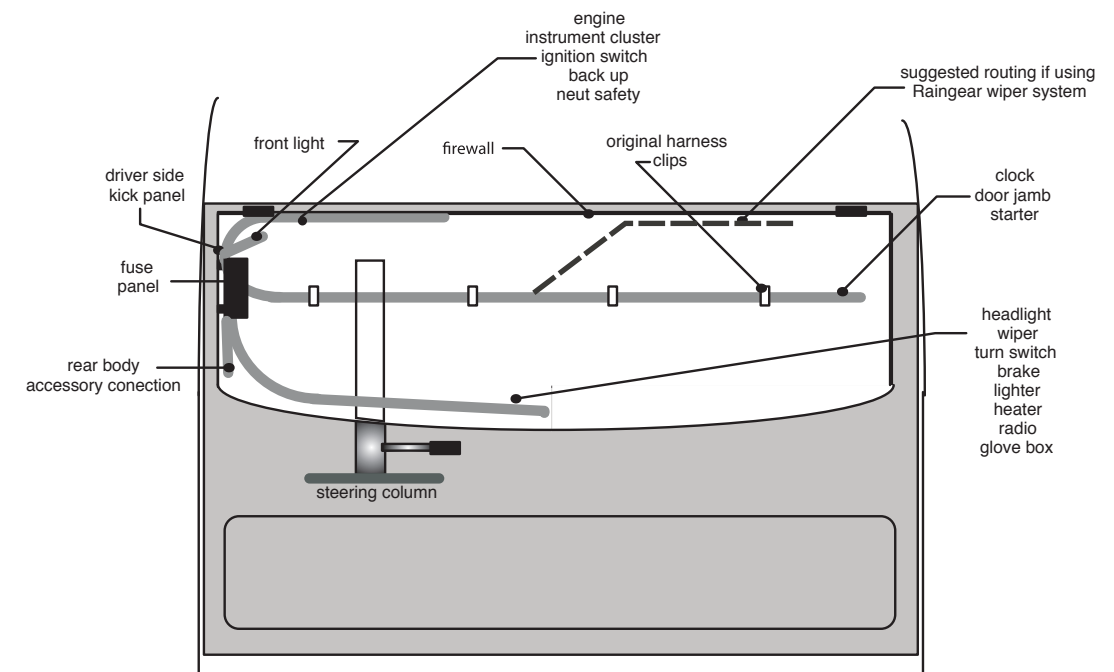
Mounting Fuse Panel

1. Remove driver side kick panel to access the sheet metal behind it.
2. Using the template 92965105 included with this kit, align as shown in diagram "C" at left, and drill two 1/2" diameter holes. (Note: Convertible cars have an extra dash brace which may have to be removed to use the supplied template.)
3. Insert the supplied Well-nut (A) in each hole.
4. Using the supplied bolts (B) mount the fuse panel and secure bolts, see diagram "D" at left (Be certain not to pinch wires under fuse panel legs as the bolts are tightened!)
5. Route all wires to components as described on the following pages, using diagram E for routing.

Your fuse panel is now installed!



Dash Harness Routing

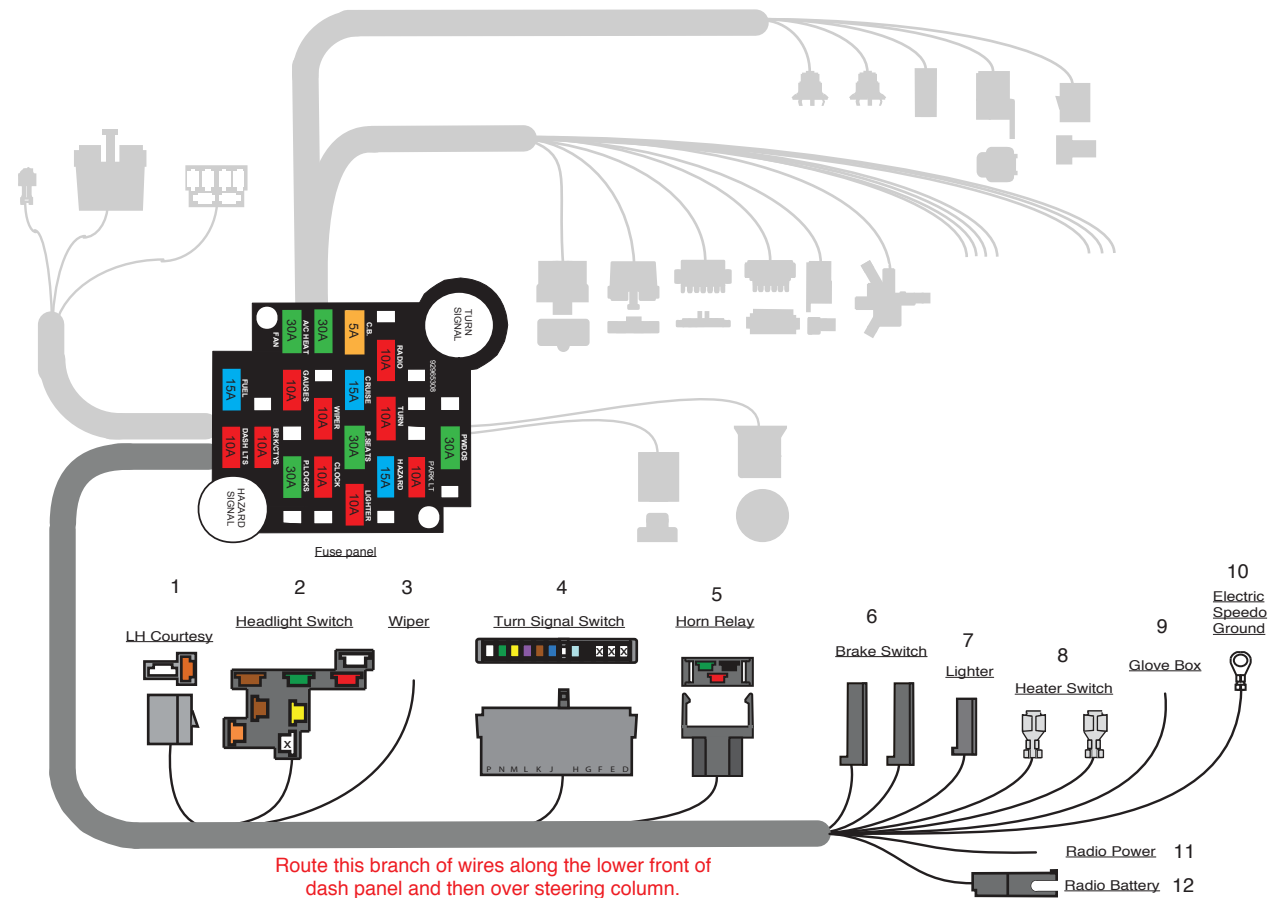


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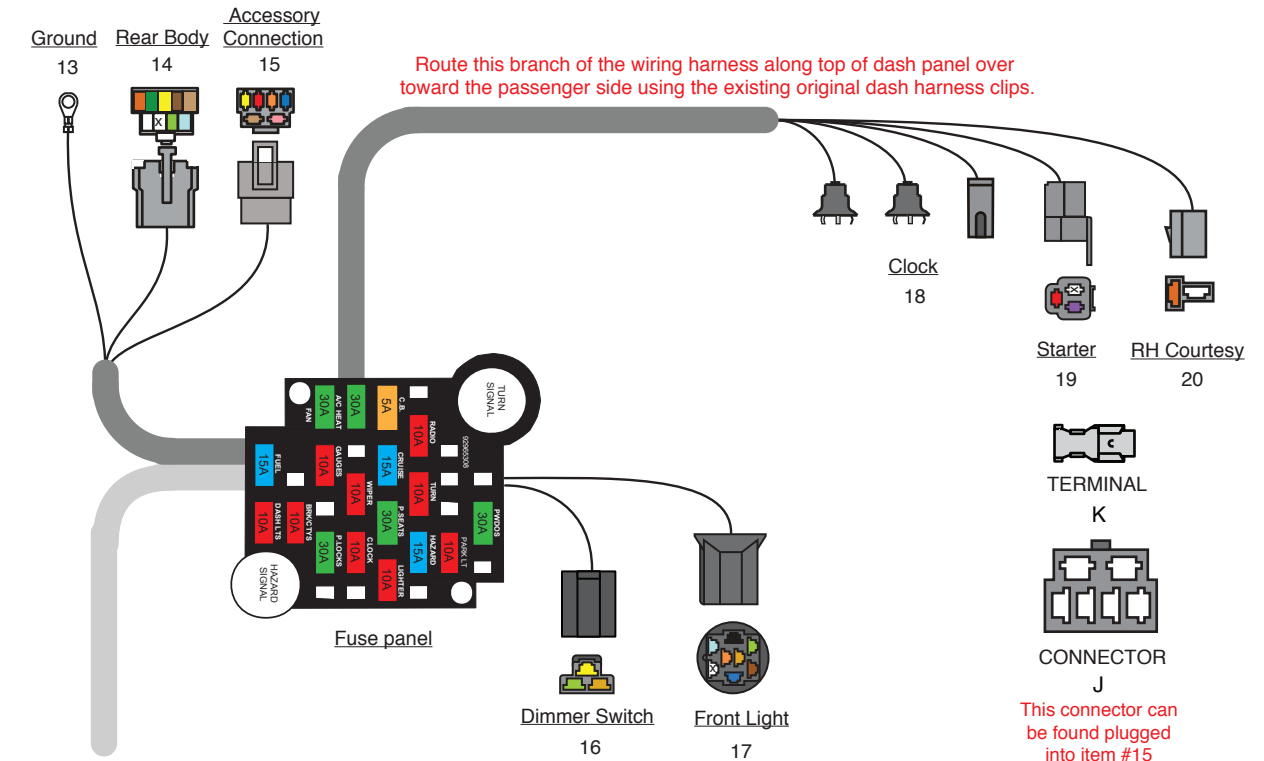
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1957 Chevy
Custom Fuse Panel Harness **500433**

92965103 instruction sheet Rev 9.0 4/21/2015



Route these wires to the driver side kick panel cavity at door jamb.



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

13 CLUSTER GROUND	Black	This is the ground wire for the instrument cluster. Connect to a good known chassis ground (do not connect with #10 speedo ground).
14 REAR BODY	Tan Brown Yellow Dk. Green Orange White Lt. Green Lt. Blue	This connector will mate to the main rear body harness (500417, bag M) connector. Fuel tank sender wire. Feed to the tail and license plate lamps. Feed to LH stop and turn lamp. Feed to RH stop and turn lamp. Feed to dome and courtesy lamps. Ground to dome and courtesy lamps. Feed to back-up lamps. Feed to third brake lamp.
15 ACCESSORIES	Dark Blue Orange Red Pink Yellow Tan	Use the provided connector J and terminals K as pictured above if you wish to connect to the accessory connector. 15 amp FUEL Fused 12-volt IGNITION feed for fuel pump (may also be used to feed power to another ignition circuit). 20 amp BAT1 Fused 12-volt BATTERY feed for power seats (may also be used to feed power to another battery circuit). 30 amp BAT2 Fused 12-volt BATTERY feed for power door locks (may also be used to feed power to another battery circuit). 20 amp IGN1 Fused 12-volt IGNITION feed for cruise control (may also be used to feed power to another ignition circuit). 30 amp PWDOS Fused 12-volt IGNITION feed for power windows (may also be used to feed power to another ignition circuit). 30 amp ACCY1 Fused 12-volt ACCESSORY feed (may also be used to feed power to an accessory circuit).
16 DIMMER SWITCH	Yellow Tan Lt Green	12 volt feed to dimmer switch. Low beam feed from dimmer switch to front light connector. Hi beam feed from dimmer switch to front light connector and dash cluster indicator.
17 FRONT LAMP	Tan Lt. Green Brown Lt. Blue Dk. Blue Dk. Green Orange	This connector will mate to the front lamp harness (500432, bag L). Feed to lo beam H/L circuit. Feed to hi beam H/L circuit. Feed to LH and RH parking lamps. Feed to LH turn signal lamp. Feed to RH turn signal lamp. Feed to horns. Fused 12 volt ignition feed for electric fan relay (DO NOT CONNECT DIRECTLY TO ELECTRIC FAN).
18 CLOCK	Yellow Gray	12 volt fused battery feed for clock power. Lamps for clock clock assembly.
19 STARTER		This connector will mate to the engine harness (500418, bag J) 3-position connector. Wire identifications will be found in that kit.
20 RH COURTESY	Orange White	This connector will mate to one of the courtesy lamp extensions (500471, bag N). 12 volt feed to RH courtesy lamp. Ground feed to RH courtesy lamp and RH door jamb switch.

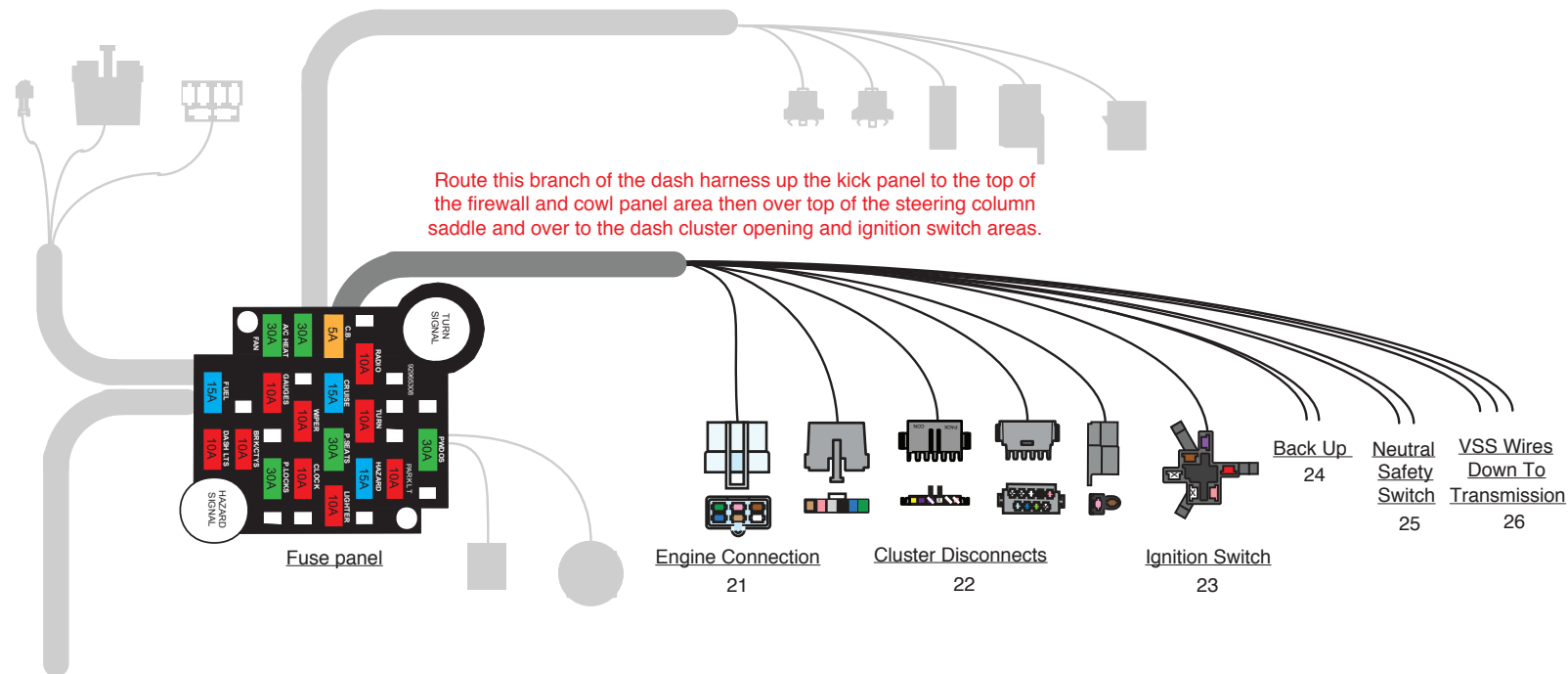
Note: Terminals are provided for most connections on your wiring kit. Use the provided terminals and connector to install the following wires:

1 LH COURTESY	Orange White	This connector will mate to one of the courtesy lamp extensions (500471, bag N). 12 volt feed to LH courtesy lamp. Ground feed to LH courtesy lamp and LH door jamb switch.
2 HEADLIGHT SWITCH	Red Orange Brown Yellow Dk. Green White	NOTE: Your stock 1957 headlight switch collar nut, and shaft/knob assembly may be used for a stock appearance. 12 volt battery feed to light switch for H/L circuit. Secondary fused 12 volt battery feed to light switch for tail/parking lamp circuits, and output to dk. green dash lamp circuit. Fused 12 volt feed out to tail and parking lamp circuits. Feed out to dimmer switch for headlights. 12 volt feed out from light switch to fuse box for dash lamp circuit. Ground lead for courtesy and dome lamp circuits.
3 WIPER	White	This is a fused 12-volt feed wire for your wiper circuit. For a stock electric wiper motor, connect this wire to the wire coming out of your stock motor. For any aftermarket application, be sure to consult the manufacturer for the proper connection.
4 TURN SIGNAL SWITCH	White Dk. Green Yellow Purple Brown Dk. Blue Lt. Blue Black	This harness has been manufactured using the more common 1969-1976 GM steering column connections as were used by GM and most aftermarket steering column manufacturers. If you are using a stock 1955-56 steering column, or a 1977 or later GM steering column, please see "Figure A" on sheet 4, and using the provided connector L and terminals M found in the 500414 loose piece dash, connect your column to the new AAW dash harness. 12 volt feed into the turn signal switch from the brake switch for your brake lights. Feed out of the turn signal switch to the rear body connector for the RH rear turn signal. Feed out of the turn signal switch to the rear body connector for the LH rear turn signal. 12 volt ignition feed into the turn signal switch for turn signals. 12 volt battery feed into the turn signal switch for hazard lamps. Feed out of the turn signal switch to the front light and cluster connectors for the RH front turn signal. Feed out of the turn signal switch to the front light and cluster connectors for the RH front turn signal. Horn relay ground wire from horn switch to horn relay connector.
5 HORN RELAY	Red Black Dk. Green	Plug the horn relay (found in the fuse, relay, and flasher bag, 510565) into this connector. 12 volt battery for relay. Relay ground circuit from steering column horn switch. Triggered 12 volt feed from the relay to the front lamp connector for the horns.
6 BRAKE SWITCH	Orange White Lt Blue	Fused 12 volt feed into brake switch 12 volt feed out of the brake switch to the turn signal switch for brake lights. 12 volt out of the brake switch to the rear body connection for the third brake light.
7 LIGHTER	Orange	Fused 12 volt feed for cigarette lighter.
8 HEATER SWITCH	Brown Gray Orange Yellow Dk Green Orange	The 1957 deluxe heaters used a 5 position connector on the stock heater switch and a 3 position connector on the resistor. We have included a loose piece harness in this kit to make these connections. You will plug the gray and brown wires into this loose harness (see diagram F on sheet 4 for further directions). 12 volt fused accessory feed to heater/A-C switch. (NOTE: This is also the "key on" power feed for any aftermarket heater or A/C system.) 12 volt fused feed for heater/AC control lamp. (in loose harness) Switch to resistor lead. (in loose harness) Switch to resistor lead. (in loose harness) Switch to resistor lead. (Single loose wire) This wire will go from the single output terminal on the resistor to the blower motor assembly.
9 GLOVE BOX	Orange	12 volt fused feed for the glove box lamp.
10 ELECT. SPEEDO GROUND	Blk/White St.	This is the ground wire for the electric speedometer. Connect to a good known chassis ground (do not connect with #13 cluster ground).
11 RADIO POWER	Tan	12 volt fused accessory powered lead for radio power.
12 RADIO BATTERY	Yellow	12 volt fused battery powered lead for radio memory.



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Custom Fuse Panel Harness 500433
92965103 instruction sheet Rev 9.0 4/21/2015



“Figure A” AAW Turn Signal Switch wires to stock 1957 Chevy turn signal switch.

AAW Wire #	AAW Wire color	AAW Wire Printing	Stock Wire Color
14A,B	Light Blue	Left Front Turn	Light Blue
15A,B	Dark Blue	Right Front Turn	Dark Blue
16B	Purple	Turn Switch Feed	Yellow
17A,B	Blue & White	Brake Switch	White
18	Yellow	Left Rear Turn	Pink
19	Dark Green	Right Rear Turn	Purple
27B	Brown	Turn Sw - Hazard	Not applicable
28	Black	Horn Relay Ground	Dk. Green

NOTE: The stock 1957 Chevy turn signal switches did not have a horn ground wire located in them. That wire was a separate wire that was attached to the steering column upper mast jacket bushing and came out through an opening in the steering column. That wire was typically dark green and had a small male blade crimped onto it. If you are using the factory steering column in your car, crimp one of the loose piece terminals “M” found in the loose piece kit of the 500433 dash harness onto that wire, and plug it into the adapter “L” when building your turn signal switch adapter to complete the horn ground circuit.

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

- 21 ENGINE This connector will mate to the engine harness (500418, bag J) 6-position connector. Wire identifications will be found in that kit.
- 22 GAUGE DISCONNECT These connectors will mate to the gauge cluster harness (500436, bag H) connectors. Wire identifications will be found in that kit.
- 23 IGNITION SWITCH This connector will mate to the new AAW ignition switch (500685).
 - Red 12 volt unfused battery feed into the ignition switch.
 - Pink 12 volt unfused ignition feed out of the ignition switch to the fuse panel and engine harness connector.
 - Brown 12 volt unfused accessory feed out of the ignition switch to the fuse panel.
 - Purple 12 volt unfused starter solenoid feed out to the starter connection.
- 24 BACK UP SWITCH
 - Pink 12 volt fused feed from the fuse box to the back up lamp switch.
 - Lt. Green 12 volt feed from the back up lamp switch to the rear body connector for the back up lamps.
- 25 NEUTRAL SAFETY SW

NOTE: These wires MUST be connected to either a neutral safety switch if using an automatic transmission, or connected together if using a manual transmission in order for the starter to operate, and for the car to start.

 - Purple 12 volt feed from the ignition switch to the neutral safety switch (NEUTRAL SAFETY SWITCH).
 - Purple 12 volt feed from the neutral safety switch to the starter connection for the starter solenoid (STARTER SOLENOID-S).
- 26 VSS CONNECTIONS

These wires will only be used if you are using an electronic speedometer. Route these wires out through the split grommet in the firewall with the engine connections from above, then down to the VSS on your transmission and connect them there or to your ECU (if so equipped). (NOTE: The purple and yellow wires must remain twisted together down to the speed sensor unit or to the ECU.) See the gauge cluster kit instructions, 500436, for typical connections.

 - Purple VSS signal. This wire will attach to the signal wire on your VSS (twister together with the yellow wire from below).
 - Yellow VSS ground. This wire will attach to the ground wire on your VSS (twister together with the purple wire from above).
 - Purple/White Stripe 12 volt fused feed to the VSS. This wire will attach to the 12 volt wire on your VSS (only used with a 3 wire VSS).

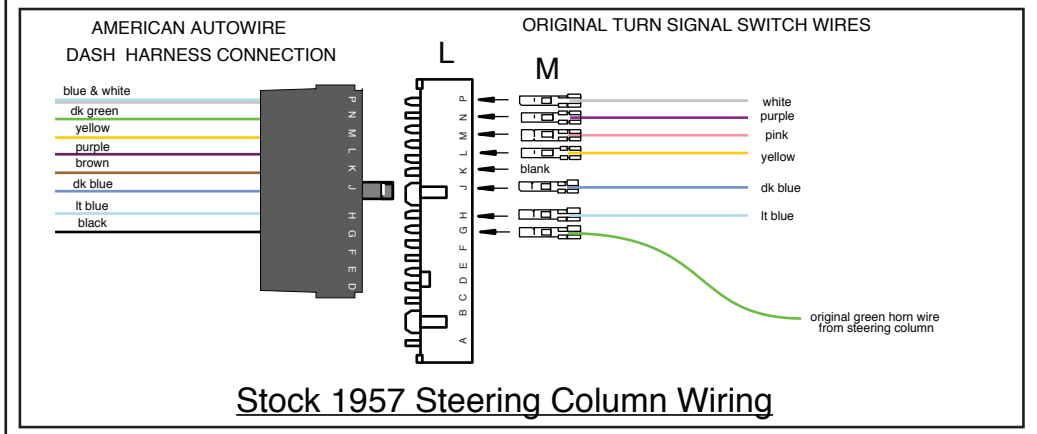
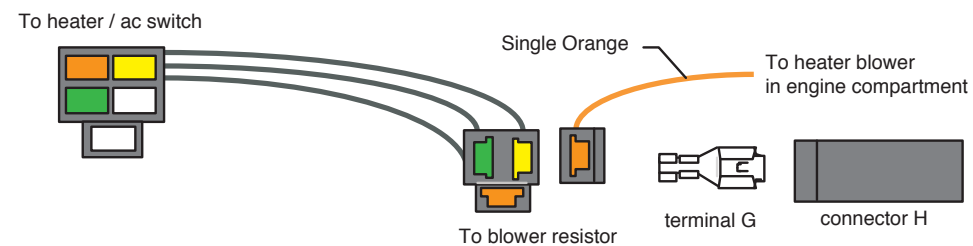
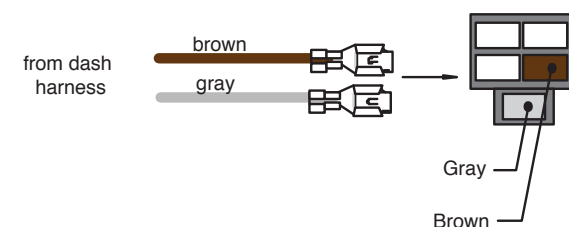


DIAGRAM "F" 1957 Stock Heater Switch Connections

Use the loose piece heater wires in this dash kit (Yellow, Dk. Green, Orange) to connect to a stock 1957 heater switch. The drawings below and to the right are depicted as though you are viewing the connectors looking into the open end of the connector with the wires going away from you.



1. Plug the brown and gray wires from the dash harness into the supplied 5 position connector, as shown above.
2. Plug the 5 position connector into the stock heater switch
3. Plug the 3 position connector into the stock heater resistor (located on top of heater duct)
4. Plug the single orange wire into the heater resistor and route the other end to the blower unit in engine compartment. (this wire can be routed through the passenger side rubber grommet which is used for the vent cable)
5. Cut the single orange wire to length, install terminal G, and plug into connector H.



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Custom Fuse Panel Harness **500433**

92965103 instruction sheet Rev 9.0 4/21/2015