

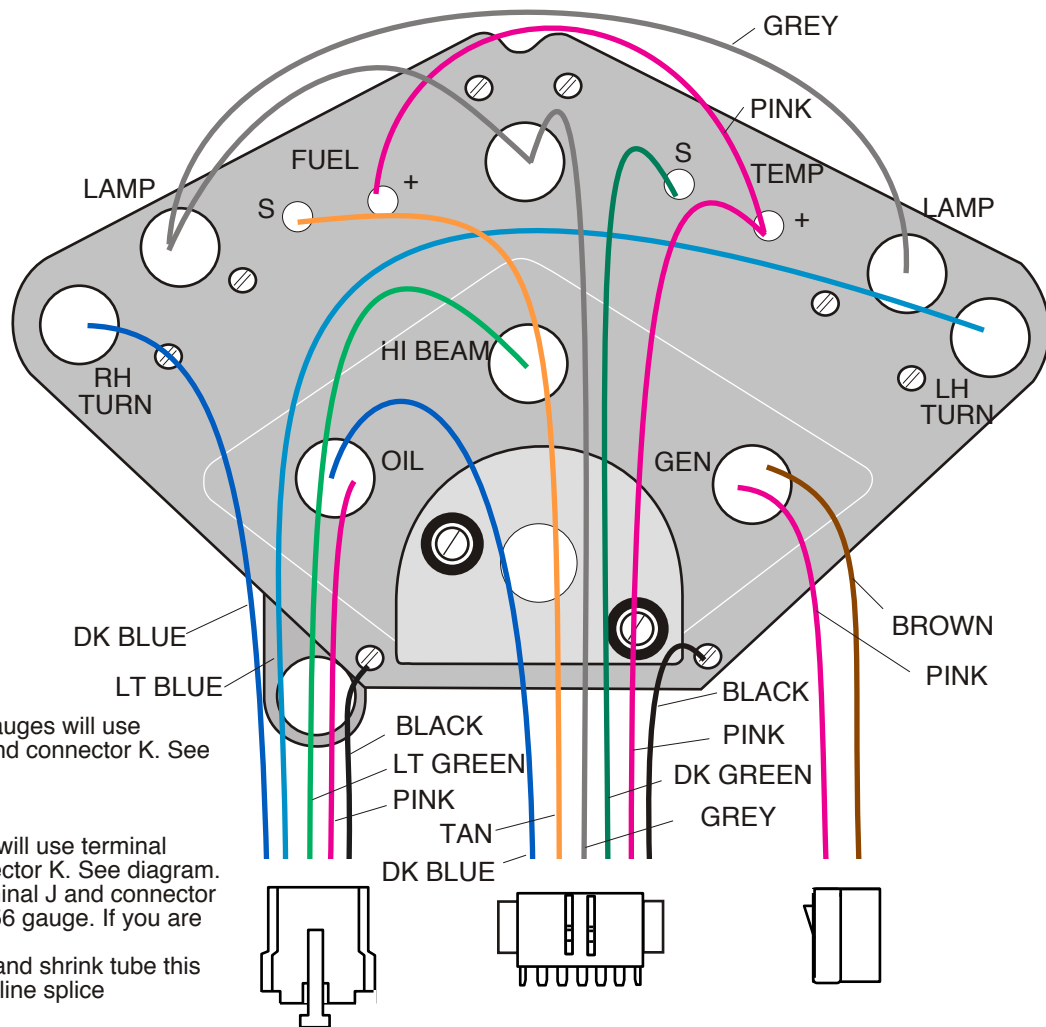
## WIRING INFORMATION FOR A STOCK 1955-56 CHEVY CLUSTER

### INSTALLATION:

Terminals and connectors are provided for installation to a stock 1955-56 dash cluster. Pigtail connections are provided for the instrument lamps, oil lamp, and generator lamp. Connect the wire from this kit to the pigtails by splicing, soldering and applying shrink tubing protection. Refer to the diagram of the 1955-56 instrument cluster for additional circuit descriptions. Reference parts on SHEET 2.

Color Purpose Connection

- DARK BLUE** Right Hand Turn Lamp  
Connect to the right hand turn signal indicator using lamp socket B and rivet C. Insert socket over the wire before the rivet.
- LIGHT BLUE** Left Hand Turn Lamp  
Connect to the left hand turn signal indicator using lamp socket B and rivet C. Insert socket over the wire before the rivet.
- LIGHT GREEN** Hi-Beam Indicator  
Connect to the hi-beam lamp using lamp socket B and rivet C. Insert socket over the wire before the rivet.
- DARK GREEN** Temperature Gauge (-) sender  
Use terminal J and connector K. See diagram.  
This kit is designed to be used with an electric 1956 gauge. If using a stock 1955 gauge, discard this wire and use the capillary tube on your gauge. Otherwise, use a 1956 electric gauge.
- DARK BLUE** Oil Pressure Gauge  
Connect to the oil indicator lamp pigtail (using lamp socket F) being sure to splice, solder and shrink tube the connection.
- TAN** Fuel Gauge  
Connect this wire to the fuel gauge (-) sender location. 1955 fuel gauges will use terminal H and connector G. 1956 fuel gauges will use terminal J and connector K. See diagram.
- PINK** 12 Volt Ignition  
Create an in line splice of 12 volt pink power leads as follows:  
Connect one to the fuel gauge (+) 12 V location. 1955 fuel gauges will use terminal H and connector G. 1956 fuel gauges will use terminal J and connector K. See diagram.  
Connect one to the temperature gauge (+) 12 V location using terminal J and connector K. See diagram. This kit is designed to be used with an electric 1956 gauge. If you are using a stock 1955 mechanical gauge, this wire will not be used.  
Connect one to the pink wire on the oil lamp pigtail (splice, solder, and shrink tube this connection). See diagram. Be sure to solder and shrink tube the in line splice connection. See diagram.
- GRAY** Instrument Lamps  
Create an in line splice of the instrument lamp pigtails which are provided (using terminal C and lamp socket B). Be sure to solder and shrink tube the connection. See diagram.
- BROWN/PINK** Gen / Alternator light  
This pigtail assembly will be used if you are using the original generator lamp as an alternator lamp. Plug this pigtail into the (pigtail) connector with the brown and pink wires located on the dash harness next to the instrument cluster connectors.
- BLACK** Cluster Ground  
Connect this wire to the back of your instrument cluster using terminal A. This is an additional ground lead that should not be necessary as the entire cluster housing is grounded through its mounting to the metal dash board housing.
- WHITE** loose wire NOT USED ON STOCK CLUSTER
- BROWN** loose wire NOT USED ON STOCK CLUSTER
- PURPLE** loose wire NOT USED ON STOCK CLUSTER
- YELLOW** loose wire NOT USED ON STOCK CLUSTER



Part Number	<b>500436</b>	<b>H</b>
Description		
<b>INSTRUMENT CLUSTER CONNECTION KIT</b>		
92965109 instruction sheet Rev 3.0 12/11/2012		



## GENERAL WIRING INFORMATION FOR ANY GAUGE CLUSTER

### INSTALLATION:

The design of this harness allows for the installation of many different types of gauge clusters and special gauge packages in the 1955-56 Chevrolet. We have designed this kit so that any gauge cluster can be used by providing for a cluster disconnect in our under dash harness. Following are the wires and functions of those wires in the gauge cluster connection kit. Terminals and connectors are provided for installation to a stock 1955-56 dash cluster. However, the stock cluster does not use all the provided wires. See the overall schematic for a pictorial representation of the following circuit descriptions:

Color	Purpose	Connection
DARK BLUE	Right Hand Turn Lamp	Connect to the right hand turn signal indicator.
LIGHT BLUE	Left Hand Turn Lamp	Connect to the left hand turn signal indicator.
LIGHT GREEN	Hi-Beam Indicator	Connect to the hi-beam lamp.
DARK GREEN	Temperature	Connect to the temperature gauge (-) sender location.
DARK BLUE	Oil Pressure	Connect this wire to the oil pressure gauge (-) sender location.
TAN	Fuel Gauge	Connect this wire to the fuel gauge (-) sender location.
PINK	12 Volt Ignition	Create an in line splice of 12 volt pink power leads as follows: Connect one to the fuel gauge (+) 12 V location. Connect one to the temperature gauge (+) 12 V location. Connect one to the oil pressure gauge (+) 12 V location. Connect one to the voltmeter (+) 12 V location. Be sure to solder and shrink tube the in line splice connection. See diagram.
GRAY	Instrument Lamps	Create an in line splice to feed the gauge instrument lights
BROWN (pigtail)	Gen / Alternator light	This pigtail assembly will be used on stock 1955-56 instrument clusters. It may also be wired in if the cluster design you have created for your car includes the provision for a GEN /ALTERNATOR light. Plug this pigtail into the connector with the brown and pink wires located on the dash harness next to the instrument cluster connectors. Otherwise, the bulb socket pigtail will not be used and the mating connector should be taped back against the harness.
BLACK	Cluster Ground	Use this wire as a ground lead for individual gauges requiring separate grounds or any gauge control unit requiring a chassis ground.
WHITE	Tachometer	Connect this wire to the sender lead of your tachometer. This wire is supplied loose piece and must be plugged into the mating cluster connector so as to maintain color continuity with its mating connector.
BROWN	Digital Dash	This wire is used on digital dash assemblies that require a signal that the Lamp Intensity lights have been turned on so that the digital display can be dimmed. It is wired to the rear body circuit in the under dash harness and provides a 12 volt signal when the rear tail lights are turned on from the headlight switch. This wire is supplied loose piece and must be plugged into the mating cluster connector so as to maintain color continuity with its mating connector.

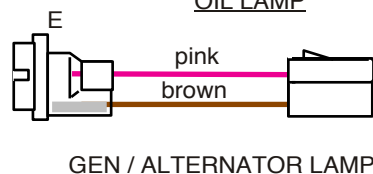
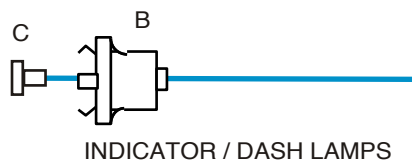
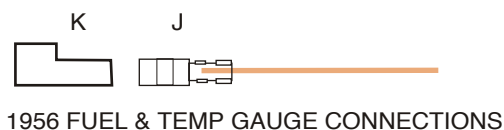
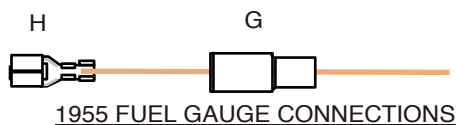
**PURPLE / YELLOW WIRES:** If you are using an electric speedometer, it will be necessary to use these wires for the speedometer sensor. Each wire has a mating terminal to the other (same color) wire. Plug the female into an unused cavity in connector A. Plug the mating male into the mating cavity on the dash harness connector. Route the other ends to your speed sensor and speedometer, and connect per the manufacturer's instructions.

**WHITE WIRE:** If you are using a tachometer, it will be necessary to plug the loose white wire into connector A, maintaining color continuity with the white wire on the dash harness. Connect the other end to the tachometer, following the manufacturer's instructions.

**BROWN WIRE:** If you are using a Dakota Digital instrument cluster, it will be necessary to plug the loose brown wire into connector A, maintaining color continuity with the brown wire on the dash harness. This is needed to dim the panel lights when the exterior lights are on (to reduce eye strain).



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<h1 style="margin: 0;">500436</h1>	
Description	
<b>INSTRUMENT CLUSTER CONNECTION KIT</b>	
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## INSTALLATION OF GAUGE WIRING USING THE STOCK 1957 INSTRUMENT CLUSTER

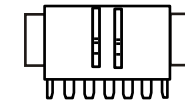
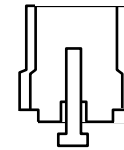
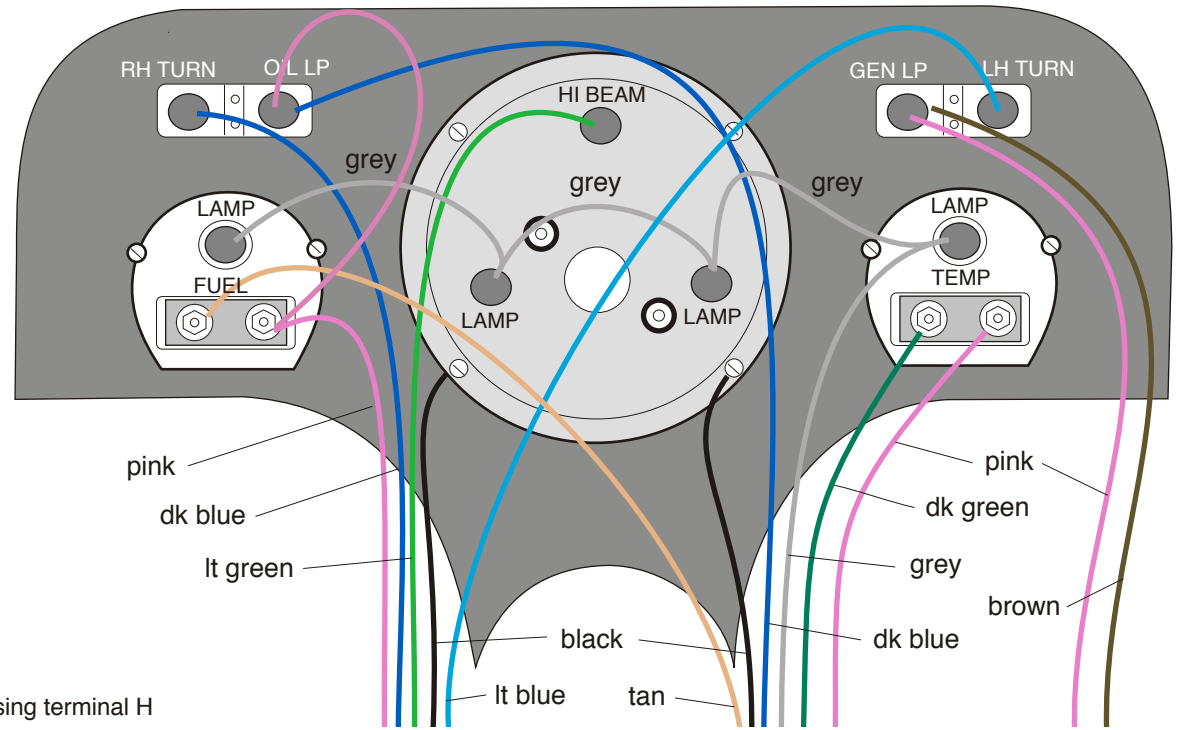
### INSTALLATION:

Terminals and connectors are provided for installation to a stock 1957 dash cluster. Pigtail connections are provided for the instrument lamps, oil lamp, and generator lamp. Connect the wire from this kit to the pigtails by splicing, soldering and applying shrink tubing protection. Refer to the diagram of the 1957 instrument cluster for additional circuit descriptions. Reference parts are on SHEET 4.

### Color Purpose Connection

- DARK BLUE** Right Hand Turn Lamp  
Connect to the right hand turn signal indicator using lamp socket B and rivet C. Insert socket over the wire before the rivet.
- LIGHT BLUE** Left Hand Turn Lamp  
Connect to the left hand turn signal indicator using lamp socket B and rivet C. Insert socket over the wire before the rivet.
- LIGHT GREEN** Hi-Beam Indicator  
Connect to the hi-beam lamp using lamp socket B and rivet C. Insert socket over the wire before crimping the rivet.
- DARK GREEN** Temperature  
Connect to the temperature gauge (-) sender location using terminal H and connector G. See diagram.
- DARK BLUE** Oil Pressure  
Connect to the oil indicator lamp pigtail (using lamp socket assembly F) being sure to splice, solder and shrink tube the connection.
- PINK** 12 Volt Ignition  
Create an in line splice of 12 volt pink power leads as follows:  
Connect one to the pink wire on the oil lamp pigtail (splice, solder, and shrink tube this connection). See diagram.  
Connect one to the fuel gauge (+) 12 V location using terminals H and connector G.  
Connect one to the temperature gauge (+) 12V location using terminals H and connector G. See diagram. Be sure to solder and shrink tube the in line splice connection.
- TAN** Fuel Gauge  
Connect this wire to the fuel gauge (-) sender location. Use terminal H and connector G.
- GRAY** Instrument Lamps  
Create an in line splice of the instrument lamp pigtails which are provided (using lamp socket B). Be sure to install socket before splicing wires. Be sure to solder and shrink tube the connection. See diagram.
- BROWN** Gen / Alternator light  
This pigtail assembly will be used if you are using the original generator lamp as an alternator lamp. Plug this pigtail into the (pigtail) connector with the pink and brown wires located on the dash harness next to the instrument cluster connectors.
- BLACK** Cluster Ground  
Connect this wire to the back of your instrument cluster using terminal A. This is an additional ground lead that should not be necessary as the entire cluster housing is grounded through its mounting to the metal dash board housing.

- WHITE** loose wire NOT USED ON STOCK CLUSTER
- BROWN** loose wire NOT USED ON STOCK CLUSTER
- PURPLE** loose wire NOT USED ON STOCK CLUSTER
- YELLOW** loose wire NOT USED ON STOCK CLUSTER



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Part Number

**500436**

**H**

Description

**INSTRUMENT CLUSTER  
CONNECTION KIT**

92965109 instruction sheet Rev 3.0 12/11/2012

**INSTALLATION:**

**GENERAL WIRING INFORMATION FOR ANY GAUGE CLUSTER**

The design of this harness allows for the installation of many different types of gauge clusters and special gauge packages in the 1955-56 Chevrolet. We have designed this kit so that any gauge cluster can be used, by providing a gauge disconnect feature. Following are the wires and functions of those wires in the gauge cluster connection kit. Terminals and connectors are provided for installation to a stock 1955-56 dash cluster. However, the stock cluster does not use all the provided wires. Wire instrument cluster, then simply plug into the dash harness. See the overall schematic for a pictorial representation of the following circuit descriptions:

Color	Purpose
DARK BLUE	Right Hand Turn Lamp
LIGHT BLUE	Left Hand Turn Lamp
LIGHT GREEN	Hi-Beam Indicator
DARK GREEN	Temperature Gauge (-) sender location.
DARK BLUE	Oil Pressure Gauge (-) sender location.
TAN	Fuel Gauge (-) sender location.
PINK	12 Volt Ignition

Create a splice of 12 volt pink power leads as follows:

- Connect one to the fuel gauge (+) 12 V location.
- Connect one to the temp gauge (+) 12 V location.
- Connect one to the oil gauge (+) 12 V location
- Connect one to the voltmeter (+) 12 V location.

Be sure to solder and shrink tube splice connections.

**GRAY** Instrument Lamps

Create an splice to feed the gauge instrument lights

**BLACK** Cluster Ground

Use this wire as a ground lead for individual gauges requiring separate grounds or any gauge control unit requiring a chassis ground.

**WHITE** Tachometer

Connect this wire to the sender lead of your tachometer. This wire is supplied loose piece and when using a tachometer must be plugged into the mating cluster connector so as to maintain color continuity with its mating connector.

**BROWN** Digital Dash

This wire is used on digital dash assemblies that require a signal that the Lamp Intensity lights have been turned on so that the digital display can be dimmed. It is wired to the rear body circuit in the under dash harness and provides a 12 volt signal when the rear tail lights are turned on from the headlight switch. This wire is supplied loose piece, and when required, must be plugged into the mating cluster connector so as to maintain color continuity with its mating connector.

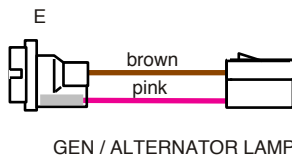
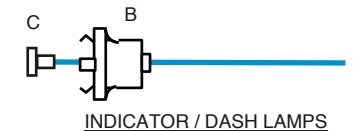
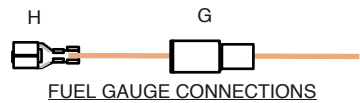
**BROWN & PINK** Gen / Alternator light

This pigtail assembly will be used on stock 1955-56 instrument clusters. It may also be wired in if the cluster design you have (pigtail) created for your car includes the provision for a GEN /ALTERNATOR light. Plug this pigtail into the connector with the pink and brown wires located on the dash harness next to the instrument cluster connectors. Otherwise, the bulb socket pigtail will not be used and the mating connector should be taped back against the harness.

**PURPLE / YELLOW WIRES:** If you are using an electric speedometer, it will be necessary to use these wires for the speedometer sensor. Each wire has a mating terminal to the other (same color) wire. Plug the female into an unused cavity in connector A. Plug the mating male into the mating cavity on the dash harness connector. Route the other ends to your speed sensor and speedometer, and connect per the manufacturer's instructions.

**WHITE WIRE:** If you are using a tachometer, it will be necessary to plug the loose white wire into connector A, maintaining color continuity with the white wire on the dash harness. Connect the other end to the tachometer, following the manufacturer's instructions.

**BROWN WIRE:** If you are using a Dakota Digital instrument cluster, it will be necessary to plug the loose brown wire into connector A, maintaining color continuity with the brown wire on the dash harness. This is needed to dim the panel lights when the exterior lights are on (to reduce eye strain).



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