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
- 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

NOTE: purple & yellow wires must be twisted together.
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.

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.
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 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. This is best done using a 1/4" drive, 6 point deep well socket and extension.

Your fuse panel is now installed!
“Figure B”

1955 Heater Switch Connection

To heater / ac switch

1956 Heater Switch Connection

Viewed from the front of the connector as though you were plugging connector into your face.

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

1. DIMMER SWITCH
   - Yellow 12 volt feed to dimmer switch.
   - Tan Low beam feed from dimmer switch to front light connector.
   - Li Green Hi beam feed from dimmer switch to front light connector and dash cluster indicator.

2. ACCESSORIES
   - Use the provided connector R and terminals S if you wish to connect to the accessory connector.
   - Dark Blue FUEL 15 amp 12 volt feed out of the fuel switch to the fuel pump (may also be used to feed power to another ignition circuit).
   - Orange F-SEATS 30 amp 12 volt feed out of the fuel switch to the power seat actuator (may also be used to feed power to another accessory circuit).
   - Red P-LOCKS 30 amp 12 volt feed out of the fuel switch to the power door lock (may also be used to feed power to another accessory circuit).
   - Pink CRUISE 15 amp 12 volt feed out of the fuel switch to the cruise control (may also be used to feed power to another accessory circuit).
   - Yellow PWKIDS 30 amp 12 volt feed out of the fuel switch to power windows (may also be used to feed power to another accessory circuit).
   - CB 5 amp 12 volt feed out of the fuel switch to operate the accessory connector.

3. HEADLIGHT SWITCH
   - NOTE: On some cars, it may be necessary to open up the round mounting hole in the dash. Be very careful to avoid damaging the wiring harness.
   - Red 12 volt battery feed to light switch for H/L circuit.
   - Orange Secondary fused 12 volt battery feed to light switch for tail/parking lamp circuits, and output to the dash.
   - Brown Fused 12 volt feed out to tail and parking lamp circuits.
   - Yellow Feed out to dimmer switch for headlight circuits.

4. REAR BODY
   - This connector will mate to the main rear body harness (510432, bag M).
   - Tan Fuel tank sender wire.
   - Brown 12 volt battery feed into the ignition switch.
   - Black Relay ground circuit from the steering column horn switch.
   - Red 12 volt battery feed to the relay.

5. FRONT LAMP
   - This connector will mate to the front lamp harness (500432, bag L).
   - Tan Feed to light switch.
   - Li Green Feed to light switch.
   - Brown Feed to LH turn signal lamp.
   - Dk. Green Feed to RH turn signal lamp.
   - Orange Fused 12 volt feed for electric fan relay (DO NOT CONNECT DIRECTLY TO ELECTRIC FAN).

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

6. LH COURTESY
   - Orange 12 volt feed to LH courtesy lamp.

7. WIPER FEED
   - White Fused 12 volt feed for windshield wipers (on an original 55-56 application, this will connect directly to the wiper motor. The dash switch will control the function.

8. CLUSTER GROUND
   - Black 12 volt feed out of the cluster for the electrical ground (connect to a good known chassis ground do not connect with #17 speedo ground).

9. BRAKE SWITCH
   - Orange Fused 12 volt feed into brake switch.

10. GAUGE DISCONNECT
    - These connectors will mate to the gauge cluster harness (510409, bag H) connectors. wires identification will be found in that kit.

11. IGNITION SWITCH
    - This connector will mate to the new AAW ignition switch (510432).
    - Red 12 volt feed from the ignition switch to the fuse panel and engine harness connector.
    - Brown 12 volt feed to the accessory connector.
    - Purple 12 volt feed from the ignition switch to the starter connector.

12. TURN SIGNAL SWITCH
    - 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.
    - White 12 volt feed to the turn signal switch from the brake switch for the brake lights.
    - Dk. Green Feed out of the turn signal switch to the rear body connector for the RH rear turn signal.
    - Orange Feed out of the turn signal switch to the rear body connector for the LH rear turn signal.
    - Purple 12 volt feed to the turn signal switch for the turn signals.
    - Brown 12 volt feed battery to the turn signal switch for hazard lamps.

13. LIGHTER
    - Orange Fused 12 volt feed for cigarette lighter.

14. HORN RELAY
    - Plug the horn relay (found in the fusible relay and flasher bag, 510365) into this connector.
    - Red 12 volt battery for relay.
    - Black Ground circuit from steering column horn switch.
    - Dk. Green Triggered 12 volt feed from the relay to the front lamp connector for the horn.

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**1955-56 Chevy Custom Fuse Panel Harness 500414**

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Sheet 3
“Figure A”
AAW Turn Signal Switch wires to stock 1955-56 Chevy turn signal switch.

<table>
<thead>
<tr>
<th>AAW Wire #</th>
<th>Wire color</th>
<th>AAW Wire Printing</th>
<th>Wire Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>14A,B</td>
<td>Light Blue</td>
<td>Left Front Turn</td>
<td>Light Blue</td>
</tr>
<tr>
<td>15A,B</td>
<td>Dark Blue</td>
<td>Right Front Turn</td>
<td>Dark Blue</td>
</tr>
<tr>
<td>16B</td>
<td>Purple</td>
<td>Turn Switch Feed</td>
<td>Yellow</td>
</tr>
<tr>
<td>17A,B</td>
<td>Blue &amp; White</td>
<td>Brake Switch</td>
<td>White</td>
</tr>
<tr>
<td>18</td>
<td>Yellow</td>
<td>Left Rear Turn</td>
<td>Pink</td>
</tr>
<tr>
<td>19</td>
<td>Dark Green</td>
<td>Right Rear Turn</td>
<td>Purple</td>
</tr>
<tr>
<td>27B</td>
<td>Brown</td>
<td>Turn Sw - Hazard</td>
<td>Not applicable</td>
</tr>
<tr>
<td>28</td>
<td>Black</td>
<td>Horn Relay Ground</td>
<td>Black, Tan, or Dk. Green</td>
</tr>
</tbody>
</table>

NOTE: The stock 1955-56 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 black, tan, or dark green and had a small male blade crimped onto it. If you are using the factory steering column in your car, crisp one of the loose piece terminals “M” found in the loose piece kit of the 500414 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:

- **15 NEUTRAL SAFETY SW**: 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.
- **16 BACK UP SW**: This connector will mate to the engine harness (510405, bag J) 3-position connector. Wire identifications will be found in that kit.
- **17 ELECTRIC SPEEDO GROUND**: This is the ground wire for the electric speedometer. Connect to a good known chassis ground (do not connect with #8 cluster ground).
- **18 ENGINE**: This connector will mate to the engine harness (510405, bag J) 3-position connector. Wire identifications will be found in that kit.
- **19 STARTER**: 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 and starter connections from above, and down to the VSS on your transmission. (NOTE: The purple and yellow wires must remain twisted together down to the speed sensor unit.) See the gauge cluster kit instructions, 500436, for typical connections.
- **20 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 and starter connections from above, and down to the VSS on your transmission. (NOTE: The purple and yellow wires must remain twisted together down to the speed sensor unit.) See the gauge cluster kit instructions, 500436, for typical connections.
- **21 GLOVE BOX**: This wire is for glove box lamp. Connect to glove box lamp.
- **22 RADIO POWER**: This wire is for radio power. Connect to radio power.
- **23 RADIO BATTERY**: This wire is for radio memory.
- **24 HEATER SWITCH**: This wire is for heater switch.
- **25 HEATER LAMP**: This wire is for heater lamp.
- **26 CLOCK**: This wire is for clock power.
- **27 HEATER BLOWER**: This wire is for heater blower.
- **28 RH COURTESY**: This wire is for right courtesy lamp.

**NOTE**: The stock 1955-56 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 black, tan, or dark green and had a small male blade crimped onto it. If you are using the factory steering column in your car, crisp one of the loose piece terminals “M” found in the loose piece kit of the 500414 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.

**Wiring Diagram**

**American Autowire**

1955-56 Chevy Custom Fuse Panel Harness

92850533 Rev. 19.1 6/15/2020 DB