

## 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 kick panel using the FUSE PANEL MOUNTING HOLE TEMPLATE provided separately in the kit box.
2. Route fuse panel harness in dash area using the layout suggested in diagram E on page 2.
3. Make all dash connections as shown in these Fuse Panel Installation pages.
4. Starting with bag 'H', install all other wiring as per the letter designation on their instruction pages. (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!

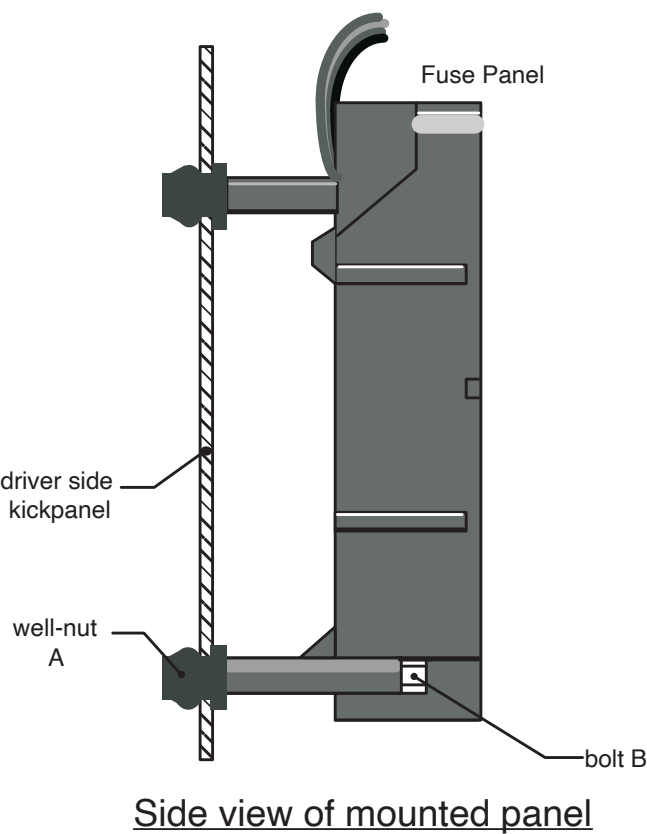
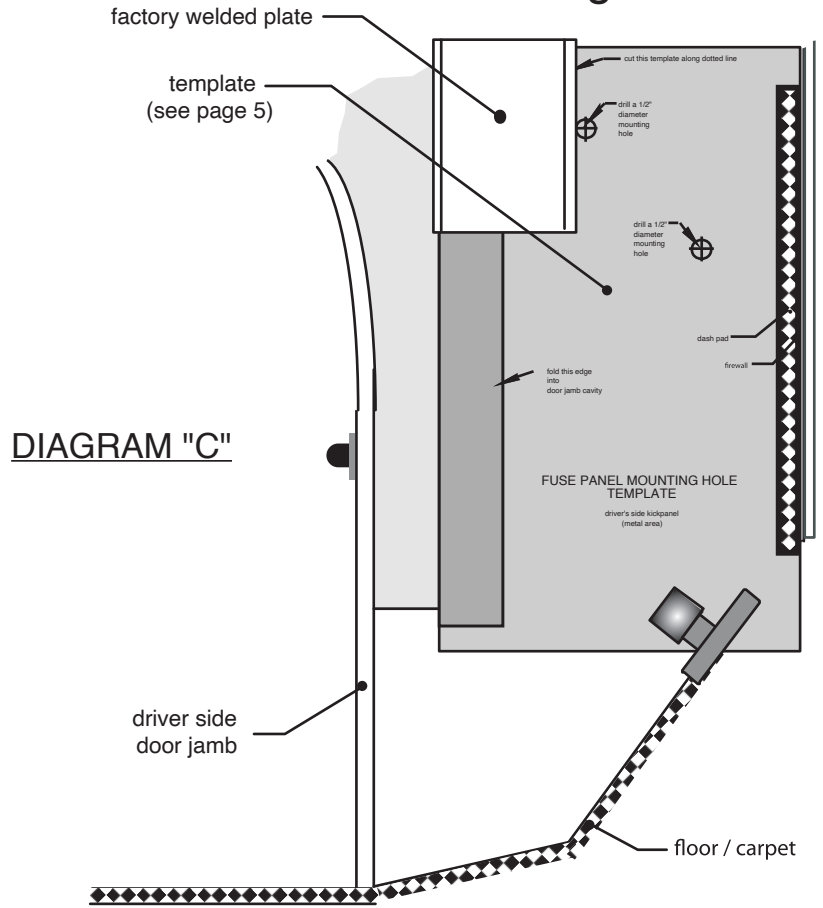


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PART #	500433	G
DESCRIPTION:	1957 Chevy	
	Custom Fuse Panel Harness	
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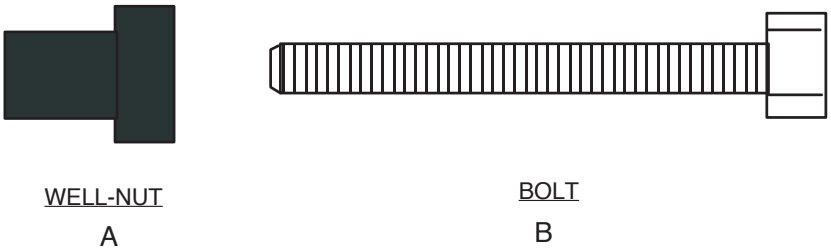
Mounting Fuse Panel



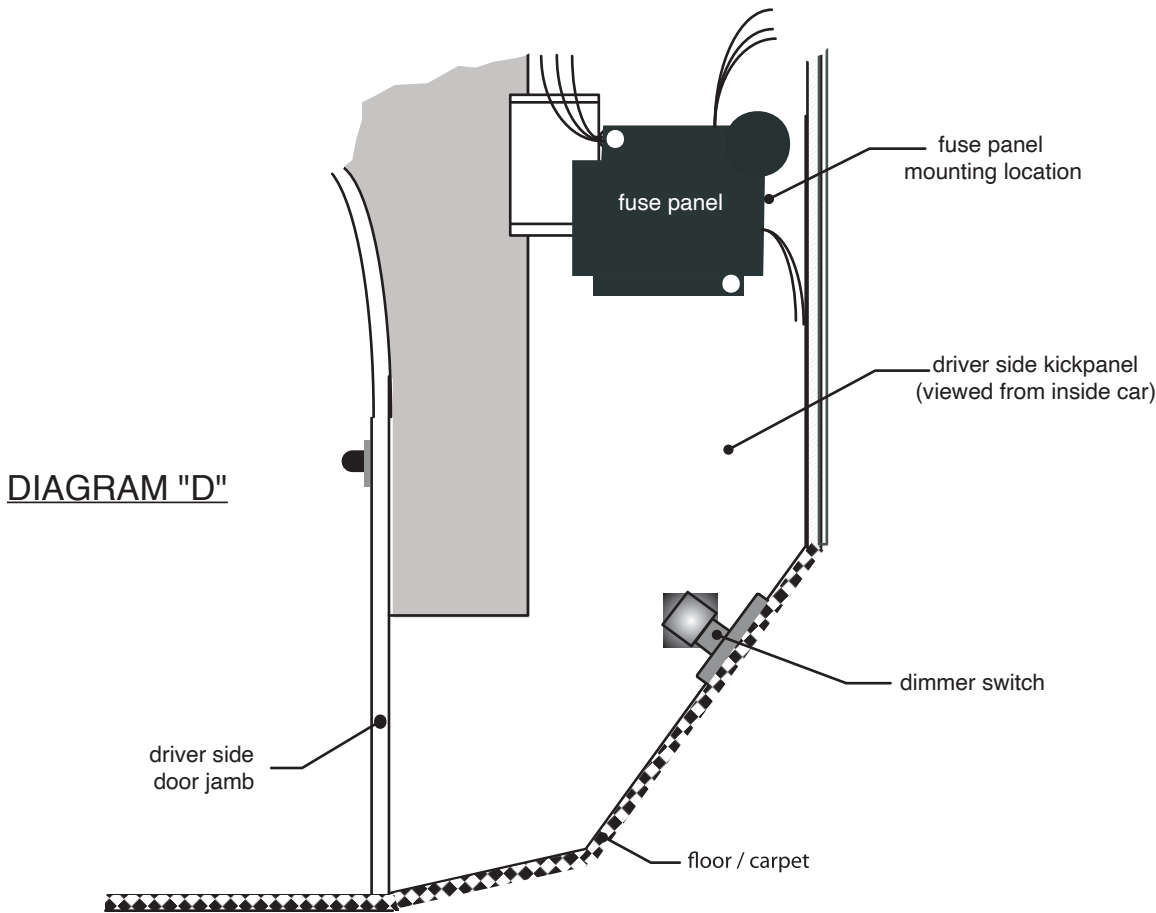
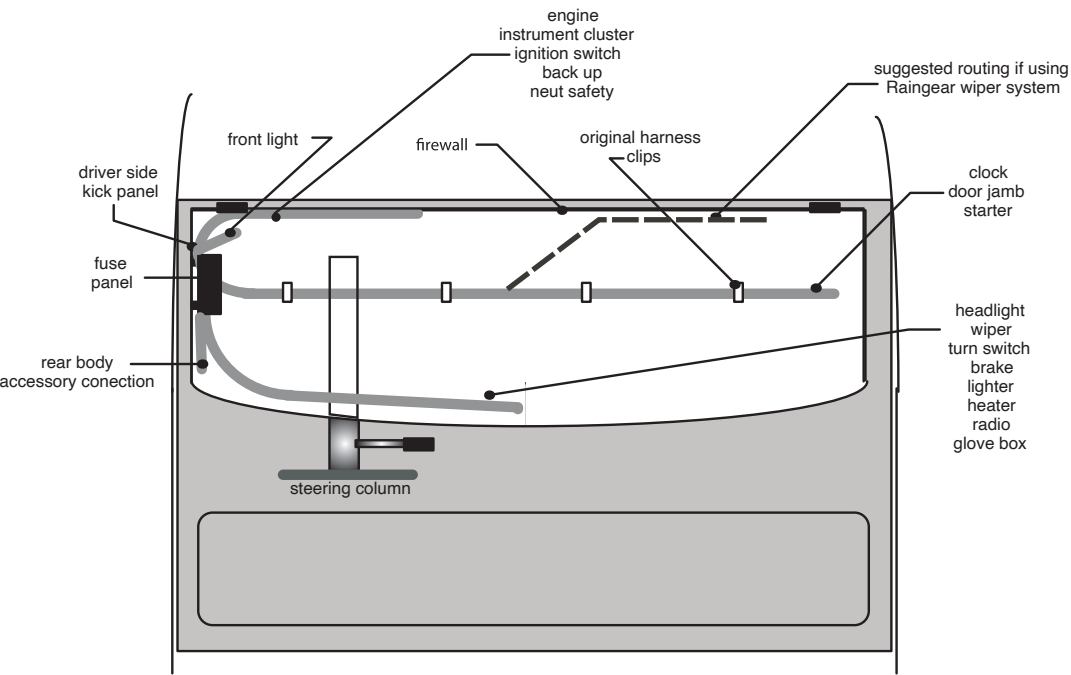
Mounting Fuse Panel

1. Remove driver side kick panel to access the page 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

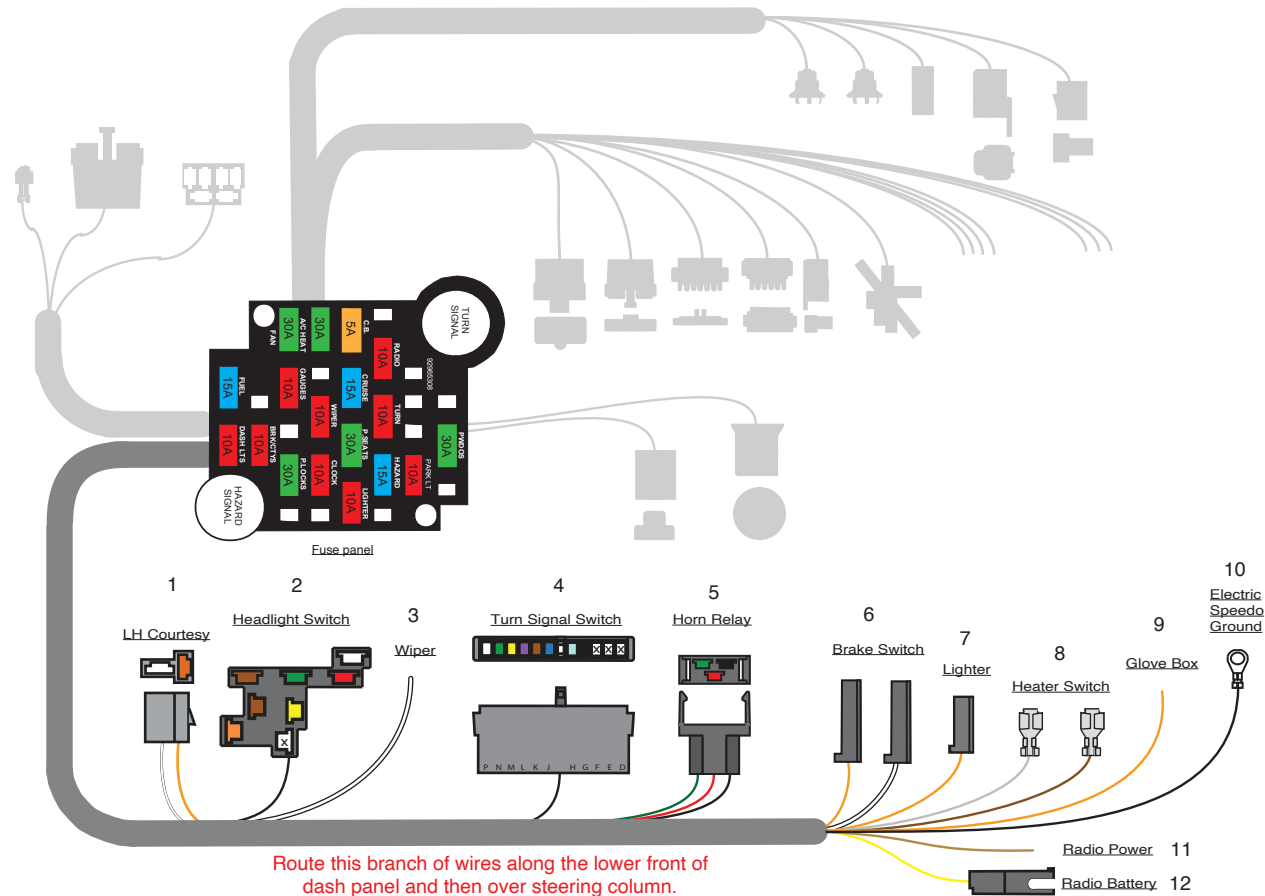


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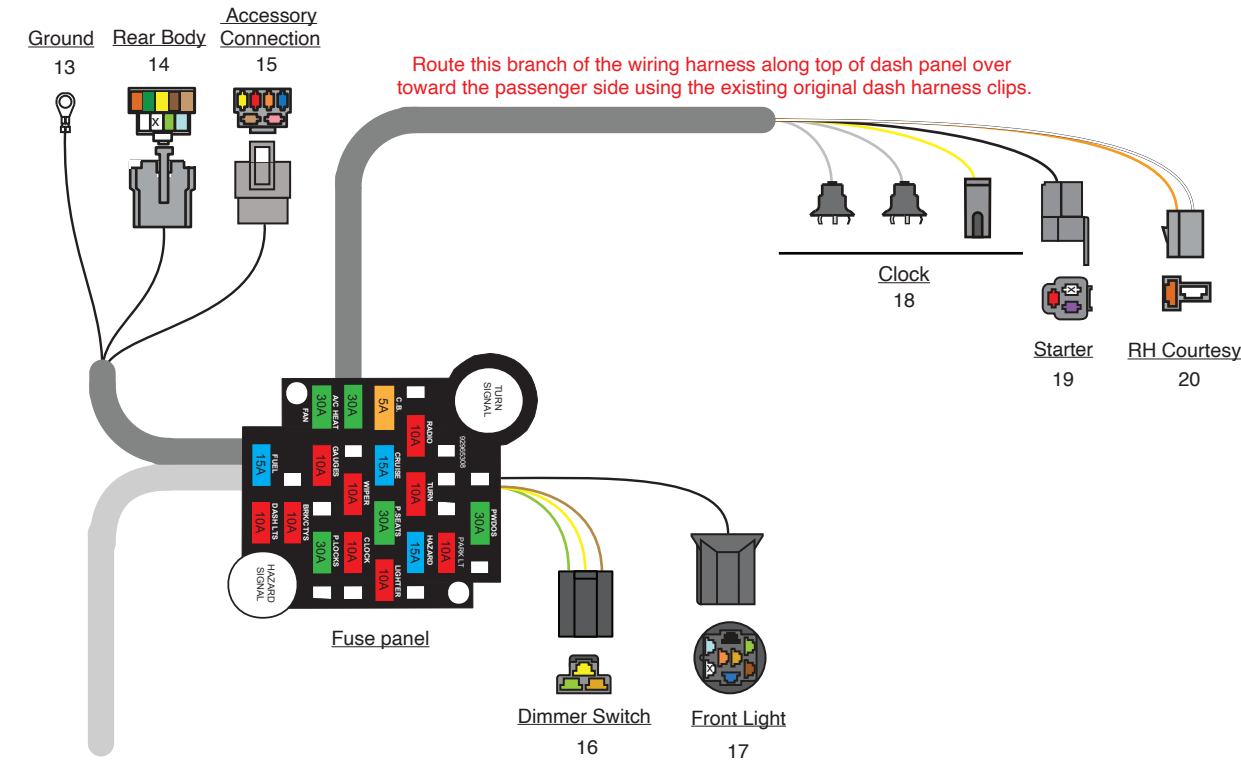
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1957 Chevy Custom Fuse Panel Harness 500433

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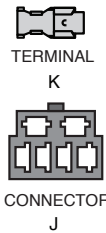


Route these wires to the driver side kick panel cavity at door jamb.



- Note: Terminals are provided for most connections on your wiring kit. Use the provided terminals and connector to install the following wires:
- LH COURTESY**  
This connector will mate to one of the courtesy lamp extensions (500471, bag N).  
Orange 12 volt feed to LH courtesy lamp.  
White Ground feed to LH courtesy lamp and LH door jamb switch.
  - HEADLIGHT SWITCH**  
NOTE: Your stock 1957 headlight switch collar nut, and shaft/knob assembly may be used for a stock appearance.  
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 dk. green dash lamp circuit.  
Brown Fused 12 volt feed out to tail and parking lamp circuits.  
Yellow Feed out to dimmer switch for headlights.  
Dk. Green 12 volt feed out from light switch to fuse box for dash lamp circuit.  
White Ground lead for courtesy and dome lamp circuits.
  - 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.
  - 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 page 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 into the turn signal switch from the brake switch for your brake lights.  
Dk. Green Feed out of the turn signal switch to the rear body connector for the RH rear turn signal.  
Yellow Feed out of the turn signal switch to the rear body connector for the LH rear turn signal.  
Purple 12 volt ignition feed into the turn signal switch for turn signals.  
Brown 12 volt battery feed into the turn signal switch for hazard lamps.  
Dk. Blue Feed out of the turn signal switch to the front light and cluster connectors for the RH front turn signal.  
Lt. Blue Feed out of the turn signal switch to the front light and cluster connectors for the RH front turn signal.  
Black Horn relay ground wire from horn switch to horn relay connector.
  - HORN RELAY**  
Plug the horn relay (found in the fuse, relay, and flasher bag, 510565) into this connector.  
Red 12 volt battery for relay.  
Black Relay ground circuit from steering column horn switch.  
Dk. Green Triggered 12 volt feed from the relay to the front lamp connector for the horns.
  - BRAKE SWITCH**  
Orange Fused 12 volt feed into brake switch  
White 12 volt feed out of the brake switch to the turn signal switch for brake lights.  
Lt Blue 12 volt out of the brake switch to the rear body connection for the third brake light.
  - LIGHTER**  
Orange Fused 12 volt feed for cigarette lighter.
  - HEATER SWITCH**  
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 page 4 for further directions).  
Brown 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.)  
Gray 12 volt fused feed for heater/AC control lamp.  
Orange (in loose harness) Switch to resistor lead.  
Yellow (in loose harness) Switch to resistor lead.  
Dk Green (in loose harness) Switch to resistor lead.  
Orange (Single loose wire) This wire will go from the single output terminal on the resistor to the blower motor assembly.
  - GLOVE BOX**  
Orange 12 volt fused feed for the glove box lamp.
  - 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).
  - RADIO POWER**  
Tan 12 volt fused accessory powered lead for radio power.
  - RADIO BATTERY**  
Yellow 12 volt fused battery powered lead for radio memory.

- Note: Terminals are provided for most connections on your wiring kit. Use the provided terminals and connector to install the following wires:
- 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).
  - REAR BODY**  
This connector will mate to the main rear body harness (500417, bag M) connector.  
Tan Fuel tank sender wire.  
Brown Feed to the tail and license plate lamps.  
Yellow Feed to LH stop and turn lamp.  
Dk. Green Feed to RH stop and turn lamp.  
Orange Feed to dome and courtesy lamps.  
White Ground to dome and courtesy lamps.  
Lt. Green Feed to back-up lamps.  
Lt. Blue Feed to third brake lamp.
  - ACCESSORIES**  
This connection is used to add power accessories to your vehicle. Use the provided connector J and terminals K as pictured to the right if you wish to connect to the accessory connector. Note: Connector J is already plugged into the dash harness when the harness is assembled. You will find it there.  
Dark Blue FUEL 15 amp Fused 12-volt IGNITION feed for fuel pump (may also be used to feed power to another ignition circuit).  
Orange P.SEATS 30 amp Fused 12-volt BATTERY feed for power seats (may also be used to feed power to another battery circuit).  
Red P.LOCKS 30 amp Fused 12-volt BATTERY feed for power door locks (may also be used to feed power to another battery circuit).  
Pink CRUISE 15 amp Fused 12-volt IGNITION feed for cruise control (may also be used to feed power to another ignition circuit).  
Yellow PWDOS 30 amp Fused 12-volt BATTERY feed for power windows (may also be used to feed power to another battery circuit).  
Tan CB 5 amp Fused 12-volt ACCESSORY feed (may also be used to feed power to an accessory circuit).
  - DIMMER SWITCH**  
Yellow 12 volt feed to dimmer switch.  
Tan Low beam feed from dimmer switch to front light connector.  
Lt Green Hi beam feed from dimmer switch to front light connector and dash cluster indicator.
  - FRONT LAMP**  
This connector will mate to the front lamp harness (500432, bag L). This connector is installed in the firewall using the factory grommet (not provided). If a replacement is needed, part number 500545 is available separately.  
Tan Feed to lo beam H/L circuit.  
Lt. Green Feed to hi beam H/L circuit.  
Brown Feed to LH and RH parking lamps.  
Lt. Blue Feed to LH turn signal lamp.  
Dk. Blue Feed to RH turn signal lamp.  
Dk. Green Feed to horns.  
Orange Fused 12 volt ignition feed for electric fan relay (DO NOT CONNECT DIRECTLY TO ELECTRIC FAN).
  - CLOCK**  
Yellow 12 volt fused battery feed for clock power.  
Gray Lamps for clock clock assembly.
  - STARTER**  
This connector will mate to the engine harness (500418, bag J) 3-position connector. Wire identifications will be found in that kit.
  - RH COURTESY**  
This connector will mate to one of the courtesy lamp extensions (500471, bag N).  
Orange 12 volt feed to RH courtesy lamp.  
White Ground feed to RH courtesy lamp and RH door jamb switch.



This connector can be found plugged into item #15



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PART #

500433

G

DESCRIPTION:

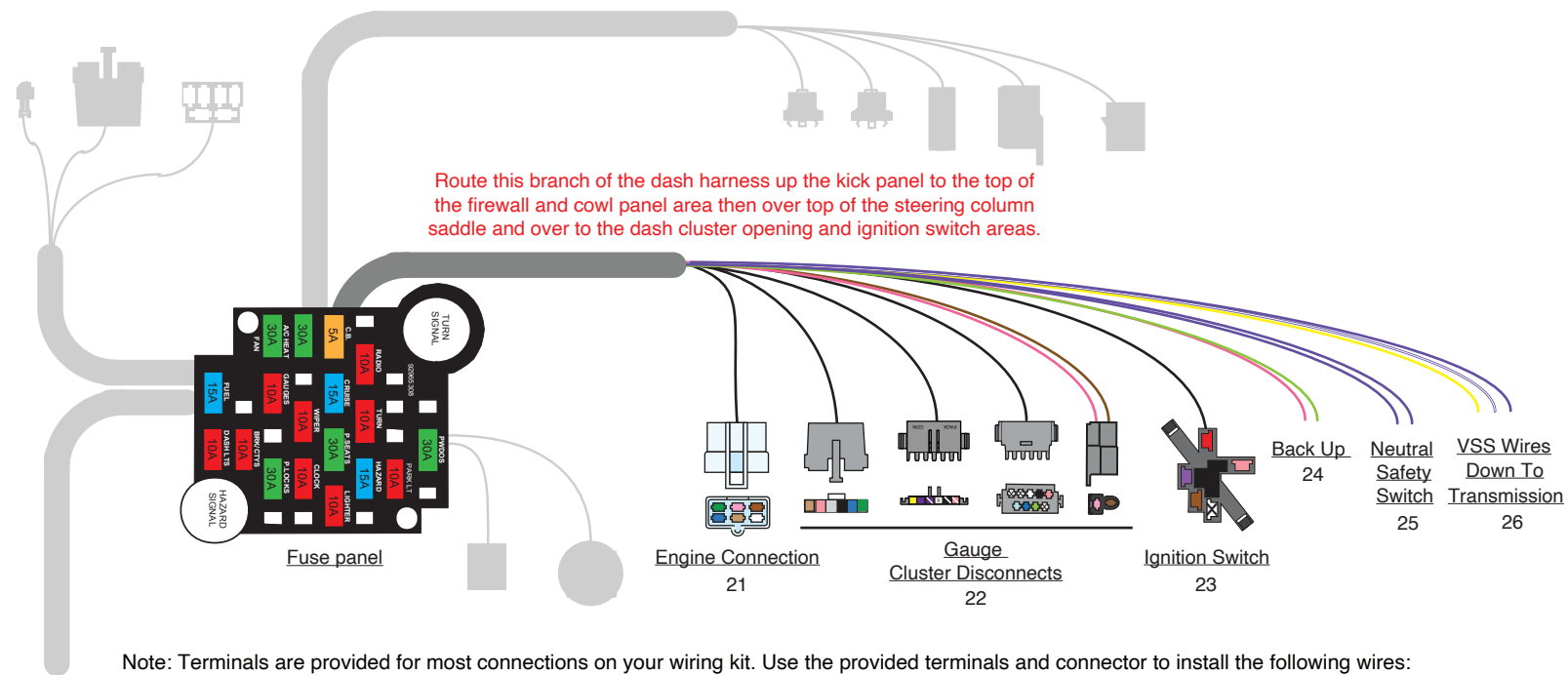
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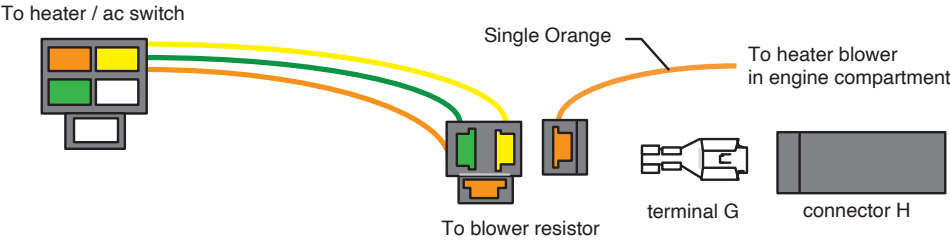
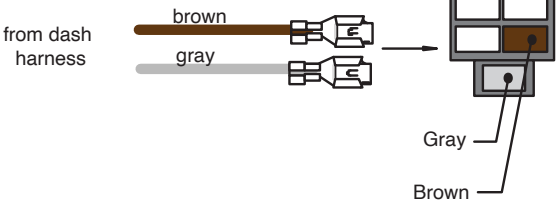


Note: Terminals are provided for most connections on your wiring kit. Use the provided terminals and connector to install the following wires:

- 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 DISCONNECTS 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 (510633).  
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.



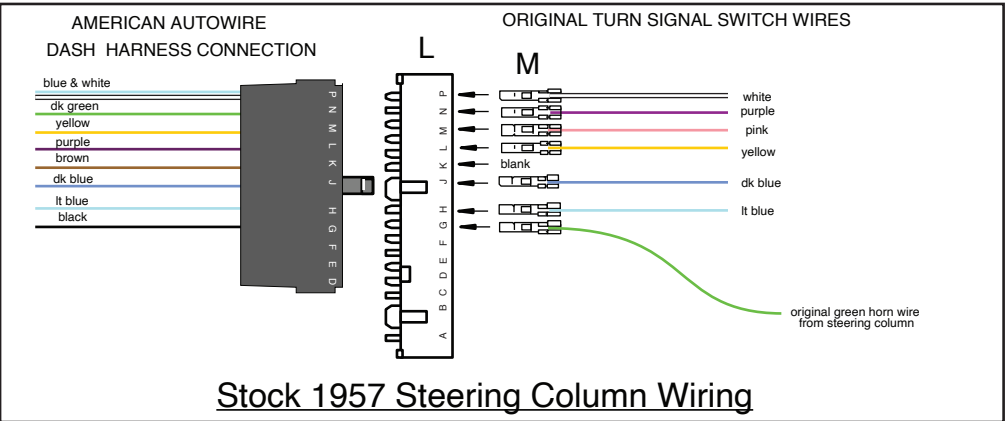
1. Plug the brown and gray wires from the dash harness into the supplied 5 position connector, as shown above.
2. Plug the 5 position connector into the stock heater switch.
3. Plug the 3 position connector into the stock heater resistor. (Located on top of heater duct).
4. Plug the single orange wire 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.

### “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:** If you are using the factory steering column in your car, you will need to remove the metal terminals and the plastic connector from the wires coming out of the turn signal switch, at the steering column. Then crimp one of the loose piece terminals “M” onto each wire. These terminals are found in the loose piece kit from this dash harness. Once the wire wires are terminated, plug them into the connector “L” using the table above and the diagram below for correct indexing.

The stock 1957 horn wire comes out of the steering column separately from the turn signal wires. That wire is attached to the steering column upper mast jacket bushing and comes out through an opening in the steering column. That wire is typically dark green and had a small male blade crimped onto it. You will remove that blade, attach a terminal “M” to the wire and plug it into the connector “L” as below.



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