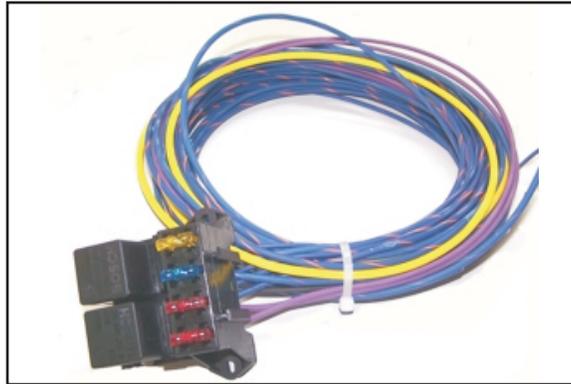


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## **INSTALLATION INSTRUCTIONS DRIVING LIGHT & AUXILIARY FUSE KIT**



### **GENERAL DESCRIPTION**

This “mini panel” is designed to provide power and control for up to 240 watts of driving lights, two always hot 15-amp auxiliary circuits, individually fused, and two hot when key is on circuits, switched by a relay on a common fuse..

**DRIVING LIGHTS:** Relay outputs are provided for two driving lights of up to 120 watts each. The driving light wiring is protected by a 20 amp (maximum) fuse. A single switch (not provided) controls the operation of the lights, and the switch may be of the lighted indication type if preferred.

It is recommended that the driving light relays be powered by the wiring to the normal headlight high beam circuit such that the driving lights go off whenever the high beams are turned off. This eliminates the need to turn off the driving lights separately when the high beams are dipped for oncoming traffic. To wire the lights in this manner, the 16ga blue/orange wire should be connected to the high beam wire from the dimmer switch, which is a blue/white wire in a British car.

If you should prefer not to tie the operation of the driving lights to the high beams, just connect the 16ga blue/orange

wire to a steady source of power. If it is preferred to wire the relays to a steady power source, there are two options - switched or un-switched power. In a British car, switched power can be found by connecting to any convenient green wire. Un-switched power in a British car can be found by connecting to any convenient purple wire.

**AUXILIARY CIRCUITS:** Two “always-on” circuits are provided, each fused at 15 amp (maximum), which can be used for whatever additional equipment you may desire, such as a radio, amplifier, air horn, etc.

Two “switched on” circuits are provided, powered via a relay that is turned on when the ignition key is on. These two circuits are fed by a common 15 amp (maximum) fuse.

### **POWER SOURCE**

It is recommended that the main power for this kit be taken directly from the battery connection at the starter solenoid. If your car is equipped with an ammeter, taking power here will cause the ammeter to read “charge” whenever power is drawn from this connection. This is unfortunate, but the only way around this problem is to take power directly from the alternator instead, which may be rather difficult to do.

By Dan Masters



## INSTALLATION

**LOCATION:** The fuse block/relays should be mounted in a well protected area, away from adverse weather conditions and possible mechanical damage, but should be readily accessible should the need to replace a fuse or a relay arise. The fuse block may be mounted to sheet metal using sheet metal screws, but if access to the back of the panel is accessible, nuts and bolts are preferred.

Try to select a location that minimizes the total length of the power wiring, that is, the total length of the heavy gauge blue/purple, the green and the yellow main power wire should be as short as practical.

**WIRE ROUTING:** As much as practical, try to mount the wiring along the same path as existing factory wiring. Where this is not practical, make sure the wiring is well supported by the use of cable ties, etc, and routed out of the way of any possible mechanical abrasion. The wire must be routed and mounted such that no movement of the wire is allowed.

**TERMINATION:** A small selection of terminals is supplied with each kit, but, depending on the type of lights you buy and the switche you select, you may need to purchase other terminals to complete the job. It is recommended that you use non-insulated terminals, crimp and solder each, and then cover with heat shrink tubing (supplied).

Additionally, it is recommended that you purchase and use a "GB" crimping tool to make the crimps, as this tool crimps "along" the terminal, rather than "across," giving a better crimp. A critical factor in producing long lasting terminations is to ensure there is NO movement of the wire at the terminal.

**EXTRA CIRCUITS:** If you are not using the extra circuits (the purple or the green wires), either pull out the fuses or very carefully insulate these wires and tie them back out of the way.

