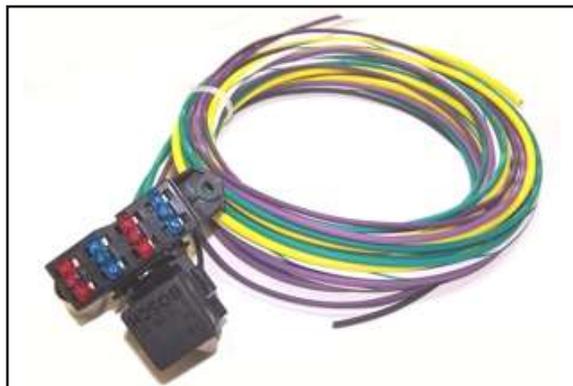


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INSTALLATION INSTRUCTIONS FOR AUXILIARY FUSE BLOCK KIT



GENERAL DESCRIPTION

This “mini panel” is designed to provide extra fused circuits to handle additional electrical loads that the original wiring wasn’t designed to handle.

A total of four circuits are provided: two circuits which are hot all the time, key on or off, and two that are hot only when the ignition key is in the “ON” position. To ease the load on the ignition switch, the two keyed circuits are powered from a relay.

Two of the circuits are fused at 15 amps, and two are used at 10 amps, for a total maximum load of 50 amps. Although the fuse block can handle 50 amps, it is very unlikely that your alternator can supply this much current over and above the standard loads. When adding loads, the alternator capacity must be considered and not exceeded.

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, ahead of the ammeter, which may be rather difficult to do.

INSTALLATION

LOCATION: The fuse block/relay 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 purple, 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.

By Dan Masters



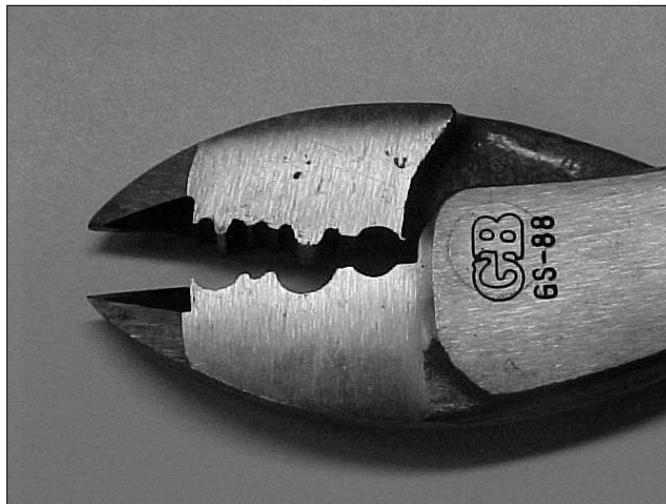
RELAY OPERATION

The relay is controlled by the ignition switch. The white/green wire from the relay should be wired to any convenient switched power source. In a British car, this would be any green wire. If the wire you choose is not fused, an inline fuse should be purchased at your local auto part store and inserted into the white/green wire as near to the power source as practical. If you are installing the kit in a British car, there is no need to use a fuse, as the green wires are already fuse. The extra load of the relay is so small that no other provisions need to be made for it.

TERMINATIONS

A small selection of terminals is supplied with each kit, but, depending on the type of loads you are adding, 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).

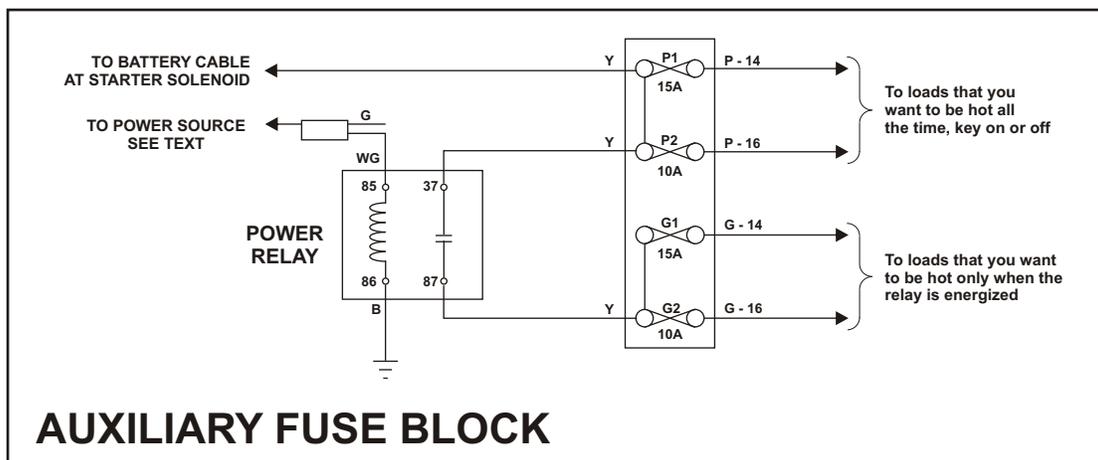
Additionally, it is recommended that you purchase and use a "GB" crimping tool to make the crimps, as this tool crimps "along" the terminal, rather than "across," giving a better crimp. A critical factor in producing long lasting terminations is to ensure there is NO movement of the wire at the terminal.



GB crimping tool, from Lowes, Home depot, etc.

EXTRACIRCUITS

If you are not using any of the extra circuits, either pull out the fuse for those circuits or very carefully insulate the wires and tie them back out of the way.



AUXILIARY FUSE BLOCK