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FuseMaster 76515 and 76517

Installation instructions

All specifications are subject to change without notice.

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Purpose

FuseMasters 76515 and 76517 eliminate the necessity of manually removing a fuse for towing, then having to reinsert it for driving. After the installation you will press a switch to accomplish the same task. *Note: the only difference between these two FuseMasters is the fuse holder on the harness.*

CAUTION

Read all instructions before installing or operating this device. Failure to understand how to properly install or operate FuseMaster could result in extensive property damage.



Installation instructions

1. In the engine compartment, remove the plastic cover for the fuse block. Pull the fuse identified in the owner's manual as the one to remove for towing.

Mark the plastic cover directly over the two sockets exposed by removing the fuse.

2. The fuse controller (Figure 1) will be mounted in the engine compartment and the switch (Figure 2) will be mounted in the passenger compartment. Choose mounting locations for both before attaching either one:

2a. Find a mounting location for the controller which meets

the following conditions:

- The controller must be mounted close enough to the fuse block so that the large red and black wires (Figure 1) will reach the fuse block.
- The controller location must not interfere with the operation of the vehicle in any way.
- Do not mount the controller close to a heat source.
- The controller may be attached with the two self-tapping screws, with the pre-attached adhesive pad or with zip ties.

If the screws are used, the underlying material must be of sufficient strength to hold the controller in place. Make certain that the screws will not damage any components or electronics on the other side.

2b. Find a mounting location for the switch which meets the following conditions:

- Choose a location where the switch will be accessible.
- The switch harness will be routed through the firewall to the fuse controller. The mounting location for the switch must be close enough for the end of the harness to reach the controller.

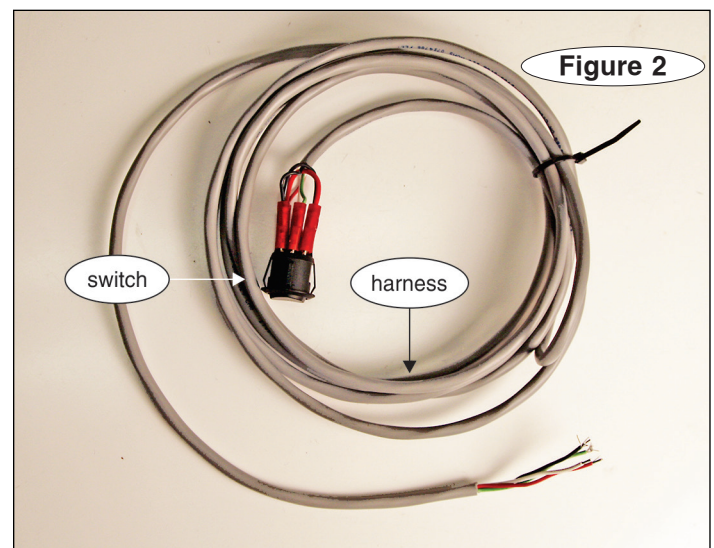
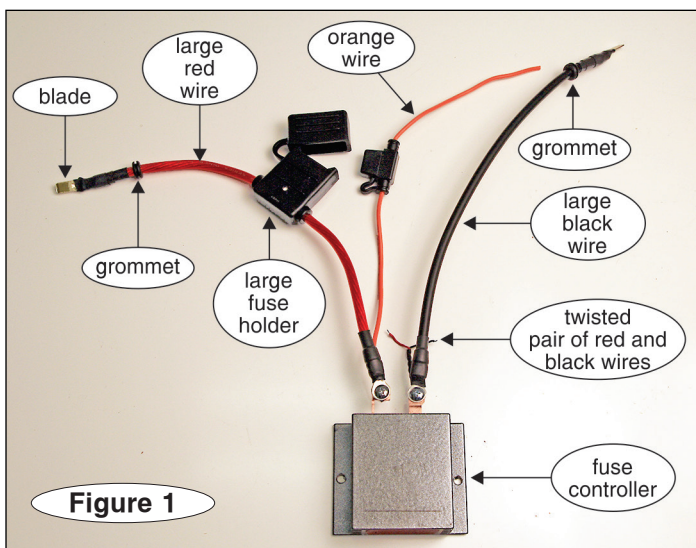
Look for a direct route through a pre-drilled (or pre-scored) hole in the firewall, 1/4" wide or larger. If there is no pre-drilled hole, you must drill a hole through the firewall. (If you must drill an access hole, make certain that you will not damage any components or electronics on the other side.)

- The switch must be installed on a surface which is 1/8" thick or less.
- The switch must not interfere with the operation of the vehicle in any way.
- There must be enough space for the included 'tow' and 'drive' decals, which will be attached in close proximity to the switch.

Required tools and supplies

- volt meter or test light
- power drill with 1/4", 3/8" and 13/16" bits
- silicone sealant

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3. The large red and black wires will be routed through two access holes in the fuse block cover.

4. Drill 3/8" holes in the fuse block cover, over the points you marked in step 1.

5. With the vehicle in 'tow' mode and a volt meter or test light connected between the fuse socket and ground, find which one of the fuse sockets has voltage.

Insert the blade (Figure 1) of the large red wire through the hole in the cover and into the socket that registers voltage.

Insert the blade of the large black wire into the other socket.

6. Gently press the blades down until they are fully seated, and replace the fuse holder cover.

7. Push the grommets (Figure 1) into the access holes until they snap in place.

8. In the passenger compartment, drill a 13/16" hole for the switch at the mounting location you chose earlier.

9. Route the harness through the hole to the fuse controller. Insert the switch into the hole. It will snap into place when the edge of the switch is flush to the mounting surface.

10. Use one or more of the included zip ties, if necessary, to secure the harness.

11. Using the two self-tapping screws, the adhesive pad or zip ties, attach the fuse controller at the location you chose.

12. With two of the included butt connectors, connect the red and black harness wires to the twisted pair of red and black wires on the fuse controller (Figure 3). Match color to color.

Use the ring terminal to attach the white wire on the harness to any good chassis ground.

13. Use the remaining butt connector to attach the orange wire extending from the controller (Figure 3) to the green wire on the harness.

14. Seal the harness at the firewall with silicone sealant (not provided).

Note: failure to seal the hole may allow water into the passenger compartment, as well as allowing the wires to chafe or short out.

15. Insert the fuse you removed in step 1 into the large fuse holder (Figure 1), and close the protective cap over the fuse holder.

16. Press the momentary switch and release. With a volt meter or test light, check to see if voltage registers on the large black wire on the controller. If it does, the vehicle is in the 'drive' mode. If it does not, the vehicle is in the 'tow' mode.

Position the 'Drive' and 'Tow' stickers at the appropriate sides of the switch.

Note: the switch may be rotated to be in line with the decals.

17. Test the system, as described in the next section.

Test the system

1. Follow each of the steps in the owner's manual up to the point where it tells you to remove the fuse.

2. Verify there is voltage on the large red wire at the controller. If not, be sure the fuse is installed in the FuseMaster fuse holder. If still no voltage, check for proper connection of this wire to the socket. Remember this is the socket that registered voltage when the car was in 'tow' mode.

3. Once you've verified voltage is present on the large red wire, test for voltage on the large black wire at the controller. If there is no voltage, rock the switch to the 'drive' position. You should now have voltage. If not, check the fuse on the orange wire. If voltage is still not present on the large black wire, then rock the switch to 'tow' position. If voltage is now present, the labels are reversed. Simply rotate the switch 180 degrees.

4. If you have voltage on the large red and large black wire at the controller, then you are in 'drive' mode and the vehicle should start. If not, verify the large black wire is inserted properly into the fuse block.

5. FuseMaster is operating properly if each of the above conditions are met. When done testing, be sure to follow the directions in the owner's manual to put the vehicle back into 'drive' mode.

6. If you're a professional installer, please make certain to give the half-sheet operating instructions (included in the literature packet) to the owner of the vehicle.

