Auto fuse tap

I was wondering what people thought of Fuse taps. However, I heard that this ruins your fuse box. Is that true? It is true. The fuse tap will bend the contacts in the fuse box to accommodate the widened blade of the fuse with the tap attached. If you remove the fuse tap, the fuse will not make a good, firm connection anymore. I prefer to use wire taps. If the circuit needs to be removed, you just cover the cut insulation with electrical tape. I ended up using this Add-A-Circuit Fuse tap, which goes in place of your original fuse, instead of the cheap fuse tap, which goes over your fuse. It was more expensive, but it worked really well! For those who are curious, I added it to the radio accessory circuit that turned on with the car. It effectively split the power so the device on the original circuit continued to work in addition to powering my transmitter you have to add two fuses to the tap, the one parallel to the wire is for the wire. Higher current pulled through an existing circuit that was not designed for it can lead to problems over time with burned or scaled connectors, etc. In cases like this it would be acceptable to use a fuse or wire tap to trigger a relay which would in turn power whatever is being installed. Fuse taps a good thing? Did you know that we have authored a series of articles to get you on the right path to learning how to install your own dashcam? This is the second of three articles in this "How-To Identify" Series. You can use the links below to continue to the other articles. Hardwiring your dashcam to your fuse box has its benefits: not only does it free up your 12v cigarette outlet, it hides distracting wires to improve your windshield visibility and makes your dashcam install look clean and professional. If you have a BlackVue dashcam , you can utilize your parking mode feature without affecting the health of your battery with a Power Magic Pro or a direct wire harness. Need help finding your fuse box and figuring out which fuse type you have? What is the difference between a constant and switched fuse? Your vehicle uses electrical circuits, just like the ones in your home. These circuits supply power to the electrical components located throughout your car, like your headlights, your radio, and your door locks. In modern cars and trucks, there are generally two types of circuits that run through the vehicle: circuits that are live all the time and circuits that are only live when the engine is running. A circuit that is live or hot all the time means that it constantly receives power, even when your car is parked and the engine is turned off. Inside your fuse box, these constant and switched circuits tend to live right next to each other, with each circuit protected by an individual fuse. Bummer, we know. The tool that you will need to test your fuses is a circuit tester , also known as a test light. This is a link to the exact tester that we use in this tutorial. Ready to find out which fuses in your fuse box are constant and which are switched? Let's Get Started! Need help finding your fuse box? Using your circuit tester, connect the grounding clip to a bare metal point on the vehicle. This is your ground point. The best ground point on a vehicle is usually the negative terminal on the car battery. To test, connect the ground clip to the negative terminal and the tip of the probe to the positive terminal. One of these metal latches is typically close enough to the fuse box to work for you. Since the engine is off and the key is out of the ignition, you should be able to probe the fuses and determine which are constant. The constant fuses are the fuses that light up your circuit tester. If you find a combination of both constant and switched fuses in your fuse box â€" great! Locate a switched fuse that reads cold while your engine is turned off. Put your key back into the ignition and turn it to the on position. Probe the fuse again: if it lights up, great! You have double checked that this fuse is a switched fuse. Turn off the engine and pull the key from the ignition. We recommend checking the same fuse again when your car is off to triple check that it is a reliable switched fuse circuit. Now that you have identified a switched fuse, you can select any of the other fuses that remain on for your constant fuse. If possible, we

recommend using a non-essential circuit as your constant power source to reduce your chances of affecting any sensitive vehicle control systems that may be present. Now that you have identified your constant and switched fuses, you are ready to connect your add-a-circuit fuse taps, Power Magic Pro, BlackVue direct-wire harness, or other electrical accessory to the appropriate constant and switched fuse slots. Follow the instructions included with your device or identify the tag or color of each wire to ensure that you are connecting the right wire to its corresponding fuse. Once your installation is finished, test your device for proper operation before wrapping up. Couldn't find any switched fuses? If all of your circuits seem to be on all the time, there may be two possible explanations:. You may have to locate another source of switched power or check a different fuse box. This scenario is not very common. Some vehicles use a switched fuse delay system, which means that switched fuse circuits will remain on for up to 30 minutes after turning the engine off and removing the key from the ignition. Identifying this type of circuit is more difficult since in many cases the switched circuits will be re-activated by unlocking the vehicle, bringing the key fob within close proximity to the vehicle, or even sitting down in one of the front seats. Need a test light or an install kit to help you with your diy dashcam installation? How about a complete DIY installation bundle? Please follow one of the links below:. Users must be aware that updates and amendments will be made from time to time to these instructions. It is the user's responsibility to determine whether there have been any such updates or amendments. Step 3: Connect to Ground Point Using your circuit tester, connect the grounding clip to a bare metal point on the vehicle. Step 6: Connect Your Accessory to the Identified Constant and Switched Fuses Now that you have identified your constant and switched fuses, you are ready to connect your add-a-circuit fuse taps, Power Magic Pro, BlackVue direct-wire harness, or other electrical accessory to the appropriate constant and switched fuse slots. If all of your circuits seem to be on all the time, there may be two possible explanations: 1. Did you know that we have authored a series of articles to get you on the right path to learning how to install your own dashcam? This is the first of three articles in this "How-To Identify" Series. You can use the links below to continue to the other articles. What is a fuse type, and why do I need to know which one I have? Just like in your home, your fuse box controls the electrical flow, or power, throughout your car. The Mini is the most common fuse type, based on our observations. To use a dash cam installation kit , you will need to remove one of the fuses from the fuse box and replace it with the fuse tap included in the installation kit. This will link your dash cam to your fuse box and will ensure that your dash cam powers on when your car turns on and powers off when your car powers off. Fuse boxes and fuse types vary not only from car to car, but also from year and model. If you want to save yourself some time and money and ensure that you are purchasing the right installation kit for your needs, the best way to know the exact fuse type that you need is to open your fuse box and take a look. Ready to find your fuse box and discover which fuse type your car has? The manual should direct you to an illustrated diagram of your vehicle, showing the locations of all of your fuse boxes. Many vehicles have more than one fuse box, and they are often located under the hood, in the trunk, or somewhere inside the cabin of the vehicle. For some vehicles, there may even be multiple fuse boxes in the cabin alone. If your car has more than one fuse box, it will make things easier if you choose to work with the fuse box that is closest to where you will install your dash cam. In most vehicles, the box is located behind an easily-removable panel or cover, however it could be behind the glove box, behind a kick-panel in the driver or passenger side foot well, or under the carpet or the floorboard of some vehicles. To help you identify the fuse box, there may be a fuse or lightning bolt symbol on the cover. Once you find the fuse box, remove the cover to expose the fuses inside. Now that we've found our fuses, we're ready to pull them. Carefully use a small set of pliers to remove one of the fuses from the fuse box. Many vehicles will include a small plastic tool called a fuse puller on the inside of the fuse box cover. Our fuse type chart was designed to scale, so if you are having a hard time deciphering which fuse type your car has, you can put your fuse on top of the fuse chart and slide it over to see which fuse type fits! Click on the image above to download and print a PDF of our fuse type diagram. Refer back to the picture that you took on your phone during Step 4, and replace the fuse cover. Ready to buy the right dash cam install kit for your vehicle's fuse type? How about a complete DIY installation bundle? Please visit one of the following links below:. Users must be aware that updates and amendments will be made from time to time to these instructions. It is the user's responsibility to determine whether there have been any such updates or amendments. Step 3: Locate Your Fuse Box Many vehicles have more than one fuse box, and they are often located under the hood, in the trunk, or somewhere inside the cabin of the vehicle. Step 5: Carefully Remove a Fuse Carefully use a small set of pliers to remove one of the fuses from the fuse box. Best Dash Cams of Comparison Tool. Forums Search forums New posts. What's new New posts New profile posts Latest activity. Contact Us. Log in Register.

Piggy-back fuseholders - a right way and a wrong way? Thread starter eugenel Start date Sep 25, I'm about to hardwire in another dashcam using a piggy-back mini-fuse holder. Prior to doing this, I had a quick ferret at it with a multimeter and reckon ideally the piggy-back should be fitted one war around and not the other. It will work both ways, but one way will result in the current flowing to the dashcam flowing through both fuses in series. Well, check out the illustration:. Whatatay Member. You are completely correct. Although it works both ways, for the reason you mentioned, only one way is correct, also for the reason you mentioned. The intention is to use the A side to tap off power to go to the red wire through a fuse rated for that circuit while leaving the original circuit as it is. If it is used correctly, both fuses do not need to be the same rating. They are two different circuits. If used incorrectly and the lower fuse for the original circuit is a lower rating than the new circuit connected to the red wire, it may blow before the fuse for the new circuit does. Last edited: Sep 26, Nigel Well-Known Member. I reckon you plan to have it the wrong way around! If you connect it as you plan and have both fuses the same rating as the original then you can draw twice the original power, however the cable providing the power to the A side of the fuse will probably only be rated to match the original fuse, or in my case the relay supplying power to the A side of the fuse is only rated to match the original fuse. Realistically, if you are only powering a dashcam and fit a 2 or 3 amp fuse in the top and the original 10 or 20 amp fuse in the bottom then there isn't much to worry about whichever way around you have it. The right way is to insert the fuse tap with what you called A is the one that receives the voltage. Break the connection in the middle of a spare fuse the lowest amp rating - the thinner you don't need create a separation between the "legs" A and B. Insert that fuse to the place you want to tap. Check with a multimeter or a fuse tester like this one below which leg is A and which is B. Chode Active Member. The third one was used to create a manual breaker for a particular circuit. Harry Lime New Member. Good thread, I hadn't thought about which way round when I fitted one the other day but there's a really simple way to check which way is correct. Just pull the 'main' fuse from the piggy back module and plug it back in with just the 'accessory' fuse in place. It will only work one way round and that is the correct way. Then put the 'main' fuse back in again. Harry Lime said:. Nigel said:. I still say that is the wrong way! Now we decide to get the power from the fuse for the clock using a fuse tap, the clock uses 10 milliamps and is protected by a 1A fuse, so we put the original 1A fuse in the bottom of the fuse tap and the new 20A fuse for our new spot lights in the top of the fuse tap. Now we have two options for fitting the fuse tap: If we fit the fuse tap your way around then when the new lights are turned on we draw 17A for the lights plus 10mA for the clock but the wiring for the clock is only rated at 1A so it will very quickly get very hot, melt it's insulation causing a short circuit and maybe burn the car to it's metal shell. If we fit the fuse tap the other way around then all that happens is that the 1A fuse burns out to protect the 1A wiring and the car lives for another day. Which is the safer option? Why would you not choose the safe option? It is possible that every fuse in your fuse box is provided with power by A cable via A relays but copper cable is both expensive and heavy and A relays are expensive and rather large so that is very unlikely! And, yes, if we decide to do something stupid then your way around protects you. Hi Nigel, I think you're wrong there. The 12v bus is on the one side of all the fuses. That's kind of the point. The piggy back unit should be fitted so both fuses are tapping power from the bus side. If fitted wrong way around, the accessory fuse is getting power via the main fuse and that can never be right. After all, if we are to fit the piggy back your way, there is no point in using a second fuse at all for the acc circuit, it might as we

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ll share the current from the main fuse directly. So I'm unpersuaded that my method is wrong, I'm always open to rethink with a logical argument of course, but I still think this is correct: Just pull the 'main' fuse from the piggy back module and plug it back in with just the 'accessory' fuse in place. Hi Nir, Yep, saw that, and you're right of course. The second fuse should be getting power from the 12v input. My contribution to the thread, which I thought was being helpful until all this contraversy, was that you can achieve that correct connection without using broken fuses or multimeters. Just pull the main fuse and test which way around turns your camera on, then put it back. Job done. Hillbilly Well-Known Member. Chode said:. Bumping up an old thread! See the quoted section in the post right above yours - it answers your question. I'm still

not sure, I feel like I'm missing something very obvious. You must log in or register to reply here. Piggyback fuse. Dec 23, Mar 18, Sep 24,