Car fuse adapter

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 well 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, In this instructable I want to show you how to properly add a new circuit to your car using an add-a-fuse-adapter. You can also watch it as a

Video on my new YouTube channel. Safety Note: You should only use this method to add circuits that use less than 10 Ampere of current, because it partly uses your car's original wiring. For circuits that operate at higher current's, such as Audio amplifier's you need to run a seperated wire from the positive terminal of your battery to your device and do not forget to add a fuse near the power source. Always use wires and switches with a suitable size and insulate your wiring to prevent short circuits. Choosing the correct wire size is very important. If the wires are to thin they overheat and can cause a fire. A simple formula to determine the size you need is this one:. L : the total length of the wires in meters in this case from the fuse box to your grounding. U : The maximum Voltage loss you want to have in your wiring I recommend 0,5 V. The first thing you need to do is locate your fuse box. It can be under the hood or inside your dashboard or both, many modern cars have more than one fuse box. Your owners manual will tell you were it is. Open it and use your fuse removal tool to remove one fuse at a time. Connect the negative wire of your multimeter to your cars body, set it to 20V DC and measure the voltage of both pins. First measure without the key plugged in. If a slot's pin shows 12V this means 2 things:. Reinsert the fuse and mark the slot with a post-it or some tape. If you need a slot that is powered when the key is in position 1 for devices like a radio, you search for a slot that has no power when the key is not inserted, but is powered when it's in position one. Mark it in a different colour if you are connecting more than one device. If you want a device to only have power in key position two, you follow a similar procedure. Keep on measuring until you found the right slot for your application. I mentioned that it is important to know where the input and the output of the slot is. I'd like to explain the reason for that with this little animation. Your fuse slot has two pins 1 the input is connected to the positive terminal of the battery 2 and the output goes to your original device 3. The battery and the device are also connected through your cars body, they are grounded. The bottom slot of the add a fuse adapter is for your original fuse 5 that, as usual, completes the original circuit 6. The top slot is for your new fuse. It connects the input or the positive terminal of the battery to your new device and closes your new the circuit 7. If you plug the adapter in the wrong way 8 , your new circuit won't work without the original fuse 9. As if this wasn't already bad enough, when both fuses are inserted the current for both circuits runs through the original fuse 10 , which will probably cause it to burn out Now you know why it is important to plug the adapter in the right way. So you found all the slots and know a spot where you want to mount your device? Than it is time to run the wire in between the two. For this you will probably have to take a few parts of your car apart. Which parts you need to remove is of course very vehicle specific. This step will cover how to do it in my Corsa C. You now have a way for your wires to go through. Unfortunately there is an obstacle. An almost fully packed rubber tubing. How are you going to pull the wire through this? Luckily there is also a trick to handle this. You can use a thick piece of garden wire and cover the tip with tape or shrink tubing but the better solution is to use a thinner wire, fold it 4 times and twist it. Now you have a special tool with a round tip. Start pushing it through from one side of the tube while navigating it from the outside with your other hand. This is the trickiest part of the whole project and it might take some time, keep calm. When you eventually reach the point where the tip comes out on the other side, hook your cable up to the and and secure it with tape. Use your pliers to pull it through and thread the wire into your car, so that it comes out in the footwell. From there you lead it to the radio slot from behind. Pull it out of the slot and push it back in downwards. Stick your hand under the middle console from the side to grab it and pull it out there. Thread it through the hole of the original 12V output and you are finished. This step is actually pretty straightforward. You remove the insulation of your cable, put it into the crimp connector on the adapter and compress it with your crimping tool or your pliers. You can also put some shrink tubing or isolation tape around the connection to prevent it from corroding. Insert the fuses and plug the adapter in the right way. Time to mount and connect you device, but before you can mount it you need to make a grounding. I crimped 3 wires into a cable shoe - not the best solution - but I also soldered it and added shrink tubing. I atached it to a screw under the middle console. I made myself a nice little panel with several switches because I want to connect more than one new device. I also soldered wires to them and crimped flat connectors onto every cables end. My switches do also have angel eye illumination and ,as I am mounting the panel where my original 12V output, which was also illuminated, was located, I will connect it to my original pin shematic 1. You can also connect the illumination to the switches middle pin or to the positive terminal of your device , so that it indicates when the device is turned on. Wrap the connections with isolation tape and hide the wiring. Test if everything works as it is supposed to and secure the wires. Now reassemble your interior. After you are done making your dream of an advanced car a reality, you can finally enjoy the advantages that it brings to you. Go for a ride and show your new gadget around. I hope this instructable was helpful for your project and I would really like to know if you like the way it was presented to you. If you

have any questions feel free to ask. As this was my first video project I am also curious to know what you think about the video. Feedback of any kind is appreciated. Good luck with your future projects and have a great day :. Be very careful when using an add a fuse device as you can easily overload the original circuit by piggybacking one fuse on top of another and both the add on circuit and the original circuit are operated at the same, these add a fuse devices may well work fine for some but be very careful , you may well have a spare fuse slot in your fuse box i would use that, I found this out to my cost on a car I owned a while ago, much better if you look into it and use a relay circuit it involves a bit more work but better than popping something in the middle of nowhere at night. I hope this helps people decide what to do. Thank you for showing me the Add-A-Fuse device. I had never seen them and they will make adding a power outlet "cigarette lighter" socket for my dash cam and backup camera in my truck much easier. I was expecting to have to trace wires and splice or use a tap connector like tidux suggested and even with a wiring diagram, it was going to be difficult. There is a number of wire size charts available online. I rarely ever use wire smaller than 18 just because the smaller sizes don't tolerate rough handling and often their insulation is very thin. Great write up and video, I plan to do the same thing but I'll be using a control panel with a twin usb and 12v cigarette lighter chargers with no switches and power when in ignition position 1. My question is can i run 1 wire from the add a fuse to run both chargers on the control panel or do I need to splice the wire into 2 1 for each , I'm just a little confused about your wiring to the unit. Reply 4 years ago. It is good that you have some respect for the right wire size, There are way too many people who simply use any wire they can find. I use the formula to determine the minimum size i need and then choose a wire that is one or two sizes bigger because bigger is better in this case:D. If i input 10 amps, 1 meter and a 0. The formula is correct. I know that it seems pretty small but you have to consider that the resistance of the copper wire is directly proportional to it's length. So if you double the length the required cross section to achieve the same voltage drop also doubles. This is a nice ible. I have seen many people do things like this a skip the fuse. The fuse is the most important part. May I recommend instead of breaking the original line completely to use a product called "mid line tap connector" or "displacement connector". Both names are the same product as far as I can tell. I always called them piggy back connectors. This connector snaps over existing wire and then you insert your new circuit into the connector that runs to an in line fuse holder. Yeah, I used this type of connectors to hook my parking aid up to my reverse light. They are great but in my case the original wire from the fuse box does not suit my purpose because it is only powered when the key is plugged in. Although I could have used the original grounding. I need a charger that can be turned on at any time to charge my phone on camping trips and in parking lot's while I am shopping. Hey that hammer use near the windscreen is trouble. Just use wd40 or powerlube to soak into the threads for 10mins first, No risk to the windscreen or any components plus less stressful to you. Otherwise really nice instructable. I did actually not know that trick. It sounds great. I will definitely try it out next time before using raw force and putting my windshield in or other exterior parts in danger :. You are completely right, it is extremely important to choose the right wire size. I added a safety note and a formula to choose the right diameter. Unfortunately I also already had a few experiences in the past where I could see how powerful the current of a 12V battery can be. Luckily none of those happened inside a car or a building. By Basement Engineering Follow. More by the author:. About: Hi, my name is Jan and I am a maker, I love building and creating things and I am also quite good at repairing stuff. Maybe you are also in a situation where you want some extra functionality in your car. Be it an extra Output, a central door locking system or an integrated coffee maker. For this project you will only need a few things. Use the size that your fuses have. If a slot's pin shows 12V this means 2 things: This slot does always have power. You would use such a slot for devices such as an alarm system or our charger that should be able to charge a phone while the car is parked. On the outside: The first thing that needs to be removed is the wiper. It will probably be rust-welded to the thread and some force will be required to remove it. You simply use a wrench, that fits nicely around the thread and a Hammer also good to relieve pressure, if you get frustrated. Protect your car with an old towel and carefully hammer onto the thread several times while pushing the wrench upwards. Eventually it will come off. Open the hood and unscrew the two screws that hold the water reflector in place. Squeeze it out and put it to the side. You won't be able to remove it completely, as the cleaning nozzles are still attached. Now you have access to the body control module's cover. Unscrew its' 7 screws and take it out. As you are already taking it out, inspect the sealing. It is probably corroded which is a common problem in the Corsa C and leads to water flowing into your footwell. You can replace it with some window sealing. Inside the car: Remove the small storage compartment under the steering wheel by releasing the two noses on the top of it. This is pretty tricky. After the small compartment is removed you can unscrew the two screws that hold the big panel

under the steering wheel in place and pull it out from the bottom. Pull the seats to the front and remove the 2 screws on the back of the center console, then pull them back again and remove the two screws on the front. You are now able to lift the center console up a little bit. This will allow you to stick tools or your hands under it from both sides. Also remove your radio with a suitable removal tool. Did you make this project? Share it with us! I Made It! Tinfoil Embossed Artwork by cfb70 in Woodworking. Beef 4 months ago. Reply Upvote. UncleEd 3 years ago. ProphD 3 years ago. Basement Engineering killroytech Reply 4 years ago. A question, are you certain about the formula? Basement Engineering tjdux Reply 4 years ago. Mjtrinihobby 4 years ago. Basement Engineering Mjtrinihobby Reply 4 years ago. Basement Engineering smaster2 Reply 4 years ago. Thank you for your comment. 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These just make life so simple, find a circuit that is ignition on and is nothing to do with the ECU, pull the existing fuse out I would suggest finding a circuit that is of similar fuse rating to that your are taping into , place that fuse you have taken out in the lower of the 2 fuse holders in the unit the one that doesn't have the cable coming out underneath it. Place the correct fuse for the application in the other slot the one with the wire coming out and then push the unit back into the fuse box, voila you are done. The only thing to note is that you wont be able to put the cover of the fuse box back on so put it somewhere safe as they tend to have the map of the fuse box on them! Oh and remember to earth anything you are plugging in, I earthed it first so you wont blow anything Hope this helps? This is a must buy if you're looking for a tidy and discreet dashcam install. I used this to tap into and split power directly from the fuse box in my glove box to drive a front and rear dash cam in my car. After a couple of years of use this item has performed in line with expectations. It was easy to fit, came with all of the required cables and fuses and helped me to come up with a professional style installation. I ordered this thinking that it was going to be a simple job. Just plug in the male end to the fuse tap and hook it up to the box. I was completely wrong. The female end on this fuse tap was far too small for the male end of my hardwiring kit so I ended up having to modify the male end to make it fit. It was dodgy, but with a little bit of crimping, twisting and snapping, I was able to make the male end fit into the female end of the fuse tap, clamped them both together and taped them up for added safety measures. Other than the slight modification I had to make, it works perfectly and is hooked up to a permanent live fuse so my dash cam can run constantly. One person found this helpful. This is a great item that allows you to add an extra power supply in your car without cutting into the existing wiring loom and invalidating your warranty. I have used one of these units to add power for a dashcam. If there was any negatives then I could only suggest that as they have 2 fuse units in

the kit that maybe they could add 2 earth ring connectors and 2 bullet connectors. This really is only a minor thing but other than that I can't recommend this item enough and will be ordering another one. So what are you waiting for. Well worth having in your tool box. I think these things are great. They are so easy and tidy to use. Just be careful when ordering though. I didn't read all of the description and discovered that they are actually three different sizes e. I wanted three the same for my car but as it happens I will he able ro use the others on other projects. Will buy again. A short lead attached to the take off. Both fuses were very hard to insert but at least this meant they were secure. The kit comes with 5,7. I bought this kit to put a nextbase dashcam in a new car. The next base came with a plug but this came with a crimp connector. Easy either crimp a bare wire or replace the crimp with a socket. I did not need the sleeve or the other connector but they will be useful in the future. The fuses are incredibly difficult to remove once inserted. Wound use again. Four low-profile piggyback fuse tap add-ons. They do the job, but considerable force is required to insert or remove the fuses, and the puller tool does not grip an inserted fuse. I ended up initially levering out fuses with a small screwdriver just so that the puller could get a grip. The kit of bits including some earth tags, bullet connector tips, heat-shrink sleeving, and spare fuses is useful and should cover most permutations of needs, although the crimp bullets assume one has the correct tool. Used to install a dashcam. Very straightforward installation and looks robust quality. Only suggestion for improvement is that despite including two piggyback connectors and heat shrink sleeves there is only one earth ring connector. Fine if you're installing in one vehicle but for the sake of a few pence it would be nice to include two. Otherwise thouroughly recommended. See all reviews. Unlimited One-Day Delivery and more. There's a problem loading this menu at the moment. Learn more about Amazon Prime. Back to top. Get to Know Us. Add to Basket. Opie Oils. Ehdis Company. Amazon Music Stream millions of songs. Audible Download Audiobooks. DPReview Digital Photography. Shopbop Designer Fashion Brands. Amazon Business Service for business customers. Amazon Second Chance Pass it on, trade it in, give it a second life. Skip to main content. Email to friends Share on Facebook - opens in a new window or tab Share on Twitter - opens in a new window or tab Share on Pinterest - opens in a new window or tab. Add to Watchlist. People who viewed this item also viewed. Showing Slide 1 of 1 - Carousel. Picture Information. Mouse over to Zoom - Click to enlarge. Get the item you ordered or get your money back. 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