Installation Instructions for ANL Fuse Block Retrofit Kit

You have just purchased a Retrofit Kit to install an ANL fuse block and fuse into your alternator output lead - which will allow for upgrading your alternator or a full mains cable upgrade, while preserving the OEM fuse protection in the alternator output circuit (also allowing for future upgrades.)

ANL fuses may be found in some of the more well-stocked autosound shops local to you, or replacements may also be ordered directly from Kelley's Works in Progress (if you can't find them locally.) ANL fuses are typically available in ratings of 100A or more (in steps of 25A,) and you simply select the next *higher* fuse for your application, based upon maximum rated alternator output (most OEM alternators run 80-95A, which indicates the use of a 100A fuse. If you purchase an upgraded alternator, you will usually order it by maximum current output, and simply select the next larger fuse - for a 130A alternator, you'll choose a 150A fuse.)

If you have an OEM alternator and upgrade later, you simply replace the 100A fuse (keep it for later - if you manage to pop your larger fuse, turn things OFF and use the 100A fuse that came with your kit. It will get you home...) It is suggested that you do keep one replacement fuse on hand, but you should not need more than the one.

The ANL block kit is designed to be mounted near the battery on the right fenderwell, just under the hoodline. The hood will not hit the fuse block if it is installed according to instructions, and the hardware kit you got with your fuse block will allow for vibration resistance and electrical insulation, and the screws will fit entirely within the recesses in the fuse block so that they will not touch the cable lugs or the terminal post hardware as a result. The cover may be easily removed, and it is not necessary to fully remove the nuts to replace the fuse - it is slotted to slip over the binding posts on the fuse block.

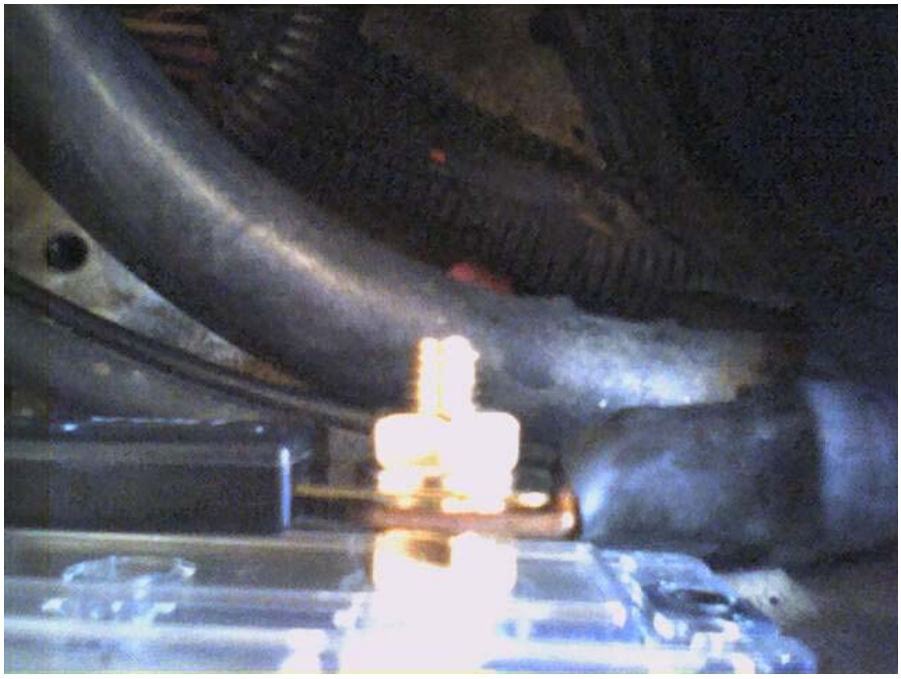
Mounting

The ANL fuse block is to be mounted near the battery on the right inner fenderwell, as shown in the picture below (I know, the battery and vehicle aren't very clean - I prefer to test my products in "real-world" conditions, rather than in clean, sterile vehicles. If I don't test them in real-world conditions myself, how am I to know they will work for you?)

Two holes $^{5}/_{16}$" in diameter are drilled on a horizontal line 4½" apart, and the well nuts are inserted into the holes drilled. The fuse block is laid against the flanges of the well nuts, and the screws are inserted through the holes. Tighten them with your fingers at first (to thread the screws into the brass inserts in the well nuts,) and then use a $^{9}/_{32}$" hex key to tighten the screws. There is no particular torque value involved, but the fuse block should be snug against the fenderwell, you should not be able to move it, and the flanges of the well nuts should be slightly crushed - but the base of the fuse block should *not* be up against the fenderwell, as shown in the picture below.

ILLO - Fuse block mounting detail.

Once the fuse block is in place, the alternator output lead is pulled up to the fuse block terminal (either one,) and secured in place. There is no need to tighten the nut just yet - but the order should be copper lug - washer - washer - nut (as shown below.) The fuse tab will be inserted *between* the washers, and the nut then tightened. Once you have the cable assembled to the fuse block, there is no need to remove the nut for fuse changes...



(*Here is the terminal detail - note that the fuse tab is inserted between the washers, and the copper cable lug goes below* everything. *Installed properly, you should only need to loosen the nut a few turns to remove and install the fuse. Note that the cable is on the side of the lug* away *from the fuse block*)

Once the alternator output lead is in place, the battery lead is installed to the other binding post on the fuse holder. It runs from the fuse block to the battery positive (+) terminal. The OEM alternator output lead originally ran from the alternator to the Buss bar within the PDC, but running it to the battery positive terminal is the same thing, electrically speaking.

(*Please note that these instructions are not yet compleat. While you should be able to find enough information here to finish the installation, please do feel free to ask if you have any questions on getting things together. I still need to take several pictures, and the recent power problems I am having in my shop really isn't helping...*)