Boat fuse box not working

Installing a fuse box on your boat will help you manage your electrical system, protect your wiring and increase the safety of your vessel. You should install your fuse box in a manner that meets marine standards. While the job is straightforward, pay attention to the information in the Tips section. Locate the fuse box so that it is protected from the elements and within easy reach of the operator. Run a red cable from the battery switch to the fuse box and cut to size. Install wire terminals on each end. Attach one end to the output terminal of the battery switch and the other end to the largest terminal on the fuse box's positive busbar. Run a black cable from the battery to the fuse box and cut to size. Attach one end to the negative terminal on the battery and the other to the largest terminal on the fuse box's negative busbar. Each electrical circuit on your boat should begin and end at the fuse box. For each circuit, install ring terminals on the ends of the wires. Attach the positive wire at the terminal near the appropriate fuse; attach the negative wire to the negative busbar. Mick Wolff cruises the South Pacific with his family on a sailboat and has been writing about sailing since Items you will need Quality fuse box with positive and negative busbar Wire: red and black primary cables; smaller wire for the individual circuits Wire terminals Basic tools: screw drivers, wrenches, wire stripper Special tools: ratcheting-type hand crimper; hammer crimper or nicopress swage-it. Step 1 Locate the fuse box so that it is protected from the elements and within easy reach of the operator. Use a high quality fuse box with positive and negative busbars. Unlike in a car, where circuits can be grounded at virtually any point, circuits on a boat should start and end at the fuse box to prevent stray electrical currents. Use stranded copper wire tinned copper is best with an insulation that can withstand the marine environment. Properly support the wire and protect it from chafe. Use the ABYC wire sizing charts to determine the size of your wire; this is especially important for the cables than run between the battery switch and the fuse box. Wire terminals should be crimped; they may be soldered AND crimped. For best results, use a ratcheting-type hand crimper; terminals on thick cables can be crimped using a hammer crimp tool or a nicopress swage-it tool. Fuses are meant to protect the boat's wiring. However, by creating separate circuits for each device, you can use fuses of a lower rating that will protect your devices as well. For increased safety, organize your circuits to create a degree of redundancy in your electrical system just in case one circuit fails. For example, divide your cabin lights between two different circuits; if you have two radios, power them on different circuits. Critical safety equipment such as bilge pumps should not be wired to a fuse box that can be turned off at the battery switch. They can be wired directly to the batteries on separate circuits that are protected by inline fuses. For the last several weeks, I have been chasing a problem that has been causing me to lose sleep at night. I finally conquered it by fixing a ground and using isolated power with a heavier guage wire. So I wanted to make a short checklist that might help you if you run into a similar issue. Unfortunately, not all boats have them. For as long as I can remember, however, Ranger has included one in most of their boats. Rather than purely guessing, having that roadmap can be huge when you're tracking down problems. I always use color-coded wire with red for positive and black for negative. This takes a lot the guesswork out of the problem solving. Use high-grade connections and always use dielectric grease and shrink tubing on connections. You should never skip this step because it will save you a lot of trouble over time. A good set of powerful crimpers are an excellent investment, too. Liquid tape is another inexpensive purchase that can protect against shorts. Always tighten battery terminals snugly on the battery posts. A good rule of thumb is to put the smallest leads on the bottom. Use the box-end of the wrench when tightening as it is less likely to slip and bloody your knuckles. A loose connection can cause a short or more resistance and which will keep your battery from performing optimally. Loose leads can use more power and significantly decrease your battery life. Always hook up the positive lead first, too. I also replace all wing-style nuts with nylock. They hold much better and are less susceptible to loosening due to vibration. They are inexpensive and can solve a problem quickly. Battery power is DC, or direct current, so set up your meter for that. I also have a battery load tester, too. These can point out a bad cell quickly and save you a lot of time. A good group 27 or 31 battery is the best choice to power them and I strongly ecommend a deep cycle over a starting battery for this application because they hold a longer charge. If it gets snug during the pull, back up and re-pull as nicks and scarring of the shielding can cause problems down the road including dead shorts. Never pull zip ties into a chase. Use ferrite rings or RF coils around electronics to dampen radio frequency interference. Load requirement and distance from the battery will help determine proper gauge wire and fuse requirements. For example, a trolling motor on a foot boat should have 4 or 6 gauge wire for best battery utilization. Every problem cannot be solved with this checklist, but it will give you a good starting place. Study schematics, never be afraid to attempt the job and if necessary, enlist expert help in the form of a reputable dealer or manufacturer and you can cut the down time significantly. Boat owners should never cut corners on wiring jobs.

Photo: Terry Brown. Not only will your equipment not work, but bad wires can result in a fire. A limited amount of zip ties is the best choice as they can snag if wiring need to be worked on. Boats and Maintenance. Forums New posts Search forums. What's new New posts New media New resources Latest activity. Media New media New comments Search media. Resources Latest reviews Search resources. Members Current visitors. Log in Register. Search titles only. Search Advanced searchâ€¦. New posts. Search forums. Log in. Install the app. For a better experience, please enable JavaScript in your browser before proceeding. You are using an out of date browser. It may not display this or other websites correctly. You should upgrade or use an alternative browser. No fuse box power. Thread starter wisdodge1 Start date May 24, Joined May 23, Messages 3. I finally was able to take my 1-year-old Tracker ProGuide 50hp two stroke out this weekend since having the powerhead replaced last fall. I noticed the depth finder was not working. I further learned that there is no power to the fuse box. Also, the battery is charging when the motor is running. Silvertip Supreme Mariner. Joined Sep 22, Messages 28, Re: No fuse box power Check the area around the battery. The main feed and ground wire for the box may not have been connected to the battery. Re: No fuse box power I don't think there is a separate feed to the fuse box. There is power leading into the engine area. I did trace it to the solenoid I think that's what it is just under the starter. From there I'm lost. I think the feed to the fuse box takes off from there???? Re: No fuse box power I really question if the fuse box is powered through the engine harness. Certainly possible but that's not the way its normally done and none of my boats was wired that way. If that's the case though, note the color of the wire probably red and check for voltage at the other end of the harness. If its not present, there may be an in-line fuse thats blown, or there is a wiring problem between the engine and the control box, or between the control box and the fuse panel. Re: No fuse box power I checked all that. There is one negative lead going from the battery to the engine block and one positive lead leading to the engine solenoid or I think it's a solenoid below the starter. From there the wires are a web. The cabling leaving the motor traveling to the front panel looks intact with no fuses or connectors leading to the fuse box. I am very reluctant to take it back to them. Re: No fuse box power Start from the fuse box. There should be a ground buss with a wire that runs back to the engine block or to the battery. The 12V buss feeds all of the fuses and that should run to a hot, 12V line in the engine harness or again, back to the battery through an in-line fuse or breaker near the battery. If your accessories work and there are no fuse panel connections at the battery, power is likely supplied through the engine harness. You must log in or register to reply here. Forums New posts Search forums Your purchases. Media New media New comments Search media. Members Registered members Current visitors. Log in Register. Search titles only. Search Advanced searchâ€¦. New posts. Search forums. Your purchases. Log in. Welcome to Jetboaters. We are delighted you have found your way to the best Jet Boaters Forum on the internet! Please consider Signing Up so that you can enjoy all the features and offers on the forum. We have members with boats from all the major manufacturers including Yamaha, Seadoo, Scarab and Chaparral. We don't email you SPAM, and the site is totally non-commercial. So what's to lose? Membership allows you to ask questions no matter how mundane , meet up with other jet boaters, see full images not just thumbnails , browse the member map and qualifies you for members only discounts offered by vendors who run specials for our members only! It also gets rid of this banner! JavaScript is disabled. For a better experience, please enable JavaScript in your browser before proceeding. AndyD Jetboaters Commander. Can anybody tell me what these extra harnesses are pre-wired for? I'm not an electrical guru by any means but if I can get started in the right direction I can usually figure it out. I'm trying to wire up a new Garmin chart plotter but I hope I don't have to fish new wires all the way back to the battery or fuse box. Can't seem to find any wiring diagrams online anywhere. Thanks if advance!! Mainah Jetboaters Admiral. I am not sure what the black capped twisted one is for. I can say that tapping into the gray capped ones is very risky. I reccomnd tapping into the 12v accesory port wires behind the helm assuming you have a s itched 12 volt accessory port. If not then you can tap into the keyed switch by the throttles. Last choice would be to install an accesory fuse box in the helm by running power and ground from the batteries. Benny Sibbitt Jetboaters Lieutenant. Safest bet is to install a fuse box Cut off inline fuse. Benny Sibbitt said:. View attachment View attachment View attachment Cut off inline fuse View attachment Yep I used 25 feet of 6 gauge wire, you'll have about 3 feet left This is the fuse box I used I opt to get on with a cut off switch so when I store the boat I hit the button and shuts the power off to my fuse box. I connect fusebox straight to house battery, not to the switch in the boat. I connected my simrad GPS yesterday and works like a charm Simrad provide 3 amp fuse that fit right in my fuse box so I didn't have to add an inline fuse for my gps. I think I may add some blue led lights now and plug right into my fuse box MattFX4 Jetboaters Captain. Benny Sibbitt where did you get that push button inline fuse? MattFX4 said:. Rob Jet Boat Junkie. I

love this community of Jetboaters. I am able to save money by doing the installs myself and spend the cash on more gadgets! Can't wait for the season to start. View attachment MattFX4 - Don't you already have 4 gauge going to the helm? An eq and a rgb controller should not draw too much power assuming not for high power underwater leds. For those thinking about amps and other accessories just run 0 gauge to the helm and be done with it. You will have plenty of power capacity for amps and fuse boxes all with one run and you can just distribute from there. Mainah said:. I thought about tapping into my amp wires also, but I always heard you should run amps on its own feed to avoid hissing and any strange noise from inefficient power and electronic feedbacks from other electronics. I am not a professional so I could be wrong. Also I wanted a separate shut off of my fusebox when I am beached listening to music. I would avoid that 22awg. I would go with cl2 or cl3 4 conductor speaker wire in 16 or 18 awg for the leds. You can find that stuff cheap on Amazon and it has the benefit of an outer sheath for all 4 wires and being designed to be pulled in a wall. I would hate to see what a little rubbing from an in the tower install would do to 22awg. So 50' total to run both positive and negative? This is a bigger issue with chassis common which there is no worry of in a fiberglass boat. The important part is establishing a distribution to which has larger "incoming" wires than the branches. Daisy chaining from one load to another is a no no. I won't get into resistance, the flow of electrons. Lets just say you want a bigger pipe to draw the power back to the negative of the battery rather than being drawn to the negative of a differnt branch. Similarly you want want a bigger pipe to feed power to everything drawing it rather than being drawn from something else on another branch. This is the 22awg wire I was referring to. I will look in to the 18awg wire you mentioned though. You must log in or register to reply here. Ad vertisements. The minivan Mercury Monterey was produced from to Here you will find fuse box diagr

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 ams of Mercury Monterey , , and , get information about the location of the fuse panels inside the car, and learn about the assignment of each fuse fuse layout and relay. Cigar lighter power outlet fuses in the Mercury Monterey are the fuses 57 Cigar lighter , 61 3rd-row power point , 63 Instrument panel power point, Cigar lighter and 66 2nd-row seat power point, 3rd row power point in the Engine Compartment Fuse Box. The fuse panel is located below and to the left of the steering wheel by the brake pedal. The relay box is located in the engine compartment by the radiator. How to check the fuses? How to replace a blown fuse? Why do car fuses blow? Types of automotive fuses. Table of Contents. Instrument Panel Fuse Box. Engine Compartment Fuse Box. Auxiliary relay box cooling fans. Learn more: How to check the fuses? We use cookies to ensure that we give you the best experience on our website. If you continue to use this site we will assume that you are happy with it. Ok Privacy policy.