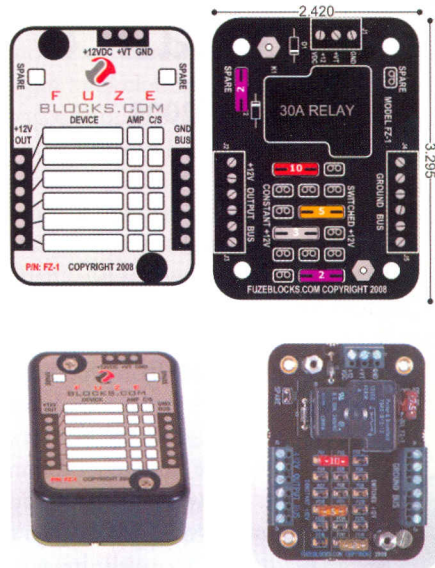


# Fuzeblock

By John Brown #76755

I've been adding a number of bike-powered devices lately to my K1100LT and the time finally arrived that the battery terminals were getting overwhelmed and it was time to add an auxiliary fuse block. There many options on the market: standard automotive fuse blocks, some marine options, a bike option: so I needed to figure out what my requirements would be. I wanted something resistant to weather, compact so it fits under the seat or side panels, and can provide for both constant powered circuits and ignition switched circuits. The field narrowed down to two devices, and I ended up going with the new Fuzeblocks.com product, designed and manufactured by Curt Gran, a rider himself not happy with the other options



that had been available.

I really liked the compact size (3.5"Lx2.5"Wx1.25"H), ruggedness so weather will not be a factor, but mostly that it provides 6 circuits—all of which can be either switched or constantly powered without any additional parts, or external pieces necessary! Setting a circuit to be switched or constantly powered is done merely by changing the location of the fuse position on the circuit board: placed on the left, it is constantly powered, placed on the right, it is switched. Additionally, there are some well thought out features including: two spare fuse holders under the cover and a label on which you can write to indicate what each fuse does, its amperage, and if it is switched or constant.

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The Fuzeblock uses mini-buss fuses, available just about anywhere, which is nice because it only comes with 4 fuses. I asked Curt about the lack of fuses, and due to the wide range of ratings available he felt it would be wasteful to include fuses that might not meet customers needs, but put a few of the more popular sizes in the kit.

Each of the six circuits on the device can support up to 10 amps, however the sum of the currents of all circuits cannot exceed 30 amps. As I am adding low-power devices, this won't be a problem, but if you are looking at connecting driving lights and other such high-power devices, you will either have to run each bulb off its own fuse or continue to wire them directly to the battery. I have 80watt PIAA driving lights, both powered through a single wire which exceeds the capacity of the Fuzeblock, so they will have to connect directly to the battery. A pair of 55W driving lights is more common, drawing a total of 110W or 9.2 amps, and would be able to run from the fuzeblock on one circuit.

Since no wiring is included with the Fuzeblock, I recommend 12 gauge wire to

connect the Fuzeblock and battery since it is rated for 40 amps. Three connections are needed: +12V and ground at the battery, and another to a switched power source to control the Fuzeblock's relay. I opted to connect the switched source to a fuse under the seat—you could also use the wire of a running light on a bike with the CANBUS system. For devices, I use 18 gauge wire to be on the safe side—even for something as low power as a radar detector. Automotive fuses tend to be 'fast-blow,' yet a fuse rating close to the device draw is also recommend. The lowest rating I have seen is 1 amp, but is a little more difficult to find than a 2 amp fuse, which works just as well.

For mounting the device, the Fuzeblock has four through hole posts which a bolt can be run through and fastened with a stop nut. I didn't want to drill any holes anywhere, so I just glued two 3M dual-lock fasteners to it and the ABS housing under the left side-panel of the bike and attached it that way. This will make for easier removal when servicing the bike.

The build quality is very good, and the choice of parts top-quality. Available only at [www.fuzeblocks.com](http://www.fuzeblocks.com) for \$79.95. ●

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