

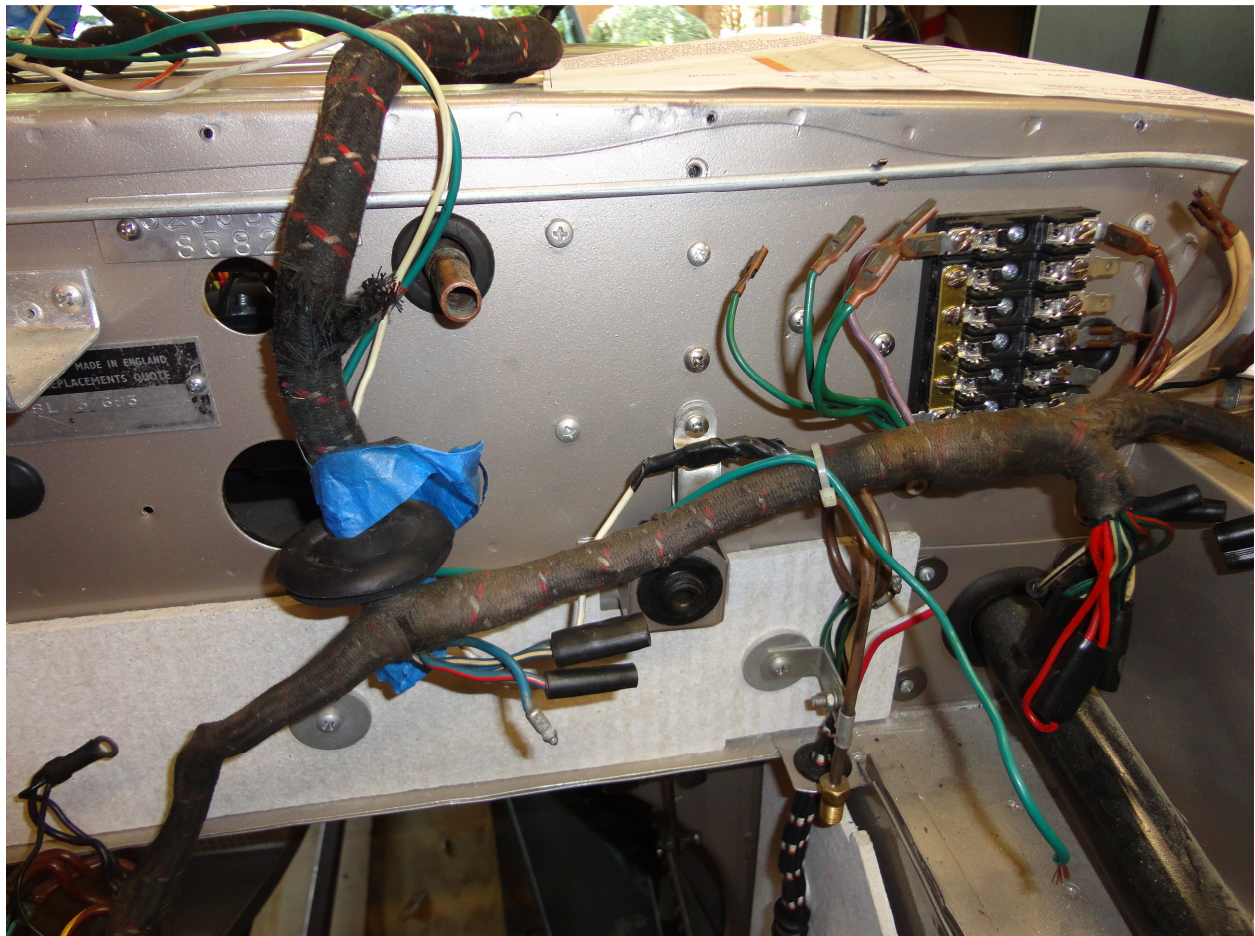
BJ8 Fuse Block

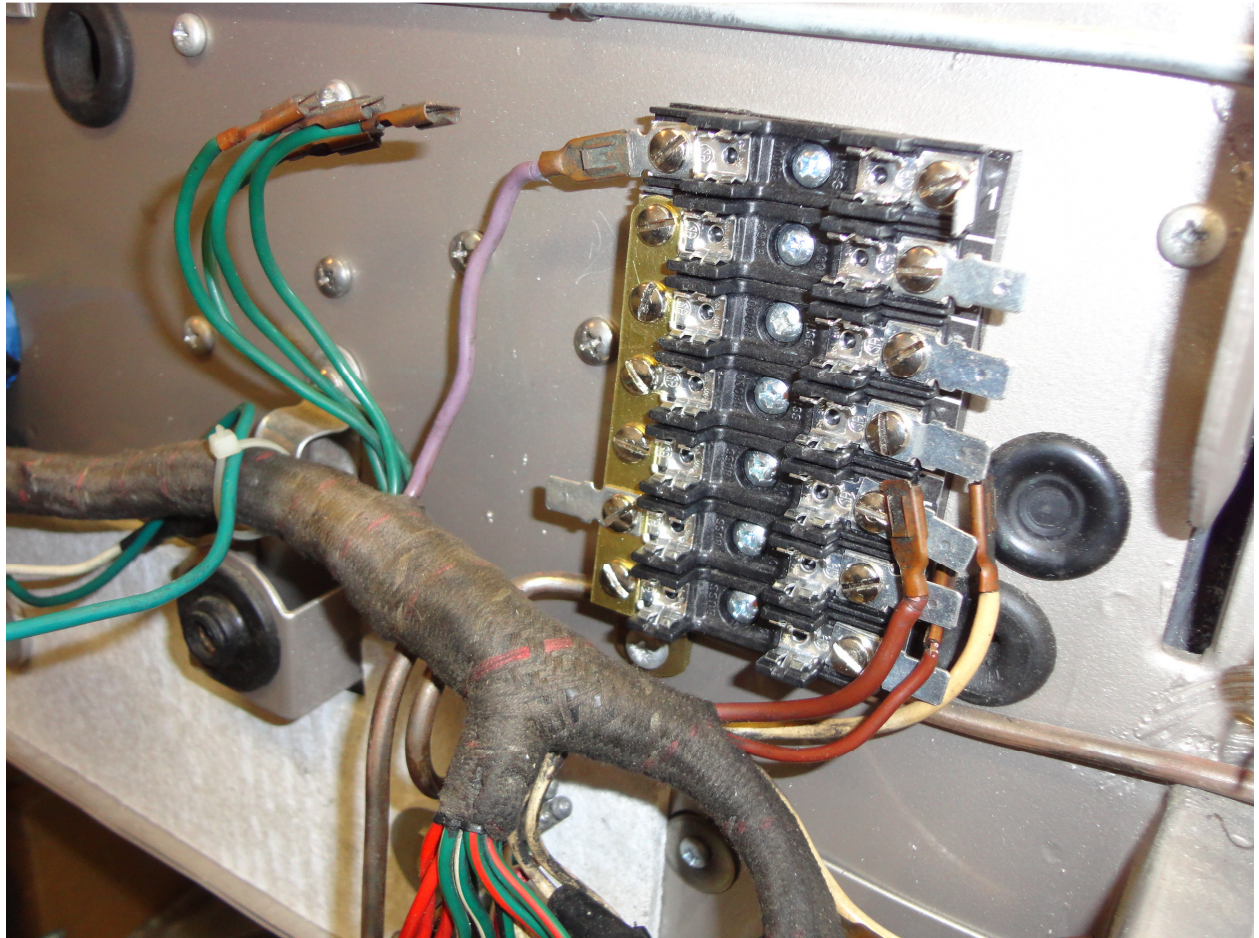
Patrick Yoas

The following is based upon an exchange of emails between Patrick Yoas and Charlie Hart who fabricates, among other things, a 7 gang fuse block that fits onto the existing mounting holes that are in the firewall.

Charlie,
Here's the wiring harness set in place. All my green wires are on the left "facing" the firewall, and the brown are on the right, "facing" the firewall. Also notice the length of the fuse block as it hits the wiring harness.

The first pic is of a BJ8. Note how far away the fuse block is from the bonnet hinge. Not sure there's a solution?
Pat







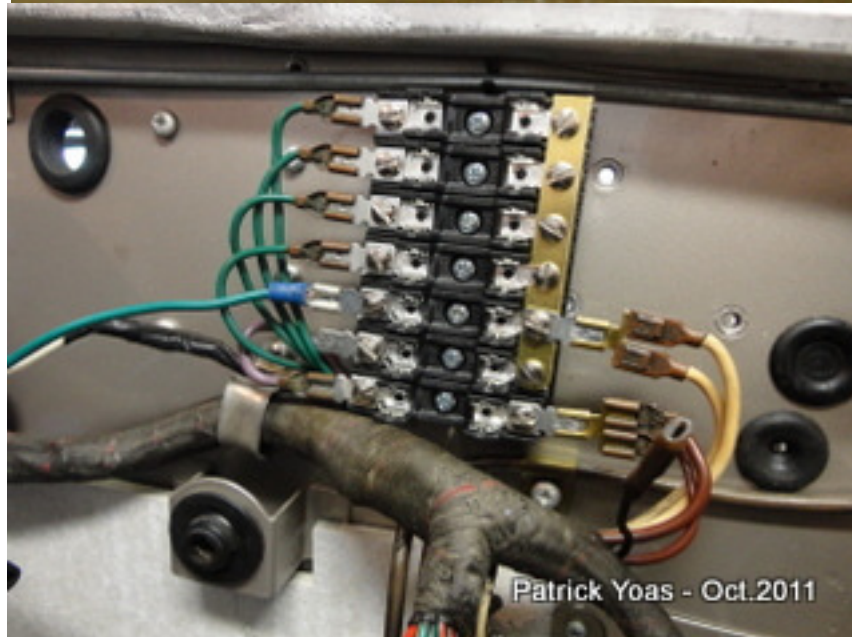
I've been working with Charlie Hart to make his Fuse block workable for the BJ8 Healeys. We simply turned it upside down and went from there. I've attached pictures showing progress.

The two white wires on the RH side are for the Fuel Pump and Ignition. I'm not using the OD since I have a 5-speed so the third white is "out". The two white wires you see ganged together won't be that way when I'm done. I'll be splicing a section of white wire into the Fuel Pump white wire and running it underneath the lower portion of the Fuse block to the open spot on the LH side of the Fuse block OR open up the harness and grab the white wire and pull it back so it reaches that Fuse terminal. I can do this since I will be rebraiding the harness.

The other problem was the clearance of the Fuse block to the top area next to the clutch hydraulic line. This was helped by placing a spacer under the Fuse block. The next area where spacing is a concern is the wire harness, oil line location. I might take the oil line brass clamp and turn it upside down and apply some force to move the oil line down lower so the harness bundle fits comfortably between the oil line and Fuse block. Nothing that will damage it or can't be returned to it's original shape!



Patrick Yoas - Oct.2011



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There wasn't a Fuse block for the BJ8's until Charlie and I figured out what I needed to do to make his "early car" work in a BJ8. I literally took the Fuse block and turned it upside down.

There are clearance issues between the main wiring harness and the oil line as well as the clutch hydraulic line. I only have another adjustment and I should be finished.

The Fuse block had to be turned upside down because all of the Green wires are on the left side of the Fuse block on the BJ8's(this is facing the firewall from the front of the car), and the earlier cars have the Green wires on the opposite side.

I am also running an Alternator and Neg. ground, Toyota 5-Speed.

email me for photos of what I have so far.
Pat Yoas

The Fuse block can be obtained from Charlie Hart by emailing him at:

hartcg@msn.com