

Lynx R Fuse Box and Accessory Wiring kit

Overview

The Lynx Accessory Fuse Box and wiring harness is designed to be the central electrical 'centre' for all aftermarket accessories that need to be powered in the cockpit area whether acquired from Britannia or elsewhere. The Fuse Box has 4 terminals but can be used to power 8 items by using the adaptors to connect two items to each fuse. We recommend that major power consumers like heated grips have their own fuse, but gauges are ideal for doubling up.

Parts included

1x 4 position Fuse Box with 4 fuses
1x Wiring harness
2 x 30mm M5 Black stainless Fuse Box bolts
3x M5 Black stainless washers
5x M5 Black stainless Nylock nuts
1 x 12mm M5 Bolt

Layout

We pick up here from where you have installed your OEM speedo on the dashboard following your main fairing instructions and we are using the later model 690 speedo as an example.

If you are using our separate GPS mount at the top of the dashboard, then mount it temporarily now (preferably with the GPS attached to it) so that you can see from the riding position where the GPS may cover the top of the dashboard from view. This same area marked in Red on the photo) is also limited when mounting recessed instruments because there is very little space behind the dashboard for any deep instruments in this area. However, you should still have most of the top half of the dashboard available and remember that the sides of the dashboard can also be used (see photo) to install components if desired.

- We advise that the dashboard is mounted to the Motorcycle temporarily so that you can design the layout from the riding position, before removing it for cutting and drilling.



- Make sure you maintain about 12 -15mm of space between each instrument to maintain the dashboards integrity.
- Sit on the seat and view the layout from the riding position and imagine how things are going to look.
- DO NOT DRILL OR CUT OUT ANYTHING YET !
- When you think you have it worked out remove the dashboard from the motorcycle so you can work on it on the bench.

Mounting the Fuse Box

Assuming the OEM speedo has already been mounted (or positioned) from the fairing instructions, look at the back of the dashboard and mark roughly where any of your gauges and instruments will pass through the dashboard so that you can determine what space is left to mount the fuse box.

Space is limited and for this reason, we have designed the fuse box to mount on a platform to reduce it's footprint on the back of the dashboard and allow you to mount it over some other screw heads if necessary. In our example here we are mounting the fuse box behind the OEM speedo and it will be placed over some of the Speedos mounting screws. This is why the fuse box is raised. Remember that there are going to be 2 screw heads from the dashboard on the front face of the dashboard and the speedo will neatly cover these from sight in this case.

Follow this procedure looking at the photos:

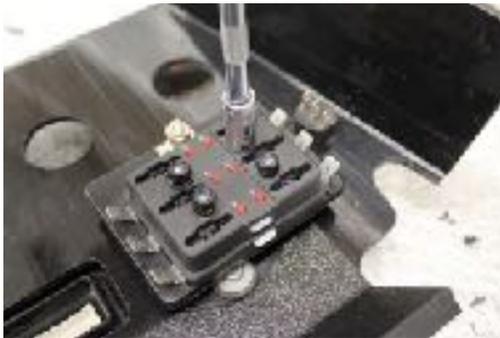
- Place the fuse box in the area want keeping in mind that the platform will allow you to cover existing bolts if you need to but remember, there needs to be space for wires to be plugged into it on each side later on.



- When you are happy with the position, use a small pilot drill to mark the position of the 2 holes needed to mount the fuse box on the platform but be careful not to drill through into the back of your speedo !
- Now remove the speedo (or anything else on the front face that is in the way) and drill 2 x 6mm holes through the dashboard for clearance for the M5 bolts. Use a countersink drill bit to recess the two screw heads as shown
- Now mount the platform in place with the 2 x 30mm M5 screws. The screws should cut their own thread in the platform so the platform is tight on the back of the dash as shown.



- Now replace the speedo on the front face and secure. The speedo will cover the bolt heads in this case.
- Secure the fuse box into position using 2 x M5 washers and 2 x Nylock nuts.



- Photo shows Fuse Box bolt heads neatly hidden behind the speedo on this installation

Cutting holes for gauges and switches

Now you can refer back to your original layout plan and check again that items are still OK to fit in your planned position without clearance problems. Whilst doing this, also consider the positioning of the wiring harness Relay described in the next section.

The gauges supplied by us all use the same size hole and we use a 1-1/16 (or 1-1/8th)” holesaw for this purpose. Some other items you have may require a different shape and a Dremel tool or similar is ideal for this



Whatever method you use to form holes for your instruments remember the old Carpenters saying “measure twice and cut once !”

- Once you have cut out all the holes you need, re mount the dashboard for the final time as per your fairing instructions.

Attaching the wiring harness and fitting the Relay

Start this process by installing the Fuse Box wiring harness back to the battery as follows:

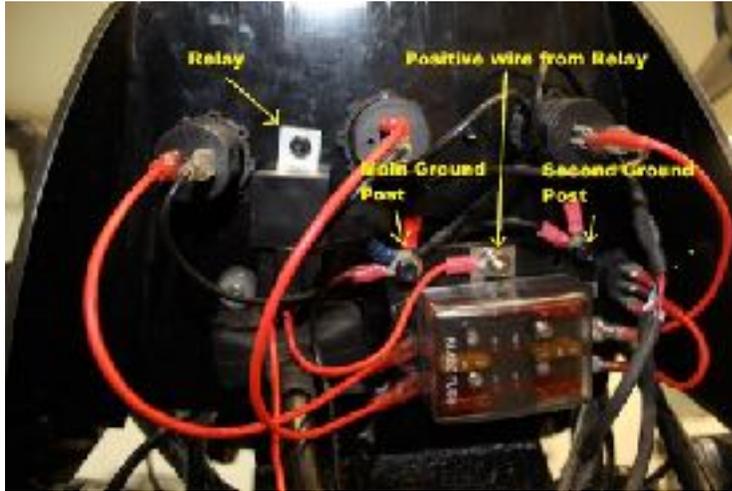
- Remove the Seat, side panels and gas tank (or at least ‘lift’ it to be able to run the wires back along the frame) and expose the battery compartment.
- Feed the positive and negative wires from between the forks and triple clamps back along either side of the frame back to the battery and connect the positive and ground rings to the battery. If you are using a heated clothing terminal, run this alongside the harness wiring at the same time.
- Find a useful place to store the harness fuse in the battery area. Make it easily accessible from under the seat in case you need to replace the fuse.
- **Do not zip tie the harness along the route yet.**

Mounting the wiring harness Relay

- Find an area on the back of the dashboard where the Relay can be located keeping the relay clear of where any of your gauges or instruments that will pass through the dashboard
- Use an under sized drill, so that the 12mm M5 bolt will thread itself in the hole in the dashboard and attach the Relay with a Nylock nut. (See main Photo below)

ALTERNATIVE

If you are mounting the fusebox higher on the dashboard (eg WR 250/CRF), you can avoid drilling a mounting hole for the Relay and 'hang' it from one of the ground posts on the fusebox as shown here.



- Attach the Red positive ring from the relay to the fuse box as shown.,
- Now attach the ground ring from the harness to the main ground post. Do not add the nut yet, because you will be adding other ground rings shortly. (If you have the Volt/Amp meter, refer to those instructions now)

Note that the fuse box remains OFF until the relay is triggered when the ignition is switched ON.

- Switching the fuse box on from the ignition is achieved by plugging the two remaining bullet connectors coming from the Relay to the corresponding connectors on the fairings' lighting harness that you already installed.

You will have seen that the fuse box wiring harness may be longer than required and at this stage it is best to try and 'lose' the spare length along it's route back to the battery (not bundled up behind the dashboard) or in the battery compartment to keep things tidy behind the dashboard.

- Working from the front leave just enough spare cable to allow the bars to sweep freely from lock to lock and then work back to the battery securing the wiring with cable ties where appropriate.

Installing the switches and gauges

Each of the accessory components we supply will have come with the appropriate connection wires and the gauges have + and - marked on the back to complete the installation. (If you have the Voltage/Ammeter gauge, refer to the separate instructions and wiring diagram now).

- Install all of your sockets and gauges including any other items from other aftermarket suppliers.
- Connect the Red positive wire to each component and then plug the other end onto a terminal on the fuse box

- Do the same with the black ground wires, but run all of the ring connectors to the central ground post and stack them. When they are all on there, fit an M5 Nylock nut to the ground post and secure.
- We have supplied 3 different fuse sizes, so choose an appropriate fuse and install them now and then fit the cover.

Now turn on the ignition and check that all of your accessories are working. Note that if a fuse blows on any circuit, then a small LED light will light up on the fuse box indicating which circuit has failed.

You are now COMPLETE and can return to and finish the fairing installation.