



Wagonmeister
5022 West Avenue N
Suite 102 #10
Palmdale, California 93551
Cell: 661)609-5732

Thanks for purchasing a Wagonmeister, replacement fuse panel. This instruction sheet will help you upgrade your 240 to blade style fuses in about an hour.

Installation of the new fuse panel does NOT require that you disconnect your battery. However we highly recommend that the battery be disconnected for ANY electrical work on any vehicle. Wagonmeister is not responsible for damages caused by shorting of wires or circuits during the installation process. No modifications are required for this item to be installed. It is a direct swap for the existing panel in all 78 and later 240s. If your wiring or installation has already been modified, it should not affect this installation. Please exercise appropriate caution whenever working on your car's electrical system.

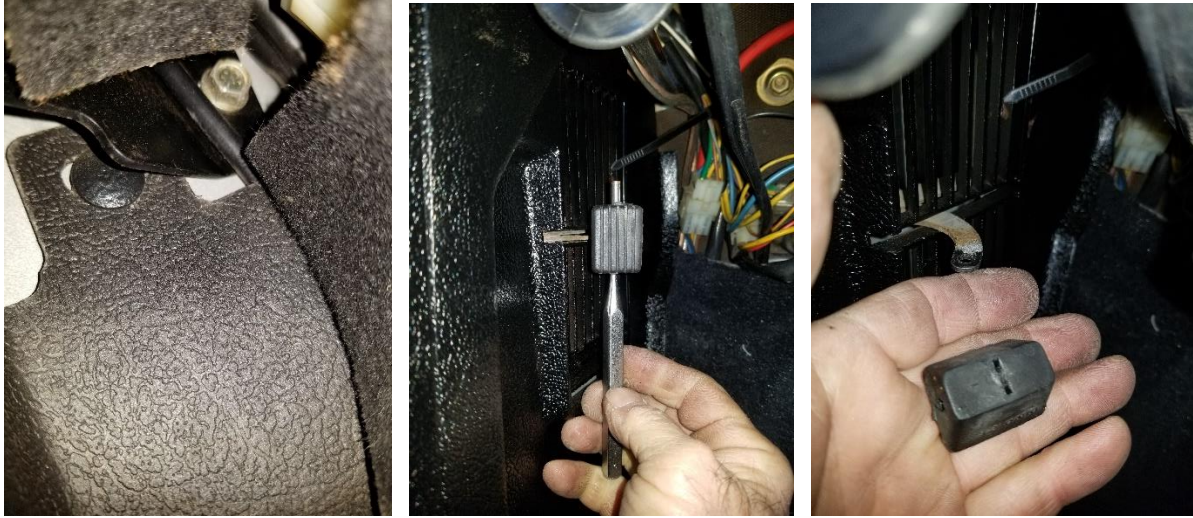
We performed this installation on a 91 vehicle to show the extra steps involved with removing the knee bolster, part of the SRS (supplemental restraint system). The installation could possibly be done with the kick panel in place, but it is our opinion that this would complicate the process considerably.

Step 1, the bolts for the knee bolster are under these caps, remove them, then use a Torx wrench for the bolts.



Page 2, Fuse Panel Installation

Step 2, regardless of year, the kick panel is held in by a single, snap in fastener, way up under the dash near the top of the panel. Remove it. A trim tool is handy for this. Early cars will have the foot well vent on the kick panel. Remove the pedal pad by pushing out the pin, then pull off the pad.

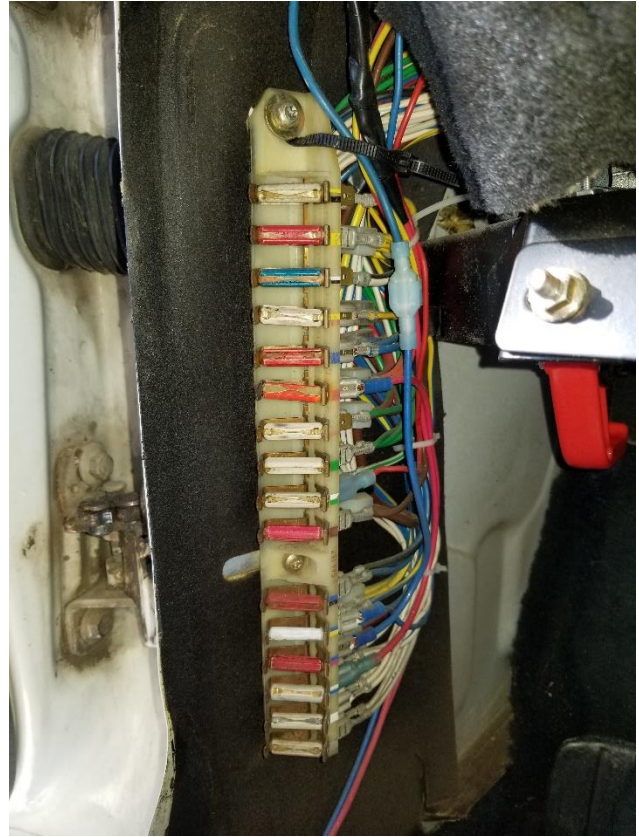


Step 3, Remove the sill cover and the windlace around the door opening perimeter.

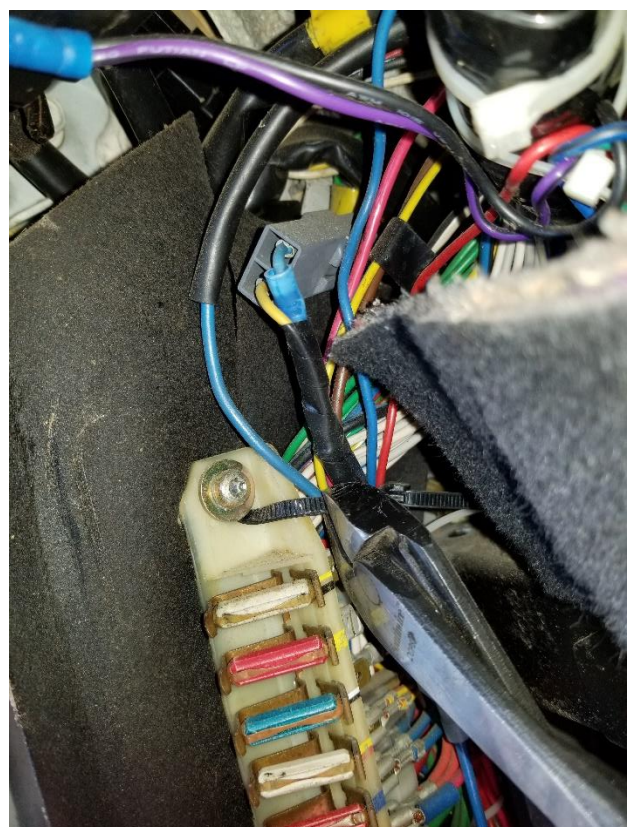
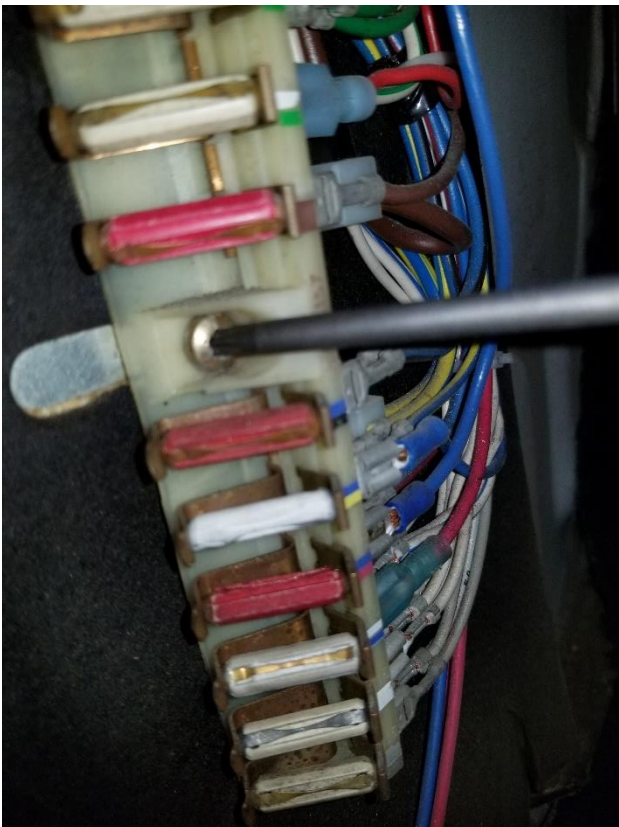


Page 3, Fuse Panel Installation

Step 4, Removing the kick panel will expose the wiring harness and the entire fuse panel. Remove the small metal clips. Hint: They may be stuck inside the windlace.



Step 5, unscrew the old fuse panel from the bulkhead and snip any and all cable ties.

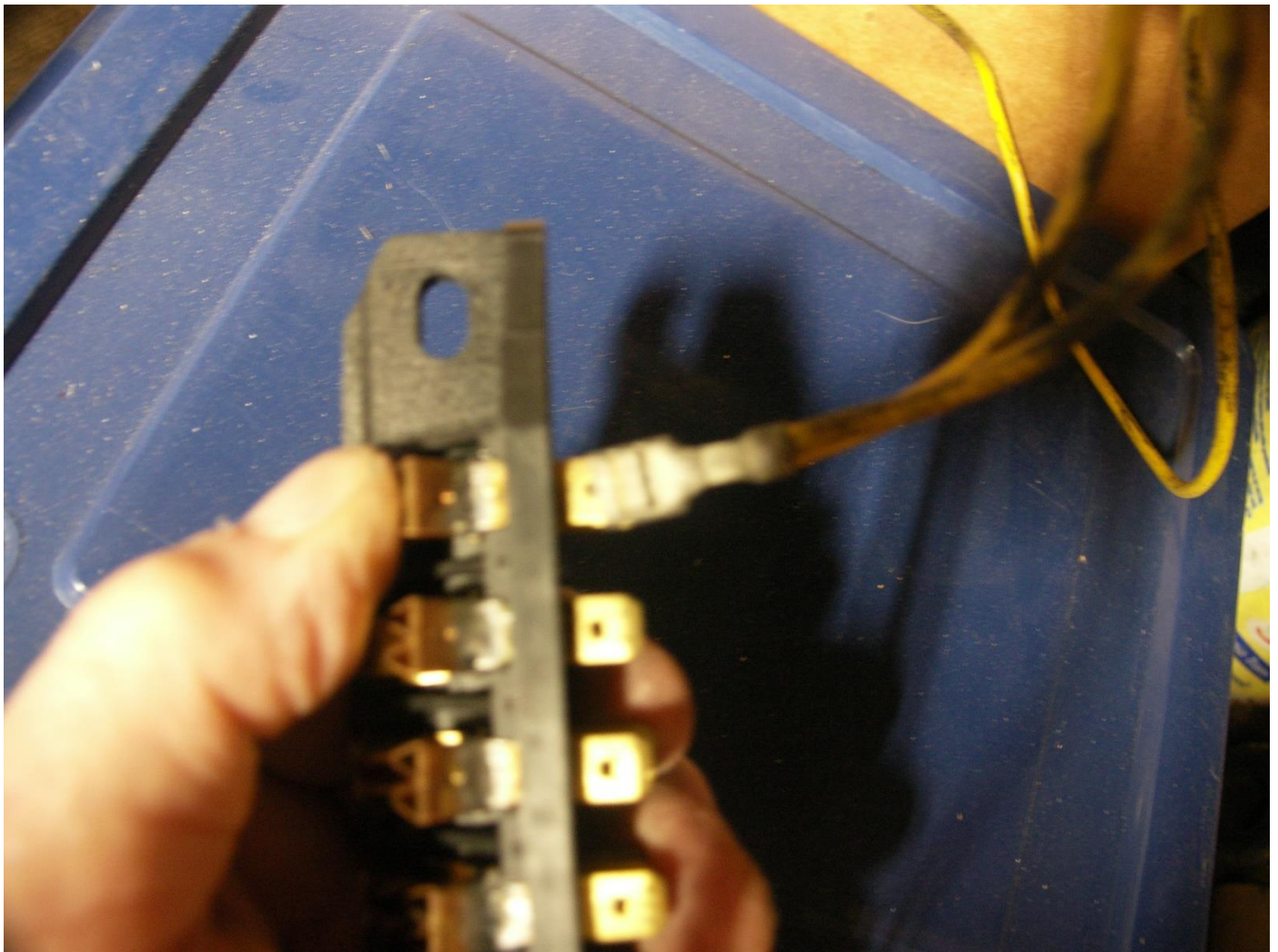


Page 4, Fuse Panel Installation

Begin transferring wires, one circuit at a time, from the old panel to the new. Start at the bottom. Work from the BACK of the panel to the front.

Clean each female spade terminal you remove to assure it is free of corrosion. We also highly recommend you check every connector for cracks, which will keep them from attaching tightly to the fuse panel.

IMPORTANT: As you attach your car's harness wires to the male terminals on the panel, press your thumb over the corresponding fuse socket terminal, to make sure it is not forced OUT of the fuse panel base while attaching your wires.



If you find that any female spade from your harness is very loose, crimp it down to tighten it. If it will not crimp tight, it may be cracked. Replace it. Likewise, don't crimp it too tight, or it will not slide onto the panel's connector. If you force it on without supporting the fuse socket, the socket may release from the base. Simply push it back in. Take care not to bend it, as it may snap or crack a solder joint if flexed bent too aggressively.

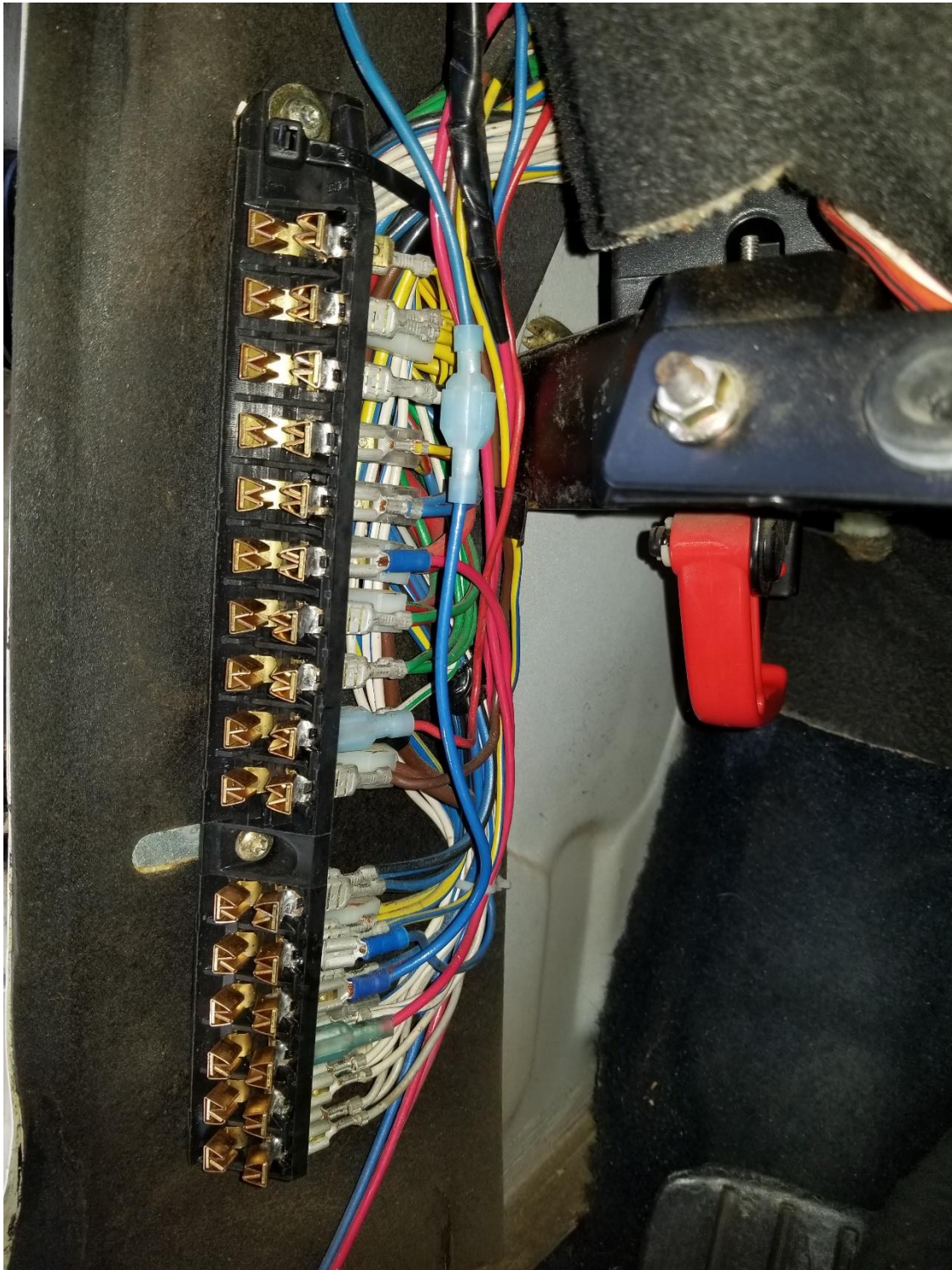
Wiggle each connector onto the corresponding fuse panel contact until fully seated.



You may want to use a needle nose pliers to help remove/install the terminals. It will give you leverage. Make sure connectors remain tight!

Page 6, Fuse Panel Installation

Attach your new fuse panel to the bulkhead and secure with fasteners. The screw with the washer goes at the top, to hold down the retainer cable tie. Replace wire ties as necessary to organize and secure wires. This is the Meister Wagon, and has several extra wires added to the panel. Your car will likely vary from this one.



Page 7, Fuse Panel Installation

Install your new fuses. Please note that all the same fuse amperage values are NOT available. We do NOT recommend running any fuse of significantly higher amperage rating in any circuit of the fuse panel. A fire may result from installing a higher rated fuse than is spec'd for the circuit. Your fuse panel door will have the rating for each circuit listed next to the position.

If you live in a very humid area, or the fuse panel area is subject to a lot of moisture, it is still a good idea to use dielectric grease to prevent corrosion. This panel and these fuses are much more secure and provide a greater contact surface—a big bonus.

Thanks for purchasing Wagonmeister products!