Fuzeblock fz-1

The Fuzeblock FZ-1 is a fuse block that was designed from the ground up by a motorcyclist, for motorcyclists. This feature packed fuse block combines an integrated relay with the ability to switch from constant power to switched power on any of it's 6 circiuts simply by moving a fuse to the left or the right. What that means to you the installer is no more hunting for a location for a fuse block, a relay, and maybe even a second fuse block if you want to run both constant and switched power accessories. With the Fuzeblock FZ-1 all you need is a space large enough to accommodate it, a 12V wire from the battery, a ground wire to the battery, and a switched trigger wire. Once you have those connected you can start wiring up your accessories. Easy to Install. Home Fuse Blocks. Fuzeblocks FZ-1 Distribution Block. Availability: In Stock. Optional Wiring Harness. Put me on the Waiting List. Quantity Add to Cart. Review this item. Email a friend. Description Customer Reviews The Fuzeblock FZ-1 is a fuse block that was designed from the ground up by a motorcyclist, for motorcyclists. Easy to Install Specifications: Dimensions: L 3. Fuzeblock Wiring Harness 5ft length. Product Updates and Specials. Mailing List. New customer? Create your account. Lost password? Recover password. Remembered your password? Back to login. Already have an account? Login here. Fuzeblocks FZ-1 is a fuse block that is easy to install and fits into a very small space. The on board relay offers the choice for any device to be switched on or off automatically with the vehicle or to be powered constantly. Any of these accessories can have constant or ignition-switched power by simply placing the fuse in the correct position for the power desired. The simplified installation for the FZ-1 fuse block requires no crimping. All connections are made by heavy duty screw terminals that can accept up to a 12 gauge wire. The unique board layout provides six individually fused circuits that can supply constant or switched power for each accessory depending on your needs. The FZ-1 one was designed to make installation simple and quick. The FZ-1 uses screw terminals for all its connections so that it requires no crimping. The installation is as simple as Disconnect the negative lead of the battery. Then remove the cover and mount the FZ-1 being sure that the back of the FZ-1, with the exception of the mounting posts, do not come into contact with metal or ground. Make sure to install an in-line fuse somewhere along the wire as close to the battery terminal as possible. Connect a 12 gauge wire between the GND input J1 and the negative terminal of the battery. Insert the proper amperage fuse, for your device, into either the switched or constant fuse position on one of the 6 output circuits. I have another Fuzeblock FZ1 on another motorcycle that I've used for several years and a lot of miles. It has been rock solid - no issues. This is my second fuzeblock, first one went with the previous bike when I sold it. These devices are well made and I really like how they give an option for switched or constant power. I had zero issues with the first device over the few years it was on my bike and I'm sure this one will work just as well. A good fuse block is one you install and completely forget about because it just works, FZ1 is exactly this. And Matt's customer service was great, quick shipping and great communications. Awesome customer service. Item was a little late due to customs, so the motorcycle innovations team sent a little gift for the delay. Thanks team. The item is great! This cleaned up the wiring mess under my seat for all my add ons. Easy to install and makes wiring accessories simple. Quick and easy from Motorcycle innovations. I have not had time to install the product yet however it looks like the product will work exactly how I wanted.. Your payment information is processed securely. We do not store credit card details nor have access to your credit card information. Create your account Lost password? First name. Last name. Your cart is empty. Home All products Fuzeblock FZ1. Stock: In stock 11 units , ready to be shipped. Add to cart. Share this product. Specifications: Dimensions: L 3. Customer Reviews. Estimate shipping. Country Canada Canada United States. Zip code. Secure payments Shopify offers the best in class security when it comes to online payments. Post Dec 01, 1 T Post Dec 01, 2 T Post Dec 02, 3 T Post Dec 02, 4 T Post Dec 03, 5 T Post Dec 03, 6 T Post Dec 03, 7 T Post Dec 03, 8 T Post Dec 03, 9 T Post Dec 09, 10 T We've updated our Privacy Policy and by continuing you're agreeing to the updated terms. This website uses cookies for functionality, analytics and advertising purposes as described in our Privacy Policy. If you agree to our use of cookies, please continue to use our site. Or Learn more Continue. Share Share with:. Link: Copy link. Trail Rider. I've been doing some searching and doing some research here and haven't found much on the topic of fuse blocks. I've seen guys wire up relays and fuses and such. But I went and purchased the FZ-1 from fuzeblocks. As to how simple it is to add on additional accessories. Currently I have a few accessories added and it's a rats nest of spliced wires. I'm in the process of going through the wires and adding the fuze block. I guess what I'm asking is if any of you guys have done one of these before? And how you've mounted it? I'll post pics as the install gets further along, today I just stripped the bike down. Adventure Rider. I mounted an Eastern Beaver PC-8 to the side of my air box it works well in this location, but the thickness of the PC-8 forces me to use a couple spacers when I install the side panel. Overland Hadley. Single Tracker. I have been wanting to install a

Denali PowerHub2, but I am fairly stumped at where to put it Picard wrote: ddlewis wrote: I figure 3 circuits is all I'll ever need since that's more juice than DR gives us to work with anyway. My air box is not cut so was thinking of putting it on top of it. As to the spare plug under the seat, I'd like to know where that is located. I do like the idea of putting it on the side of the air box, but the FZ1 looks to be thicker then the eastern beaver box. Overland Hadley wrote: Details on what plugs those are? I completed the install of the fz1. Really easy. Routing you're wires was the hardest part. I used the lisence plate light as the switched source. Fits nicely ontop of the air box. No modify of the seat pan required. It comes with some fuses which is nice. Never used Posi-taps, I don't know how I've lived without them! It may have been over kill, but at least I know the wiring is done right this time. First pic is the old wiring. Read more posts 1 remaining. Back to top. OK Join. Choose Display Mode Original Dark. We send free regular newsletters containing special offers, info and new products. Sign up today:. Download Instructions. Sorry, this item out of stock. However, if you would like us to email you when this comes back into stock, enter your email address below. The FZ-1 installation requires no crimping and all connections are made by heavy duty screw terminals that can accomodate up to 12 AWG wiring. Then connect devices to the FZ-1 selecting constant or switched power for each device. The unique board layout provides six individually fused circuits that can each supply constant or switched power depending on your needs. Check out all the features the FZ-1 has to offer and we think you'll agree that it makes easy work of wiring aftermarket accessories on your vehicle. Normally to have switched and constant power, for your motorcycle accessories, requires two fuze blocks. One is wired directly to the battery for constant power and the second fuse block is wired through a relay battery for switched power. The FZ-1 eliminates the need to wire two seperate fuse blocks by providing both types of power in one unit. It reduces the wiring by more than half and allows you to select what type of power you want for each output. The FZ-1 is easier to install, reduces the amount of wiring time required and does it in a neat little package. The unit is great for experts who want to simplify their install and for novices who are electrically challenged. The FZ-1 uses screw terminals for all its connections so that it requies no crimping to install. The installation is as simple as Connect battery power, ground and a switched source to the FZ-1 input terminal. Insert a fuse in the constant or switched power position for the output connected to your device. You're done. That's it. Ok, so maybe I condensed the installation a little but you get the idea. You can download the installation document in PDF format. Before mounting accessories you have to understand how much power your bike's alternator produces and how much of that power is available for you to use. Every bike produces a different amount of power and each bike needs a certain amount of that power to run the bike. Once you subtract the amount of power needed to operate the bike from the total amount of power produced you'll have the maximum amount of power available for accessories. You can usually find out how much power is available for a specific motorcycle by checking online forums having to deal with that bike. Some manufacturers will release this information but often they only give the maximum power generated and not the amount consumed by the motorcycle's operation. Manufacturer's may give this in amps instead of watts. Amps is the measure of current and watts is the measure of power. Current is the movement of electrons like water moving through a pipe. Power is like electrical pressure or how much energy can be produced by pushing water through the pipe. Volts, amps, and watts are all linearly related and easy to calculate. If you have two of the three you can calculate the other. Watts is volts times amps. If you then subtract how much the bike consumes you'll have the number of watts you can use for your accessories. How much power can I realistically use? Once you know how much power that is available for use you'll need to figure out how much power your accessories consume. Most devices will specify the maximum wattage the device uses or the maximum current the device will draw. If the device gives a current just multiply the current value times 12 volts to get the power of that device. Wiring knowledge and background When wiring your bike it's important to know what options are available to do the wiring. Knowing what wiring and connectors to use is important. Other things to consider are how to protect against the weather, vibration and abrasion. Making sure that you pick a wire that is capable of handling the maximum amount of current you are going to be using. A multi-stranded wire is the best to use in these types of application instead of a solid core wire which is used in household construction. Multi-stranded wire is more flexible, can be routed easily and handles vibration better than solid core wiring. The gauge of wire used depends on the amount of current it needs to handle. The gauge number is opposite of the size of wire though meaning the bigger the wire the smaller the gauge. It makes sense that the bigger wire can handle more current so wiring your fuseblock, lights and heated clothing should use a AWG wire and use AWG wiring for smaller devices like a GPS or radar detector. You don't want to push the limits of your wiring so always make sure to leave a little head room

and play it conservative. What exactly is a fuse? Fuses are something that are commonly used but sometimes not really understood. Fuses are rated in amps. If you want to know what fuse to use with an accessory divide the maximum wattage of the device by the voltage of the bike to get the maximum amount of current the device will use under normal operation. You can then use this value to select a fuse for that device. Typically you are going to use a fuse that is slightly more than the maximum amount of current the device can pull. Since our device is normally capable of pulling. Although there is some truth to this it is largely untrue. A fuse only blows because something has happened to the circuit or device to cause it to pull more current than what it is rated for. In this case the fuse blows and disconnects the circuit protecting your power source from supplying too much current. The fuse protects the power source by disconnecting the faulty circuit. This works much the same way a circuit breaker work on a cheap power strip. It doesn't protect your TV. It protects your house from burning down by tripping the little breaker on the power strip. When connecting a device to your bike you want to make sure that the fuse is located as close to the power source as possible. The reason for this is that you are decreasing the odds that a short will happen between the power source and the fuse. If your wiring shorts to ground the frame, etc. By only having a small amount of wire between the connection on the power source a. We are the official UK distributor for German made Wunderlich accessories. Get your FREE catalogue today or view online. Your basket is empty. Choose your Bike Please select Get our Newsletter We send free regular newsletters containing special offers, info and new products. Sign up today: Go. Covid 19 Service Update There are no issues with delivery anywhere and all of our staff are working normally. 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The FZ-1 has a built-in relay, which is separate on similar products, that enables circuits to be powered down when the vehicle is shut off. Each of the circuits can easily be configured to constantly powered, or only powered when vehicle is on. My only minor complaint that the cover is secured to the body with two Philips-head screws. You need to get out a screwdriver if you need to remove the cover to change a fuse, etc. Clips or some other 'tool-less' device would help. Top critical review. Risk of shorting. Reviewed in the United States on February 21, It's small, comes with excellent packaging and great wiring harness ordered separately. However: 1. The connection points for the positive, ground and ignition is so close together, there is a risk you can short them. You have about less than half an inch where 3 gauge wires will connect. The circuit board doesnt fit inside the housing. The back cover ergo is not flushed. Risk of a piece of metal getting in between and causing a short. Sort by. Top reviews Most recent Top reviews. Filter by. All reviewers Verified purchase only All reviewers. All stars 5 star only 4 star only 3 star only 2 star only 1 star only All positive All critical All stars. Text, image, video Image and video reviews only Text, image, video. There was a problem filtering reviews right now. Please try again later. From the United States. Verified Purchase. Showing 0 comments. There was a problem loading comments right now. I got this for installing accessories in my Polaris SlingShot. If you have a SlingShot and plan on installing a radio, alarm, lighting, or anything else, this is a definite MUST have mod! This allows you to connect everything to one central, easy to access, location under the hood rather than having a cluster of wires running back to your battery. The ability to select whether or not an accessory has full-time power or just power when the ignition is turned on is a great feature. I haven't had any issues or bad things to say about the FuzeBlock FZ-1 yet! Each slot can either be power-to-battery-always or power-when-ignition-on by simply changing how you insert the fuse in each of the 6 positions. It also has spots to hold 2 extra fuses for backup. I used some computer knurled hand screws to make removing the cover tool-less. Images in this review. This is a must have farkle for any motorcycle rider. Well made and ingenious really. Super easy to install with the wiring package purchased as well. I'm no electrical guru, so products like this fit me well. Takes up no space to speak of. I would like them to make a product that can handle a bit more amperage though. I'd sacrifice a little in size to get a beefier product for larger amperage products like my mini-compressor for filling flat tires when out on the road. It's so easy. You just insert the wires you need into the sockets and tighten them down. It's a little bulky, but I can see why. I'm planning to get another one for the

other bike. I installed it behind the glovebox in my jeep, which gave me a very convenient place to power various add-ons. With the limited space available, this unit is great!! I'm powering heated seats, hard-wired phone charger, and a CB. Easily chose ignition switched for the seats and charger, and constant power for the CB Add or change at will. Brent on December 16, Perfect solution for adding accessories to your vehicle. No more mess of assorted lighter socket adapters. And the ease of selecting switched or unswitched outputs just by moving the fuse shows great thought in the design. This may have been designed for motorcycles, but it was the perfect solution for what I wanted to do with my Transit Connect wagon. Will Booth Top Contributor: Photography. UPDATE: the first one I received was a bad device; however, the seller was quick to respond and replace at no additional charge. When the power is turned off, all accessories powered through this block are also turned off Fuses are easy to replace, standard mini's and labeling makes for quick and easy installation. Hands down the best auxiliary power panel for a motorcycle anywhere. If you have extra electrical gear running in your car or bike, you need one of these. Installation was so easy and quick. The option of having the relay and block together along with the ability to have it switched or constant was a no-brainer. I do wish they had a upgraded version that allowed heated gear and other high draw elctronics but I am sure it will come in the future. Thanks for a great product. Heading on a trip from Italy to Ireland so I will be testing out the durability soon enough. One person found this helpful. Get fast answers from reviewers. Please make sure that you are posting in the form

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