

## **WIRING AN EV. – HANDY HINT**

When wiring an EV, it is usual to need many wires hooked up to constant 12 volt auxiliary power, and others to the ignition circuit, and it is tempting to add these either to the battery +ve terminal or the contactor terminal.

This is fine until you want to change the battery or isolate /trace a circuit. Then wires can drop down and get lost, causing headaches and anguish.

Try mounting two junction boxes (terminal blocks) on the firewall with a feed wire to each (one for ignition and one for +ve power). The various circuits can then be added to the screws in the blocks as required, and can be readily traced and isolated.

A note can be kept of which circuit connects to which screw on the block to make things even easier.

The terminal blocks are available cheaply from electrical stores, and come with various coloured covers for easy recognition. I use red for constant 12volt and smoky black for ignition.

This keeps everything neat and tidy. It easy to add or remove circuits, and greatly simplifies battery changes.

Obvious, really, but easy to forget in the heat of the build!

*Edward Booth - July 2011*