

# Anatomy of a 1996 Mustang Interior Fuse Box

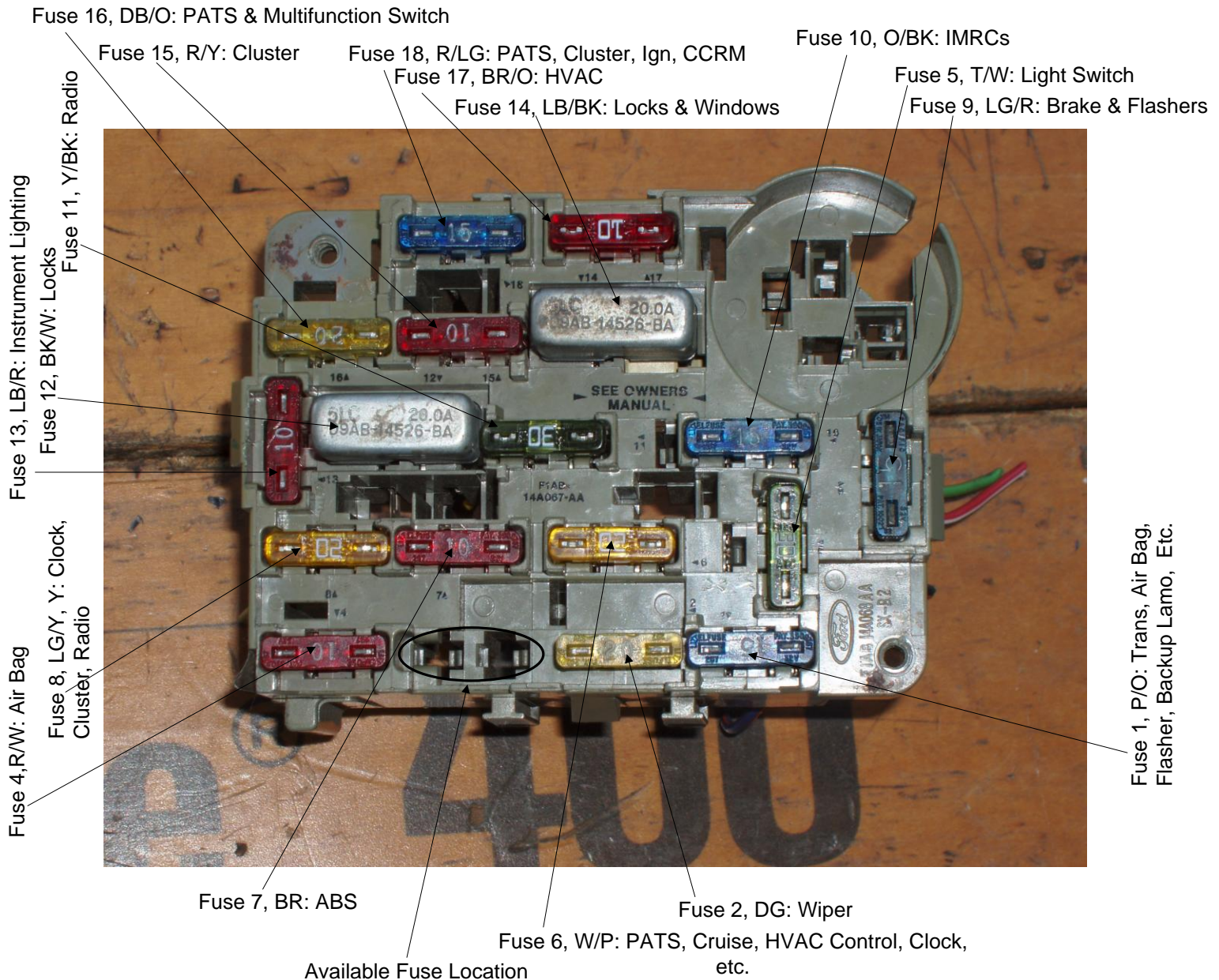
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Rev 1.0

This paper is intended to describe the structure of a 1996 Ford Mustang interior fuse box. It is intended to help you understand your car. You use this information at your own risk. I bear no responsibility if you damage your vehicle in any way as a result of using this information.

While the fuse box examined here is from a 1996 Mustang, it will likely also apply to 97 and 98 model years. It may also be useful for 94 and 95 Mustangs and possibly newer cars. If you are going to do electrical work on your car, I also strongly recommend that you purchase a Mustang EVTMM (Electrical and Vacuum Troubleshooting Manual). It is very helpful and was used to do this analysis.

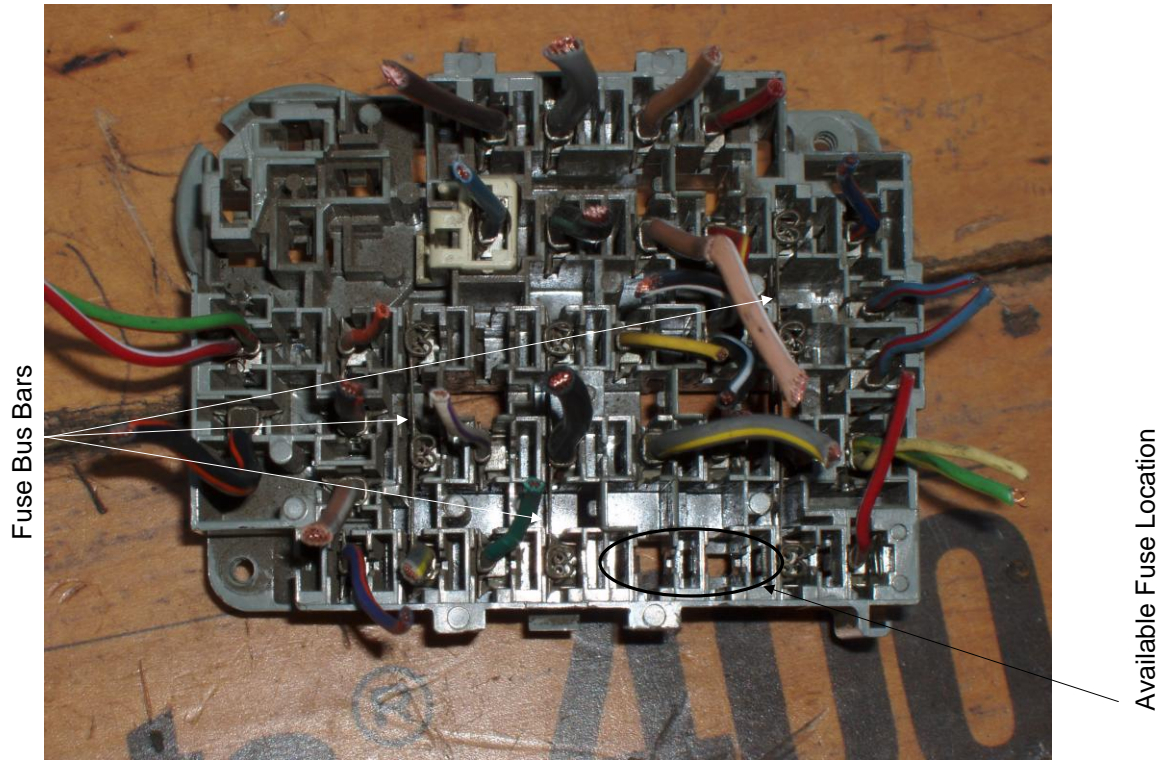
This analysis will show you how every fuse is connected and to what, and it will also show you how to add a new fused circuit to your interior fuse box for powering aftermarket accessories with a very stock look.

Here is the front of the fuse box (wire colors for the output of the fuse):





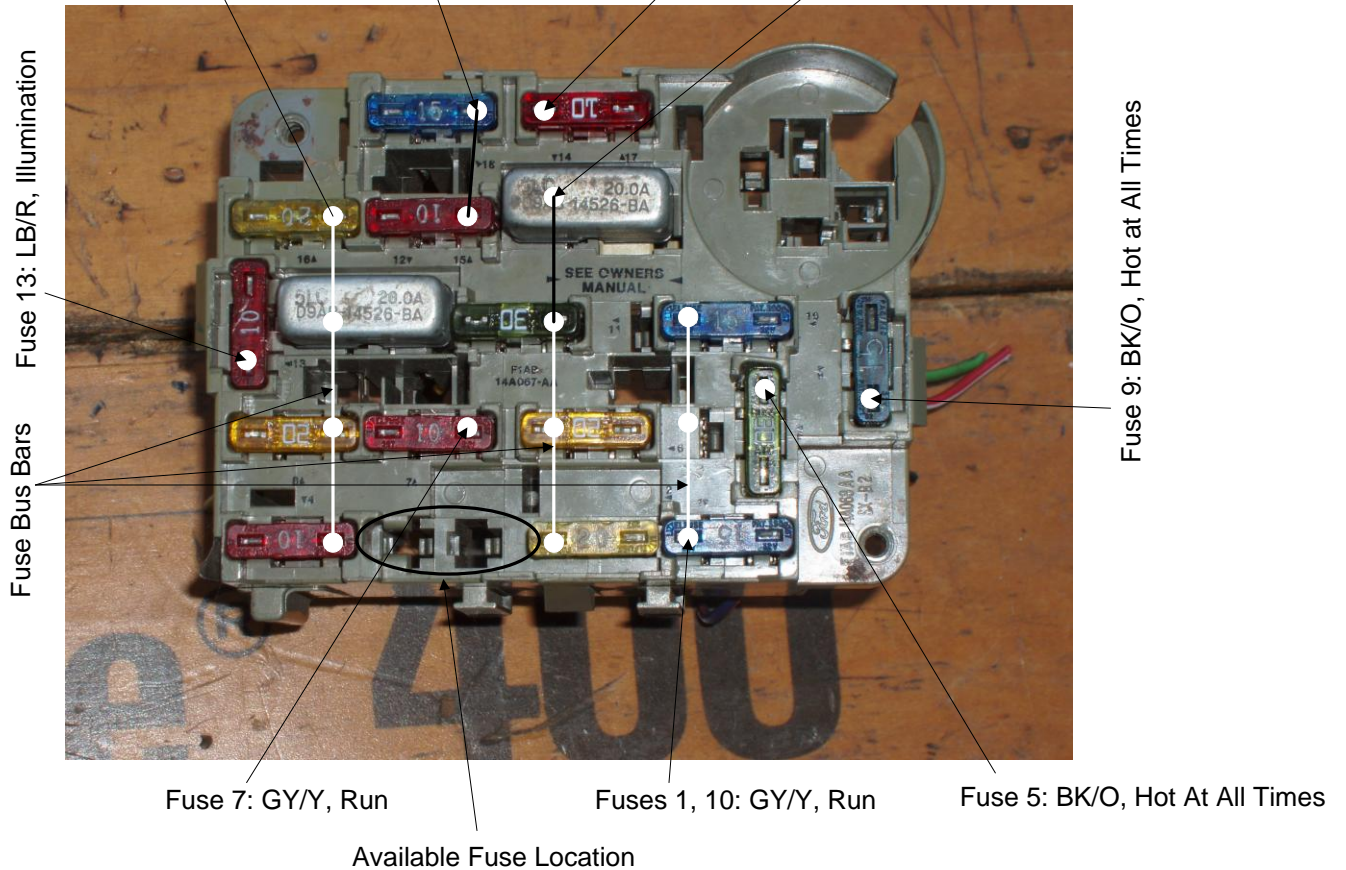
Here is the back of the fuse box:



The fuse connectors are pushed into the fuse box from the rear until they click into place.

Here is how the different power is distributed to the fuses, with wire colors. You can use this to decide where to add fuse-taps:

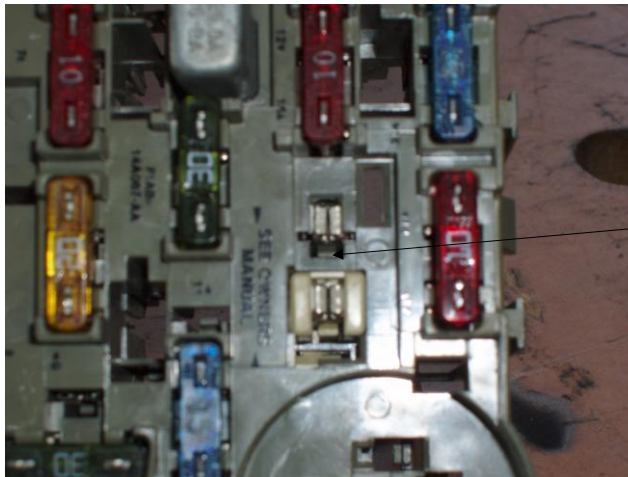
- Fuses 4, 8, 12, 16: BK/O, Hot at All Times
- Fuses 15, 18: T/W, Start & Run
- Fuse 17: GY/Y, Run
- Fuses 2, 6, 11, 14: BK/LG, Acc & Run



You can add a fused circuit to the interior fuse box in the Available Fuse Location shown on the previous pages. You will need a donor fuse box from a junk yard car for the fuse connectors. Make sure you get at least a couple of inches of wire on each connector so you will have enough wire slack to work. You will also need a set of 3 flat-blade jewelers screwdrivers, and a needle-nose pliers. A wire stripper and a crimper would also be helpful.

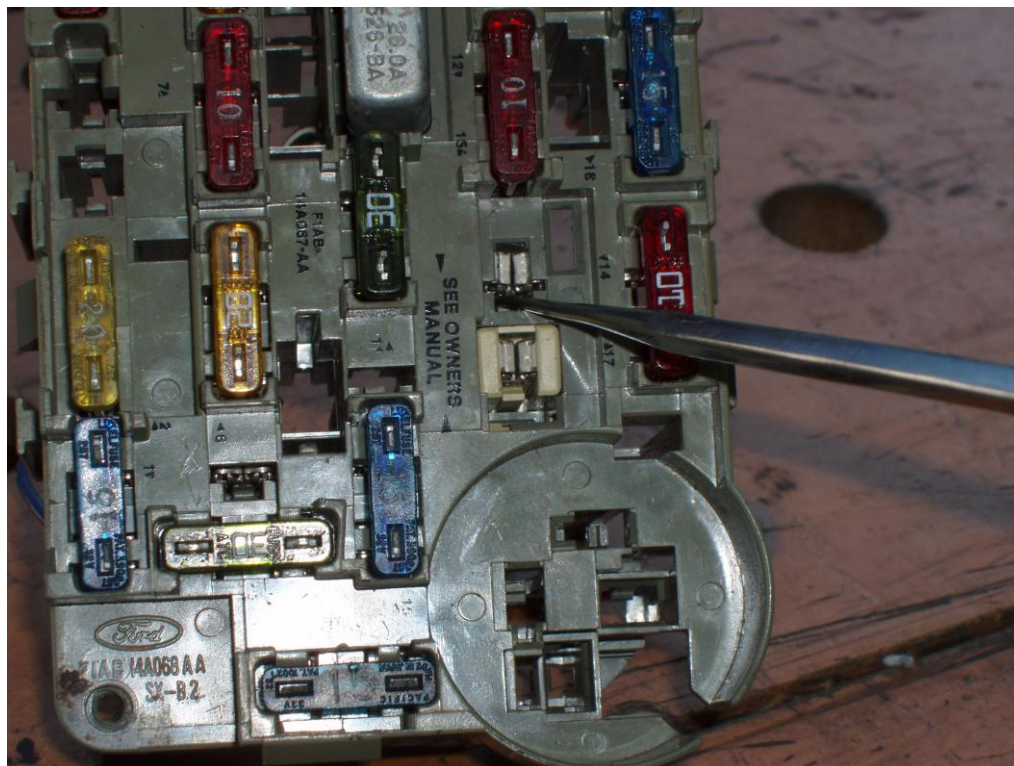
You will need to decide what kind of power you will need for your accessories. The easiest way to get power is to pick power that goes to one of the Fuse Bus Bars. That means you can use power that is Hot at All Times, Hot in Acc & Run or Hot in Run. For this example, I chose Hot in Acc & Run. But you can choose whatever power source you want.

First, you will need to select a fuse connector from the donor fuse box to supply power to the new fuse. I chose to use the power connector for fuse 14, with the BK/LG wire. You will now need to extract the pin from the fuse box. There is a small plastic tab that holds the fuse connector into the fuse box. With a jeweler's screwdriver, press down on the plastic tab from the front of the fuse box, and pull out the wire and connector out the rear.



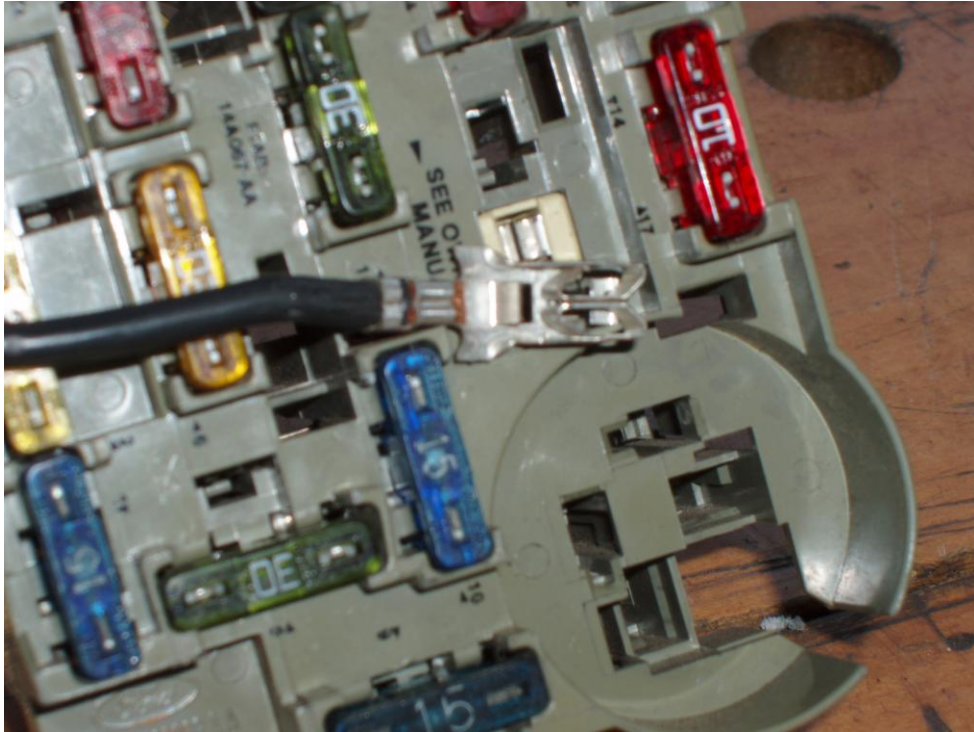
Plastic tab

Pressing the tab down with a dental pick, which also works instead of a jeweler's screwdriver:

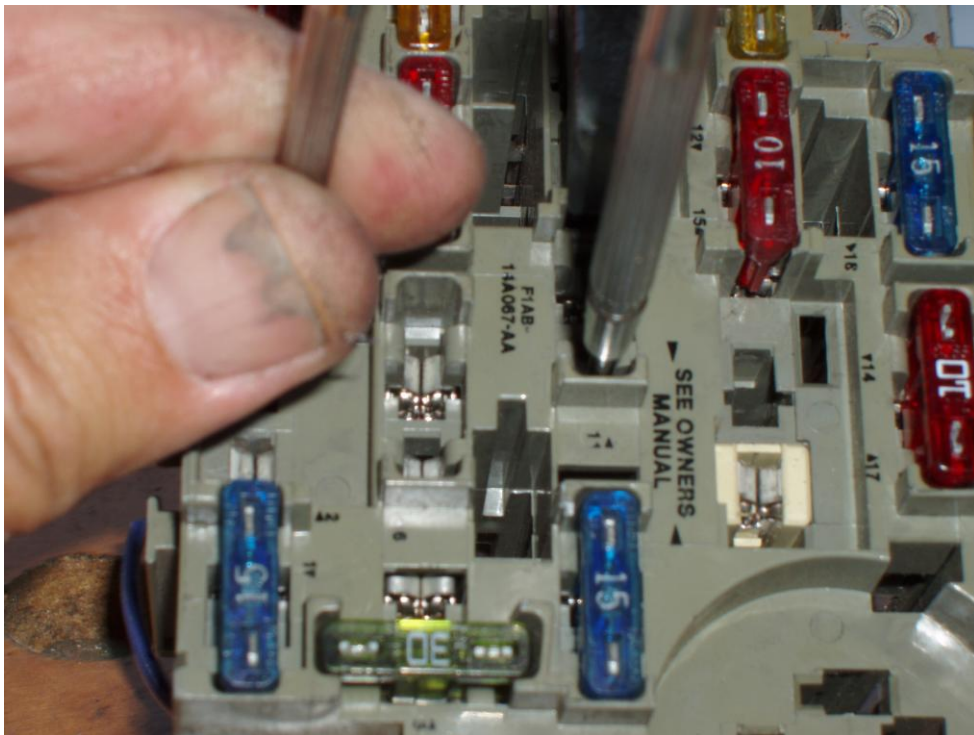




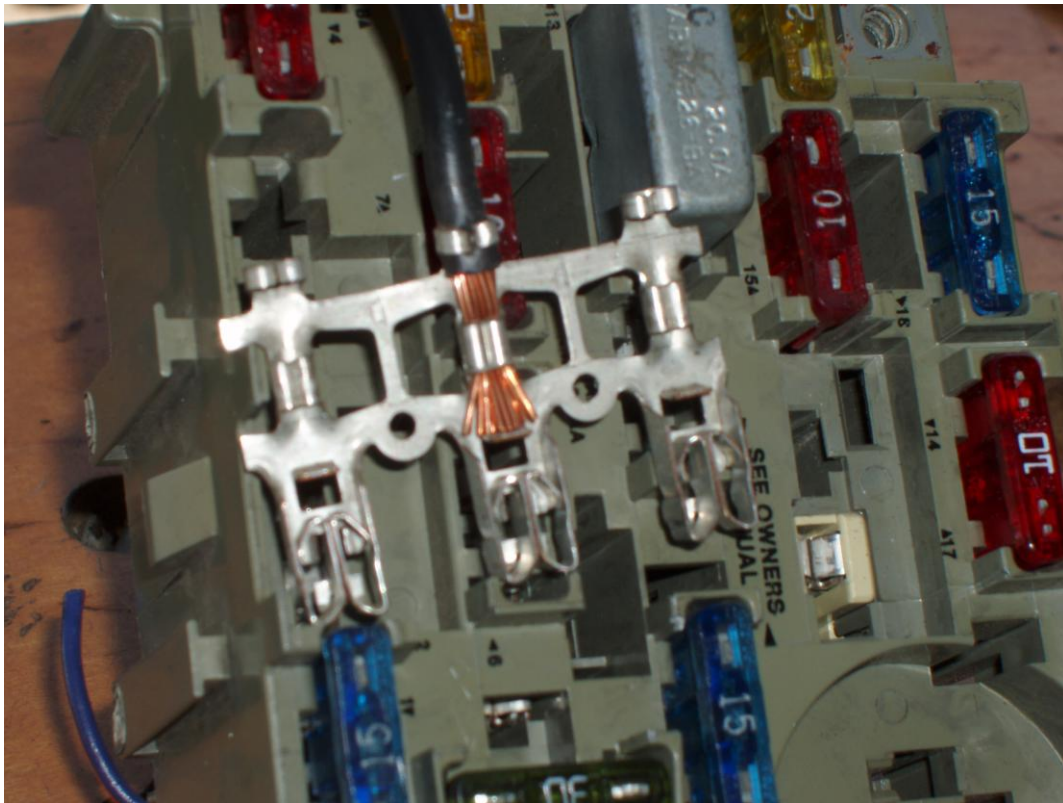
Here is the connector and wire extracted from the fuse box: (I barely had enough wire to reach. Make sure you get plenty of wire with the donor fuse box.)



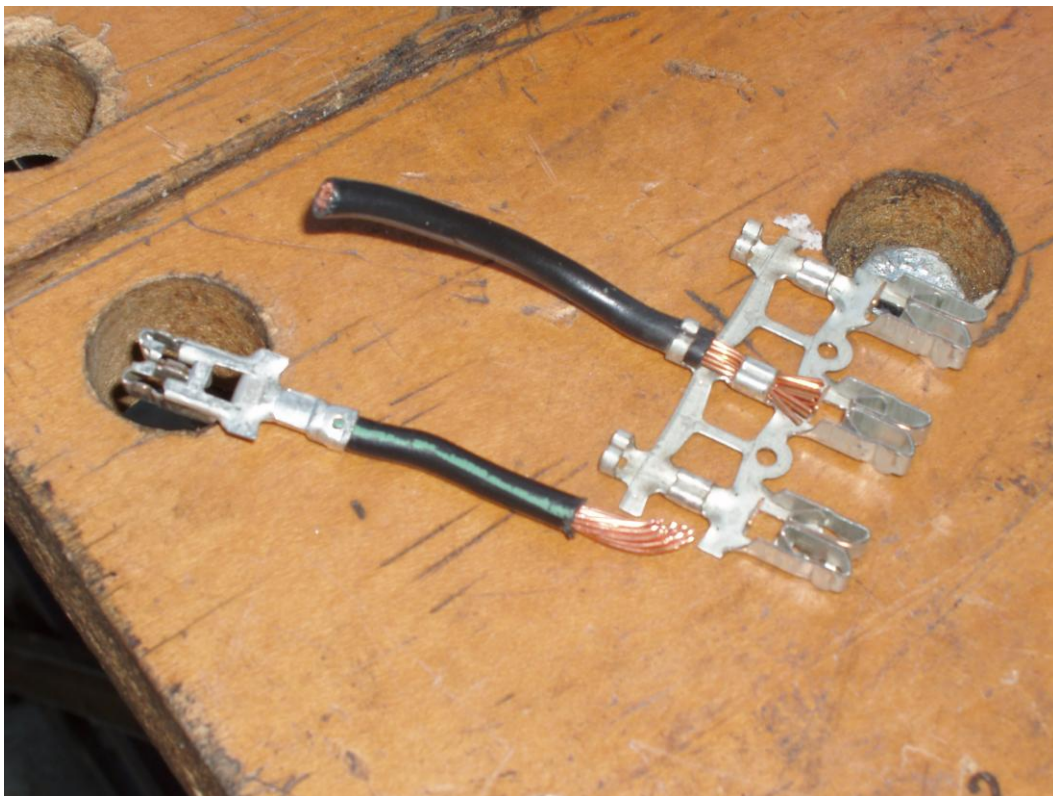
Now comes a tricky part. You will need to pull out the middle fuse bus bar with the BK/LG wire coming out of it from your fuse box (not the donor fuse box). You will need to depress all three tabs on the bus bar at the same time to pull it out. I was able to do it alone, but it will be easier with a helper. Getting access to it in your car will be a PITA.



Here is the Fuse Bus Bar pulled out:



Here is the Fuse Bus Bar with the fuse connector from the donor fuse box. Strip some insulation from the wire:





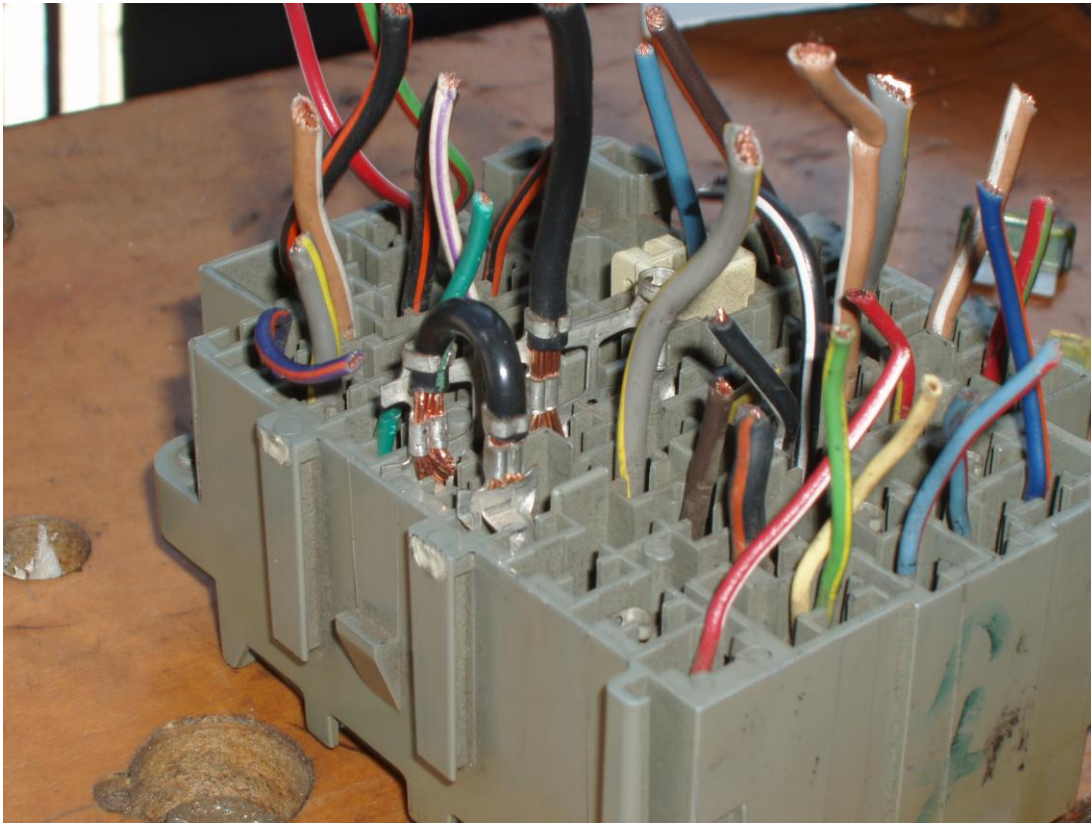
Now you will need to open one the unused crimps in the Fuse Bus Bar, using a jeweler's screwdriver. Select the unused crimp closest to the spare fuse location:



Insert the stripped end of the wire into the opened crimp and crimp the bus bar to the wire and the insulation:



Insert the bus bar back into the rear of the fuse box and insert the new fuse connector into the available fuse slot:

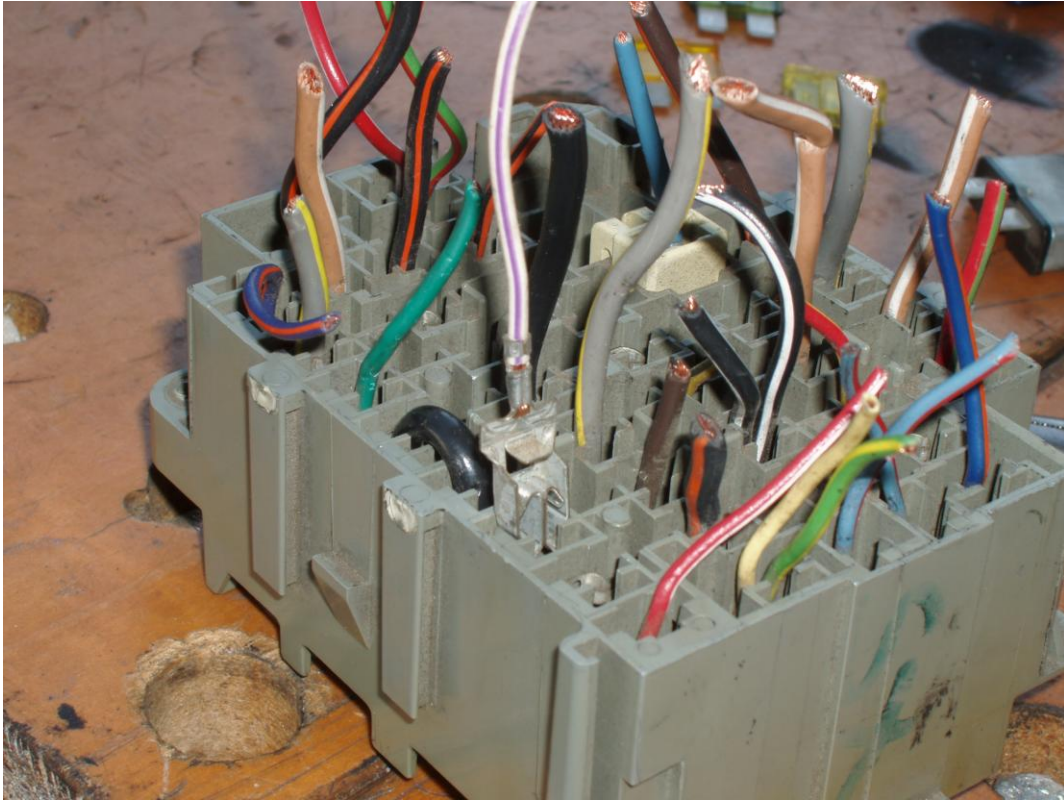


Push them in until they all click into place. Now you have power to your new fuse. Next you will need to pull a fuse connector and wire from the donor fuse box to supply the fused power to your accessories. I chose the W/P wire from the output of Fuse 6 at random. The wire you choose is the wire you will use to provide fused power to your aftermarket accessories:

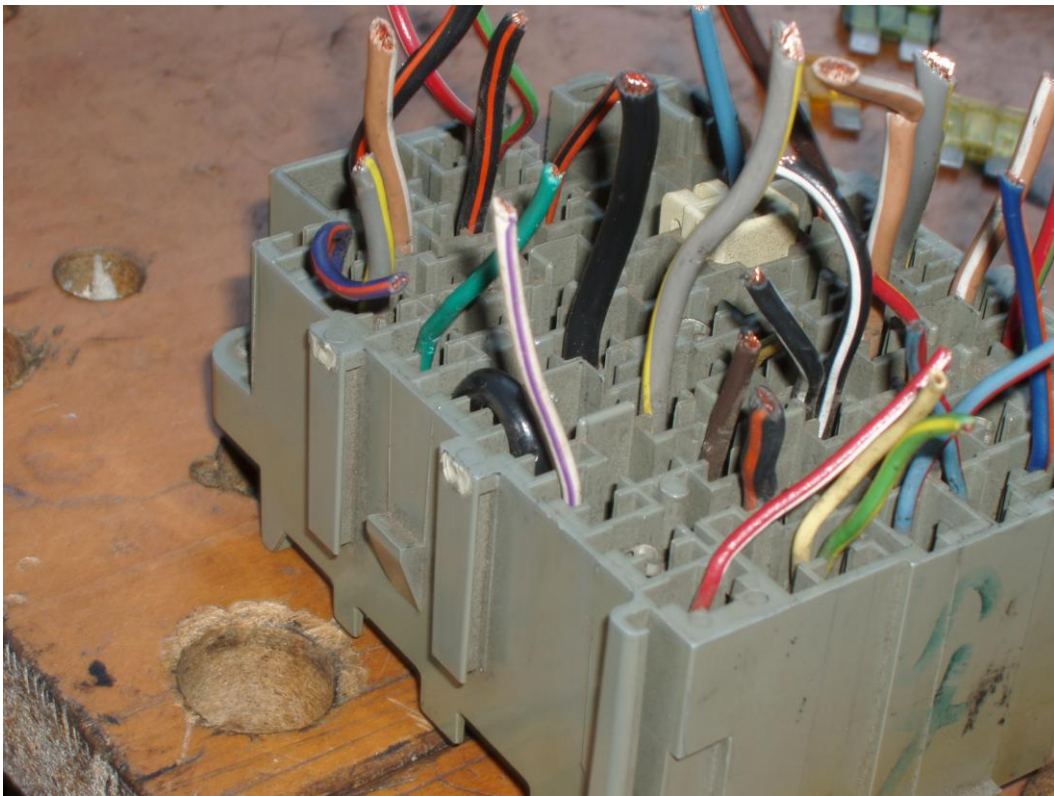




Insert the new fuse connector into the other side of the available fuse location:

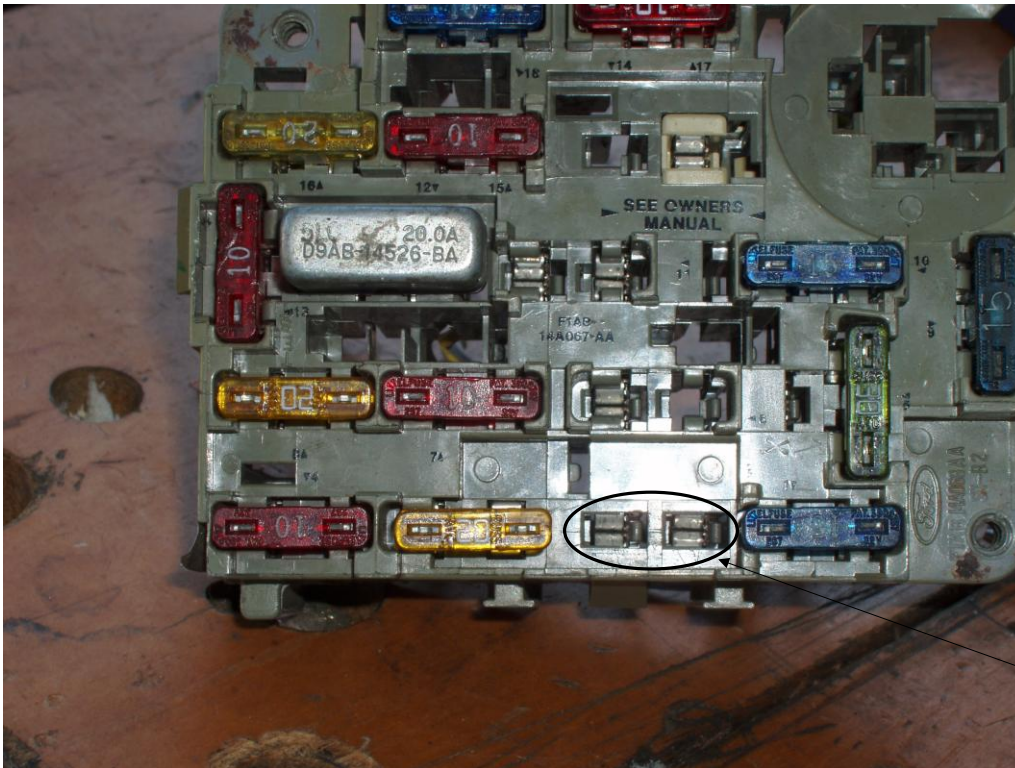


And push it in until it clicks:





Here is the new fuse location, wired and ready for a fuse sized appropriately for your application:



New circuit,  
ready for fuse

It will be a PITA to access the Fuse Bus Bar in the car (I haven't done it yet), but once you have done this, you will have a very clean, stock-looking, fused power solution for your accessories. Good luck.

#### Wire Color Legend:

BL: Blue  
BK: Black  
BR: Brown  
DB: Dark Blue  
DG: Dark Green  
GN: Green  
GY: Gray  
LB: Light Blue  
LG: Light Green  
N: Natural  
O: Orange  
PK: Pink  
P: Purple  
R: Red  
T: Tan  
W: White  
Y: Yellow