800-669-9690

Automatic Shut Down Bypass Wiring – 2007 Nissan Altima

INSTALLATION INSTRUCTIONS

All specifications subject to change without notice

ROADMASTER
Quality Towing Systems since 1970

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This vehicle's 'automatic shut down' mode can be bypassed for towing by following the wiring method described below. Only the brake light circuit is modified; the automatic shut down mode is otherwise unaffected.

Once these components are installed, the vehicle's automatic shut down mode will not disable the operation of a supplemental braking system; additionally, the brake lights will illuminate in tandem with the motorhome brake lights, even when the vehicle has reverted to automatic shut down mode.

CAUTION

These instructions are intended ONLY for the 2007 Nissan Altima. If ANY other vehicle is wired by this method, damage to the vehicle's electrical system will occur. Other consequential damage may also occur.

Required Parts

(1) ROADMASTER Hy-Power™ diode (part number 790)
(1) 24" length of 16-gauge wire
(1) mini ATM 10-amp fuse
(1) mini ATM fuse tap
(1) mini female spade connector
(1) solderless inline 10-amp fuse and fuse holder

Installation Instructions

1. Pull down on the indent in the fuse box cover (Figure A), and remove the cover.

2. Remove one Phillips head screw (Figure B).

3. Pull out on the side cover (Figure C) to remove it.

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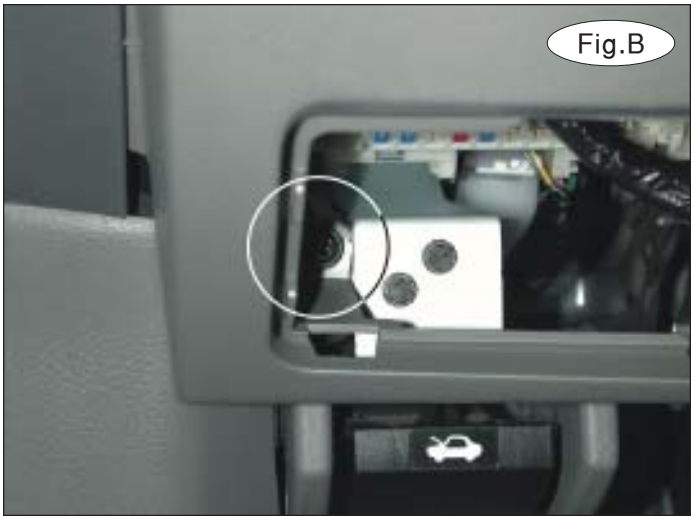

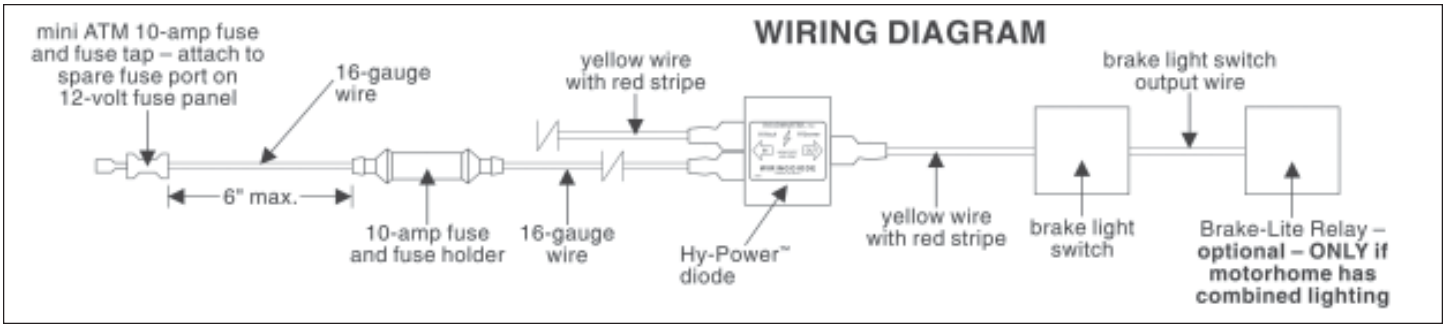

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4. Remove the lower dashboard cover (Figure D) by pulling forward on it.

5. Locate the vehicle's brake light switch and the yellow wire with a red stripe attached to it. This wire should be continuously 'hot.' With a test light, verify that a constant 12 volts is being supplied to the brake light switch through this wire.

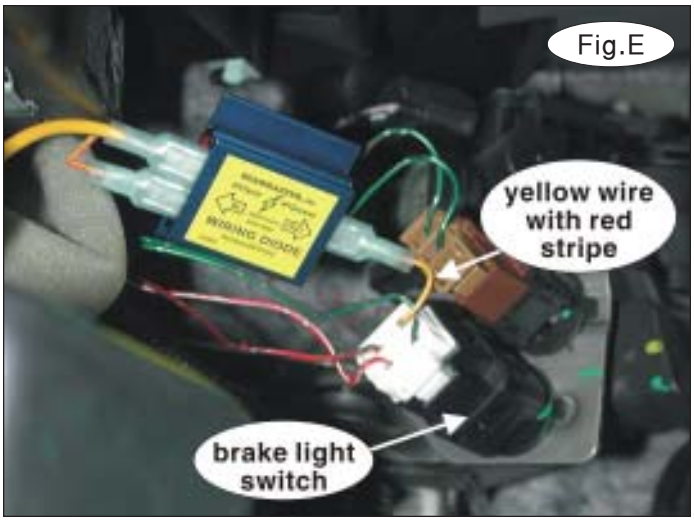
6. Cut the yellow wire with a red stripe, and attach one end of the wire to the 'Out' side of the Hy-Power diode ('hot' wire to brake light switch), as shown in Figures E and F.

7. Attach the other end of the yellow wire with a red stripe to either one of the two 'In' spade connectors on the diode ('hot' wire from harness to brake light switch, Figures E and F).

8. Using a mini female spade connector, attach the mini ATM 10-amp fuse and fuse tap to one end of the 24" length of 16-gauge wire. Cut the wire, within six inches of the mini ATM 10-amp fuse, and attach the solderless inline 10-amp fuse holder and fuse.

CAUTION

In order to prevent damage from a short circuit, the 10-amp fuse and holder must be within six inches of the mini ATM 10-amp fuse and fuse tap. If the 10-amp fuse and holder is farther than six inches, a short circuit may cause an electrical fire, resulting in severe damage to the vehicle.



9. Connect the other end of the 16-gauge wire to the remaining 'In' spade connector on the diode (Figures E and F).

10. Locate the spare fuse port on the 12-volt fuse panel

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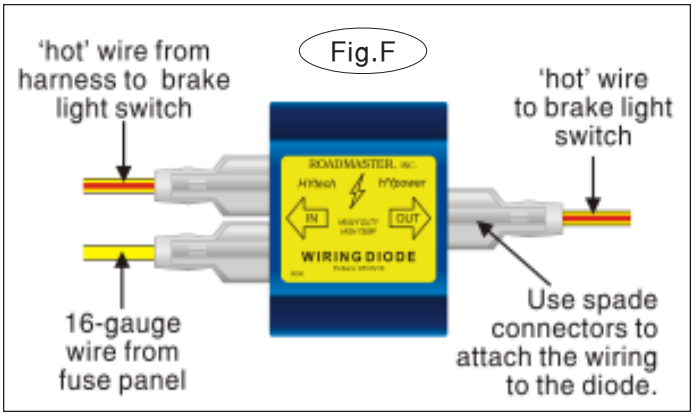

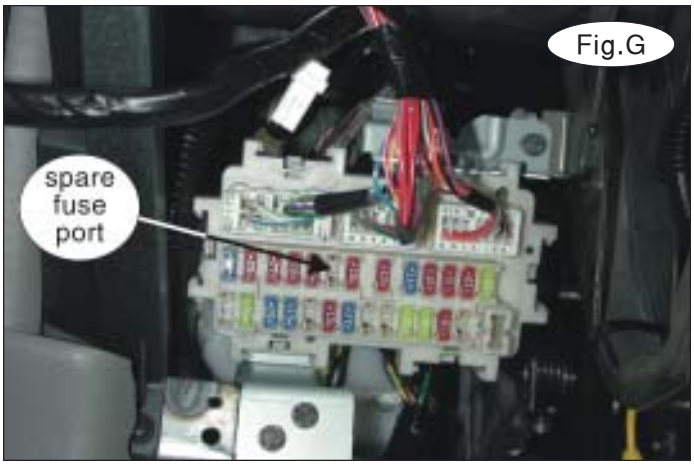

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shown in Figure G. (This fuse port is not named; it is identified as the port between the “stop lamp” and “push engine start” fuses on the list on the inside of the fuse box cover – Figure H).

11. Connect the fuse tap and mini ATM 10-amp fuse at the end of the 24" length of 16-gauge wire to the lower terminal on the spare fuse port (Figure I).

⚠ WARNING

The lower terminal is ‘hot;’ the upper terminal is ‘cold.’ Unless the fuse tap is connected to the lower terminal on the spare fuse port, the towed vehicle’s brake lights will not illuminate when the vehicle is in automatic shut-down mode.

Drivers behind the towed vehicle will not be alerted when the motorhome brakes, which may cause a traffic accident, resulting in property damage, personal injury or even death.

12. If necessary, use a zip tie to attach the 16-gauge wire to the steering column support (Figure J), so that it will not present an obstruction or hazard to the driver of the vehicle, or interfere with the operation of the vehicle.

Note: Attach the Even Brake and 9700 power cords to the 12-volt socket in the vehicle’s console (between the driver’s and passenger’s seats). The socket in the console remains ‘hot’ even when the vehicle reverts to ‘automatic shut down’ mode.

13. If a taillight wiring kit (also called a ‘bulb and socket kit’) **or magnetic tow lights will be installed** – the installation is complete.

If the motorhome has ‘separate’ brake and turn signals (Figure K) – the installation is complete.

If the motorhome has ‘combined’ brake and turn signals (Figure K) – either 1) a Brake-Lite Relay (part number 88400) must be installed downstream from the stop light switch; or 2) the diodes attached to the left and right brake and turn signal wires must be jumped (Refer to the diagram on this website – select ‘Tech Support,’ ‘Installation Instructions and Miscellaneous Documents,’ and ‘Separate towed vehicle to combined motorhome’ under ‘Wiring diagrams/Schematics.’).

14. Test for correct installation –

1) with the ignition on, use a test light to verify that a constant 12 volts is present at the output wire on the brake light switch (according to the manufacturer, this wire is either green with a red stripe, or orange with a blue stripe, depending on the vehicle’s options); and

2) with both vehicles stationary and ready for towing, apply the motorhome brakes. Verify that the towed vehicle’s brakes illuminate in tandem with the motorhome brakes.

⚠ WARNING

Wire the vehicle according to the instructions above. If the components are incorrectly wired, the towed vehicle’s brake lights will not illuminate, and a supplemental braking system will not function, when the vehicle is in automatic shut down mode.

Incorrectly wiring the vehicle may also damage electrical components and may cause other, non-warranty damage.

Failure to follow these instructions may cause property damage, personal injury or even death.

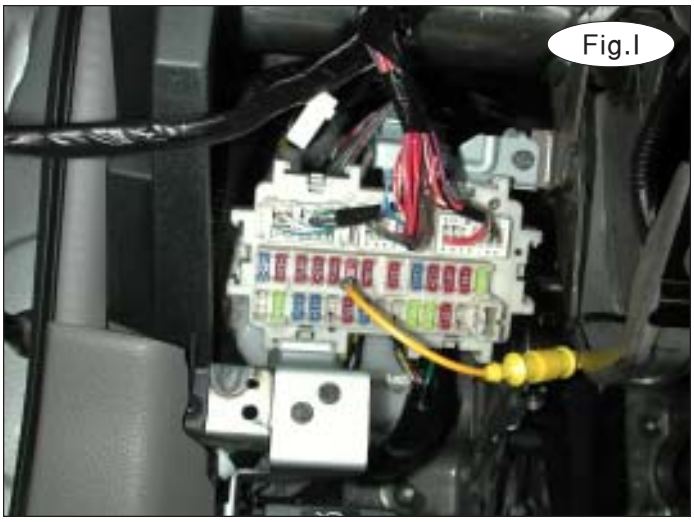
Fig.I

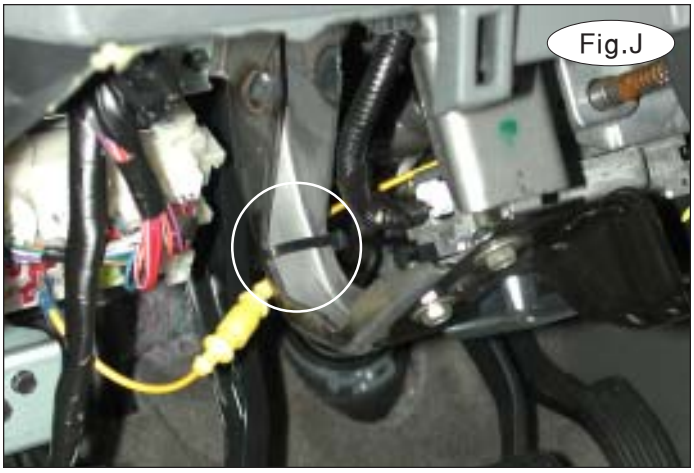
Fig.J

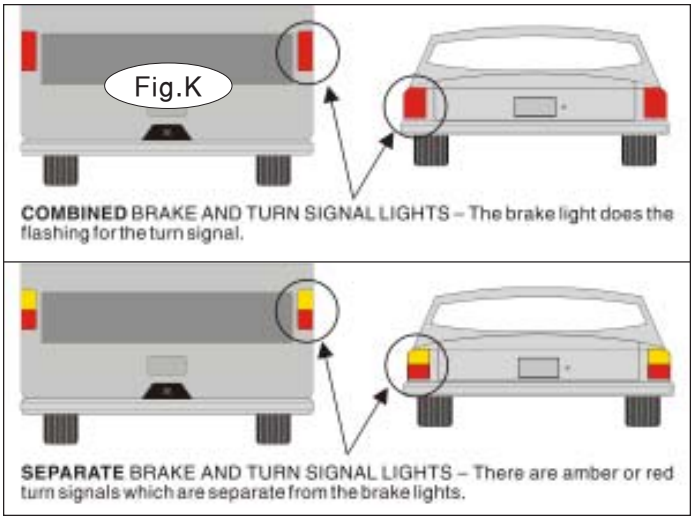
Fig.K

COMBINED BRAKE AND TURN SIGNAL LIGHTS – The brake light does the flashing for the turn signal.

SEPARATE BRAKE AND TURN SIGNAL LIGHTS – There are amber or red turn signals which are separate from the brake lights.