

**Tip:** Most manufacturers had the clock on the lighting system circuit which runs on a ten amp fuse. When a car is in storage or the battery becomes weak, there is not enough voltage to kick the relay open, but the battery still has a large amperage. This will burn the windings of most clocks out before blowing the fuse. The cure for this is to install a two amp quick-blow fuse and fuse holder in power feed to the clock so it runs on it's own circuit.