2002 f250 trailer light fuse

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I own a F Power Stroke. I have tail lights, but no turn or brake lights. The local parts man tested the hook up on the back of my pickup and the problem lies there. He thinks it is a blown fuse. The problem? Can't find which fuse it is. Does anyone know the number or location of the fuse that controls that? There are several fuses for you to check in both the passenger compartment fuse panel and the power distribution box under the hood. Occasionally Ford servers go down and the sites are not available, but in that rare occurrence, you get an error message and you can just try a little later. It's on the right if you are standing at the tire, and close to you, first row, or looking at it another way, closest to the hood spring on the drivers side. Trending News. Tiger Woods seriously injured in rollover car crash. Official on Woods: He's 'very fortunate' to be alive. Pat Sajak called out for mocking contestant. FOMO trend is fueling a homebuying surge. COVID pushes some with eating disorders to get help. Answer Save. Vicky Lv 7. Great news! The chapter about fuses starts on page of your manual. No subscription nor registration is needed. You can also go to the Ford Owners website and do the same! I hope this helps. Victor M. Still have questions? Get your answers by asking now. My dash lights went out first. Then I bought a trailer. Plugged it in and had no trailer lights. May be a problem with the trailer. But about an hour down the road, the tail lights went out. My husband passed away and I am trying to be my own mechanic. Any ideas? FordNut answered 5 years ago. Hate to sound like I'm making excuses, but this was harder than I thought it was going to be. Now, I made there as big as possible from thumbnails and keep in focus. The instrument cluster, i. Hi TST. I was off looking for those, your post was not there. But you are right on. GayleJB answered 5 years ago. This thread looks very helpful - the lights on my instrument panel went out and at the same time my taillights went out GuruKCYG5 answered about a month ago. I Replaced both 10 and amp fuses for my dash- lights and tail lights but that wasn't the issue any ideas what it could be after that. From what side of the fuel tank is fuel pulled from to run the engine? I have a different car. Content submitted by Users is not endorsed by CarGurus, does not express the opinions of CarGurus, and should not be considered reviewed, screened, or approved by CarGurus. Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. Report Follow. Mark helpful. Your Answer:. Upload Photo Photo optional. Related Questions. Start a new Ford F Super Duty question. Sell Your Car Yourself With a simple, secure transaction. Get Started. CarGurus Experts. Know more, shop wisely Search. Related Models For Sale. Used Cars for Sale. The 8 fuse under the hood was blowing on my '00 F every time I turned on the healights meaning I would lose power to my park lights. The brown wire coming from the back of the headlight switch showed a dead short to ground that I traced to somewhere between the switch and the firewall. Anyway, I got tired of trying to pinpoint the ground fault, so I cut the brown wires at the back of the switch and under the hood at the top bolt-on electrical plug and replaced the bad section with a new wire. It works fine now with the only exception being I do not get the park light flash when I hit the remote lock button the second time. I do still get the horn chirp. The park light relay looks like it sends the blip of power to the park light circuit. Where this relay box is? I'd like to splice into the brown wir coming out of it to restore the light flash when I lock the truck since sometimes it's too noisy to hear the horn. I just bought a hard to start F Per the board, just replaced all 8 glow plugs with Motorcraft. Still wouldn't start it turns over but will only start if you use either. I removed the old no problem, but am unsure what wires to plug where All the wires run from the posts and into the bottom of the unit. I am thinking that the relay is burnt. Whenever I look in the manual I can't seem to find the location for this relay. Is is built into the flasher? Also, I am just assuming because the rear turn signals and tail lights are the same bulb that fixing this should clear up both problems. Am I right in thinking that? I have already checked all of the fuses. Also, the Hazards don't work either. Just bought an 04 Super duty with the factory plug 7pin and 4 pin plug. Checked the fuses and finally tracked down the 2 relays under the hood but can't seem to find anything wrong. Everything on the trailer works except for the running lights. Is there another fuse or something I have missed? Trailer works fine on my buddies Duramax and worked fine on my old I have a Ford F lariat 7. This vehicle has an aftermarket double din stereo pillar gauges for Pyro meter and transmission temp and has also had a snowplow attached but since re moved since I purchased it. It also has H ID headlights, which are run by the passenger side headlight connection. The problem I'm having is that whenever I turn on the parking lights it is blowing the number eight fuse under the hood. Which is giving me no dash lights running lights parking lights or taillights. Initially the fuse would last for a few minutes and then burn out. I should also add that the trailer wiring harness doesn't work either and the driver side headlight will work sporadically. I installed a new trailer wiring harness onto the back of my F Super Duty with 7. Unfortunately, I was degrees off on my wiring. I replaced the 20amp fuse and all other fuses were good. Currently, I have all the truck wires to the harness isolated and have power to all of them except for the parking lights. All the lights on the truck work fine. My truck

has a interior fuse panel on the driver's side as well as two small black boxes under the hood, near the brake booster. The under-hood boxes had only relays in them. Two relays in one black box, three in the other. The box with three relays had trailer left turn and right turn relays. The other black box with two relays , apparently, are for 4WD Shift on the fly, controlled by fuse So, no relay for the parking lights. Next, I pulled the fuse panel out a little and checked continuity from the end of the parking light wire brown with white stripe at the back of the truck to the back of the fuse box and found that it was a good wire with no breaks or shorts to ground, however no voltage is showing at the parking light wire when I turn on the parking lights. The harness at the back of the fuse box has several wires going into it. The parking light wire brown with white stripe is in the same harness as the back-up light wire black with green stripe and the back-up light does have voltage, when I put it in reverse. I'm not sure what happens inside of the fuse box, i. I know the easy way would be to run a vampire connector from the truck parking lights, or maybe the license plate light to power the trailer lights, however, I'm just not built that way. I have a F 7. How do I troubleshhot it. Is it the switch, motor, fuse? The other three windows work fine. I have a F FX4 Lariat, and last week while driving at night with the light switch turned to auto lamp the lights suddenly started turning on and off rapidly and there was a clicking noise, which I assume was a relay cutting out. I turned the headlamp switch to the on position and the lights stayed on. When I got home the lights would not turn off, and when I turned it to autolamp the blinking started again, but in any other position the lights stayed on. I had to unhook the battery. I then purchased a new headlamp switch and my ford mechanic buddy installed it, but now the autolamp feature will not work. Is there a relay that may have got cooked? My 02 F is killing batteries. Also, when I try and lock the doors with the door lock switch, the doors lock then the driver side door almost immediately unlocks. I have a F I installed a trailer towing kit round 7 pin. I followed the instruction and replaced three different fuses after installation. The passenger side turn signal will not work. I replaced the bulb. The brake light works and the bulb is on when the lights are on it just will not blink. When the turnsignal is on it clicks very quickly. I am having issues with my auxiliary relay on my truck. It will work intermittently. It started with me just needing to give the relay a light tap for it to work, and is now progressed to needing me to push really hard on the relay for it to turn on, but then as soon as I let go it shuts off again. I have replaced the relay with a new one and it's doing the same thing, and have even tried some di-electric silicone on the terminals with no success. I started out with my batteries dying after a few days of sitting. I found the interior lights were coming on dimly, and the relay buzzing. I came back next week and the batteries are dead again. Charged them, drove the truck, and then the radio starts coming on without the key on. Pulled the radio. Next day the truck starts fine, but now the seatbelt noid is going off all the time and the tranny overdrive is blinking "off" but still shifts fine, and goes into overdrive. The speedometer also works erratically I read a post about the marker lights leaking, I looked and that's a definite possibility. I'm planning the install of a w into my '77 F It needs to mate up to the '77 wiring. Looking at both the '77 and '96 systems I think the easiest underhood wiring solution would be to use the '77 compressor ON wire as a relay trigger, and use the '96 High Pressure Cut Off HCPO on the compressor manifold, and compressor cycling switch attached to the accumulator to interrupt the relay output to the compressor. I can get the switches and pigtails, and I can look up their pressure trigger points, but I don't know the voltage the '96 switches operate at 12v or some reduced voltage? I guess that at ambient pressure the HPCO should be normally on and the cycling switch should be normally off. So I could just wire them into the relay ground or trigger connection. But of course they aren't simple two wire switches. How to wire them, should I use them to interrupt the relay ground or trigger connection? In an attempt to bleed my drivers side caliper today I noticed clicking coming from the 2 relay switch under the dash. The clicking stopped once I pulled out the relay. I continued to bleed my caliper which I've been having issues doing so. It was kinda odd how I was able to bleed the caliper after pulling the relay. My vehicle would not turn over and we could tell it was fuel related. The fiel pump relay has burnt through the motherboard of the fusebox. It is my understanding that this cannot be fixedand another fusebox must be installed. I have been to many junkyards in my are looking for it to avoid the dealer prices.. Any other vehicles that this might be interchangable with? My friend has an 01 expedition.. I purchased a 94 Ford Explorer 4x4 4. Great work truck, but I am finding that these had a lot of wiring problems. First thing that messed up with me is the backup lights wouldn't work. Then the dash lights and parking lights stopped working Still no fuses where bad. I found that the EEC Fuse 30AMP-BIG Fuse had blowed, I didn't have one and the truck wasn't off the road good, So I wrapped a small wire around the fuse to see if I could start it and get it out of the road better, It started right up, but soon as I pulled it off the road it died again, and I found that it melted the EEC Relay, I went to the parts store and got a new relay and fuse and put them in, It blows the fuse as soon as I put it in, with the switch off or on. I just need to

know what things will cause this so I can check them out one by one, until I find the one that is causing this problem, cause It run great up till this happen. Only other thing I may need to let you know, Is when I bought it, the key switch would start it, The guy had put a push button starter switch that you push to start it with the key on, I unhooked it, and it started fine with the key for a while then it stopped again, so I had to hook the push button back up and had been using it until it stop running with me. I have a 97 F HD. Wiring the rear tail lights. I am trying to add courtesy lights to the existing reflectors in the front doors of my supercab. I can't find a wiring diagram that shows where to connect the light sockets. This Ford F came in with the complaint that the turn signals did not work at the trailer pigtail connector. The turns signals on the truck worked okay. Well after examining a wiring diagram I found that fuse number 6 in the interior fuse box supplies power to the right and left, trailer tow relays. I checked the fuse and it was good. I then checked for power at the relays on terminal 3 which is supplied by the interior fuse 6. No power, must have a broken wire somewhere. I dropped the interior fuse box so that I could access the wiring behind it. I went back to the relay box under the hood. I released the clip that held it down and removed the rear cover so that I could get to the wiring. Again I confirmed no power was present. I tried wiggling the wires to see if power would come back but no such luck. Further inspection found that the wire had been rubbing on a hose and had corroded in the light green spot half. You must be logged in to post a comment. Skip to content. I opened the harness cut out the faulty wire and added a new piece. Another one done. Share Your Experience: Cancel reply You must be logged in to post a comment. Fuse box diagram fuse layout , location and assignment of fuses and relays Ford F, F, F and F , , , , , If electrical parts in your vehicle are not working, the system may have been overloaded and blown a fuse or tripped a circuit breaker. Before you replace or repair any electrical parts, check the appropriate fuses or circuit breakers. To check a fuse, look at the silver-colored band inside the fuse. If the band is broken or melted, replace the fuse. The fuse panel is located below and to the left of the steering wheel by the brake pedal. Remove the panel cover to access the fuses. To remove the fuse panel cover, pull the panel downward by the finger slots on top of the panel. When the top clips of the panel disengage, let the panel fall easily. To reinstall the cover, align and engage the two hooked clips at the bottom of the cover onto the instrument panel, then lift the panel and press the top clips firmly into place. An auxiliary relay box is located on the left-hand front side of the engine compartment. Necessary cookies are absolutely essential for the website to function properly. This category only includes cookies that ensures basic functionalities and security features of the website. These cookies do not store any personal information. Any cookies that may not be particularly necessary for the website to function and is used specifically to collect user personal data via analytics, ads, other embedded contents are termed as non-necessary cookies. It is mandatory to procure user consent prior to running these cookies on your website. Always disconnect the battery before servicing high current fuses. Always replace a fuse with one that has the specified amperage rating. Using a fuse with a higher amperage rating ca

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