



SPEND 2 MINUTES
READING THIS BEFORE
YOU START CONNECTING
STUFF AND
UNNECESSARILY CAUSE
YOURSELF GRIEF!

“

The obvious isn't always obvious.
-a wise sage-

”

THANK YOU FOR PURCHASING OUR HEAVY DUTY FAN HARNESS KIT. THIS KIT FEATURES HEAVY DUTY SEALED RELAYS AND HEAVY 10 GAUGE POWER WIRE TO ENSURE YOUR FANS RECEIVE ALL OF THE AMPS THEY NEED FOR KILLER COOLING POWER.

Power Connection

Connecting the power input to the correct place is crucial for correct operation of the fan harness. Ideally, you will want to connect the power input to the back of the alternator since this is typically the highest voltage point in the electrical system. High voltage is good for the operation of cooling fans, increasing the voltage from 12.0 volts to 13.8 volts increases the CFM output of the fans by over 20%! Voltage makes a huge difference.

Switched Power

The dual fan harness has two gray wires that need to be connected a voltage source that only has power when they engine is running or when they key is the ON position. When they key is in the ON position and the engine isn't running, you will typically see the idiot lights on the dash luminate. This is good.

The blue and pink wires should be connected to the temp switch

You DO NOT want to connect these wires to a voltage source that is hot all the time, like your battery. The main reason is if you roll in your ride down to Pep Boys and leave the car in the lot while you're inside purchasing Prestone pre-mix coolant for your upcoming radiator preventative maintenance, the fans will run until either the coolant temps drop below 180F or your battery dies. Since the coolant pump isn't circulating any coolant, in most cases, your battery will die first. You will be upset, bordering on an episode of a clinical anger management problem if this happens. Especially if your wife is along for the ride and calls you an idiot. Don't do it.

Temperature Switch

The temperature switch is designed to close the switch when the coolant temperature 185F. The hysteresis or cutoff temperature for the switch is 155F where it will turn the fans back off.

Use with Vintage Air, aftermarket A/C systems or OEM A/C systems

Most aftermarket A/C systems have a trinary switch. To make the fans activate when the A/C is switched on, connect the trinary switch directly to the temp switch as shown in the diagrams.

If you have an OEM type system or an aftermarket A/C system without a trinary switch **(such as binary switch, which is not the same as trinary switch and will not work)**, you will need our auxiliary A/C harness kit part number RAC-01. It includes everything you need to make an OEM A/C system or aftermarket system activate the cooling fans when the A/C is switched on.

Mating Connectors

The connectors on our fans and wiring harness are Metripack 280 series connectors. They are both (male and female) available on our website if you need an extra set. Most parts stores also carry these in the Help! Section, but they are usually with 14-16 gauge terminals. These will work, but you will be miserable trying to make 14 gauge terminals work with 10 gauge wire.

The connectors on our website include the correct 10 terminals to make crimping them easy. There are also videos on our website showing how to crimp these if you're not familiar with Metripack connectors.

RAC-01 Wiring Instructions

If you have our RAC-01 auxiliary relay kit, it should be wired in the following way:

RED WIRE:

To ground

YELLOW WIRE:

To temperature switch

Gray WIRE:

To ground

Orange WIRE:

To Binary switch or clutch wire that is hot with 12V when A/C is running

This is in addition to the existing wire. The blue and pink wires should still be connected to the temp switch in addition to the yellow wire.

Use with GM PCMs, Holly EFI, FAST EFI and most aftermarket EFI systems

Almost all GM LT-1, LSX and LTX PCMs and aftermarket PCMs control the fans by grounding the low current side of the relay. For specific instructions, please read the owners manual that came with your EFI system.

For most PCMS/EFI systems that ground the relay to activate the fans, they should be wired this way:

GRAY wires to 12v source that is only hot when the engine is running

PINK wire:

PCM FAN 1

BLUE wire:

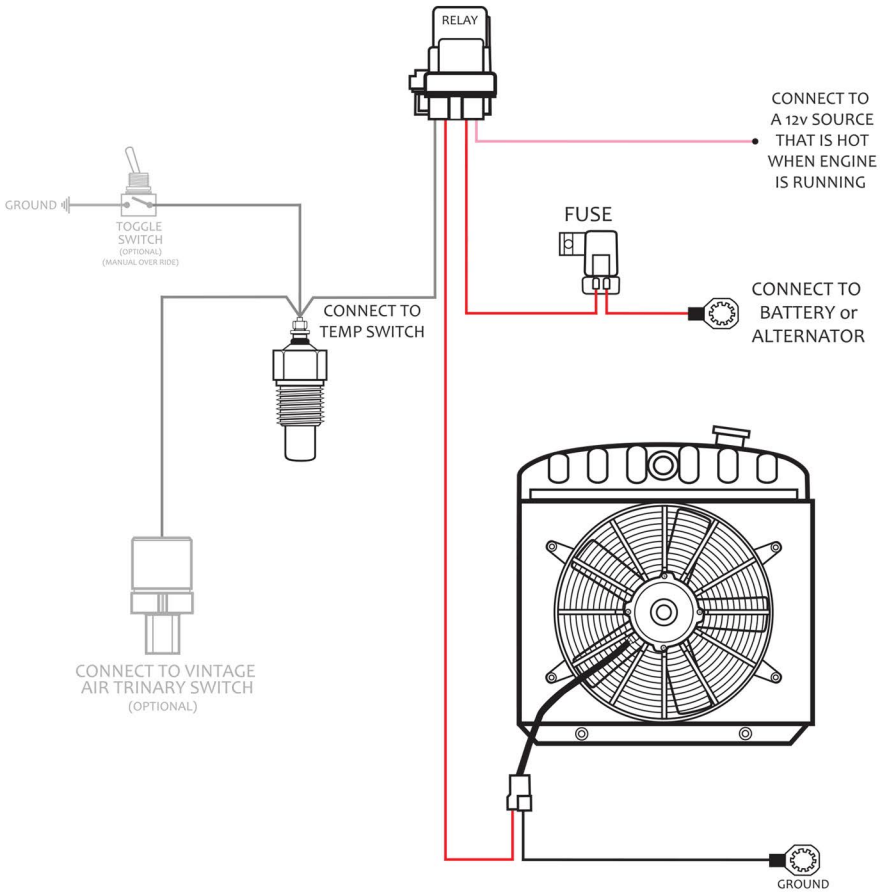
PCM FAN 2

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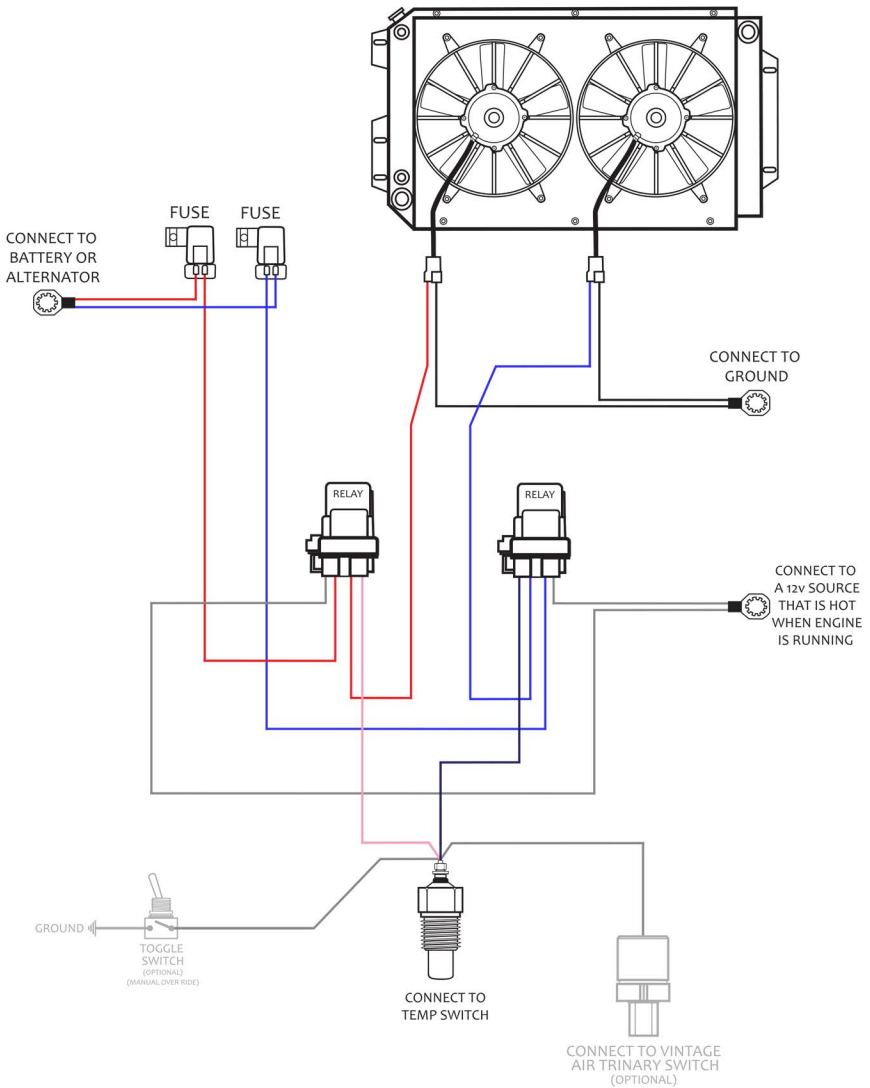
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SINGLE RELAY HARNESS



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