Installation Instructions for 52126
Adjustable Dual Fan Control with Dry Sensor

This adjustable dual fan control kit operates two fans or one two-speed cooling fan. The electronic dry sensor is a ring style connector this is attached to a bolt on the engine (i.e. intake manifold bolt), for easy installation. The adjustment knob on the control unit allows easy adjustment of the temperature when the fans turn on.

Special Note: Use an automotive 12 volt battery to power this fan control. Use of AC/Alternating Current (i.e. Battery Charger) to power the dual fan control may damage it (automotive relays are not designed for use with AC power).

Mounting Control Unit:
Select a location inside the vehicle to mount the fan control module. Choose a location that is easy to access so that you can reach the adjustment knob on the unit when needed. Do not mount the control unit near any ignition components. Remove the cover from the control unit and mark the location of the two mounting holes that go through the control unit. Check behind the firewall or other mounting location to make sure there is nothing behind that could be damaged by drilling for these mounting holes. The kit includes two self drilling sheet metal screws to mount the control unit. Do no drill any additional holes in the control unit since this will damage it.

Wiring:
Remove Battery cables and make the following connections. Use grommets on all wires that go through the firewall.

Red Sensor Wire (Red wire with ring terminal on one end and two small wires inside a common wiring cover) – Attach the ring terminal end to a bolt on the engine (i.e. intake manifold bolt near the rear of the engine is the best location). This is the sensor connection to the engine. The ring terminal can also be attached to other engine bolts (timing chain cover, or water pump bolts), but don't attach it to the exhaust manifold or other locations that have extreme heat. Carefully strip back the outer insulation, and attach the other two small wires to the control unit. Do not route this sensor wire near high amperage wires such as alternator wires, battery cable, or spark plug wires since this may damage the control unit.

Red Battery Feed Wire (large #10 Wire) – Connect one end of this wire to the control unit and the other end to the large post on the starter solenoid. Use the large ring terminal (crimp connector) on the solenoid end.

Black Ground Wire – Connect one end to the control unit and the other end to a good ground. Use the supplied sheet metal screw & small ring terminal to attach the ground wire.

Purple Fan Wires – Connect these wires to the fans (or two power leads on a two-speed fan). Make sure you use the correct wire for the fan that you want to come on first (See the diagram of the control unit).

Yellow Ignition Wire – Connect one end to the control unit and the other end to a circuit that is hot when the ignition key is in the "On" position. If you want the fans to continue to run after the ignition is turned off, use a circuit that is hot all the time.

Gray A/C Override – Connect one end to the control unit and the other end to the wire supplying power to the A/C clutch. This turns on one fan when the A/C is operating. Note: this wire doesn't operate the A/C Clutch, but turns on the fan when the A/C is operating. Omit this wire, If you don't have A/C.

Testing & Adjusting Fan Control:
Reconnect the battery cables.

Turn the blue knob on the control unit counter-clockwise to a low setting. Note this knob has a range of about 270 degrees of rotation. Do not turn the knob more than this or it could damage the switch. Turn the adjustment knob by hand only (Do not use a screw driver since this will damage the switch).

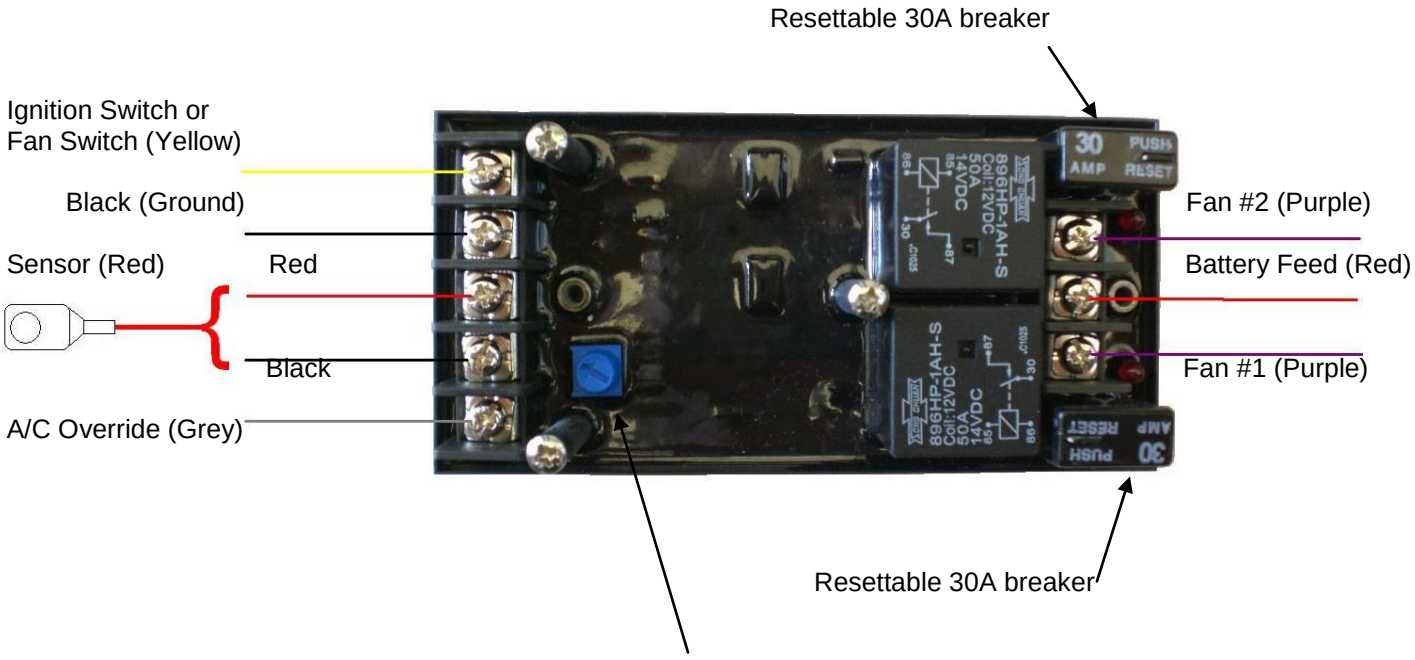
Start the engine and get it up the desired operating temperature where you want the first fan to turn on. Adjust the blue knob on the control unit by turning it clockwise until the first fan turns on. The second fan will turn on automatically at about 12 degrees higher than this setting.

Re-install the cover on the control unit.

Make sure the fans are pushing or pulling the air through the radiator in the correct direction for your application (i.e. Front mounted fans should push the air through the radiator, rear mounted fans should pull it through the radiator). If changes are needed, follow the instructions from the fan manufacturer to change the airflow direction.

This fan control unit has manually resettable breakers w/ push buttons that show through the cover. If you ever need to reset them, check to make sure nobody has their hands or other objects near the fans, and push and hold the reset buttons for a few seconds.

Diagram



Temperature Adjustment

Full LOW

Full HIGH