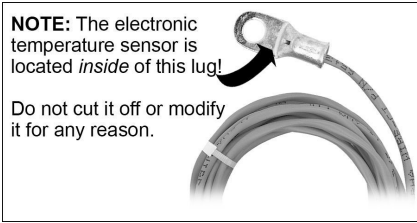


**RON FRANCIS WIRING**  
**AR-88 Surge reduction for**  
**Cooling Components**  
**Fan System (Dual Speed)**  
**With AC Request**

This dual cooling fan relay handles two separate fans or the new Cooling Components “70 amp” module that actually has two legs that we can turn into separate speeds. This dramatically reduces the surge on the electrical system by turning on one leg at a customer set temperature and a second speed at about 10 degrees higher. The higher setting will cycle on and off as needed at that higher level. It is always approximately 10 degrees higher than your preset level for the first speed. This kit is equipped with an electronic sensor that attaches to the engine such as under an intake manifold bolt. We recommend a rear intake bolt near a water jacket as the strong air movement from the fan may change the readings. The unit is fully adjustable between approximately 140 and 230 degrees.

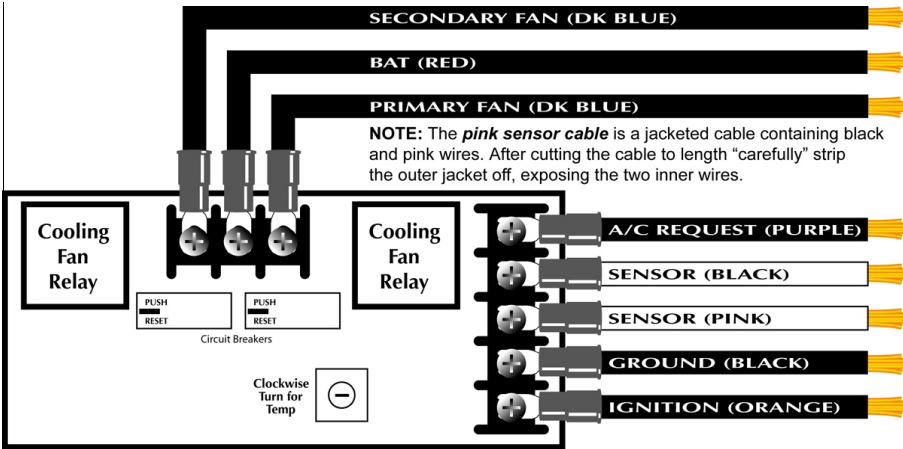


**Mounting**

Choose a location inside the vehicle for the fan module in an accessible location. If you have any ignition components inside the firewall, this module cannot be mounted near them. The fan module has two holes in the base of the module for mounting the unit.. **DO NOT DRILL ANY OTHER HOLES OR MODIFY THE MODULE IN ANY WAY. DOING SO WILL DAMAGE THE MODULE.**

**Wiring**

The drawing below is the connection points on the terminal block of the module. Refer to the drawing and text to make the proper connections.



Orange (IGNITION) (18 gauge wire): Connect the wire to the module and run the other end to a ignition hot with the key on. **Note: If you would like the fan to continue to operate after the key is turned off, connect this wire to a battery hot all the time circuit.**

Black (GROUND) wire (18 gauge wire): Connect the black wire to the module and run the other end to a good ground.

Red (BATTERY FEED) (10 gauge wire): Connect the red wire to the module and run the other end to the battery connection on the starter solenoid. Complete the connection using the supplied ring terminal.

**Dark Blue (PRIMARY FAN) (12 gauge wire):** Connect the blue wire to the module and run the other end to the cooling fan wire. Ground the other wire running from the cooling fan(s). **NOTE: Check the fan rotation to assure the completed unit is pushing or pulling the air according to your application.**

**Dark Blue (SECONDARY FAN) (12 gauge wire):** Connect the blue wire to the module and run the other end to the cooling fan wire. Ground the other wire running from the cooling fan(s). **NOTE: Check the fan rotation to assure the completed unit is pushing or pulling the air according to your application.**

Purple (AC REQUEST) (18 gauge wire): Connect the purple wire to the module and run the other end to the wire supplying power to the air conditioning compressor clutch. This turns the PRIMARY FAN on whenever the A/C clutch is engaged. The SECONDARY FAN is controlled by engine temperature. Splice the purple wire into this wire. **NOTE: This wire does not operate the compressor clutch. The compressor clutch should operate even if this wire is not connected.**

Sensor Cable: **Note: do not route this cable around, near high amperage or voltage wires such as alternator, (keep 2-3 inches away) battery cable or spark plug wires. Doing so "will" damage the module.** Take care when stripping the outer cable jacket not to damage the inner wire insulation. Install the wires on the module as shown above.

### **Fan Temperature Adjustment Setting**

The module is set to turn on at approximately 185 degrees which allows the fan to cycle on and off. This pre-setting was done while testing the unit after final assembly. This setting "**MAY VARY**" depending on temperature sensor location in your vehicle. If you are running a different degree thermostat or would like to change/adjust the temperature setting follow the procedures noted below.

A "small" screw driver is required to make the following adjustment. **TURN THE ADJUSTING SCREW CAREFULLY!! DO NOT attempt to rotate the adjustment past the stopping points. To do so WILL damage the unit and void the warranty.**

**Fan On Setting:** Turn this screw to the full counter clockwise position. Start the engine and allow it to warm. When the temperature gauge reaches the temperature you desire the fan to turn on, slowly rotate this screw clockwise until the relay clicks and turns the fan on. The module will automatically turn the fan off at approximately 10 degrees lower than the on setting. **NOTE: The relay "may" cycle/click a few times at the fan on and off threshold. This does not indicate a problem and will not cause any damage to the unit.**