

FAN FAIL UNIT

Rev K and above

Painted Blue

WARNING: Do not stick your meter probes into the fuse sockets. This will remove the tension on the socket contacts and cause overheating.

- 1) The Fan Fail socket is the blue relay socket. Do not install this unit into any other relay position. This unit signals the user if one or both fans have less than 10 volts going to each fan. This warning can be caused by a blown fuse or bad connection powering the fan fail unit.
- 2) A single flashing indicates one fan has a problem.
- 3) A double flashing will indicate a problem with both fans.
- 4) A triple flashing indicates the fan fail unit is above 85 degrees C (95 C for REV P and above). This is mostly an indicator your fans are drawing too much current. Remove the cover from your relay compartment until you can get those fans replaced. Also note the fuses may need to be removed and reinstalled to remove corrosion which can also cause the unit to overheat.

I suggest you install the unit without one or both fuses to test that your fan fail lamp is working. With the unit installed, start the car and get the fans to turn on. If the air temp is not too cold you can just switch the AC on. Otherwise you can jumper the thermostat.

- 2) Units are shipped with 20 amp fuses. Low power fans could use fuses rated at less than 20 amps but remember fuses get hotter the closer you run them near their rated currents.

Note:

Do not use a screw driver to remove these units from the relay socket. That will damage the unit and void all warranty.

Optionally, you can remove the 40 amp circuit breaker wires between the fan relay socket and fan fail socket and install a jumper in those pin locations. Since you now have each fan fused, the circuit breaker is redundant. If the circuit breaker were to fail, you would not get a fan fail warning since there would be no power to the fan fail unit. These wires should be the large brown/orange and large brown/slate wires. But I think some colors were changed on some cars.