

Installation Instructions for 52140

Dual Fan Kit

General: These wiring kits, use only premium SAE GXL wire & sealed fuse holders. The relay holders of the harnesses slide together; and the harnesses interconnect with "bullet" terminals for a neat, professional appearance. The 30 amp fuses supplied, are recommended by the fan manufacturer for this application. It is the installer's responsibility to secure the wiring away from high temperatures, areas where the insulation may be cut and to insulate any wire connections left exposed at completion.

Main Fan Harness

Has an adjustable thermostat with remote sensing bulb. The thermostat may be adjusted to engage at any temperature from 32F to 248F. The bulb is normally inserted into the radiator fins on the inlet water side. It must fit securely, and should be inserted close to the radiator tank. For consistent operation, the sensing bulb should not be in an area of high airflow. The installer may make a pilot hole thru the radiator fins using a #1 or #2 screwdriver, however care must be used to avoid damaging the radiator tubes. These harnesses have a circuit in parallel with the 'Temp Switch' labeled 'Fan Switch'. This connects to a fan pressure [2 wire] or Trinary [4 wire] switch, which is either standard or optional on many aftermarket A/C kits. This is the most efficient method to control a fan in A/C mode, engaging it only when the fan is required to lower the discharge pressure. JEGS does not sell these pressure switches. For racing applications, where it is desired to manually engage the fans, a toggle switch may be mounted within the passenger compartment and connected to the 'Fan Switch' terminals. Blue/Black wire on harness attaches to black wire on fan. Blue wire on fan attaches to ground.

Secondary Fan Harness

Used to engage an electric fan in conjunction with the Main Fan Harness. Blue/Black wire on harness attaches to blue wire on fan. Blue wire on fan attaches to ground.

Compressor Clutch Harness

Used to engage the fans when the compressor clutch is engaged. On vehicles with refrigerant accumulators and inaccessible compressors, the green 'trip' wire may be attached to the wire connecting the pressure switch to the compressor clutch. To identify this wire (1) unplug the accumulator pressure switch. (2) With engine running, turn on A/C full cold. (3) Check for voltage from terminals in switch plug to ground. The terminal with voltage is vehicle voltage to the switch. The terminal that does not have voltage to ground is the one to the compressor clutch. (4) Reconnect the plug to the switch.



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Two Fans with A/C, with Positive Switched Compressor

