



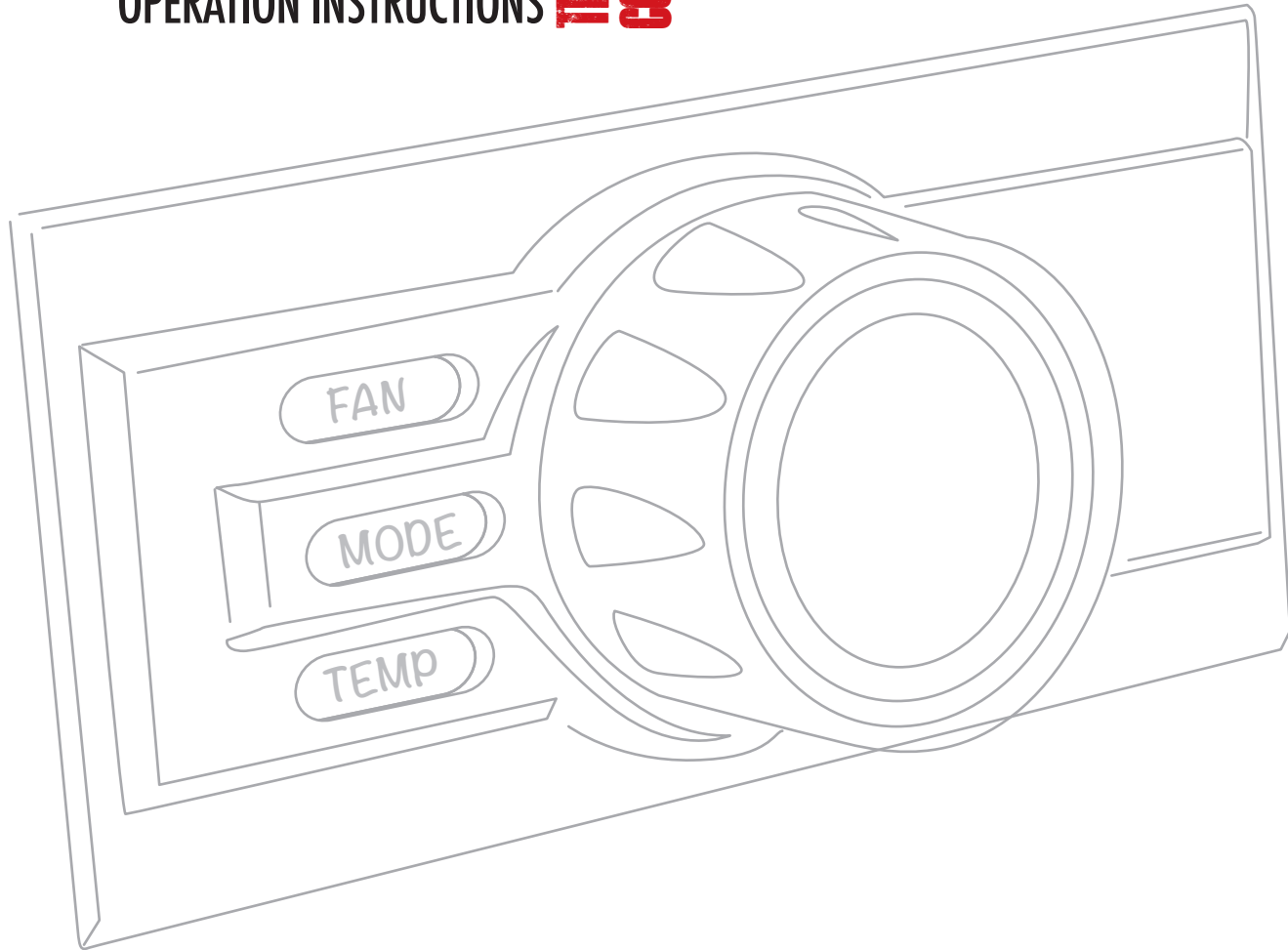
REACTOR

OPERATION INSTRUCTIONS

THE ULTIMATE
CONTROLLER

FOR

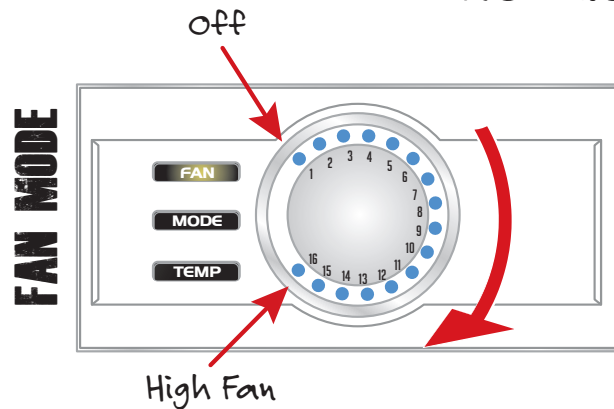
The
HAYMAKER
II



RESTOMOD AIR

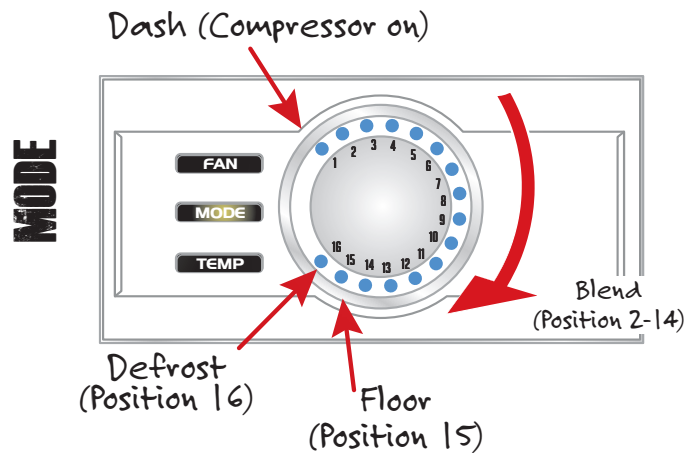
Ultimate Style. Killer Performance.

Instructions for use with HAYMAKER II



With the ignition turned ON, press the knob until the **FAN** indicator is lit. Turning the knob clockwise will increase the blower speed, counter-clockwise decreases speed. The most counter-clockwise position will turn the entire system OFF.

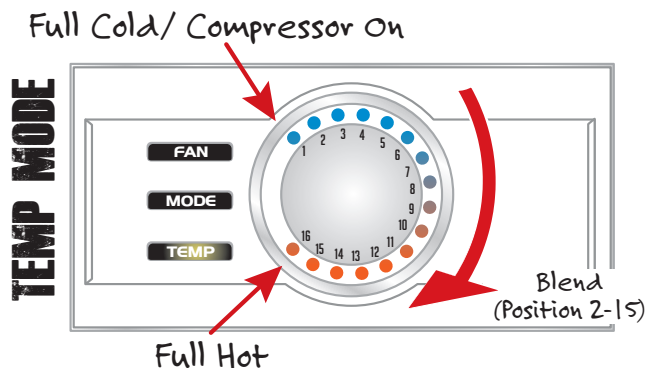
The
HAYMAKER
II



Press the control knob until the **MODE** indicator is lit.

The **MODE** function controls the airflow between dash, floor and defrost outlets. The first position (LED 1) is full DASH with A/C compressor ON. Each counter-clockwise position increases the floor outlet flow and decreases the dash flow (LEDs 2 thru 14 blend, and the compressor is OFF).

Position LED 15 is full **FLOOR** (compressor OFF). Position LED 16 is full **DEFROST** (compressor ON). *NOTE: When controller is left in MODE position for more than 5-seconds a "screen saver motion display" will activate.



Press the control knob until the **TEMP** indicator is lit.

The farthest counter-clockwise position of the **TEMP** control turns on the A/C compressor (LED 1), works as a compressor ON override. Each clock-wise position increases the heater valve opening to increase heat.

User Preference Selection

To enter Preference Selection, hold the control button down while turning on the ignition.

The first selection is for back-light color. There are seven colors available; Red, Green, Yellow, Blue, Purple, Cyan, and White. These are chosen by rotation on the control knob and stored in memory by pushing the knob. ***NOTE: Position indicator LEDs will be white.**

The next selection after color is maximum back-light brightness. The LEDs used in the module are very bright and may be too intense for comfort. The maximum brightness can be set by rotating the control knob right for brighter, left for dimmer. Again, pressing the knob will store this in memory.

The control stays in Preference Selection mode and cycles back and forth between Color and Brightness until the ignition is turned OFF.

The next ignition ON brings the control back to normal operation with the new preference settings.

Instrument Panel Illumination

Pin 5 of connector P2 is for back-light control. If not connected, the back-light is ON, full intensity all the time.

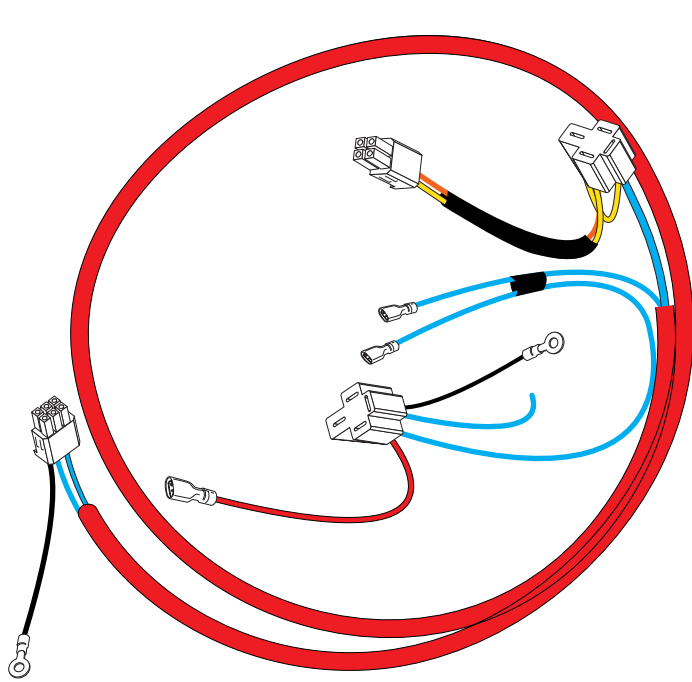
When connected to the PARK circuit of the headlight control switch, again it is ON, full intensity all the time.

But if it is connected to the output of a panel dimmer rheostat, it will follow the dimming of the instrument panel.

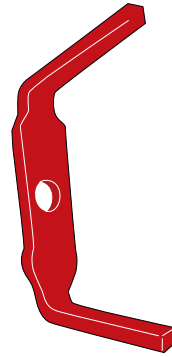
THIS IS OUR NUMBER. USE IT!

866-784-4278

PARTS



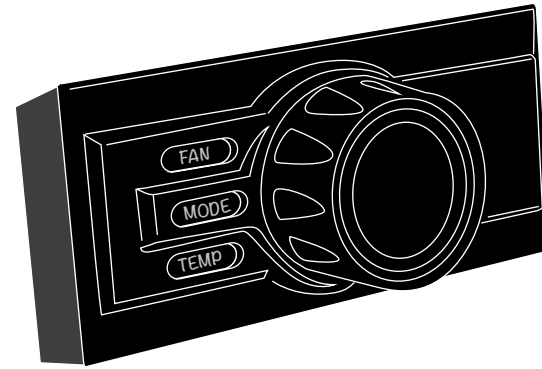
Main Power Harness



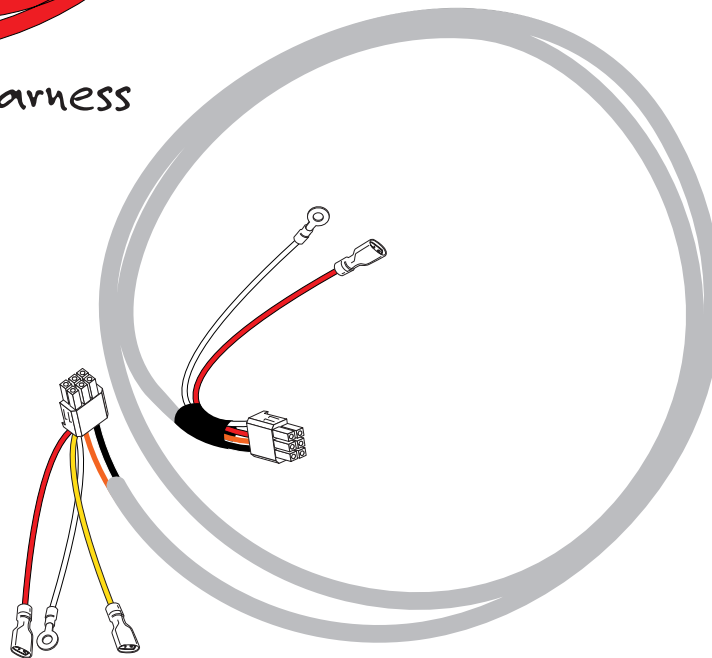
Bracket



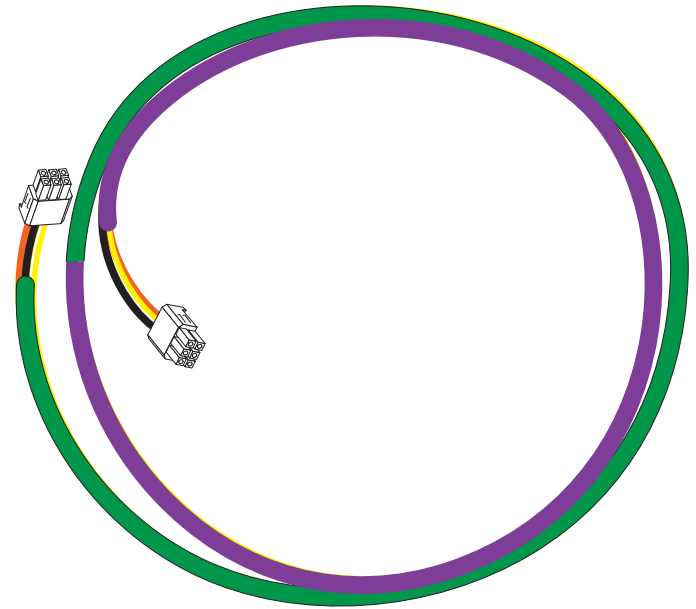
Nut



Reactor Control



Fan Motor Harness

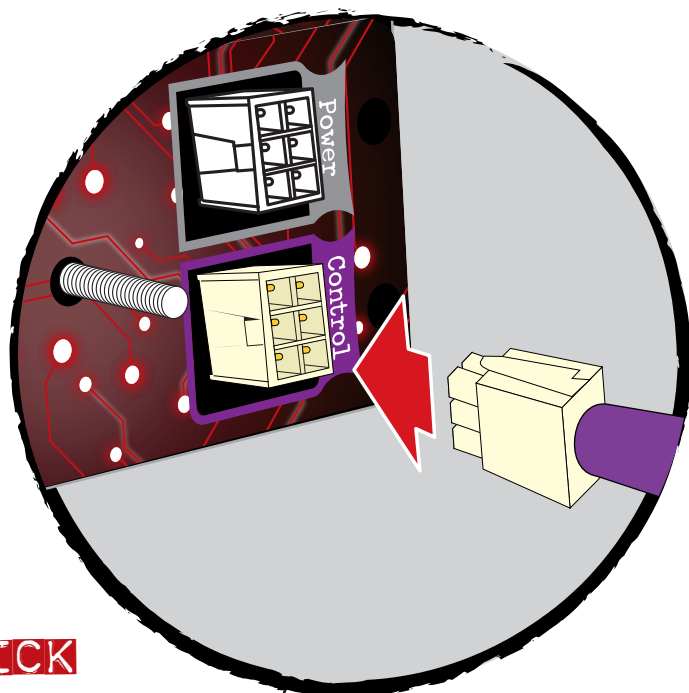


Control Harness

CONTROL HARNESS

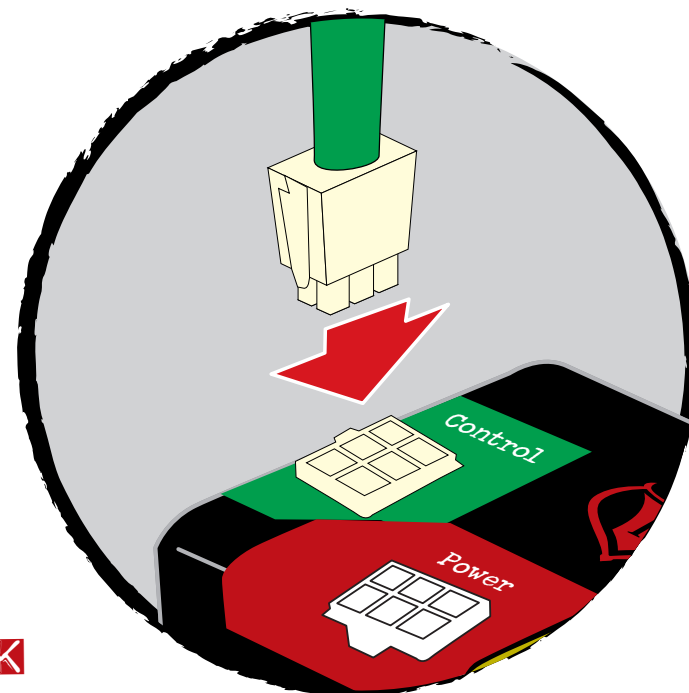
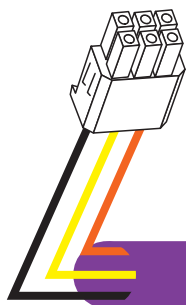
STEPS
1 AND 2

The next step is to utilize the main wiring harness and the control harnesses we've included, wiring per the diagram included with your particular controls.



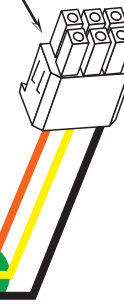
1 **CLICK**

Connect Purple Harness into
Purple Control Port on Reactor.



2 **CLICK**

From your Reactor,
Connect Green Harness into
Control Port on ECU

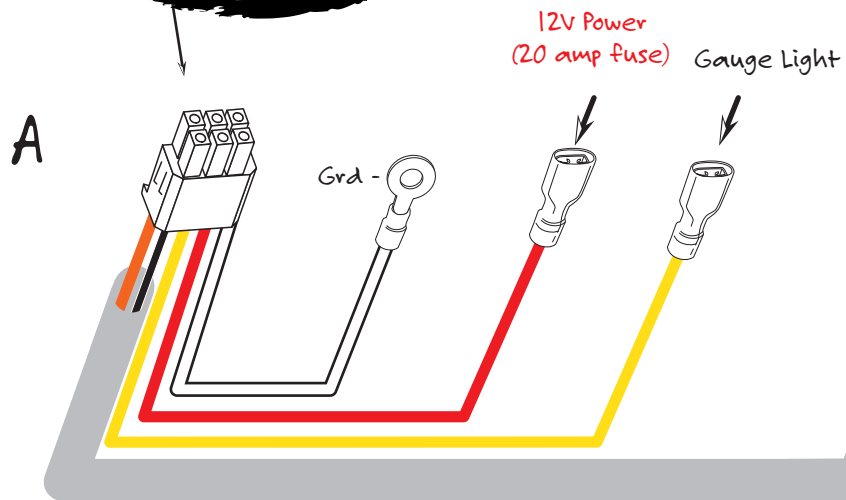
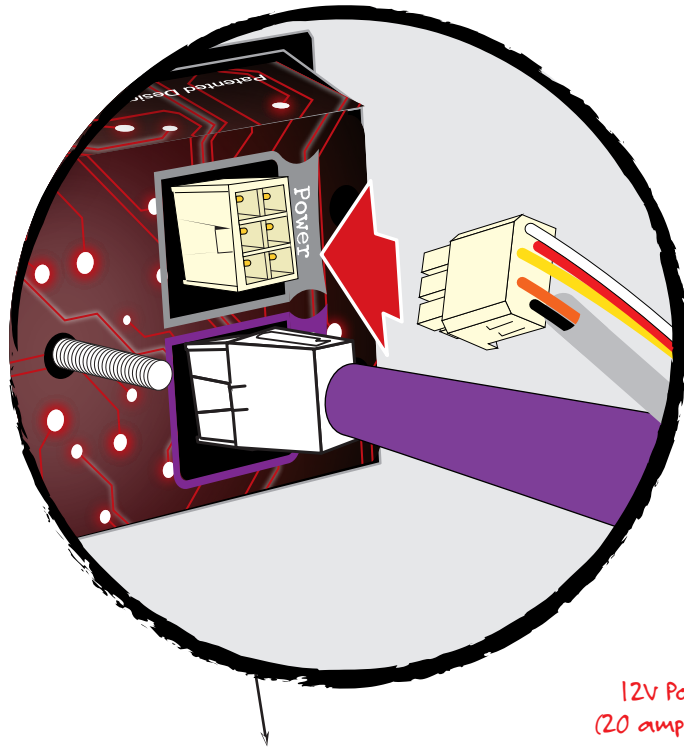


FAN MOTOR HARNESS

STEPS
3 AND 4

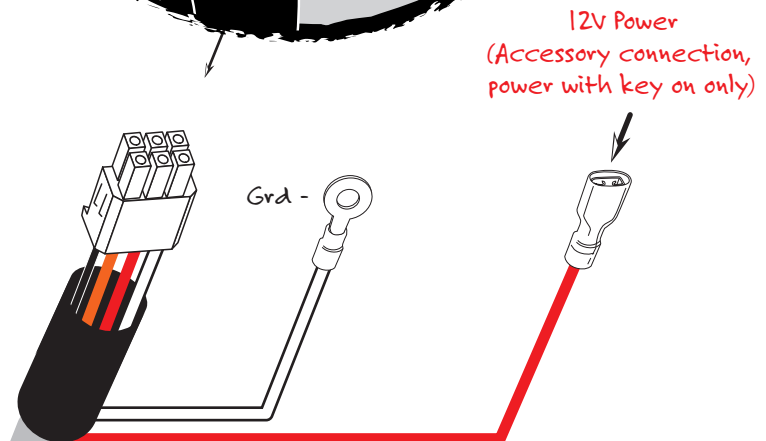
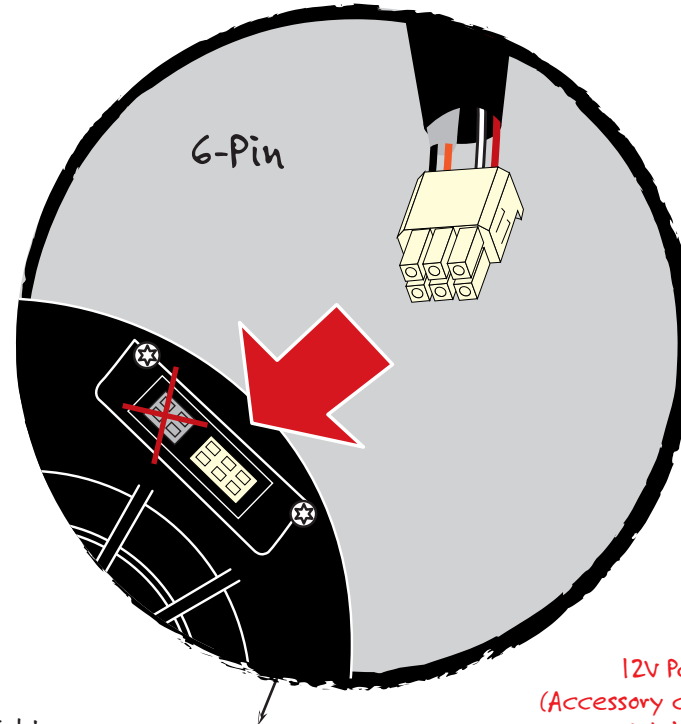
3 CLICK

Connect corresponding fan motor harness.



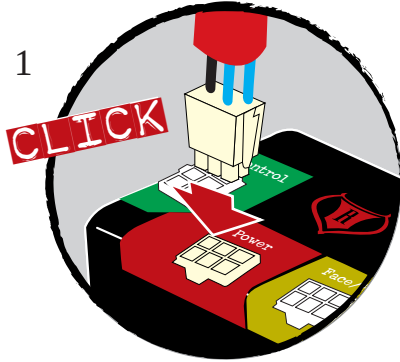
4 CLICK

Connect Gray Harness into Control Port on Reactor.

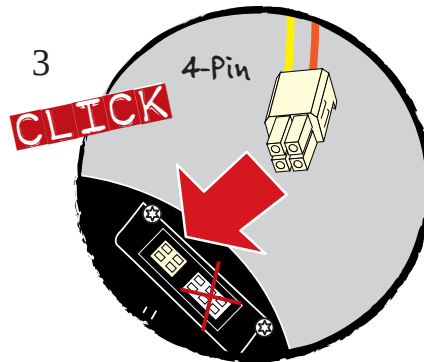


MAIN POWER HARNESS

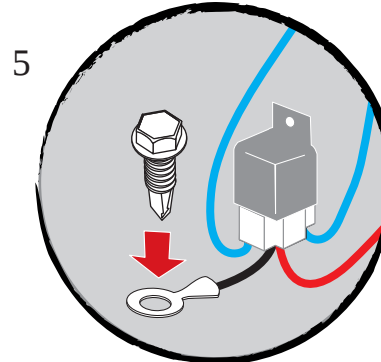
STEPS 1-7



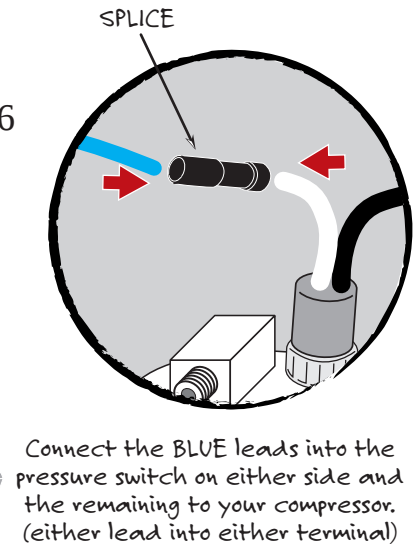
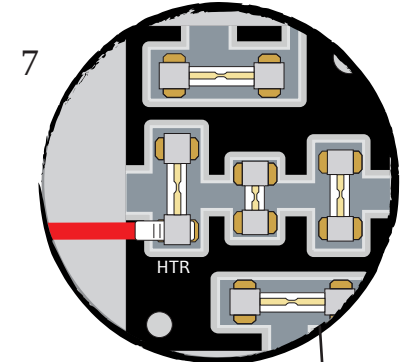
Connect RED tagged power harness to POWER port on ECU. Connect ground.



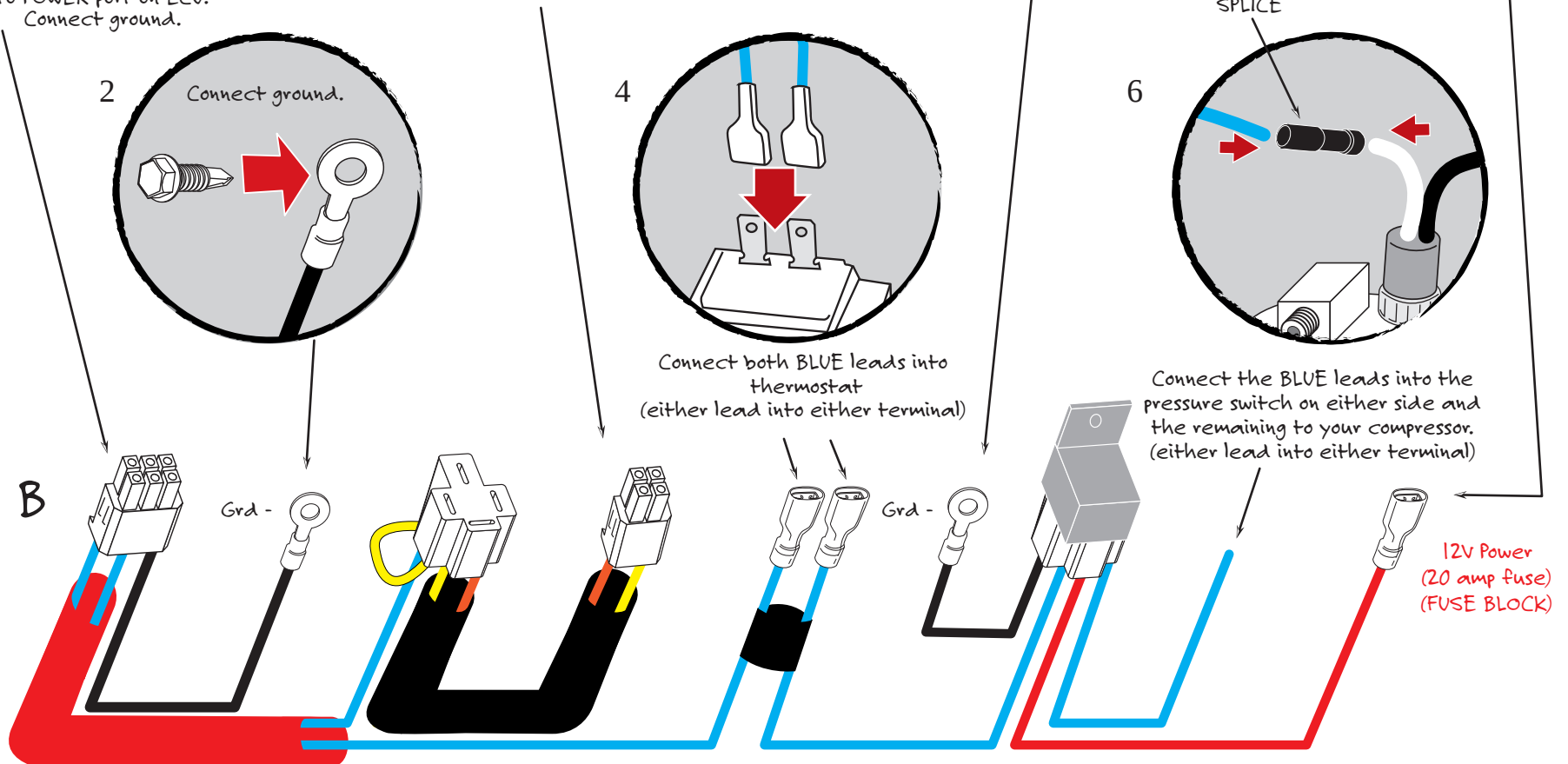
Connect corresponding fan motor harness.



Ground Black.

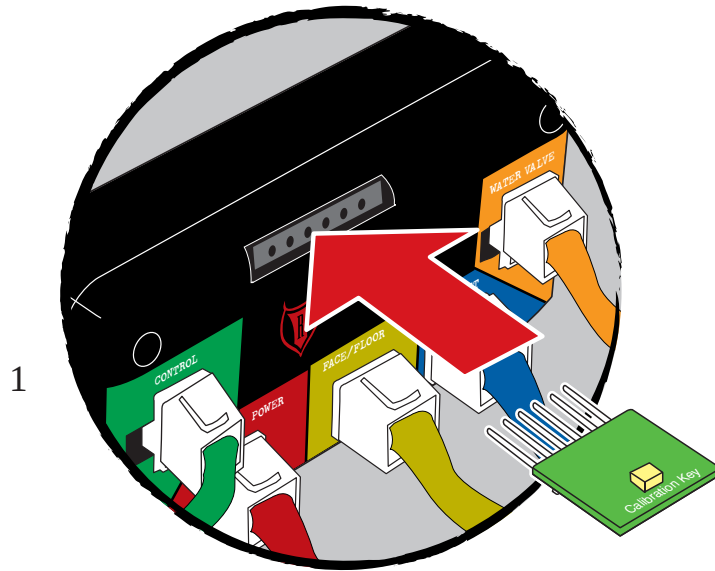


Connect the BLUE leads into the pressure switch on either side and the remaining to your compressor. (either lead into either terminal)

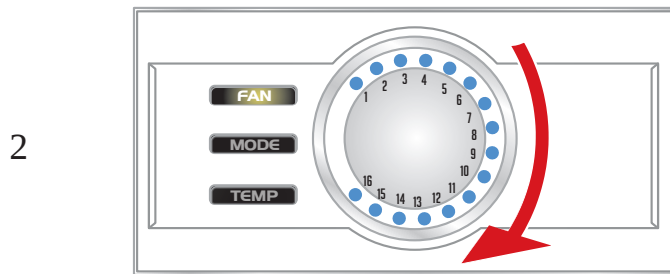


BENCH CALIBRATION

CALIBRATION
STEPS 1-3



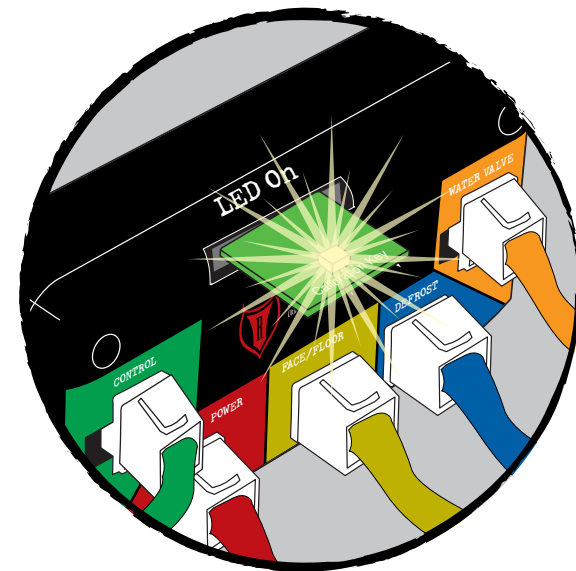
Insert Calibration Key as shown (LED up) into 6-pin connection in ECU



Power Up Board (turn fan control clockwise, to middle of travel)



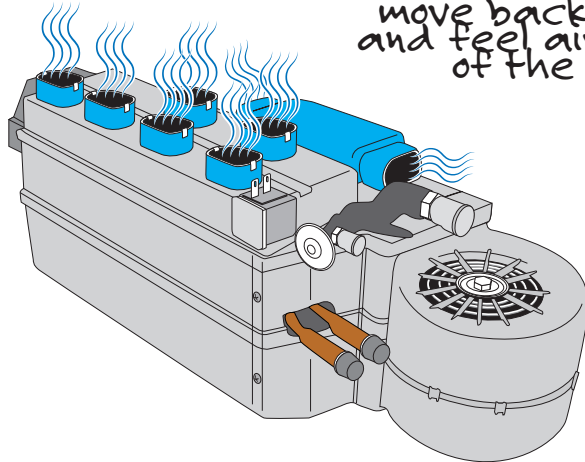
3



BENCH CALIBRATION

CALIBRATION STEPS 4-6

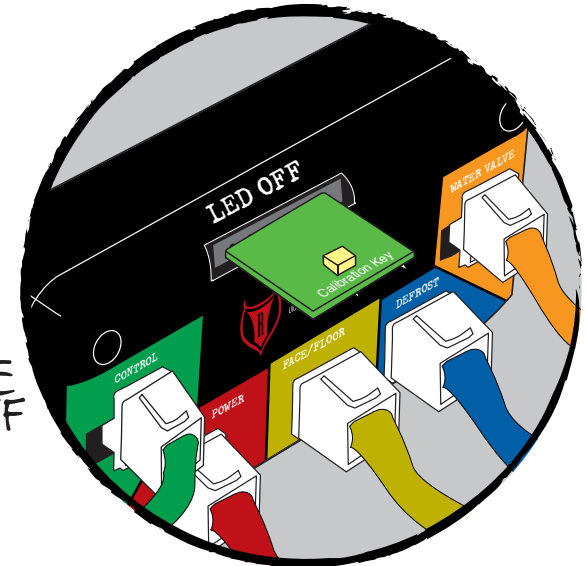
4



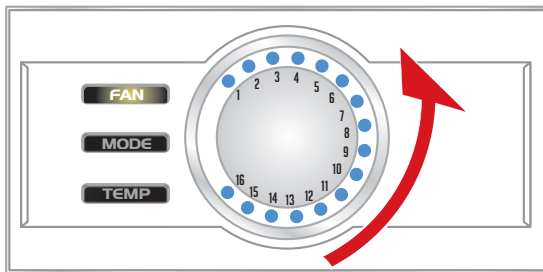
You will be able to hear
the internal door(s)
move back and forth
and feel air coming out
of the outlets



YOU WILL SEE
LED TURN OFF



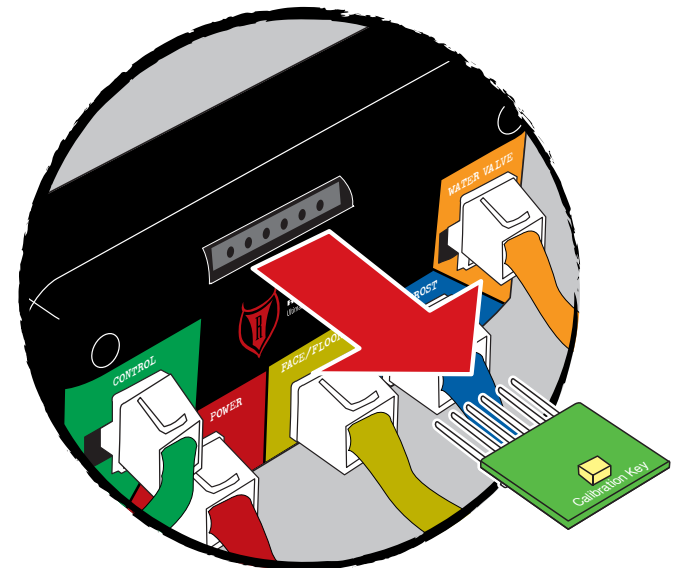
5



Move FAN knob to OFF
(Position 1)



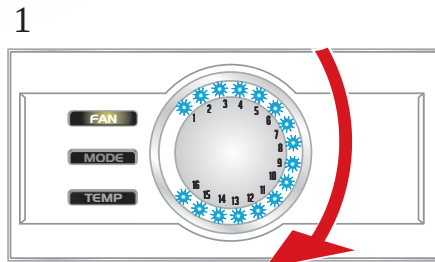
6



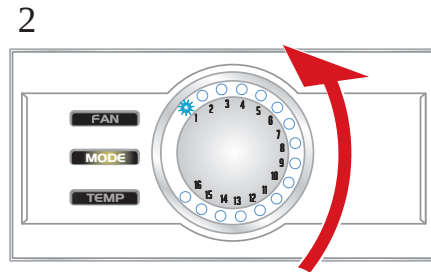
REMOVE CALIBRATION KEY FROM ECU AND
STORE IN A SAFE PLACE

FUNCTION TESTING

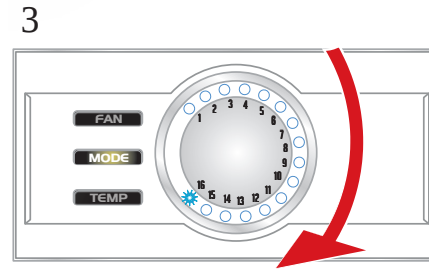
FUNCTION TEST
STEPS 1-4



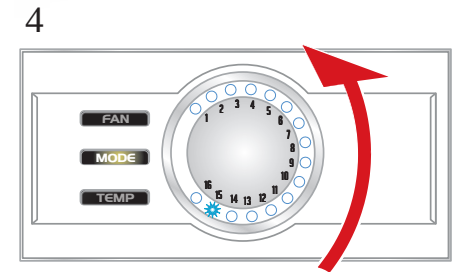
Turn Knob to Full high



Press Knob to change to MODE
Move Knob to
(Position 1)

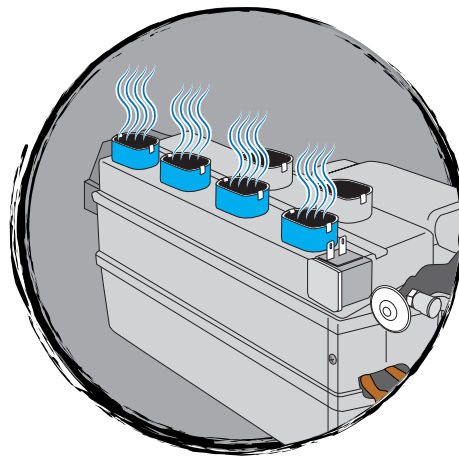


Move Knob to
(Position 16)

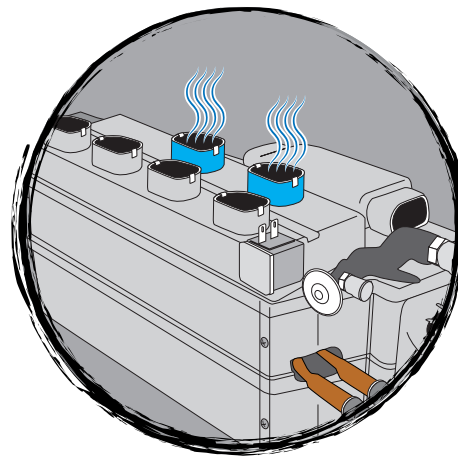


Move Knob to
(Position 15)

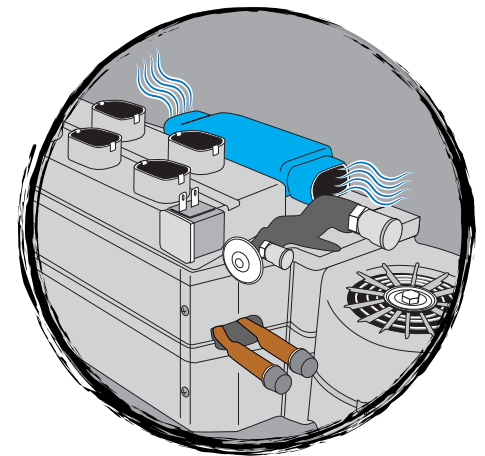
AIR OUT OF DASH VENTS



AIR OUT OF DEFROST VENTS



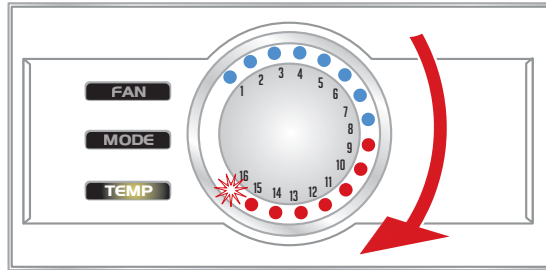
AIR OUT OF FLOOR VENTS



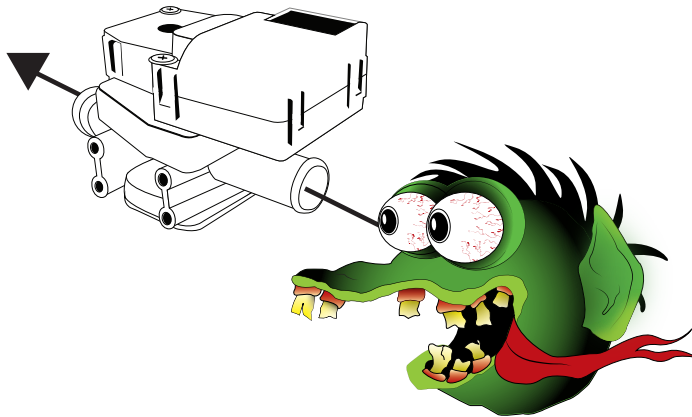
FUNCTION TESTING

FUNCTION TEST
STEPS 5 AND 6

5



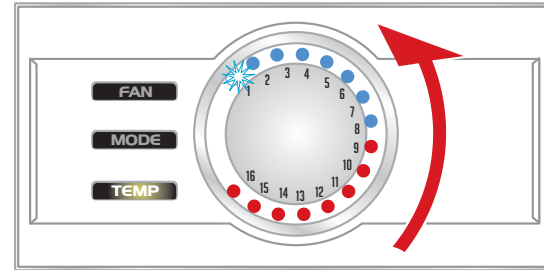
Press Knob to change to Temp
Move TEMP knob to HOT
(Position 16)



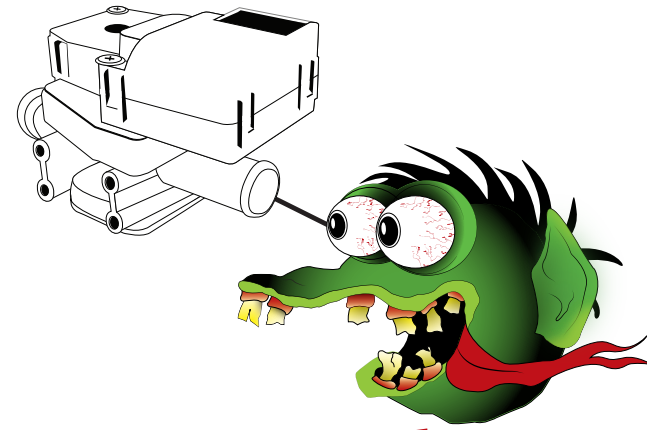
OPEN

You will be able to see
through water valve passage

6



Move TEMP knob to COLD
(Position 1)

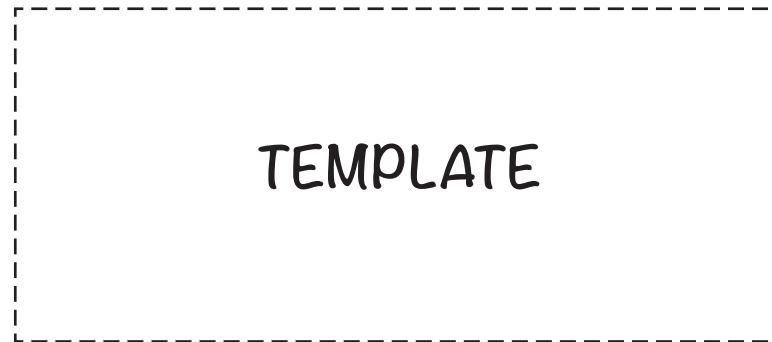


CLOSED

You will NOT be able to see
through water valve passage

**IF YOU PRINTED THIS MANUAL
PLEASE READ THIS...**

Just as a cautionary step, please
measure this box and make sure it
is 1" x 1". Some copiers/printers
may not print at 100% of actual size.



YOU MAY NEED TO FILE SLIGHTLY TO GET A
ACCURATE FIT.

