Fan switches

Posted by rd7839 - 18 Mar 2009 01:43

I want to hardwire my fans and was wondering if I need to run them through a relay or if I can just put an inline fuse. If I should use a relay, are there any easy to use kits.

Thanks

Ron

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Re:Fan switches

Posted by 944sracer - 25 Mar 2009 12:43

I have not done this yet but if I do I will use relays for more juice. The wiring on a standard Single Pole Double Throw (SPDT) relay is as follows:

85 - Ground

86 - Switched +12 Volts this wire is the one you put you switch inline.

30 - constant +12 volts direct from battery (fused)

87a - nothing cap off

87 - connect to fans to turn them on.

Now if the fans are negative switching - Meaning that it takes a negative trigger to turn them on simply wire 30 to a good ground (no fuse needed). The rest of the wireing remains the same.

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Re:Fan switches

Posted by Weston - 26 Mar 2009 02:40

944sracer wrote:

I have not done this yet but if I do I will use relays for more juice. The wiring on a standard Single Pole Double Throw (SPDT) relay is as follows:

85 - Ground

86 - Switched +12 Volts this wire is the one you put you switch inline.

30 - constant +12 volts direct from battery (fused)

87a - nothing cap off

87 - connect to fans to turn them on.

Mine are similar, but I also have a small wire going from the fused constant +12 volts to 86, then put the switch inline between 85 and ground. This allows me to run the fans after a race with the engine and ignition off, plus it's super easy to find a suitable ground inside the car to wire the switch too.

Another thought is that if your relay has both 87 and 87a terminals, I like to run the constant +12 volts to 87 instead of 30... that way you have one less terminal that's hot most of the time and could ground out on something. It's not a big deal, since you should be insulating this stuff anyway, but it's just as easy to wire as the other way.

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Re:Fan switches

Posted by joepaluch - 26 Mar 2009 02:46

I just cut the harness and run my own wires from the fans (reusing the factory connector) to the battery, inline fuses and a switch in the car. I did this to avoid all the stock wiring to the fans. I had an issue with them not coming on right at the track and this was the easist way to ensure they are working.

My are direct the battery are hot when ever the kill switch is in the on-position.

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