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AEROFLOW PERFORMANCE

UNIVERSAL 12 CIRCUIT WIRING HARNESS

WARNING!

THIS PRODUCT REQUIRES DETAILED KNOWLEDGE OF AUTOMOTIVE SYSTEMS. WE RECOMMEND THAT THIS INSTALLATION BE CARRIED OUT BY A QUALIFIED AUTOMOTIVE ELECTRICAN.

INTRODUCTION

Congratulations on your purchase of Aeroflow Performance universal 12 circuit wiring harness. Aeroflow Performance products cannot and will not be responsible for any damage, or other conditions resulting from misapplication of the parts described herein. However, it is our intention to provide the best possible products for our customer, products that perform properly and satisfy your expectations. Should you have any questions? Please call technical support at +61 2 8825 1900 and have the product part number on hand when calling.

The Aeroflow Performance universal 12 circuit wiring harness is designed for use in most cars or trucks that have the engine mounted in the front of the vehicle and can mount the fuse block under the dash. Since this harness can be installed in many different types of vehicles, the installation may require some modifications to suit the options and features of your vehicle. When using aftermarket accessories and equipment, use the wiring diagrams provided with those products (instead of this manual). The wiring included in this wiring harness is coloured and labelled for easy identification of each wire.

Please read completely through these instructions before starting this installation. Before attempting installation, please note the following:

- Disconnect both battery cables before starting this installation.
- Install main ground cables that go between the chassis and engine and between the engine and body. Ground all accessories. Ground wires are not included with this kit.
- All Ground connections must be made free of dirt, rust, or paint (metal to metal connection)
- Route wiring away from sharp edges, heat, and any moving parts like fan belts, steering gear, driveshaft's, bonnet hinges/latches and the exhaust system.
- Use a grommet whenever wiring is passed through a sheet metal or fiberglass panel to prevent wiring rubbing though and causing a short.
- Fasten the wiring down with p-clamps and/or cable ties.
- We recommend to upgrade the starter and alternator wiring if using high output components.

Prepare the Wiring Harness

Spread out the harness on a large work area to help with the organization of so many wires. Start with the fuse block and organize the wires that are attached to it into the 3 sections Review the wiring worksheet and wiring diagram to assist with this process. Use cable ties to organize the wiring into these 3 groups. Ensure to write down on a work sheet where each wire will be going to and which wires are to be removed.

Mounting the Fuse Box

The fuse block should be mounted under the dash on the driver's side of the vehicle. The fuse block must be securely mounted on a flat surface. The fuse block must be mounted away from any moving components (i.e. pedals & steering shaft). Find a suitable location that is accessible for inspection and replacement of fuses. Mount the fuse block using bolts or screws using both holes at the outer edge of the feet on the fuse block.

Note where the wires exit the fuse block and find a suitable location where these wires can go through the firewall and into the engine compartment. Find a location where the wiring won't interfere with other components and will be away from heat or moving components that may damage the wire.

Routing and Attaching Wires

This wiring kit is broken down into 3 simple sections once the cable tie has been removed (note do not remove the one closest to the fuse panel just yet). The three sections are:

Section 1

Large Red Wire (labelled- Battery in) (14awg) wire to battery positive

Large Yellow Wire (labelled-Accessory) (14awg) wire to accessory wire on ignition switch

Section 2

White Wire (labelled- Gauges) (16awg) wire to gauges and/or instrument cluster

Red Wire (labelled- Brake Switch) (16awg) wire to brake switch on vehicle

Green Wire (labelled- Haz/Spare) (16awg) wire to hazard switch or use has a spare for something else

Yellow Wire (labelled- Spare) (16awg) used as a spare circuit

Section 3

Black wire (labelled- Heater) (16awg) wire to heater circuit

Brown Wire (labelled- Wiper) (16awg) wire to wiper circuit

Purple Wire (labelled- Signal Switch) (16awg) wire to turn signals

Grey Wire (labelled- Relay Out) (16awg) wire to the component you wish to power through the relay

Pink Wire (labelled- Heater/AC) (12awg) wire to heater or AC

White Wire (labelled- Power ACC) (14awg) wire to an accessory you wish to power via fuse box

Blue Wire (labelled- ACC1) (12awg) wire to an accessory you wish to power via fuse box

Blue Wire with White Stripe (labelled- ACC2) (12awg) wire to an accessory you wish to power via fuse box

Fuse Box Wires

White Wire with small eyelet (16awg) wire to chassis ground

Yellow Wire with crimp terminal (12awg) wire to ignition switch battery input

Final Installation

Go through the wiring worksheet and connect any accessories that have not already been connected. Check off each connection on the worksheet as it is completed. Check all wires and make sure they are connected to the appropriate accessory. Use cable ties to group the wires together and at points where the wires branch off from the harness. It is also suggested that Convoluted Tubing is used to protect the wiring. At this point there should not be any loose or unused wires left. If there are any unused circuits wrap them up and protect them in a manner that won't allow them to create a short.

Testing

At this point you should have all the wires connected. All that remains is a simple start up procedure. Start by turning off all accessories. Place the ignition switch in the off position and close all doors on the vehicle. Now connect the Positive battery cable. Before connecting the Negative cable, check for current draw. This is done with a test light connecting between the negative battery post and the negative battery cable. No Light = No Draw. If you have no draw or just a really dim light, it is safe to connect the Negative battery cable, and start checking the system. If there is a draw there must be a short to ground and this issue must be corrected before you proceed to test the system.

FUSE TERMINAL	FUSE TERMINAL	WIRE COLOUR	FUSE SIZE	OUTPUT	RELOCATE	OUTPUT
22	15	Black	20 amp	Heater		
23	16	White	15 amp	Gauges		
24	17	Purple	15 amp	Turn Signal		
25	18	Brown	20 amp	Wiper		
26	19	White	30 amp	Power Accessory		
27	20	Blue	30 amp	Accessory 1		
28	21	Pink	30 amp	Heater / A.C.		
8	1	Green	20 amp	Relay		
9	2	Red	5 amp	Brake Switch		
10	3	Yellow	10 amp	Spare		
11	4	Green	5 amp	Hazard / Spare		
14	14	Blue/White	30 amp	Accessory 2		

For more information or technical enquires

Contact: Aeroflow Performance on

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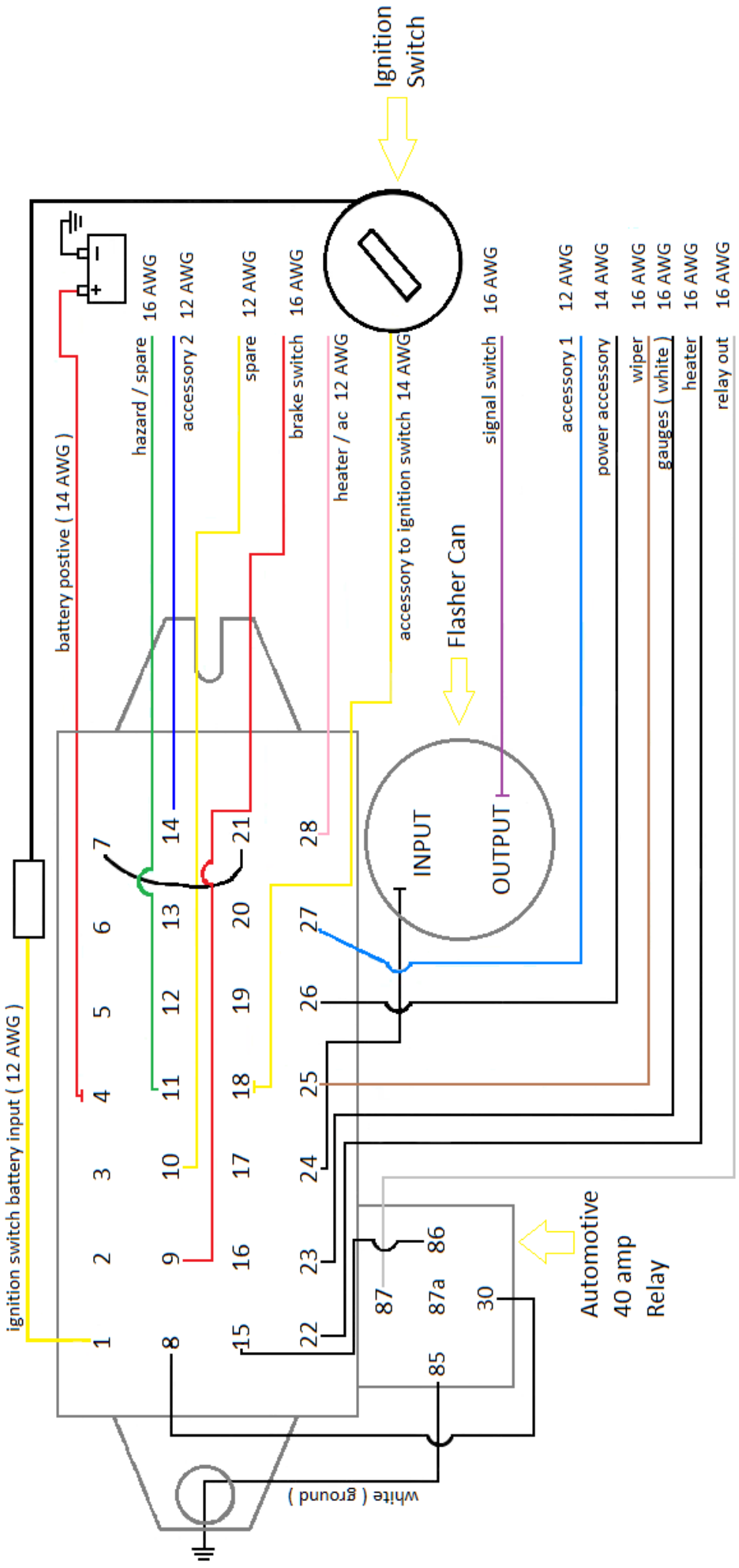
Ignition Switch
battery postive (14 AWG)
hazard / spare
accessory 2
spare
brake switch
heater / ac 12 AWG
accessory to ignition switch 14 AWG
signal switch
accessory 1
power accessory
wiper
gauges (white)
heater
relay out
16 AWG
12 AWG
14 AWG
Flasher Can
INPUT
OUTPUT
ignition switch battery input (12 AWG)
Automotive
40 amp
Relay
white (ground)

WORKSHEET