

INSTALLATION INSTRUCTIONS

102066 FAN INSTALLATION KIT – 84/85 TURBO REGAL USING 1987 ECM

This kit is designed to provide ECM control of an electric coolant fan on the 1984-1985 Regal, which was equipped with a belt driven fan. It is assumed the car has already been converted to the 1986-1987 style of ECM which provides fan control via relay driver, and an electric coolant fan is already installed.

A sealed relay, 12 gage fan connector, fuse link, and OEM style wiring is provided in this kit. Additionally, a new battery positive extender bolt and spacer are included. Select a suitable location for the new relay; it should be next to the row of relays located on the passenger side inner fenderwell. Using the screw provided, mount the relay to the relay bracket.

Locate the AC relay; it is the one with the black connector. This relay has five wires going to the connector. One of these wires is pink with black stripe. Separate this wire from the taped bundle. Approximately 2 inches from the connector, peel back a piece of insulation exposing about 1/4 inch of bare copper wire. Wrap the pink/black stripe wire attached to the new relay connector) around this bare stripped wire and solder. Tape the soldered connection with electrical tape or preferably harness tape.

There are a few wires that feed into the interior of the car thru the firewall, that are not used for any function of the engine. These wires are in two connectors, one of which is free hanging and not plugged into any device. The unused connector depends on whether your car has the standard analog dash or the optional digital dash.

Locate the connectors shown in illustration. If you have an analog dash in the car, there's an unused brown connector near the MAP sensor (near the relays) that's not used. You will use a wire from that spare connector to provide a feed from the ECM to the new relay. If your car has a digital dash, there's an unused Weatherpack connector in this location. Whichever connector you use, you will cut the black wire on that connector and attach the other end of it to a wire provided in the kit. You will then insert the wire with its special terminal into the ECM connector to complete the circuit.

Select the proper connector, find the black wire on it, then cut the wire near the connector. Strip 1/4 inch of insulation off the wire, then insert it into the BLACK wire crimp barrel that's attached to the new relay connector. Use a piercing type of crimping tool to provide a good crimp. You may wish to solder the crimped connection. Slide the heat shrink tubing onto the crimped barrel and apply heat to shrink in place.

Route the new harness forward toward the battery. The red 12 gage wire has a length of fuse link attached to it. The kit includes a long battery bolt and spacer. Detach the positive battery cable and push the original battery bolt thru the red terminal, removing it completely. Insert the spacer from the kit into the outer end of the battery terminal. Now, put the long bolt thru the terminal of the fuselink and then thru the original battery cable. Thread the assembly into the battery positive connection. Tighten securely.

There is a black ground wire next to the positive feed wire. Attach this ground wire into the steel inner fender well, at the same location as the battery negative 12 ground tap.

Route the end of the new harness down to the fan. The connector provided is a standard GM fan connector. If your application uses a different connection, the GM connector can be cut off and a different one attached to suit your new fan connection. Be sure to solder all connections using rosin core solder and a suitable soldering gun.

Remove the ECM from the passenger side kick panel, and unplug both connectors. Under the dash, passenger side, behind the glovebox is where the connection is to be made. Near the ECM, there's a white connector known as the C437 connector. This connector runs to the dash wiring. Locate the connector and look for the lettering indicating the wire cavity letter. It is labeled A thru R. You must select the proper black wire now. If you used the black wire from the brown connector under the hood (analog dash car) you will find the other end in the P cavity; if you used the black wire from the Weatherpack connector (digital dash car) you will find the other end in the G cavity.

Cut the proper black wire from the white C437 connector and strip 1/4 inch of insulation off the end. Insert this wire into the black wire included in the kit (12 in. long with a special terminal on one end and a splice barrel on the other). Crimp the wire into the barrel, then solder and apply the heatshrink tubing.

The other end of this wire has a special ECM terminal on it. Select the larger of the two ECM connectors and look closely at it. One side of the connector is labeled C, 1 thru 16 and the other side is labeled D, 1 thru 16. Remove the wire lock on the back side of the D side of this connector by pressing the two locking tabs inward, then pulling the lock off the connector. Locate cavity D2 and insert the special terminal into it. It can only fit one way. BE SURE TO CHECK YOUR WORK.

Re-install the wire lock, tape the wiring up onto the harness and plug both connectors into the ECM. Replace the ECM into the kick panel. Your system is now ready to operate the electric fan. Fan on and off control is programmed into the PROM chip and the ECM will operate the relay when required. The connectors shown below are located on the passenger side inner fender well, near the AC and FUEL PUMP relays.

