Model 4000ECU Instructions

1. Overhead units mount using two hose clamps to clamp switch section to roll bar. Dash units mount with Velcro system supplied.
2. Using 4 screws supplied mount the relay board.
3. Swing cable clamp bracket aside and plug red marked cable into switch panel connector. Swing cable bracket over ribbon connector and tighten. Then plug other end of ribbon cable into the relay board connector. Use a small bead of silicone at the junction of the connector plug to prevent any loosening due to vibration. Follow color coding, color markings on wire should be directly over markings on switch and relay board. The blue connector on the switch panel is for an optional underhood keypad (model 4000F8). Do NOT use cable ties to secure ribbon to rollbar. Electrical tape will hold the ribbon flat against the roll bar without chafing it.
4. Switch #1 is intended for starter, switch #2 is ignition/master
5. Label switches). **(first peel off protective plastic film from the overlay)**
6. Connect relay activation leads from ECU or external switches to the 4 position terminal block. The relay number is marked on the board below each opening in the terminal block.
7. Relay board numbers match switch unit numbers. Connect the output leads on the relay board to the corresponding functions. Use white labels on relays to match switch labels. The terminals for relay outputs are lugless terminals. Strip approx. ½" of insulation off the wire, loosen the screw, place the bare wire under the clamp and tighten screw.
8. Connect the large #6 cable to battery +.
9. If the relay board is not mounted to a grounded surface, plug a grounded wire onto the ¼" push on terminal marked "gnd." on the relay board. Switch unit does not require any ground or battery connections.
10. The relay board has a jumper to select 12V or 16V operation. It comes installed in the 12V position. For 16V operation move jumper to 16V position. This setting has no effect on the ouput of the relays, it is to protect the switch panel from the higher voltage of 16V.
11. The switch panel is designed to be lighted whenever the battery disconnect is on. If it is desired to shut the switch panel off independently then an 18 gauge switched 12V (or 16V) wire (such as from a factory key switch) can be run to the relay board 12V/16V jumper terminal blocks. Remove the jumper and set aside. Install the switched + wire to the terminal in the jumper block marked 12V. For 16V cars install this wire in the terminal marked 16V. When this switched wire is turned off the entire switch panel will then shut off.
12. If it is desired to output ground from a relay this can be accomplished by doing the following: remove the fuse for the relay you wish to output ground from. This will leave you with two female ¼" terminals where the fuse was. Now insert a grounded wire into the fuse clip furthest from the center of the board. Now when this relay is turned on it will output ground instead of battery +.

Set up and use

There are two programming dipswitch banks at the #1 switch end of the unit. On the left bank, any switch you desire to be momentary put into the up/off position.
On the right bank any switch you wish to turn off with the master switch (#2) put into the up/off position. All programming switch numbers match the numbers on the front panel switches.
Move the programming switches up or down with a small tip such as a ballpoint pen. When finished stick black plastic cover patch over cutout.

Troubleshooting

1. It is possible to plug the ribbon cable into the relay board off center. If it is not plugged in correctly the switch panel will light dimly or not at all and will not function correctly.
2. The ribbon cable must plug into the switch panel with the cable entering from the rear of the switch panel. If it is reversed, switch 1 will not light up and 2-8 will light red but will not work. When the cable is installed correctly the two red markers will be lined up.
3. Do not unplug the ribbon from the switch panel until it is disconnected from the relay board or the power to the relay board is turned off. If the power is on and the cable is disconnected from the switch panel only it could short to ground and damage the relay board.
4. If the relay board does not have a good ground the switch panel will function intermittently or not at all. It is best to run a dedicated ground wire to the ¼" male push on terminal located on the relay board.
5. Do not use a battery charger as a power supply to "bench test" the unit. Battery chargers are not meant to be power supplies. They output a pulsing DC which will make the relays buzz and could damage the switch panel.

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