

Model 3720/3721 Instructions



Model 3720

Unit operation

Main red manual arm kill switch

When mounted as supplied on the unit it is off to the left. Whether mounted on the control or in a remote location closer to the driver, this switch will kill the power to all operational accessories. It must be turned on for any system to operate. When turned on all system LEDS will appear red. As each switch is turned on the status LED will turn from red to green. Should any circuit breaker trip the LED status indicator will turn a yellow/orange color. All indicators will display this color while starting then return to their normal on-green or off-red one when the starter switch is released. Seeing an orange status LED is your signal to reset the breaker associated with each switch. The breaker tab will pop out of the membrane front. A quarter of an inch. Simply push it into reset.

Starter switch.

With the switch on, the starter switch may be used as a bump switch to work on the motor. With the ignition switch turned on the car would start while cranking. It shuts all accessories off while cranking.

Ignition switch.

When pressed, it will turn on the ignition and either the one or two fuel pump switches. It is only designed to run battery powered ignitions. To operate a magneto you will need a separate mag kill relay operated by the ignition power output.

Fuel 1

When pressed it is a momentary on push to test or prime function. When released the pump goes off. The fuel 1 circuit will come back on when the ignition switch is activated.

Fuel 2

When the fuel 2/Aux switch is in the fuel 2 position it will operate exactly as the fuel 1 switch. With the fuel 2/ Aux switch in the aux position it is a push on, push off switch completely separate from the ignition switch and may be used for any function.

Pump

Is a push on push off function for water pump operation.

Fan

Is a push on, push off function for fan operation.

Lamp

It is also a push on, push off function for lights(see wiring instructions).



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<i>Terminal Connections</i>	<i>"Make All Connections with Master Disconnect OFF"</i>
Fuel Oil Temperature	These connections will be made to any grounding sending units with trip levels best suited to your car. The purpose of these indicators is to bring your eye to the gauge in case of a potential problem.
Ground	This connection is essential for unit operation and is best made to a heavy roll bar or frame member. The optimum location is where the battery ground cable connects to the frame. Either of the two ground terminals may be used.
Start	Connect to the starter solenoid stud or neutral safety switch
Ignition	These are two terminals marked "ignition". One is to go directly to your ignition system. The other may be used for either fuel injection systems, dash lights, and or trans brake or line lock operation up to a 30Amp load
Fuel	To fuel pump
Fuel/Aux	To either 2nd fuel pump or separate auxiliary function. Be sure to set the recessed front panel Fuel 2/Aux switch to the proper setting with main power turned off or
Pump	To electric water pump
Fan	To electric cooling fan
Lamps	To dash lights or headlights. If you are using headlights make the connection here and the dash lights connection to the 2nd ignition terminal.
Heavy black power cable	<p>Connect the positive battery terminal. This connection is easiest made at the starter solenoid.</p> <p>Slide the battery programming switch to the correct voltage for your battery 12 V or 16 V. (Under NO circumstances attempt to run this unit on anything but these 2 voltages).</p> <p>If you are running your car on 16 V and are using either a separate voltage reducer to power some things on 12 V or have a three terminal battery with a 12 V terminal, you will be able to isolate your lights and or ignition for 12 V operation. Simply remove either one or both of the red 2" jumpers and bring the 12V to the "A" and/or "B" terminals independently.</p>

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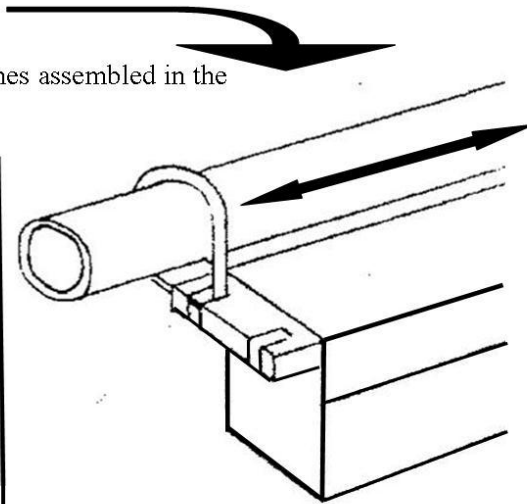
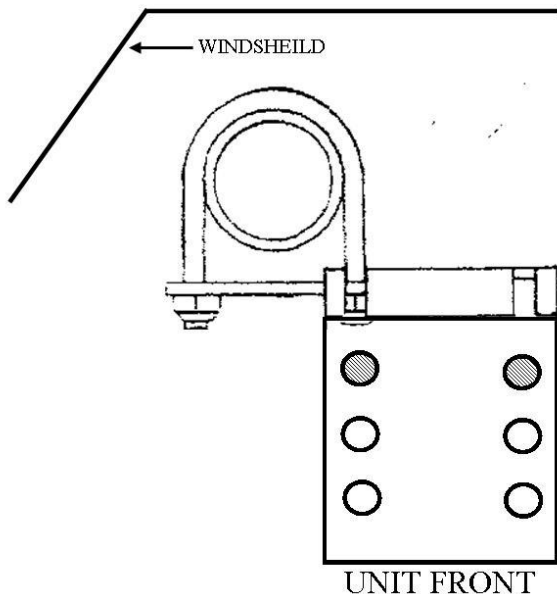
MOUNTING INSTRUCTIONS

ROLL BAR MOUNT

Place "U" bolt's over bar and slip on retainer plates. Hold retainer plates and position using the (4) 1/4-20 nylon locking nuts supplied. Tighten by finger until the resistance of the nylon is felt.

While the unit is suspended from the roll bar mounts and before connecting wires, unit may be slid from right to left for best positioning.

Temporarily hang unit from mount as shown until wiring is completed. Unit comes assembled in the (flush to bar) mounting holes. The holes are shaded in the illustration below.

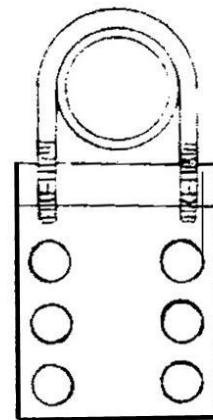


The two different hole sets allow the unit to mount closer to the rear of the car by $\frac{7}{8}$ of an inch or $1 \frac{3}{4}$ for easier reach with extended seat setback.

To change unit position remove screws and rubber grommets and reinstall in the necessary holes.

After completing wire plug in, ship unit back into final mounting location as shown.

Then rotate up and tighten until secure. Do not over tighten as it will deform the brackets



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Model 3721

In Dash Mounting.

Place template against surface. Center punch the corners and connect them with a pencil or pen to reproduce the outline of the template.

The shock and vibration mounts are installed so as to make the unit face flushed with the dash. Removal of the screws and grommets and replacing them into the alternate hole sets will permit the unit to be mounted up to an inch, and three-quarter protrusion from the dashboard. This allows for easier reach.

Because of the inability to reach the arm/kill switch if it is mounted on the unit. The individual control must be used in conjunction with the remote hundreds and bracket.

The Arm/Kill switch and bracket should be mounted where convenient and plugged into the appropriately color coded terminals marked on the back of the unit

