

6 VOLT REAR MOUNT
CABLE KIT
HAMMARLUND PART NO. PL - 53041 - G2

INSTALLATION INSTRUCTIONS



MARKETING & DISTRIBUTION
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INSTALLATION INSTRUCTIONS

Follow the step-by-step installation instructions below to install the 6 volt rear mount cable kit into vehicles containing the FM 50/60 series equipment.

1. Wire the 24 pin power connector to match the polarity of the vehicle in which the equipment is to be installed. The required jumpers and cable connections are indicated on the schematic diagram provided herein and in the equipment instruction manual. The ground lead is a 2' piece of #8 stranded wire with a 3/8" diameter lug attached to one end. The hot lead consists of 18' of #4 stranded wire with a 3/8" ring lug on one end and a length of #16 wire wrapped and soldered to the other end. The transmitter filament lead is 17' of #14 wire. The #4 wire should be connected directly to two connector terminals by means of the #16 wire wrap. The #4 wire itself should be in contact with Pin #13 for a negative ground system or #11 for a positive ground system. Use a heavy iron so that solder flows between the pin and the #4 wire. The #8 wire ground return lead should be wrapped and soldered in a similar manner. The jumpers should be made with bare #16 wire insulated with the sleeving provided. The filament lead #14 wire should be soldered to the jumper between pins 18 and 20. A rubber bushing should be placed over the three wires under the clamp on the connector cover before the clamp screws are tightened.
2. After the location of the communications unit is determined, route the power and the control cables to the front of the vehicle either under the floor mat or under the chassis. If the cables are run under the chassis, cable clamps should be used to secure the cables to the chassis to prevent rubbing or strain. It may be desirable to protect the cables with heavy sleeving. Under the floor mat the cables may be run next to the center drive shaft hump or along the channel near the doors. In some vehicles it may be possible to run the cables through the channel under the door step on either side. Protect the cables where they pass under the edges of seats or other partitions. The power cable should be fed through the fire wall by means of existing grommets, or by drilling or punching a suitable hole if required. Run the power cable in to the vicinity of the battery but do not clamp at this point. The filament lead and the control cable should be routed to the control head area.
3. Mount the fuse block and primary power relay as close to the battery or starter solenoid as is practical. Suitable sheet metal screws are provided. Mount the relay (terminals downward) so that the 6" length of #8 wire provided will reach between the "B" terminal and one side of the fuse block. Bring the #4 wire to the relay, cut and connected to the "H" terminal with one of the large solderless terminals provided. Using another large solderless lug, connect the remaining #4 wire to the other end of the fuse block and then to the "hot" battery terminal or the battery side of the starter solenoid. Remove the ground lead from the battery while working in this area. Connect one of the relay "D" terminals (continued on next page)

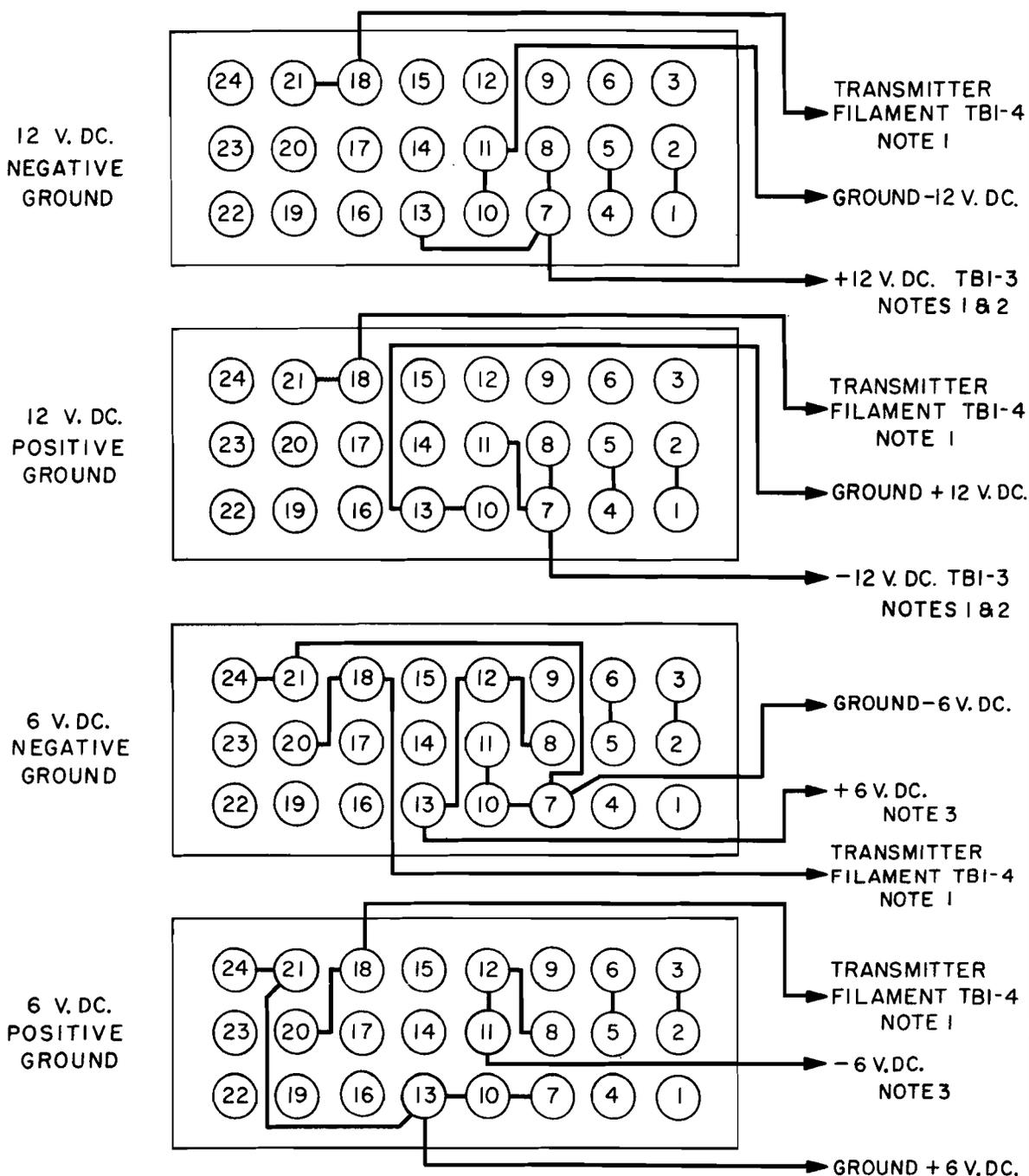
to ground using the 4" length of #20 wire with lugs attached. Connect a 5' length of #20 wire to the other "S" terminal and run it back through the fire wall to the area of the control head.

4. Connect the primary power cable ground lead #8 wire to the car body in the vicinity of the communications unit. Scrape the metal clean in the area of an existing bolt or use a sheet metal screw to secure the cable to the ground. Use caution in drilling through the trunk floor to avoid puncturing of the gas tank.
5. The power connections at the control head should be made in accordance with the power system wiring diagram attached. When completed, all cables should be securely fastened by means of clamps or tape to prevent abrasion.

WARNING

Make special effort to insure good mechanical and electrical connections at all points in the power wiring. Voltage drops which would be insignificant in a higher voltage equipment will cause a considerable loss of power in a 6 volt system. Solder all connections. If mechanical connections must be used, be sure mating surfaces are clean before assembly. Do not use replaceable link fuses. Fuse clip clamps, such as Buss Clip Clamp #1 are highly recommended in areas of high vibration or corrosive atmosphere.

POWER INPUT CONNECTIONS (REAR MOUNT)

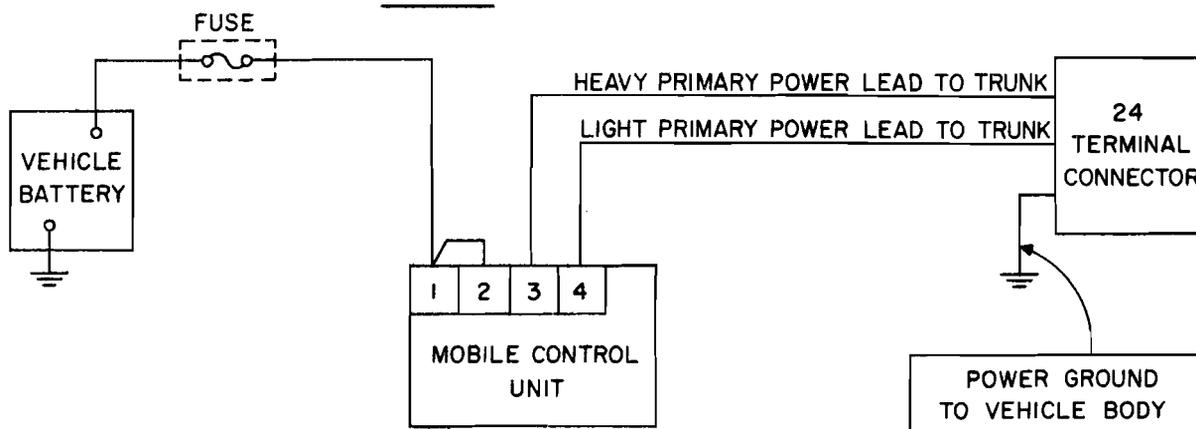


NOTE 1 = TBI- IS LOCATED IN 53023-G1 MOBILE CONTROL UNIT

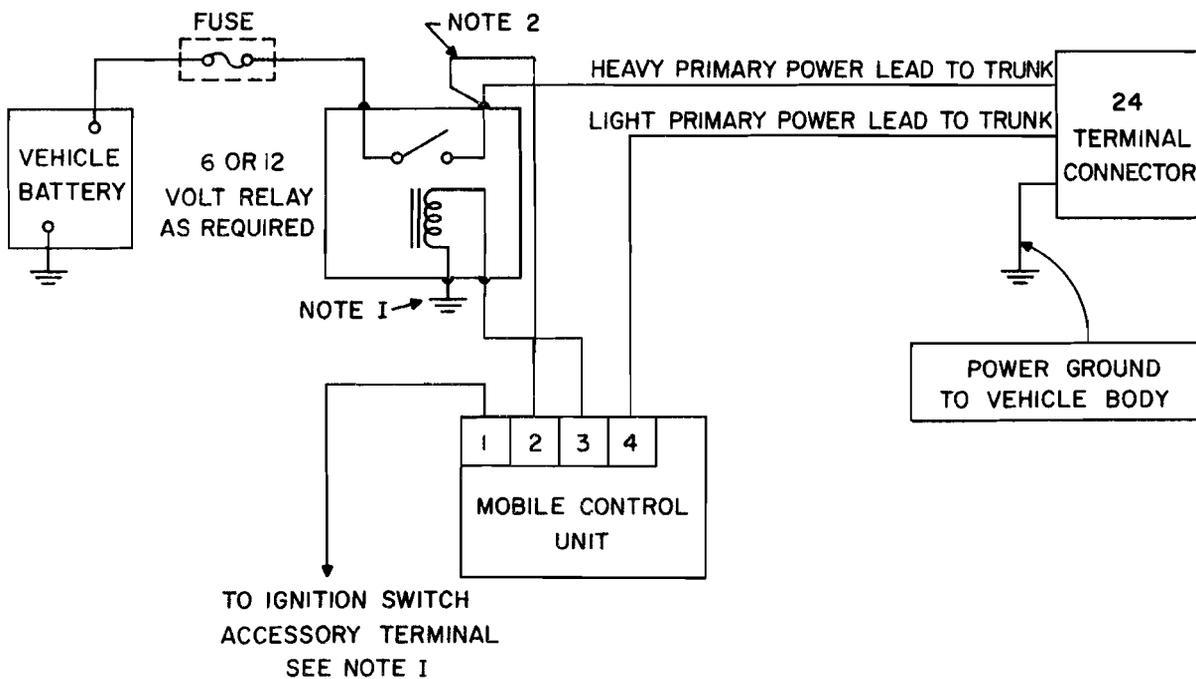
NOTE 2 = TO LOAD TERMINAL OF PRIMARY RELAY IF USED

NOTE 3 = TO LOAD TERMINAL OF PRIMARY RELAY

PRIMARY POWER WIRING-STANDARD TRUNK-MOUNT INSTALLATION
12 VOLT INSTALLATIONS ONLY



PRIMARY POWER WIRING-PRIMARY POWER RELAY INSTALLATIONS



NOTE I: IN VEHICLES NOT EQUIPPED WITH AN ACCESSORY CIRCUIT ON THE IGNITION SWITCH AUTOMATIC DISCONNECT OF THE RECEIVER-TRANSMITTER UNIT DURING STARTING OF THE ENGINE MAY BE ACHIEVED BY RETURNING THIS LEAD TO STARTER "HOT" TERMINAL INSTEAD OF GROUND (MAKE CERTAIN THAT THE HOT TERMINAL OF THE STARTER AND NOT THE STARTER SOLENOID IS USED).

NOTE 2: ON 12 VOLT SYSTEMS IT IS PERMISSIBLE TO DELETE THIS LEAD AND ADD A JUMPER BETWEEN TERMINALS 1 & 2 OF MOBILE CONTROL UNIT.