

JL-JT PWM-CAN FAN CONTROLLER

GPEC2A & GPEC5



- (30) SW12 volts (**PINK**)
- (31) Ground (**BLACK**)
- (87) PWM Signal Output (**GREY**)
- (H) CAN High (**BROWN**)
- (L) CAN Low (**YELLOW**)

Pink Wire to switched 12volts
Black Wire to ground
GREY Wire to PWM fan signal wire
BROWN Wire to CAN High
YELLOW Wire to CAN Low

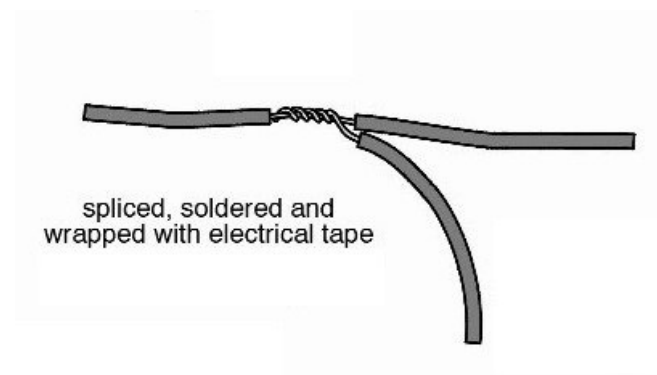
Operation:

When the module reads the engine temp it will command the fan to the desired %.

Fahrenheit

195 degrees = 15%
 199 degrees = 30%
 205 degrees = 50%
 212 degrees = 75%
 218+ degrees = 100%

You will be splicing into the wires at the ECU:
 Find the wire you want to splice into and peel back a little insulation. Take the new wire and strip off a little insulation and wrap it around the exposed wire. Solder and tape up as seen in the picture below.

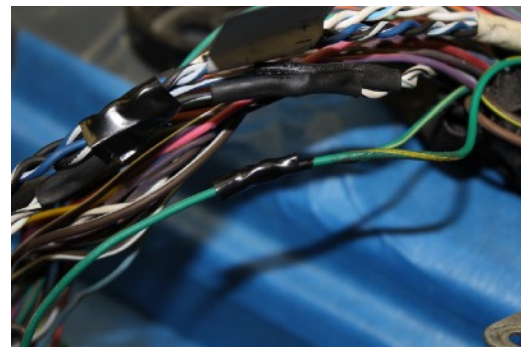
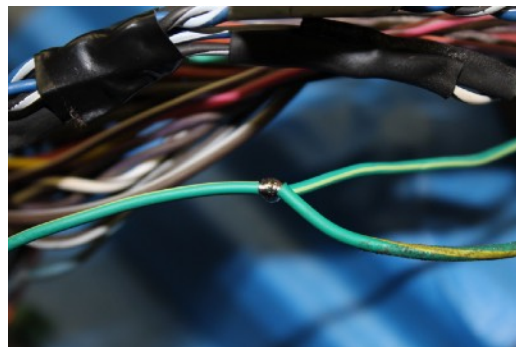
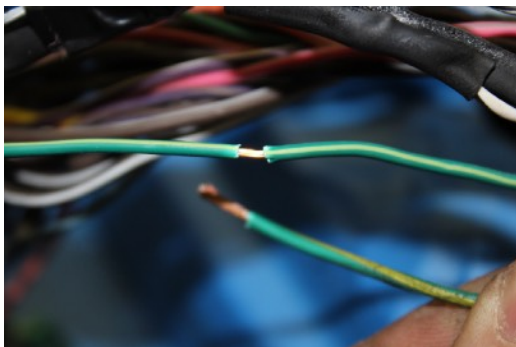
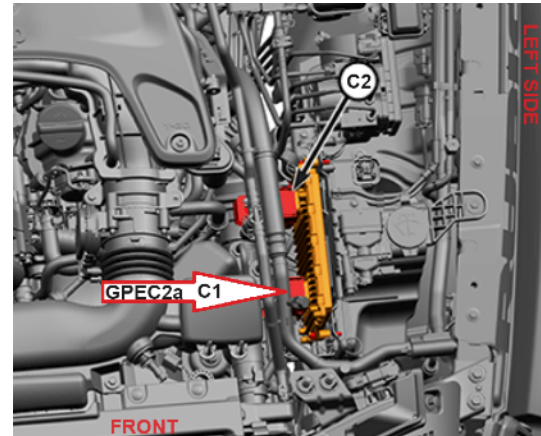


GPEC2A

The JEEP ECU has two connectors. C1 is closest to the front of the Jeep.

: Diagram is on next page :

C1-57 TAN/WHITE.	CAN + HIGH.	(BROWN)
C1-33 YELLOW.	CAN - LOW.	(YELLOW)
C1-23 PINK/VIOLET.	IGN 12Volts.	(PINK)
C1-52 BLACK/GREEN.	GROUND.	(BLACK)
C1-82 BROWN/VIOLET.	PWM FAN.	/ CUT- ATTACH /



PWM CONNECTION AND RESISTOR ADD ON: GPEC2A

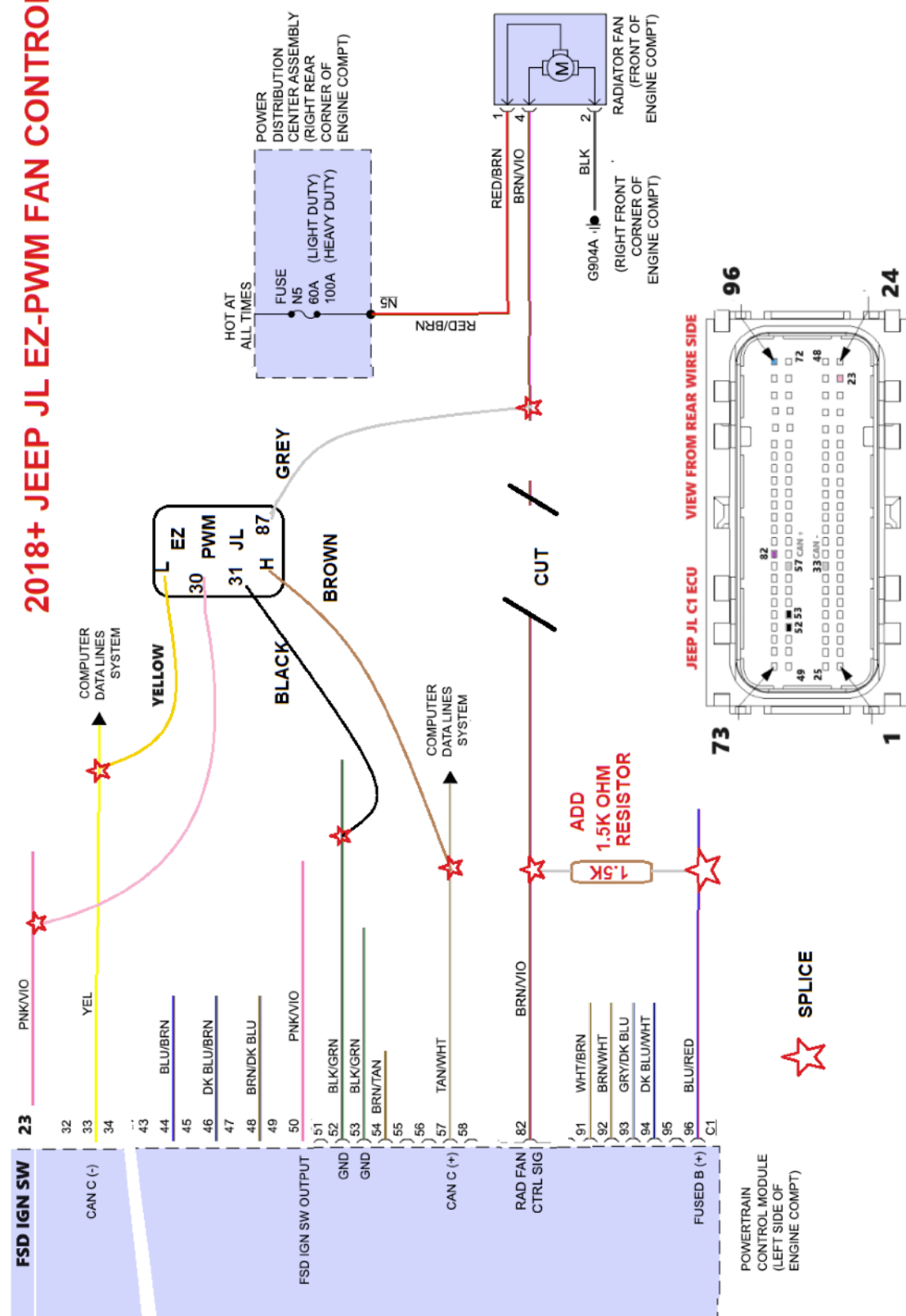
Find the original signal wire at ECU C1-82. It will be a Brown/Violet wire. Go about 4" from the ECU connector and cut this wire.

Attach the (GREY) signal wire from the PWM module to the wire that goes towards the main harness. This is our PWM feed.

For the wire that goes back into the ECU you will need to the 1.5k ohm resistor between the old signal wire (Brown/Violet) and C1-96 BLUE/RED.

This will help keep the check engine light off and the ECU from setting a fan code.

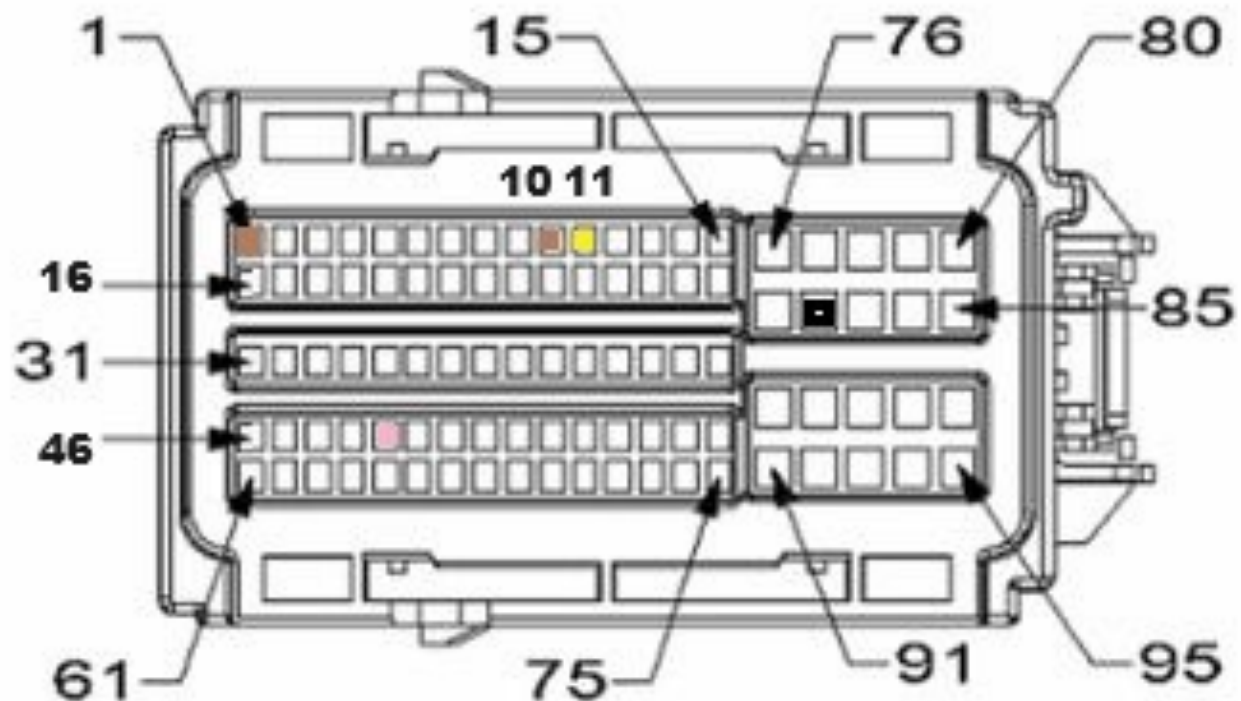
It doesn't matter which direction you attach the resistor, but we normally put the red wire to C1-96 (BLUE/RED) and the BLUE wire to C1-82 (BROWN/VIOLET)



GPEC5

The JEEP ECU has two connectors. C1 is closest to the front of the Jeep. Remove the plastic cover from the back of the connector to expose the wires.

C1-10 TAN/WHITE.	CAN + HIGH.	(BROWN)
C1-11 YELLOW.	CAN - LOW.	(YELLOW)
C1-50 PINK/VIOLET.	IGN 12Volts.	(PINK)
C1-82 BLACK/GREEN.	GROUND.	(BLACK)
C1-1 BROWN/VIOLET.	PWM FAN.	(GREY) CUT- ATTACH / as diagram below



GPEC5 C1 VIEW FROM REAR

PWM CONNECTION AND RESISTOR ADD ON: GPEC5

Find the original signal wire at ECU C1-1. It will be a Brown/Violet wire. Go about 4" from the ECU connector and cut this wire.

Attach the (GREY) signal wire from the PWM module to the wire that goes towards the main harness. This is our PWM feed.

For the wire that goes back into the ECU you will need to the 1.5k ohm resistor (supplied) between the old signal wire ECU side (Brown/Violet) and C1-87 RED. This will keep the check engine light off and the ECU from setting a fan code. It doesn't matter which direction you attach the resistor, but we normally put the RED wire to C1-87 (BLUE/RED +) and the BLUE wire to C1-1 (BROWN/VIOLET) ECU

