

STEP 1: **INSTALL ELECTRICAL HARNESS**

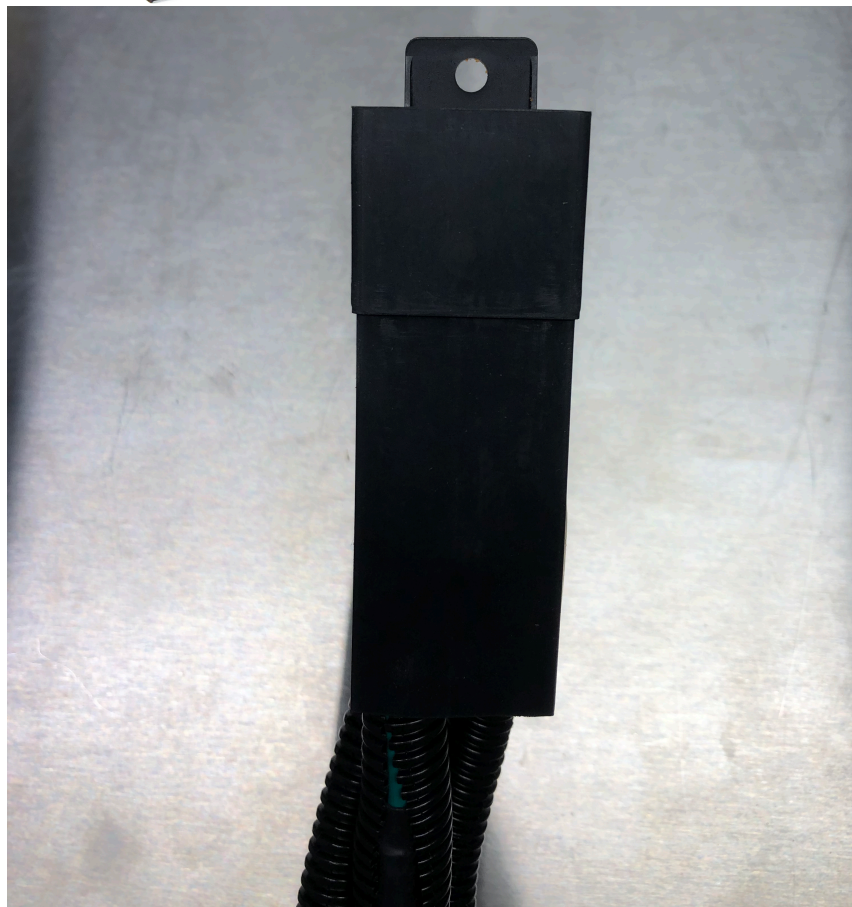
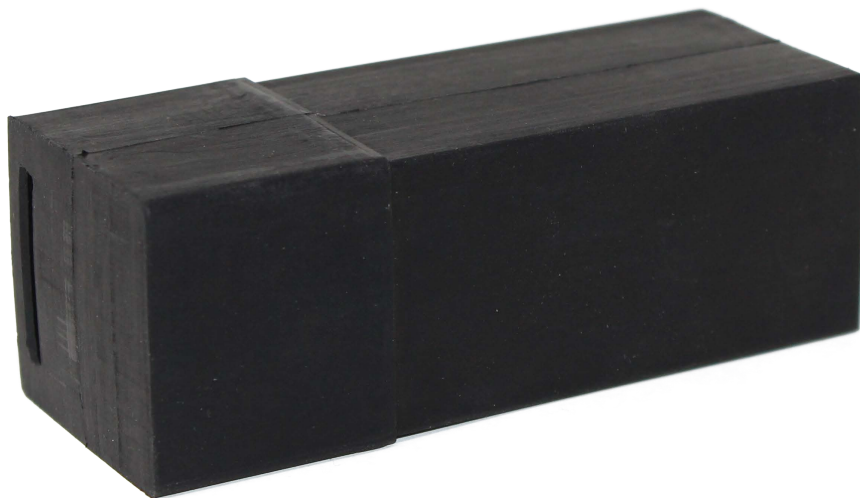
***NOTE: USE SUPPLIED DIELECTRIC GREASE
SPARINGLY ON ALL ELECTRICAL
CONNECTIONS! BE SURE TO GREASE RELAY
PIGTAIL!***



STEP 1:
INSTALL ELECTRICAL HARNESS

The installation of the electrical harness is done first, allowing power to be applied to the pump for lubrication purposes later in the installation.

Install the Relay Cover onto the relay on the FASS harness.



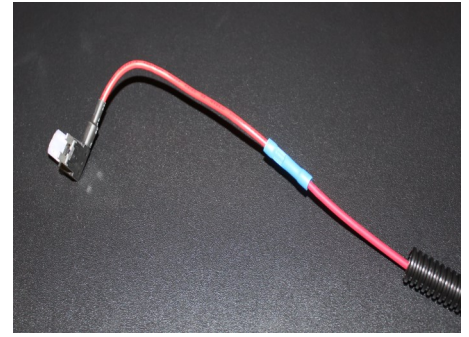
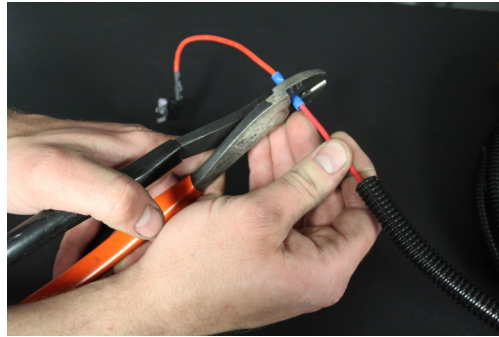
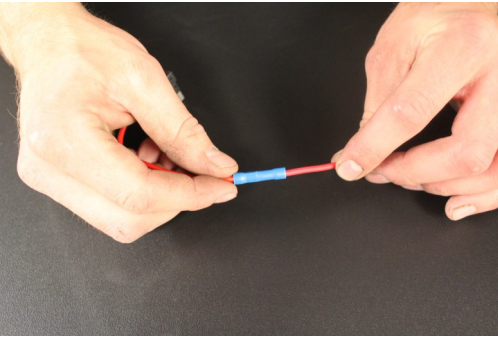
STEP 2: INSTALL ELECTRICAL HARNESS

Caution: Do not supply power to heater probe unless it is submerged in liquid.

- A. Using a wire stripping tool, remove excess insulation off the add-a-fuse and the WH-1006.



- B. Place wire from 46044 and WH-1006 into butt connector. Using crimping tool connect 46044 and WH-1006 with butt connector. Install 46260 to 46044 bottom slot (opening that is near the spade).



- C. Crimp the ring terminals to the red and green wires of the WH-1006 Wire Harness. Attach red wire to the positive terminal of the battery and the green wire terminal to the negative terminal. **The use of a corrosion preventative on electrical connections is recommended.**



- D. Secure relay and fuse in an upright position, as shown, to prevent moisture from entering. Di-electric grease may be applied to prevent corrosion.



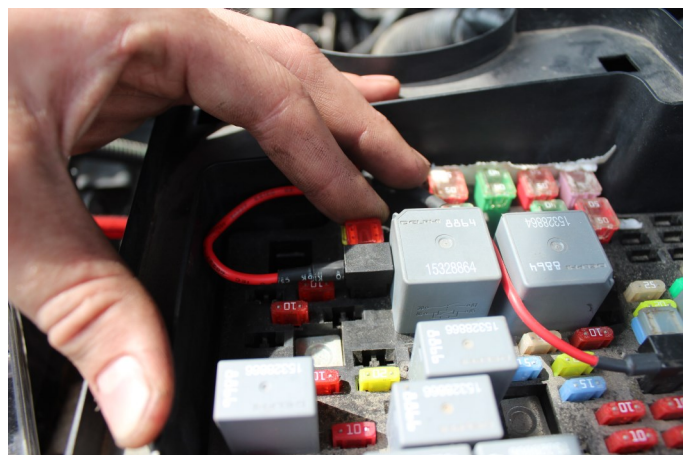
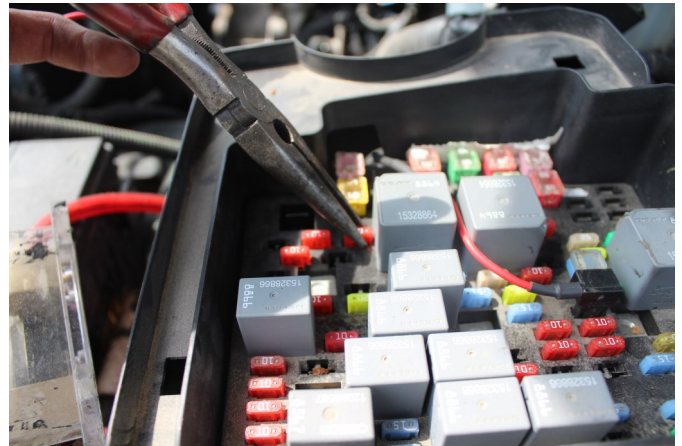
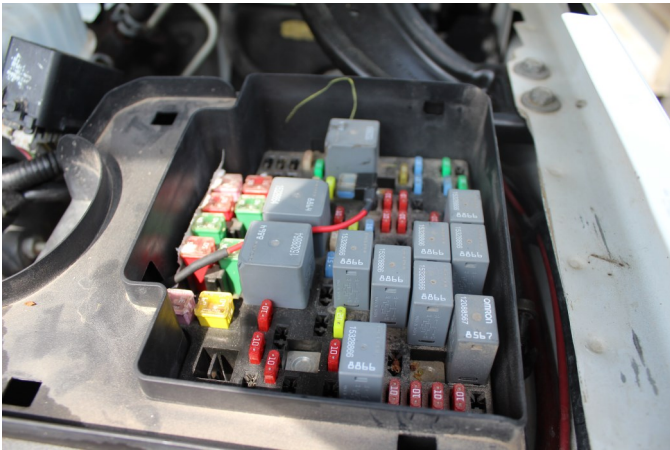
STEP 2: INSTALL ELECTRICAL HARNESS

Two Options for power source to probe. Please review page 10 and 11 for options

E. If fuse panel is located in the cab, it will be necessary to guide the single red wire from the relay through the fire wall grommet to access the fuse panel.



F. Locate fuse box under hood and select ignition hot fuse. Remove fuse and put Add-A-Fuse in place. Install fuse previously removed. **The use of a corrosion preventative on electrical connections is recommended.**



G. Route WH-1006 wire harness along frame rail to mounting location of heater probe.

Optional Wiring Strategies

Installation of a lighted toggle switch will allow you to power the heater kit on prior to the FASS running. **THIS WILL ALLOW THE FUEL TO "THAW" PRIOR TO STARTUP, REMOVING ANY POTENTIALLY GELLED FUEL FROM THE FUEL FILTERS.** We suggest utilizing a lighted rocker switch in a highly visible location to prevent accidentally leaving the switch in the "on" position after leaving the vehicle and draining the batteries.



Optional Wiring Strategies

Another option for wiring the FASS heater kit is wiring the heater kit trigger wire to the headlamp or running lamp 12v + circuit. If this is the preferred method, the heater kit will run at all times when the headlamps/running lamps are on. The heater elements are thermostatically controlled so there is no need to worry about overheating the fuel. **WIRING THE HEATER KIT TO THE HEADLAMP CIRCUIT WILL ALLOW YOU TO PRE-HEAT THE DIESEL FUEL PRIOR TO STARTING THE ENGINE.** This method will prevent accidentally leaving the heater kit on after leaving the vehicle, potentially draining the batteries.



STEP 3: FINAL INSPECTION

- Make sure all fittings are tight.
- Secure any loose wire and harness with wire ties.
- Check all electrical connections.
- Secure fuse block and relay in a weatherproof location.