

Forza Componenti



Camaro Generation 5 Install Tips for 3-Way Controller

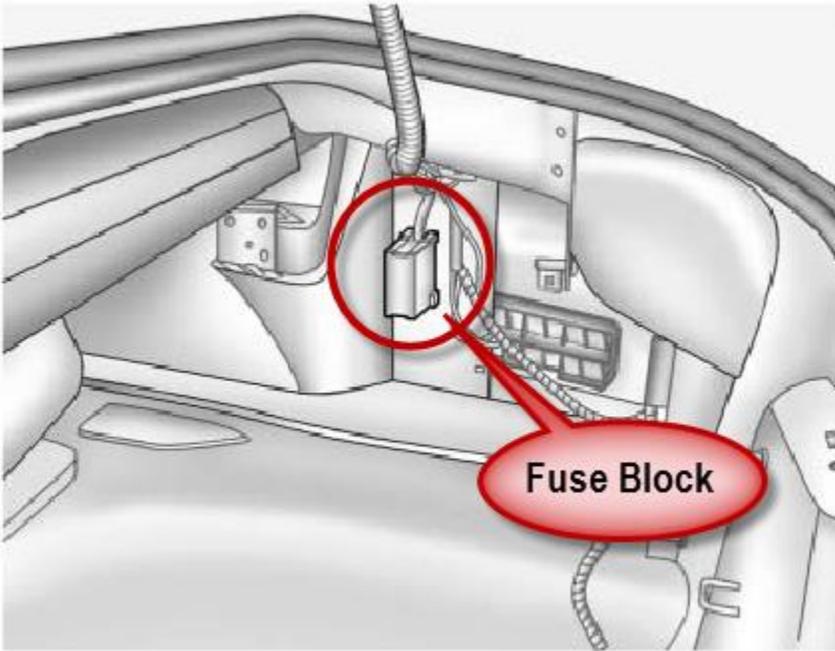
Important Note:

Installation tips generated from personal feedback from customers. Results are not guaranteed and are provided as a suggestion only.

Accessing the Fuse Block

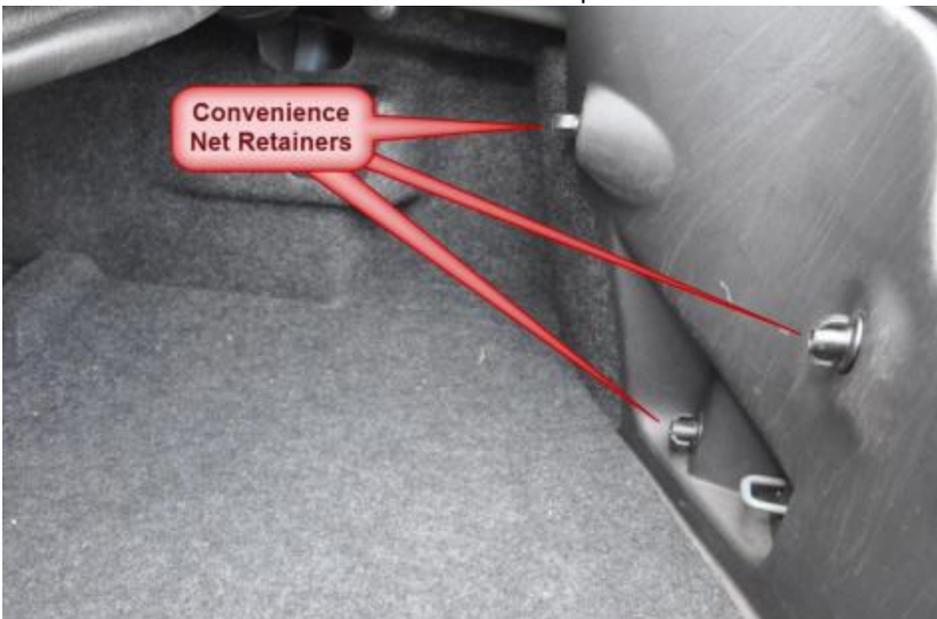
Although your Camaro's ignition may be turned off, the controller module will continuously draw a very low amount of power, approximately 50ma. If the car is going to be left idle for an extended period of time (more than 4 weeks) without starting ... or you do not use a battery tender ... you can turn off the controller using the master On/Off switch on the controller module. This will eliminate any current drain caused by the controller module.

The fuse block is located in the rear trunk (boot) of the vehicle on the right side behind a panel that you must loosen or remove.

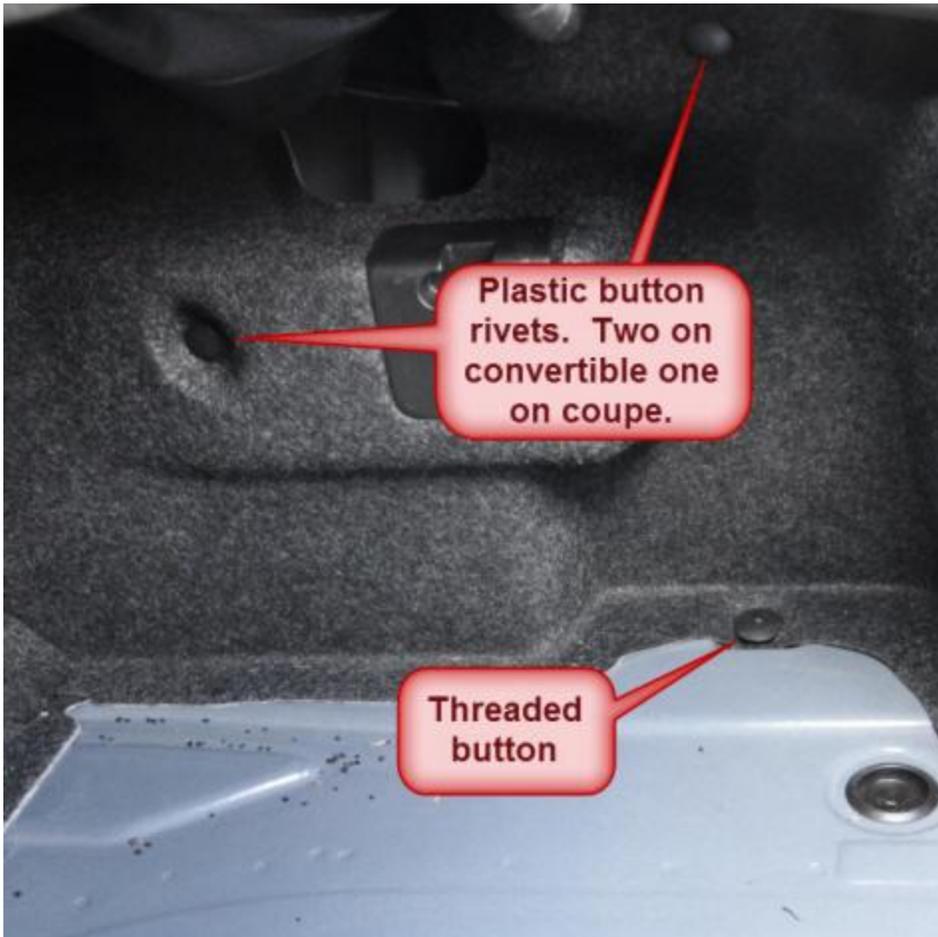


Remove and set aside the inside carpet panel covering the floor and set aside. Remove the fiberboard panel covering the battery well / spare tire well.

Remove convenience net retainers and the rear sill plate



Remove black plastic threaded fastener at bottom of panel and one or two button type rivets at the top.

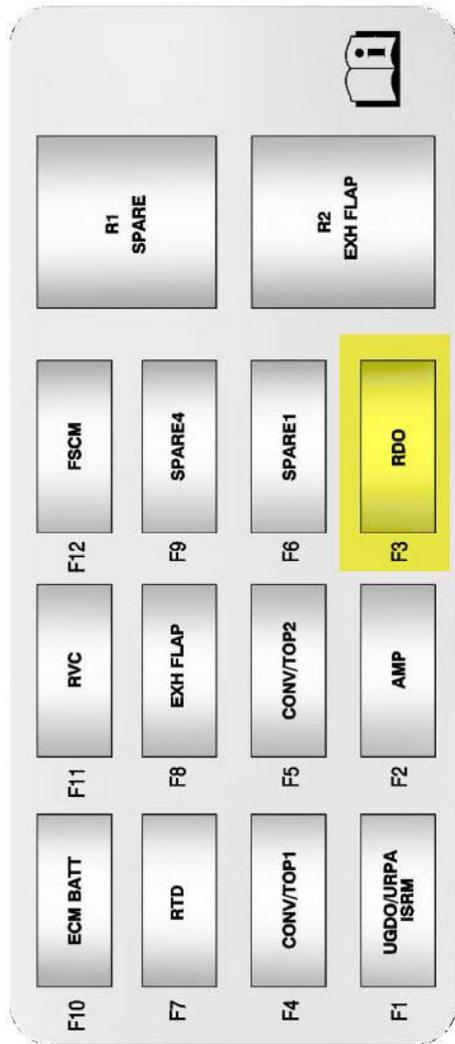


Pull back carpeted panel on right to gain access to the fuse block. Remove the fuse block cover.



Caution: All fuse location in rear of the Camaro are continuously "hot". They are not switched with the ignition. Take care to avoid shorting any connections. Also, see below for a Zero Current Drain installation.

Install fuse tap at the F3 (RDO) location with lead wire oriented down and fuses on fuse tap oriented left.



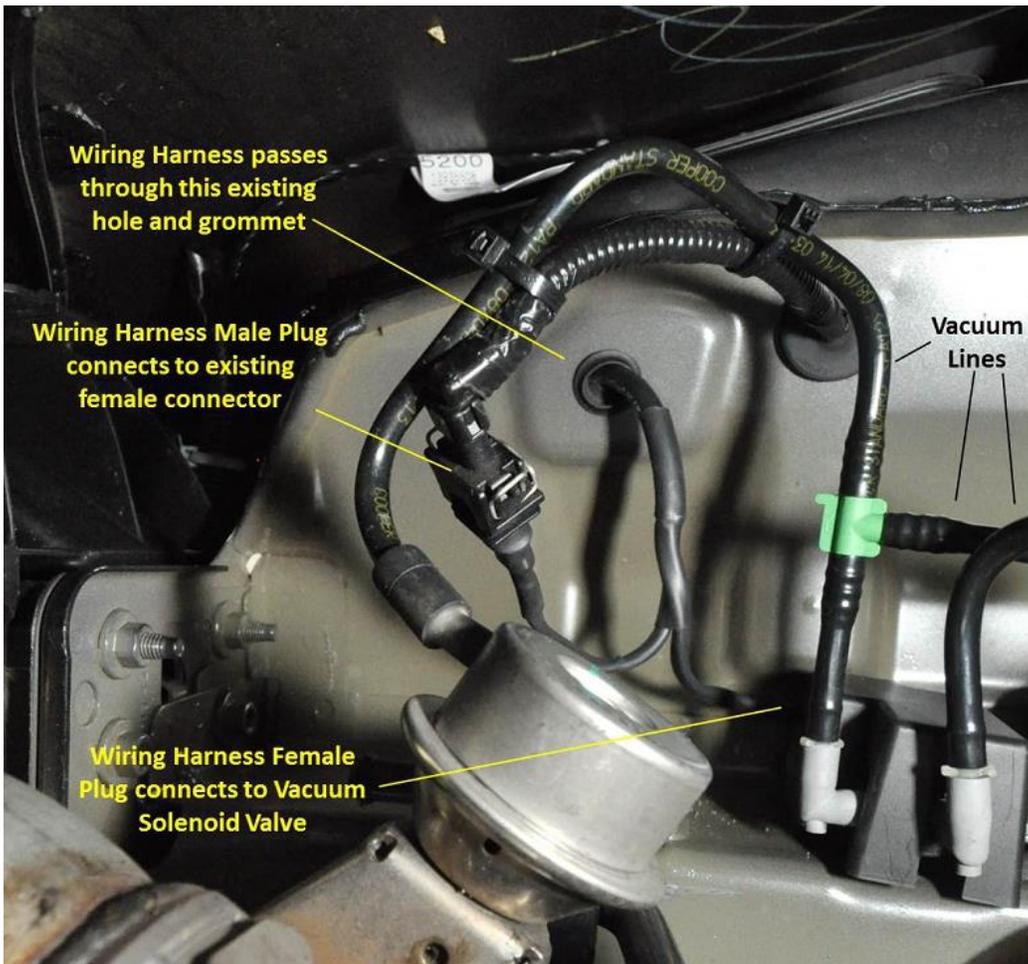
Zero Current Drain Installation

The fuse locations in the luggage compartment are not switched to the ignition. Although the amount of current draw is small, when the vehicle's ignition is shut off, there will still be a small current draw by the controller module. This is not a serious issue, but if you leave the vehicle unattended for an extended period (e.g., more than 6 weeks or so) there could be enough of a drain that will draw down the battery. If you start the car within this period, then any draw down will be compensated when the vehicle re-charges the battery. To avoid any possibility of drawing the battery, you can install the controller to have zero current drain.

The *Zero Current Drain* installation can be done by installing the yellow fuse tap in a switched fuse location in the engine bay or instrument panel fuse blocks. For example, fuse F17 in the instrument panel fuse block. If you install the yellow fuse tap in this location and route a wire back to the controller module in the rear luggage compartment, then when you switch off the ignition, power will be interrupted to the controller avoiding any power drain.

Install Connection Cable to the Vacuum Solenoid Valve

This next photo is viewed from under the car where the solenoid valve is located. The right side of the car immediately in front of the exhaust silencer. Look up and you should see the butterfly valve actuator and a small vacuum tank.



Note: This photo shows the Model D1 controller. Installation of the Model E2 or B6 is similar.

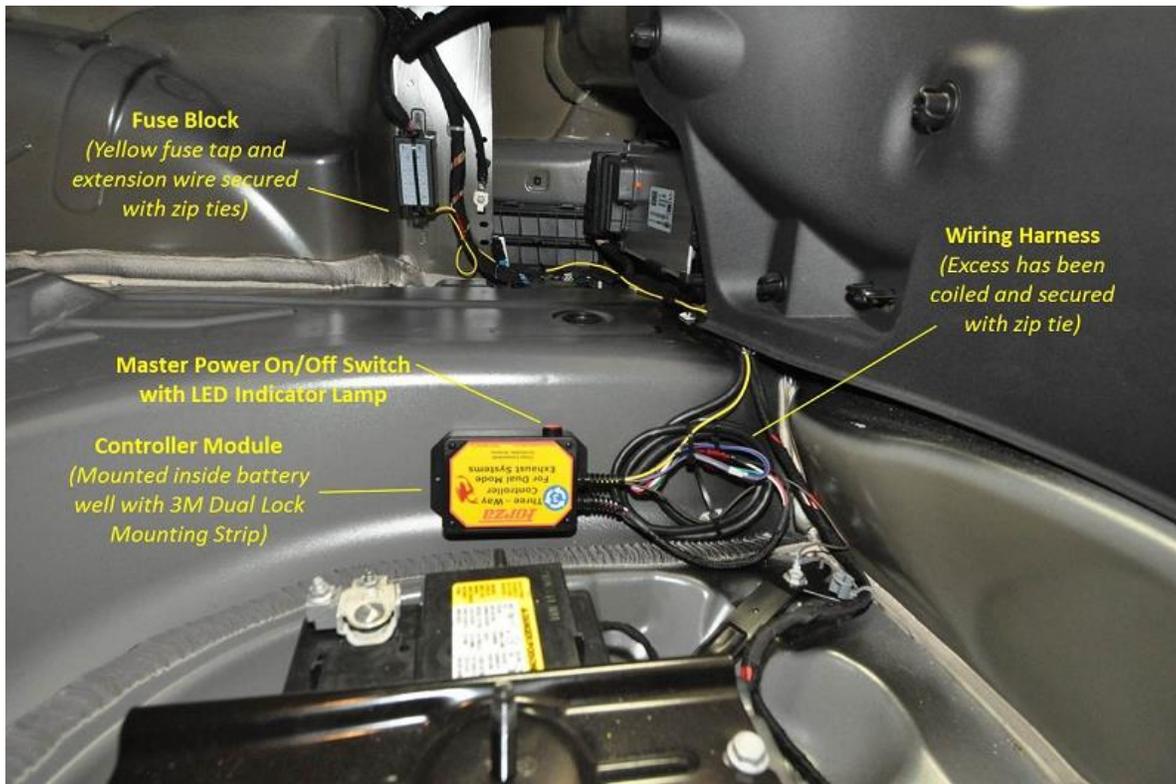


Finishing the Installation

Secure fuse block cover ... Trim slot to allow wires to be routed through. You may need to secure the cover with a cable tie.



Secure the loose wires with cable ties ... Note: This photo shows the Model D1 controller. Installation of the Model E2 or B6 is similar.



Replace panels and enjoy ...

