

# Aeroforce Output Relay Kit

Kit contents:

Relay  
Connector  
Driver board  
White wire with pin attached

Connections

**White wire with pin attached-** Insert this wire in position 6 of the 8-pin connector on the interceptor cable. See diagram for the pin call-out of the connector. The tab on the pin must face down when inserting the pin. The pin will lock in the connector and cannot be pulled out if it is inserted correctly.

**Red wire-** the normally closed contact of the relay

**Yellow wire-** the common contact of the relay

**Blue wire-** the normally open contact of the relay

**White wire-** this is the input to the driver board. It is to be connected to the free white wire coming from the interceptor connector. Not the white wire that is on the three pin mini connector. This wire can only be connected to the gauge. Non-warranty damage to the driver board will occur if this is connected anywhere else.

**Black wire-** this is connected to ground

**Green wire-** this is connected to +12V. A switch can be placed in series with this connection to act as an enable. This is highly recommended. The relay will energize when the warning lights of the gauge are energized. There may be times when you want to use the warning lights while not using the relay. A switch will allow the driver board to be de-energized and this will in turn de-energize the relay.

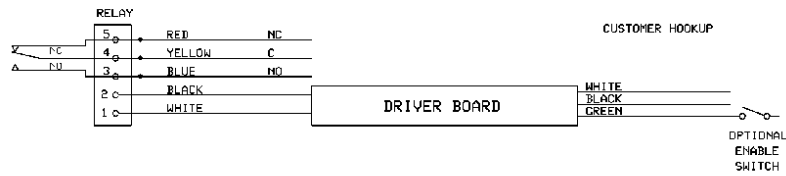
Relay operation- the relay has three connections. The yellow wire is the common connection this should be connected to the source required to operate the load. Typically this is 12V or ground. The other two connections are normally closed (NC) and normally open (NO). These contacts are described in the relay de-energized position. The NC is connected to the common when the relay is de-energized and the NO is open. When the relay is energized the NC contact opens and the NO contact connects to the common contact.

Example:

You want to energize an alarm horn at 5500 RPM. Set up the annunciator function of the Interceptor to turn on the red warning lights when the vehicle goes above 5500 RPM. Refer to

the Interceptor user manual for instructions on how to do this. The alarm horn ground should be connected to the ground of the car. The interceptor white wire, coming out of the gauge, is connected to the white of the relay driver. Ground and +12V are connected to the relay driver. +12V is connected to the yellow of the relay. And the positive of the alarm horn is connected to the blue of the relay.

Now every time the vehicle exceeds 5500 rpm the relay will be energized and +12V is applied to the alarm horn.



**AEROFORCE 8 PIN CONNECTOR**

- 1=BLACK WIRE
- 2=RED WIRE
- 7=WHITE WIRE
- 8=GREEN WIRE

1	3	5	7
2	4	6	8

INSERT THE INCLUDED WHITE WIRE IN PIN 6