



Pro-Street Wiring Kit Installation

The Pro-Street Switch Panel can control Ignition, Accessory, and Start, one or two Fuel Pumps, Water Pump and Fan, one or two Nitrous Systems with independent Purge, all Lights, Turn Signals, and Horn. Two wiring diagrams are available for this kit. One diagram (part number 200898) shows the connections for a GM street style steering column with built-in turn signal switch and horn button. The other diagram (part number 200899) applies to vehicles with competition style steering columns that don't have a turn signal switch or horn button.

Most of the switches on the Switch Panel can control two separate functions by pressing up or down. In many cases when the switch is in the up position only one function will be turned on, but in the down position both functions will turn on. Operating the Accessory Switch turns on Accessory power only but in the down position both Ignition and Accessory power are turned on.

The Fuel Pump switch will operate only when Ignition is on. Fuel Pump 1 can be turned on alone but the Fuel Pump 2 switch turns on both fuel pumps. In a similar way, the Water Pump can be operated alone, but the Fan switch turns on both the Fan and Water Pump. The Water Pump switch is generally used for gradual engine warm-up or cool-down whereas the Fan is used only for max cooling.

The Interior Switch is used to turn on only the LED lamps on the back of the Switch Panel. In the down position, the Lights Switch can be used to turn on headlights, running lights, and dash lights, but does not turn on the Interior LED lights. The wiring diagram shows how a dimmer switch can be used as a separate headlight switch.

The Turn Signal switch on the Switch Panel provides basic left and right turn signals and brake lights when connected according to wiring diagram 200899. In this configuration brake lights will override turn signals. If you apply the brakes with turn signals on, no signal lights will flash, only brake lights will activate. However, if you have a street-style steering column with built-in turn signal switch and connected according to wiring diagram 200898, turn signals and brake lights will operate in the conventional way where turn signals override brake lights.

The Switch Panel Nitrous switches provide Arm and Purge control for up to two Nitrous kits. These switches provide ground triggers for nitrous solenoids. Refer to the nitrous system manufacturer's instructions for proper connections. When wired correctly the Arm switch should activate the arming solenoid and the momentary Purge switch should activate both the arm and purge solenoids. A fuse on the back of the Switch Panel provides protection against overloads and shorts on the Arm and Purge nitrous outputs. Check this fuse if the Arm or Purge fail to operate.

1. IMPORTANT – READ ALL INSTRUCTIONS BEFORE YOU BEGIN

The electrical system is a critical component affecting both the operation and safety of your vehicle. It is important to have the proper tools and equipment to install your wiring kit, but it is equally important that you have knowledge and experience with automotive electrical systems. You should be familiar with voltage, current, and resistance, and how to use a volt/ohm meter and clamp-on current meter to measure these basic parameters. If you do not feel you have the necessary tools, knowledge, and experience, Coach Controls strongly recommends that you get professional assistance with your wiring project.

SPECIAL TOOLS REQUIRED



Proper Closed Barrel Crimp



Closed Barrel Crimp Tool

Proper wire terminations are essential for the safety, operation, and long term durability of your vehicle's electrical system. To install this wire kit you will need a heat gun and a quality crimp tool.

A closed barrel crimp tool such as the one shown should be used to crimp the non-insulated closed barrel terminals provided in this kit. Note that the wire insulation butts up firmly against the terminal and that the crimp tool creates a dimple in the terminal, securing the conductor without breaking any strands. Use a heat gun and a piece of heat shrinkable sleeving included in the kit to insulate each crimped closed barrel terminal. Once the sleeving is heated and shrunk it should be tight around the terminal and the wire insulation. In this way the sleeving acts not only as an insulator but also as a strain relief to minimize bending of the conductor at the crimped connection.

2. MOUNTING AND GROUNDING

MAKE SURE THE BATTERY IS DISCONNECTED BEFORE PROCEEDING. The Switch Panel, Power Center, 100 amp fuse holders, steering column, battery, lights, and all other electrical equipment should be mounted before you begin installing the wiring. The Power Center must be mounted in a dry location. It is normal for relays to get a little warm during continuous use so the Power Center should be mounted where air can circulate around the unit. The 100 amp fuse holders should be mounted near the battery and at least 6" away from exhaust.

Connect the negative side of the battery to the engine block if possible as well as to the chassis using battery cable (not supplied) and 3/8" bolts and tooth washers. If grounding the battery to the engine block is not practical, connect both the battery and engine to the chassis with battery cable, bolts, and tooth washers. Metal must be clean, free from rust and paint where the connection is made. If the body of your vehicle is metal, it too must be grounded to the chassis using at least 8 awg wire and 1/4" bolts and tooth washers. If you have a fiberglass body, mount one or more ground studs and terminal blocks inside the cabin for convenient ground points. Use at least 8 awg wire to connect all your ground points to clean steel chassis.

Two 100 amp MIDI fuse holders and fuses are included with this kit. One of the 100 amp fuses protects the wires connecting the battery and alternator, the other protects the Power Center. TWO SEPARATE 10 AWG WIRES SUPPLY BATTERY POWER TO THE POWER CENTER. BE SURE TO

CONNECT ONE FROM EACH SIDE OF THE POWER CENTER TO THE 100 AMP FUSE AS SHOWN IN THE WIRING DIAGRAM.

Plug the Switch Panel Cable into the 12 pin connector located at the top of the Power Center. Connect the other multi-conductor cable to the 8 pin connector. Refer to the wiring diagram supplied with this kit as well as the wiring information supplied with all your various accessories and route all wires, including grounds, before making any final connections. Use rubber grommets whenever wires pass through metal openings and don't allow wires to touch sharp corners. Additional detailed diagrams can be downloaded and printed from our website.

Dress your harness by starting in the middle and working your way toward the ends of cable bundles, keeping wires parallel for a neat appearance. Dress the wires to each accessory working from the cable bundle, making sure to leave some slack (service loop) when you make the final terminations.

3. TESTING

Once you have completed installation of your wire kit, make sure the ignition switch and all accessories are turned OFF and the battery is disconnected. Using a higher amp rated fuse than indicated can cause serious, irreparable damage. IF YOU BLOW A FUSE ALWAYS REPLACE THE FUSE WITH THE SAME AMP RATING.

- a. Turn on the Master Disconnect Switch and use an ohm meter to check for shorts between the positive and negative battery cable terminals. Resistance should be greater than 100 ohms. A reading of less than 100 ohms indicates a possible serious short or wiring error that must be investigated and corrected before proceeding. Otherwise, connect your battery to begin testing the system.
- b. Verify the brake lights illuminate when the brake pedal is depressed. Verify the horn.
- c. Turn on the Interior Lights switch (up). Verify the Switch Panel rear LED interior lights come on.
- d. Turn on the Lights (switch down). Verify the LED interior lights turn off and headlights, dash lights, and running lights illuminate.
- e. Turn on the Water Pump (switch up) and verify it operates.
- f. Turn on the Fan (switch down) and verify both the water pump and cooling fan operate.
- g. CAUTION: With your foot on the brake, Ignition Off, and the vehicle in neutral or park or clutch depressed, momentarily bump the Start switch and verify the starter engages. Disconnect the battery if the starter continues when the Start switch is released. This is commonly caused by a defective starter or starter solenoid, or an improperly rebuilt starter. You should also check the neutral safety function by putting the transmission shifter in gear and verifying that the starter will not operate.
- h. Turn on Accy power (switch up). Verify windshield wipers operate as well as any equipment (transbrake shown on wiring diagram) connected to the Accy Pwr output stud. Fuel Pump(s) should not turn on.
- i. Turn on Ignition (switch down). Wiper and Accy Pwr should remain on. Verify the blue ignition indicator on the Power Center illuminates.
- j. Fuel Pump 1 should turn on with the Fuel 1 switch (up) and both fuel pumps should operate with the Fuel2 switch (down).
- k. Verify left and right turn signals operate.
- l. Verify the function of NOS1 and NOS2 switches. In the down position each switch should ground the Arm terminal on the rear of the panel. In the up position both Arm and Purge terminals should be grounded, controlling nitrous system Arm and Purge solenoids.

4. TECHNICAL SUPPORT

Free 24/7 tech support is provided online at: www.coachcontrols.com
or call 423-790-7905 M-F, 9am-5pm eastern.

5. WARRANTY

We at Coach Controls, Inc. warrant to the original purchaser the products manufactured by us to be free from defects in material and workmanship under normal use and service, for which it was intended, but only if it has been properly installed and operated. We offer a Lifetime Warranty to the original purchaser on the Power Center and all other parts and accessories that we manufacture. For all other parts and accessories the warranty period is One Year from date of purchase. Our obligation under this warranty shall be limited to the repair or replacement of any product or products which may thus prove defective under normal use and service, for which it was intended, and which our examination shall disclose to our satisfaction to be thus defective. Any defect affecting operation of the unit will be repaired or replaced at no charge. You will be billed only for shipping. **Damage caused by improper circuit fusing or replacement of original fuse(s) with a higher amp rated fuse(s) is NOT covered.**

Before returning any product, a Return Material Authorization (RMA) number must be obtained from Coach Controls, Inc. and conspicuously printed on the outside of the box. Any item(s) returned without an RMA will not be accepted.

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Original Purchaser must notify Coach Controls, Inc. of a breach of warranty within thirty (30) days after discovery thereof, but not later than the guarantee period; otherwise, such claims shall be deemed waived. No allowance will be granted for any repairs or alterations made by the Original Purchaser without Coach Controls, Inc.'s prior written consent. No person, firm, or corporation is authorized to assume for us any other liability in connection with the sale of these goods.

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MISSING ITEMS POLICY

Every Coach Controls kit is precisely inspected and weighed in accordance with a packing list prior to shipment to ensure all components are included. It is the customer's responsibility to immediately inspect and verify package contents upon receipt. Coach Controls can only be responsible for items missing from shipments directly from our facility to the purchaser. Missing item claims must be submitted within 30 days of purchase, and Coach Controls reserves the right to challenge such claims through review of its inspection and shipping records.