Electronic fan control ELEGEBLESTEU

up to and including Land Rover Defender Td5

Dismantling the old controller:

Remove the instrument panel fastened to the dashboard with 4 screws. After removal, the tap changer mounted on the side wall of the dashboard installation frame will be visible. The tap changer can be removed by loosening the two screws and removing the Bowden cable. This Bowden cable is no longer required as the flap is then always open and has therefore become superfluous. The upper screw is located directly behind a part of the dashboard, which must either be partially dismantled for good accessibility, or you can leave this screw in the hole after unscrewing it and secure it with a nut.

Remove the wiring harness (green cable) up to the black three-pin connector.

Installation of the new control unit and wiring:

In the engine compartment, free one of the spare grommets in the bulkhead (top right) and guide the end of the wiring harness, which is fitted with heat-shrink tubing, with the crimped connector ends (it is best to tie a cable tie around one of the 3 flat connectors and bend the other two backwards) first from the passenger compartment into the engine

compartment. Apply a little washing-up liquid to the beginning of the wiring harness so that it can slide easily through the rubber. Grasp the cable tie on the engine compartment side and carefully pull the wiring harness through until it is long enough to connect it to the control unit.
Connect the plug of the wiring harness to the slide control. Remove the handle from the old controller and place it on the potentiometer. Please only tighten the screw hand-tight, this is sufficient. Then place the new regulator in the recess in the dashboard (with the red and white cable pointing upwards). Reattach the entire unit to the dashboard. Only now tighten the two countersunk screws (M3) and check whether the slider can be moved easily.

Mounting the motor controller:

Mark the position of the mounting holes on the side wall or the sloping front of the heater housing. This position is favourable for mounting the engine control unit, as the electronics in the engine control unit must be cooled and the air always flows past the marked position when the fan is running and ensures the necessary heat dissipation. Mounting elsewhere will damage the electronics as the heat cannot be dissipated. Also take into account the curvature of the bonnet and ensure that the motor controller is not mounted too high. After marking, the holes can be drilled with a 2.5 mm drill and then tapped with an M3 thread. Apply the heat-conducting paste to the back of the control unit and screw it in place using the M3 screws supplied.

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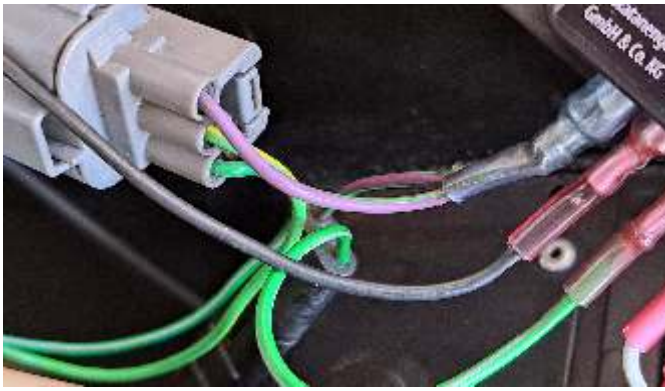
Connecting the motor control unit:

Cut the purple-green cable in the centre and strip the insulation from both ends. Attach the blue flat connector to these ends. Cut the green-grey cable leading from the Bullit plug to the resistors and connect the red flat plug.



ATTENTION!
Always check that the fan motor runs smoothly and check the old plug connections for corrosion. If the plugs are corroded or the motor is stiff, the contact resistance will increase, leading to overheating and destruction of the control unit!

Then slide the blue blade terminal to position 1 of the motor control unit and the red blade terminal to position 3.
Connect the black earthing cable to item 2. Attach the ring cable lug to the earth point behind the coolant tank on the bulkhead. (M6 bolt, often covered with a hexagonal plastic cap)
To connect the wiring harness to the last three positions, follow the colour coding on the control unit.

The device is now ready for use.

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Important Installation and Safety Information

Inspection Before Initial Operation

Before the system is used for the first time, the person carrying out the installation must check all electrical connections, mounting points and the correct operation of the blower control.

The system must not be operated until all components have been installed and connected in accordance with these instructions.

Control Unit Installation

The control unit is fitted with an aluminium base plate, which dissipates the heat generated during operation. This base plate must not be subjected to mechanical stress, bending or distortion.

Please observe the following instructions:

- Do not drill any additional holes in the control unit or aluminium base plate.
- Do not enlarge or modify the existing mounting holes.
- Only use the screws specified in these instructions.
- Install the control unit on a clean, level and even surface.
- Do not twist, bend or distort the control unit during installation.
- The screw heads must rest fully on the designated metal surface and must not exert pressure on the plastic housing.
- Sensitive electronic components are mounted directly against the inside of the aluminium base plate. Bending or mechanically stressing the base plate may damage these components and cause the blower control to fail.

Intended Use

The electronic blower control is intended exclusively for the continuously variable control of the original heater blower in the specified classic Land Rover Defender models.

It may only be used together with the supplied wiring harness, control element and mounting components. It is not intended for use in other vehicles, with other electrical loads or for any other purpose.

The control unit must be installed in the designated position as described in these instructions. The installation location must be dry and sufficiently ventilated.

The aluminium base plate must sit fully and evenly against the designated metal surface to ensure that the heat generated during operation is dissipated correctly.

Electrical Connection

The blower control is intended exclusively for vehicles with a 12 V DC electrical system.

Disconnect the vehicle battery before starting the installation. All cables must be routed and connected in accordance with the wiring diagram.

Please observe the following:

- Only use the supplied wiring harness.
- Keep the cables as short as reasonably possible and ensure that they are not subjected to tension.
- Protect all cables from sharp edges, abrasion and hot vehicle components.
- Push all connectors fully into position and check that they are secure.
- Install the specified 10 A fuse in accordance with the wiring diagram.
- Do not use damaged cables, connectors or components.
- Incorrectly connected or unsuitable cables may cause malfunctions, overheating or damage to the vehicle's electrical system.

Initial Operation

Once the installation has been completed, check all electrical connections and mounting points before reconnecting the vehicle battery.

Before switching on the ignition, inspect the system for visible damage, loose cables or other irregularities. The blower should then be tested throughout its full adjustment range.

If unusual noises, excessive heat, unusual smells or any other irregularities occur, switch the system off immediately. Disconnect the power supply and check the installation before using the system again.

Technical Information

- Application: Continuously variable control of the original Defender heater blower
- Vehicle electrical system: 12 V DC
- Electrical protection: 10 A fuse
- Installation: In accordance with these installation instructions
- Use exclusively with the supplied components
- Subject to technical changes and errors.

Disposal Information

This product contains electronic components and must not be disposed of with household waste.

It must be taken to an authorised collection point for waste electrical and electronic equipment or to another approved recycling facility.

Information regarding local collection points, acceptance conditions and any applicable quantity restrictions is available from your local authority.