

Thanks for your purchase from Aerosurfer Autoparts. Your harness has been inspected for defects, all crimps have been checked, relays have been bench tested and wires have been electrically verified for continuity.

Use Caution when working with Electricity. Always safely support any vehicle when working underneath.

****550 Maranello cars will need to remove the right side air box for relay bracket installation and undertray beneath the motor to access grounding points****

****On 456 Cars, raising the headlights prior to disconnecting the battery switch will provide significantly more space for an easier installation****

Disconnect the battery at the cutoff switch prior to beginning.

Upper Harness installation

The ring terminals mount onto the post of the positive (+) accessory cable. The battery harness is long enough to be routed back behind the battery, away from heat of the engine bay and coolant reservoir. The fuse assembly should lay on the outboard side of the battery, abeam and below the cutoff switch. Battery removal should not be necessary. Each line/fuse is labeled with a random number for identifying the lines.

Remove the wheel arch cover and there is sufficient room to install the harness next to the A/C lines. Route harness forward towards the headlight area

On 550 Cars The relay bracket is designed to mount on the frame above the right side brake cooling hose and below the right headlight. Other locations may be suitable as well.

On 456 Cars The relay bracket is designed to be mounted along the outer frame just inside the bumper and above the washer fluid reservoir. Use caution routing around moving parts of the headlight assembly.

Lower harness installation

The folded harness doubles for either the right fan on the 550, or unfolded the left fan on a 456. The second harness, without the folded wiring, fits the other respective fan on either car.

From underneath the car, disconnect the plug at each fan and install the new harness into each male and female connection. Secure the harness along the cross member between the radiator and engine. The grounding rings can mount up to any one of the cross member hose support posts.

Once harnesses have been routed near the relay, add the lines from the battery harness to each relay plug. When installed properly, the tab will lock the connector into place within the relay plug. Check the security by lightly pulling back on the wire. If it pulls out from the plug, flip 180° and reinsert. Secure each plug onto the relays.

Check harness is secured to the vehicle and routed so as not to cause rubbing or interference with any moving parts or covers. On startup, no changes have been made to the temperature point of fan engagement. It has been shown your new harness will provide stronger running of the fans, as well as quicker cooling cycles while operating.

YouTube install video <https://youtu.be/5vdqfYE03DI> "Ferrari 456/550 Cooling fan Harness description and installation"

There is no further expected maintenance that is required.

****THIS MOD IS NOT A SUBSTITUTE FOR A PROPERLY MAINTAINED COOLING AND ELECTRICAL SYSTEM****

Take care of your Ferrari

Buyer assumes all risk and responsibility for modifications and installation Version 3.4

456/550 Cooling Harness parts list

Three Piece Harness;

Dual line Fused Battery to relay
L&R Fan

Two (2) 70a relays

Two (2) 40a fuses, pre-installed in each fuse holder

Zip ties

Relay bracket for both 456 and 550 with hardware.



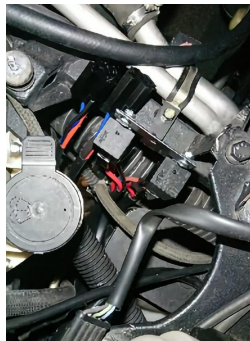
456 Bracket setup.



456 Bracket mounted on bumper frame



550 bracket setup



550 Bracket installed
With Airbox removed



Available grounding
Frame Locations

Should a return to stock electrical configuration be desired; simply unplug the harnesses at each fan and reconnect the original plugs, for additional safety remove the fuses. The harness at this point will be isolated and can be left in place if desired. To fully remove the harness is reverse from installation. At the relay plug, to disconnect the wire terminal from the plug, insert a small pin into the top of the relay plug to free the locking barb and the line will pull out from the bottom of the plug.

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