



# AUTO-ROD CONTROLS

**PRO STOCK INSTRUCTIONS WHEN WIRING TO A BARRY GRANT FUEL PUMP USE ONLY ONE OF THE FUEL PUMP SWITCHES AND INSTALL ONE 20 AMP FUSE IN THE FUSE HOLDER MARKED 7.5A.**

## FRONT PANEL CONTROLS

1. **STARTER SWITCH**  
Recessed to prevent accidental striking, it is mounted nearest the driver and next to the ignition switch for ease of operation.
2. **IGNITION SWITCH**  
This switch interlocks to the fuel pump controls shutting the pumps off when the ignition is killed. The switch is lighted red when on, to aid in night racing.
3. **FUEL PUMP SWITCHES**  
Off in center position, on in up position, they are safety interlocked with the ignition switch. The down position is a spring return marked "TEST" which by-passes the ignition interlock for the purposes of filling the carburetors, setting pressure regulators and float levels, or individually checking pump outputs. Dual switching also allows the use of only one pump in non-race running conditions, saving the batteries.
4. **COOLING SWITCH**  
Designed to operate an electric water pump in the "low cool" position, and both an electric water pump and electric radiator fan in the "hi cool" position.
5. **LAMPS**  
To allow the gauges and/or headlights to be lighted only when needed, extending bulb life. Units have a three-position lamp switch: Off — down; gauges only — middle; gauges and headlights — up.

## WIRING INSTRUCTIONS FOR REAR PANEL CONNECTIONS

1. To +12 volts — Models 3110, 3710, 3760 only. Other models have no connection.
2. To starter solenoid coil.
3. Ignition feed to either positive coil lead or magneto kill lead.
4. Ground.
5. Fuel Pump.
6. Fuel Pump.
7. Line lock power takeoff — follow wiring instructions supplied by line lock manufacturer.
8. Electric fan.
9. Electric waterpump.
10. Headlights.
11. Gauge lamps, tail, and running lights.

NOTE: For those who would like the added security of a key lock, one may be put in series with terminal 2 or 3.

Fuses	Maximum Value
Starter .....	15A
Ignition .....	10A
Fuel Pumps .....	7.5A
Line Lock .....	5A
Fan .....	15A
Pump .....	15A
Headlights .....	20A
Running Lights .....	15A

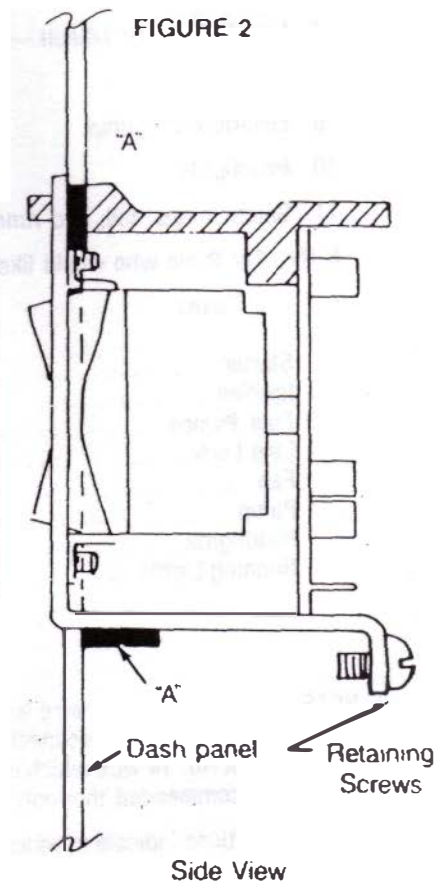
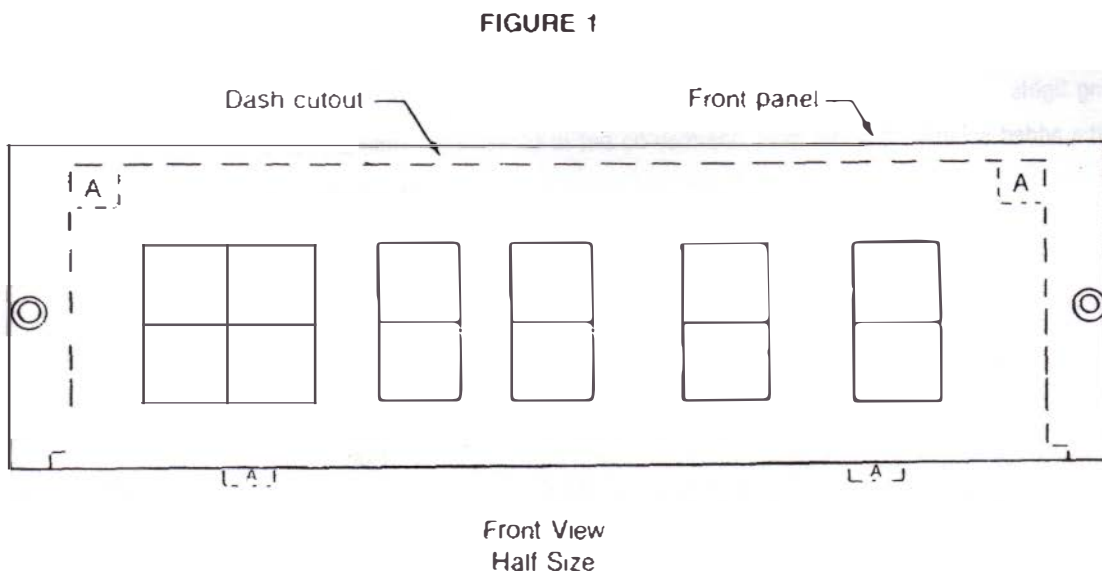
NOTE: When determining wire length be sure that the in-dash unit is slid forward, and that the console model is hinged out. If sufficient slack is not provided, the connectors or wiring could be damaged when opening the unit. The mating connectors are supplied with this unit. These accept No. 14 wire which is suitable for the power the unit is designed to supply. Due to the severe conditions experienced by a race car, it is recommended that only wiring with the 105° markings be used.

All fuse positions indicate maximum fuse ratings. Use the fuse included with or recommended by each accessory's manufacturer up to the maximum rating indicated at each fuse.

## IN DASH MOUNTING INSTRUCTIONS

Read instructions before starting!

1. Locate a flat area  $2\frac{1}{4}'' \times 8''$ . Tape cutout template to this surface and prick punch the corners where indicated by dots. Protect finished dashes with tape.
2. Remove template and using a straight edge and scribe, connect the dots as indicated on the template. Drill starter holes where shown on template and, using a sabre saw or hand nibbler or shear, complete cutout. It is recommended that the two small corner notches be hand filed in as their size is important to finished installation mounting. File entire cutout to smooth edges.
3. The unit's now ready for test fitting. Holding the unit face down, insert the bottom lip containing the two tapped holes into the bottom of the cutout created by the two bottom notches and rotate the unit to a vertical position. It may be necessary to slightly depress the black plastic catch to accomplish this. The unit should slide in easily. If there is any binding at the plastic catch, remove the unit and file the top of the cutout to provide sufficient but not excessive clearance.
4. The catch groove is designed for standard dash metal thickness. The plastic will have to be filed to allow for different thicknesses. It may be removed and reinstalled.
5. Two small rubber pads provided are used as detents to retain the base of the control in the cutout as shown in figures 1 and 2. Two others are used to hold the control from any sideways or vertical movement in the cutout. These are indicated by the letters "A".
6. Test the height of the two side corner notches by depressing the top plastic catch and tipping the top of the control out approximately  $\frac{1}{2}''$  to the recess in the catch and lift the control upward against the top of those notches. There should be a gap at the bottom sufficient to insert the small rubber pad with its backing paper in the space but no more. The control is now fitted and ready for installation of retaining pads.
7. Holding the unit in against the dash in its installed position and reaching behind the dash, slide the pad up to the dash metal and stick to the bottom of the control (both sides); also to the front panel of the control at the top corners.
8. To remove the control, depress the top catch and tilt the top forward to the depression in the catch, which allows the control to be lifted over the bottom rubber detents and then slid forward. Install the two retaining screws provided into the two tapped holes in the bottom lip. The control will slide forward until stopped by these screws, at this point it can be rotated downward to access of fusing and wiring.
9. When wiring to your control, take into consideration that the wires must travel back and forth with the unit.
10. For race units which might experience severe shock or vibration, the front panel is fitted with holes for additional screw mounting to dash.



DASH CUTOUT  
TEMPLATE

