

RV8 cooling fan override switch

Peter Ferguson posted a V8BB note seeking help making this useful modification saying "looking at the wiring diagram it looks to me that a switched, earthed wire to "85" on the cooling fan relay would bypass the cooling fan switch when required. However I am no auto electrician and would appreciate guidance from someone who has done it with success". Helpful replies provided the answer. (Feb 12)

Victor Smith responded saying "I am not familiar with the RV8 wiring for the cooling fans but there is my V8NOTE389 on fitting an override switch on a Factory MGBGTV8 which may help at: www.v8register.net/subpages/V8NOTE389.htm Peter replied "Have now read V8NOTE389 and the wiring there is the same as I think need for the RV8. However as the relay is located in a different (more complicated) manner I would be interested to know where and how an RV8 owner has connected the new wire to the relay terminal".

Alan Spence added "I have done it the easy way by connecting to the earth wire from the Otter switch through a toggle switch and then to earth on the chassis. I also found out that the fuse to the fan motor only becomes live when the otter is earthed or the switch is flicked to earth so I connected from the fuse through an LED to earth which lights up when either is operated. You do end up with a wire across the top of the engine but it's only a single wire and I was unable to find the relay on a Japan spec car".

John Anthistle then mentioned he had just done the Temperature Gauge ECU by-pass on his RV8 and reported the gauge seems to be quite accurate. "The temperature climbs slowly to about 85C then falls away as the thermostat opens. It an additional wire into this pink/blue and taken it to earth via a switch. The fan relay is extreme top-right on the fuse-box and immediately to its left is the connector (C186 on the wiring diagram).

The fuse panel is held by two bolts and can be wangled down into the footwell (the top of the box needs to be tilted forward for the long black relay box to clear the fascia cross-brace) to make removal of the connector easier - after disconnection of the battery of course.

In my case I stripped a short piece of insulation from the pink/blue and soldered the additional wire to the stripped portion, then insulated the joint. Using a Scotch-Lock type connector would be easier but they are rather bulky.

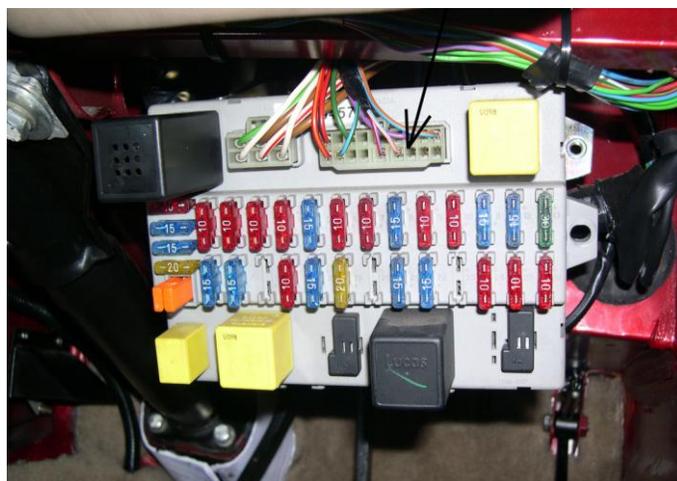
The new spliced-in wire can then be connected to a switch, the other terminal of which is taken to earth via a short wire. A convenient earth point is the bolt holding the right-hand end of the fascia panel to the fascia cross-brace. I intend eventually to use a switch with built-in warning light but have not yet finalised the mounting position - I do not wish to drill the fascia but do need to see the light!

Bob Owen added a couple of trivial points from his MGBGTV8 override switch installation which may be relevant to the RV8: I used a standard V8 heater blower switch and mounted it on the RHS of the dash so that all switches match - and it has a fan conveniently engraved on it. Step drills are the easiest neatest way to drill panels if you decide to risk attacking the dash. Square up with a file. I too installed a LED indicator - but its efficacy is limited. Above about 40mph the fans "windmill" in the slipstream and act as generators. By 70mph there is little to distinguish between the ON and OFF states. The RV8 may be different but the simple dc permanent magnet commutated motor of the V8 is a good dynamo.... However, the

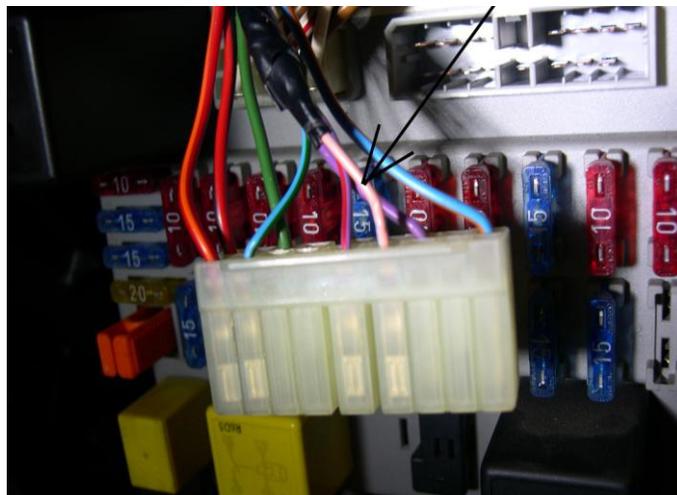
LED is still useful if you're stationary - and you know that the fans are never ON at speed anyway. I used a large chrome bezelled LED to match the other warning lights.



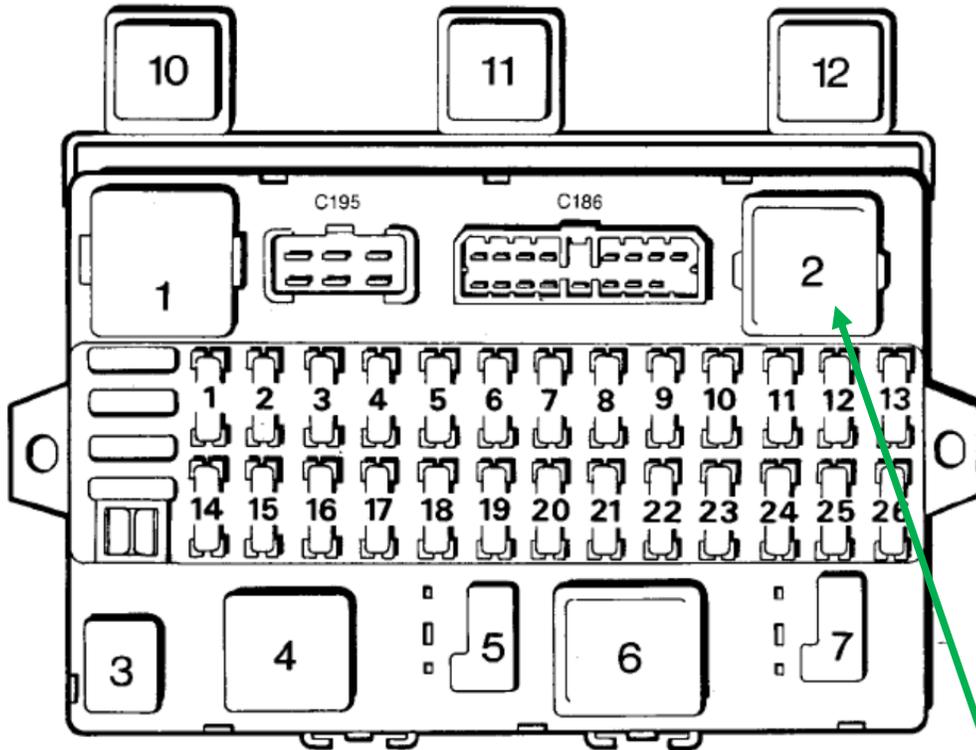
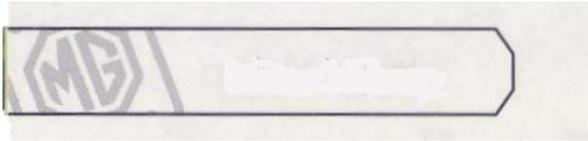
Fusebox in the driver's footwell – fixing bolts arrowed.



Fusebox lowered – connector arrowed



Connector unplugged – pink/blue wire arrowed



Relay functions

RELAY	FUNCTION
1.	Lights on alarm, interior lamp delay unit
2	Cooling fan relay
3	Headlamp relay
4	Ignition relay
5	Link
6	Direction indicator, hazard warning unit
7	Link
8	Wiper relay
9	Not used
10	Blower motor changeover relay (air conditioning)
11	Compressor clutch relay (air conditioning)
12	Condenser fan relay (air conditioning)

Relay 2 is the cooling fan relay
 C186 is the connector alongside

Source: AKM7153ENG MG RV8 Repair Manual – General Information, page 5