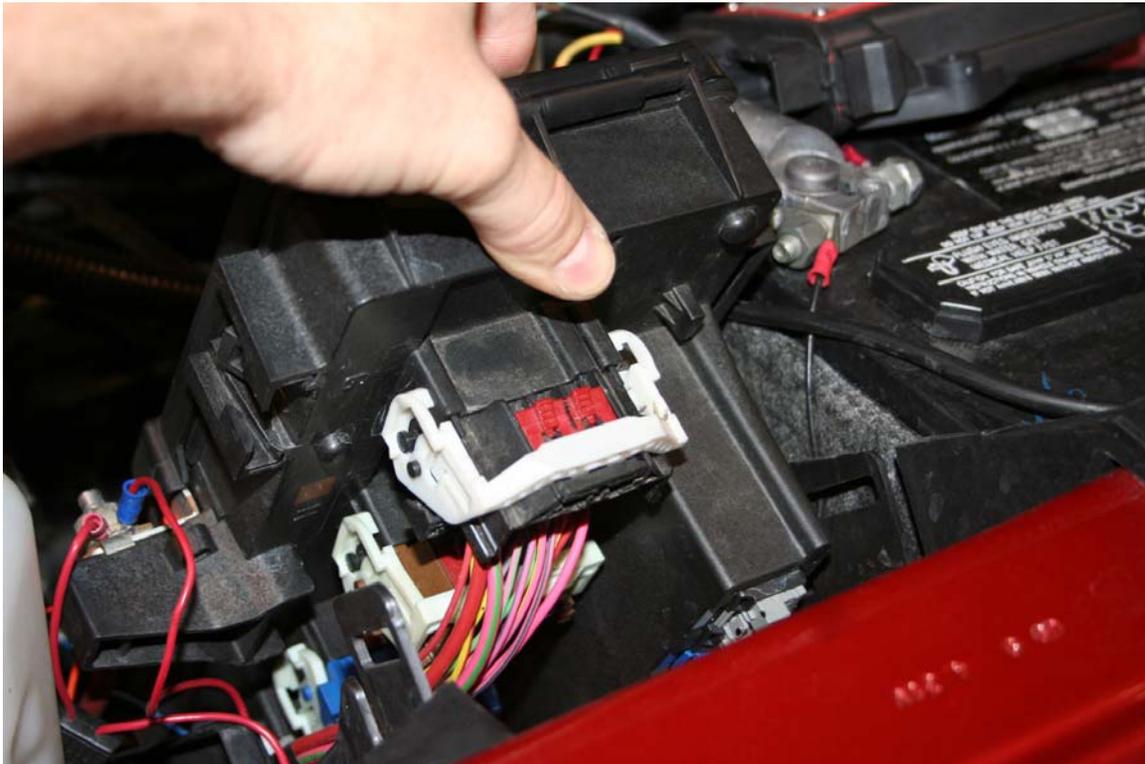


***TST PowerMaxCR HRN 11 Installation Instructions for the Lift Pump Control Harness used with PowerMaxCR R49 Cool Down on a 06 Dodge***

**CAUTION: DO NOT CONNECT A TRANSFER/ LIFT PUMP POWER WIRE TO ANY FUSE OR RELAY IN THE FUSE AND RELAY BOX. DOING SO WILL DESTROY THE CIRCUIT BOARD IN THE *PowerMaxCR* TIMING HARNESS.**

Once installed, this harness will keep the lift pump running when the truck is running in the Cool Down mode. It is needed whether you have a stock or aftermarket transfer/lift pump.

1) The fuse and relay box needs to be lifted up. To do this, pull out on the clips on both sides, then lift it up.



2) Attach the wire labeled "Pump" to the orange wire with a red stripe using the Posi-tap (supplied). Note: There are 2 orange wires with a red stripe. You need to use the smaller one and the picture below shows the exact location. Install the Posi-tap as shown in the diagram below. Make sure the Posi-tap point gets through the insulation and makes contact with the wire.



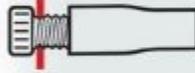
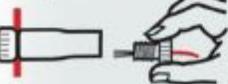
**Posi-Tap™**  
TAP CONNECTOR



- TAPS WIRES WITHOUT CUTTING
- TOTAL WIRE INTEGRITY IS MAINTAINED
- INSTALLS IN SECONDS BY HAND
- NO CRIMPING OR TOOLS REQUIRED
- REUSABLE OR PERMANENT
- LESS RESISTANCE
- VIBRATION PROOF
- FULLY INSULATED

**POWERS UP TO (4) LEADS AT ONCE!**

**QUICK & EASY**

- 1**  Insert Hot Wire
- 2**  Tighten
- 3**  Strip Leads
- 4**  Insert & Tighten

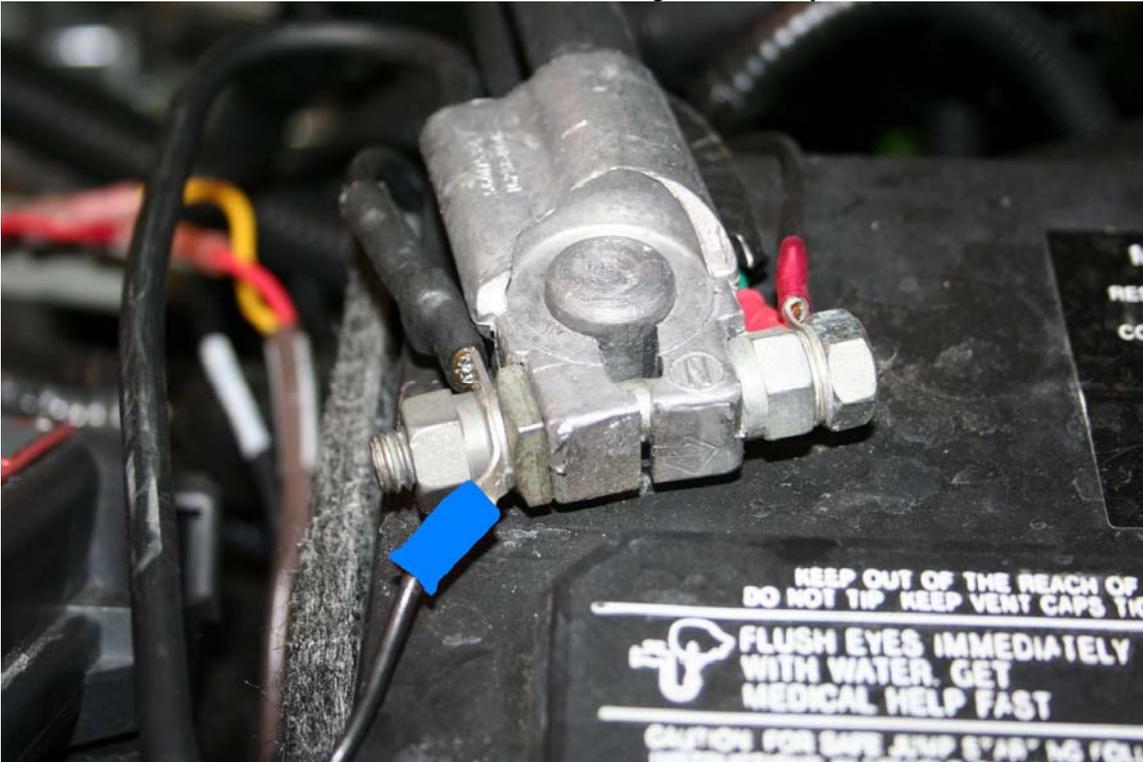
**NO CRIMPING**

**NO TOOLS NEEDED**

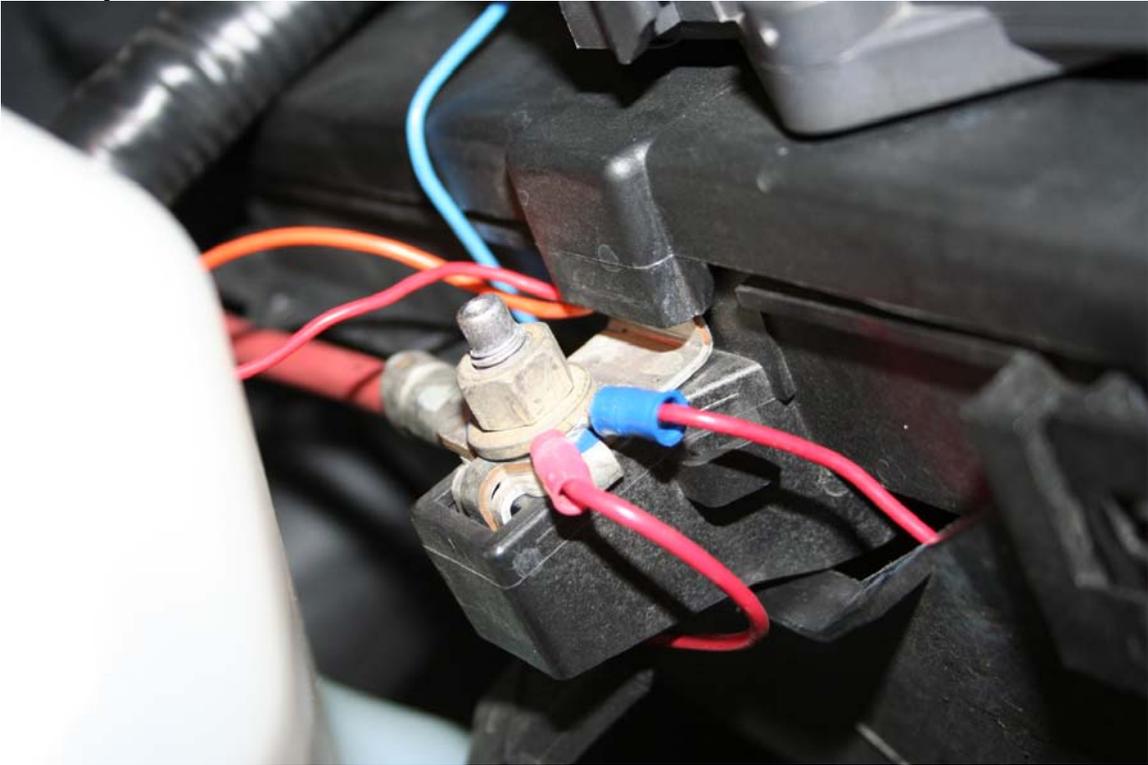
3) Attach the wire labeled "PMCR Blue" to the blue wire of the gray PMCR connector on the timing harness. If your timing harness has a blue wire coming out with a slide-on (quick-disconnect/spade/tab) connector, then attach it there as shown below on the left. Some of the older harnesses do not have this connector, so you will need to use the Posi-tap (supplied) as shown below on the right.



4) Connect the black wire labeled "GND" to the negative battery terminal.



5) Connect the red wire labeled "12V Bat" to the battery terminal on the side of the fuse and relay box.



6) Leave the lift pump control harness assembly in the compartment under the fuse and relay box and route the wires from it along the sides of the fuse and relay box, and check that they don't get pinched and have enough slack, then snap the fuse and relay box back in place. Installation is complete. The lift pump control harness will now keep the lift pump running whenever the engine is running during Cool Down. If the pump does not keep running, check that the wire labeled "PMCR Blue" is at 5V and that the wire labeled "Pump" is at 12V when the engine is running during Cool Down. If not, check the connections on the Posi-taps and check the 25A in-line fuse. If you have a 150gpm or 200gpm auxiliary pump, then you may need a larger fuse. Do not use a fuse larger than 30A.