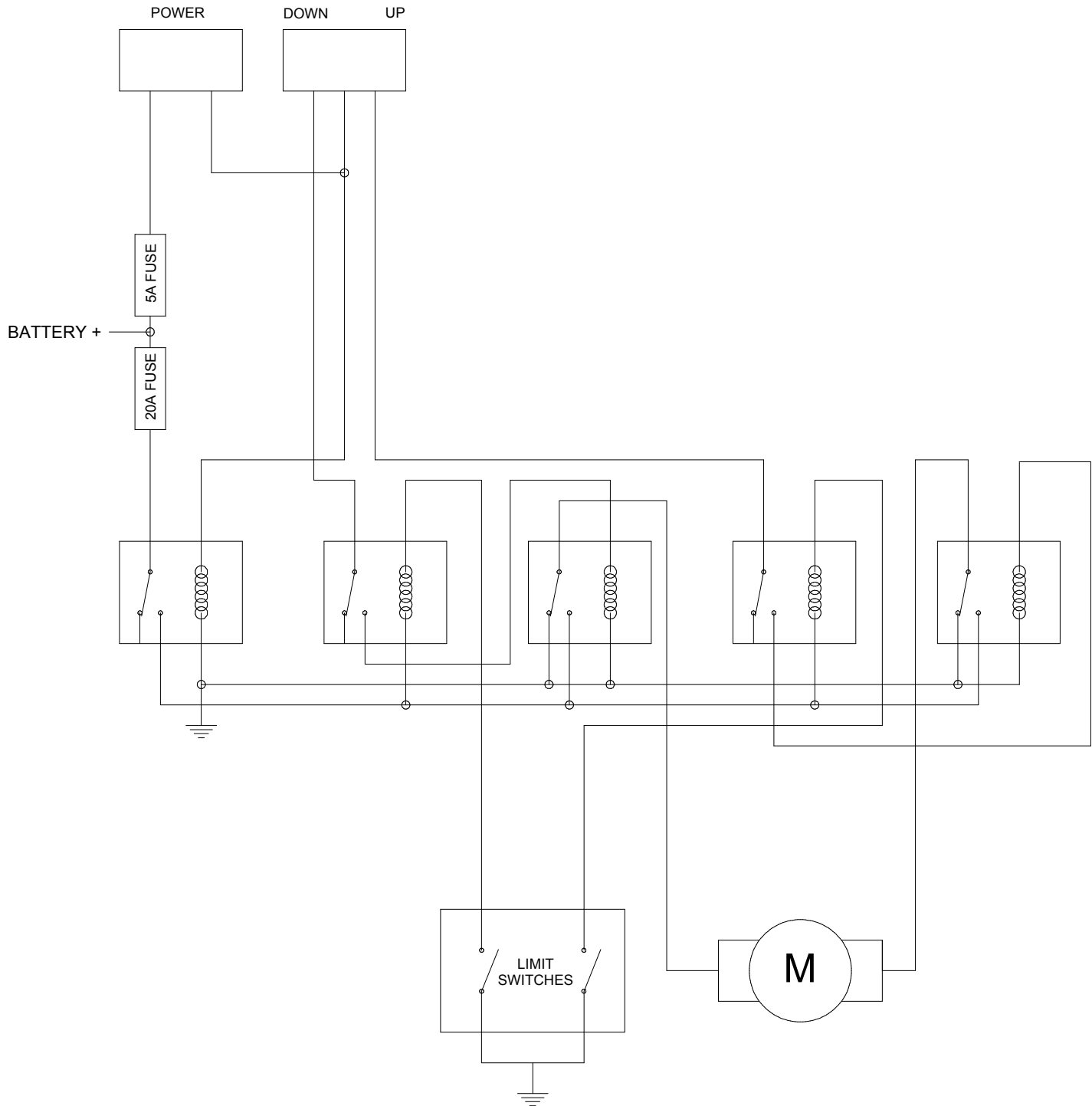


HR31 GT AUTOSPOILER WIRING DIAGRAM



NOTES:

- THE ABOVE DIAGRAM ON SHOWS ONE MOTOR BUT BOTH MOTORS ARE TO BE WIRED IN PARALLEL. BOTH MOTORS ARE SHOWN TO BE RUNNING OFF ONE SET OF LIMIT SWITCHES, SWITCHES CAN BE USED FROM EITHER SIDE MOTOR
- THE LIMIT SWITCHES ARE EARTH SWITCHED
- RELAYS 1,2 AND 4 ARE NORMAL SINGLE CONTACT RELAYS, RELAYS 3 AND 5 ARE CHANGEOVER REALYS
- RELAY 1 IS A POWER RELAY, RELAYS 2 AND 4 ARE CONTROL RELAYS, RELAYS 3 AND 5 HANDLE REVERSING THE POLARITY OF THE MOTORS
- THE MAIN POWER SWITCH IS A SIMPLE SPST SWITCH, THE UP/DOWN IS A SPDT MOMENTARY SWITCH
- THE LIMIT SWITCHES WILL NEED TO BE TESTED TO DETERMINE WHICH DOES WHAT. ON THE FACTORY PLUG I HAD THE BLACK GOES TO EARTH, THE GREEN/WHITE WIRE WAS THE NORMALLY CLOSED CONTACTS UNTIL FULLY UP WHEN THE CONTACTS OPENED, THE GREEN/BLACK WIRE WAS THE NORMALLY CLOSED CONTACTS UNTIL THE SPOILER WAS FULLY EXTENDED OR LOWERED. I'VE NO IDEA WHAT THE OTHER WIRE IS FOR?
- LIGHTS ARE ADVISABLE TO SHOW THE CONDITION OF THE POWER AND SPOILER POSITION. ONE FOR POWER IS A MINIMUM AS WHEN THE POWER BUTTON IS ON AT LEAST ONE OF THE RELAYS WILL BE ENGAGED