

INSTRUCTION DATA

PRODUCT: DRIVING LIGHT HARNESS

VER: 2.2

DATE: OCTOBER 2012



DRIVING LIGHT HARNESS INSTRUCTIONS

1. Remove the main ground wire from the negative battery terminal.

WARNING: This may result in loss of radio security code and clock settings. Please consult your owners manual before disconnecting.

2. Install driving lights onto a suitable mounting surface.
3. Find a suitable place within the engine bay (example - inner guard) to mount the relay and fuse holder. Ensure that the yellow (+) and black/yellow (-) ring terminals reach the appropriate battery terminals (Point A in figure 1)
4. Secure black/yellow stripe wire fitted with tongue terminal to body frame obtaining a good earth.
5. Insert relay into base.
6. Mount the switch in a suitable position inside the cab.
7. Identify the switch (black/red wire with a brown wire inside a sleeve). Locate a grommet through the firewall and pass the switch wire through the pierced grommet to the switch location. NOTE: This section is not required if using the optional radio controller unit.
8. To connect the switch wire inside the cab, strip 5mm off the ends of the insulation of the wires, then crimp a red terminal to each end as per figure 4. Please also refer to note 1.
9. Connect the driving lights and route the insulated white (+) and black (-) sleeved wires to each of your installed Lightforce driving lights. Ensure your cables do not touch the radiator or come in contact with any sharp edges.
10. Your wiring harness is factory fitted with water proof connectors. Some Lightforce driving lights are also factory fitted with matching connectors, so in this case plug the connectors together. However most Lightforce lights are supplied with flying leads, and in this case the connector must be assembled and fitted now:
 - A pair of mating connectors is provided in the kit.
 - Identify the wires from the back of the driving lights: XGT will be a plug, Lance Striker Blitz will have flying leads.
 - Refer to figure 2 (Lock crimps to connector housing). Cut and strip 5mm of insulation.
 - Feed the wires through the seal.
 - Secure crimps to wires.
 - HID Models ensure polarity is correct, Halogen lights are not polarity sensitive.
11. Secure all excess wire to the vehicle.
12. Connect the high beam control wire:
 - Using a multi-meter or test light find the active high beam switching wire located on the back of the head light. Connect "Tee Tap" connector onto this wire, refer to figure 3.
 - Two sizes of "Tee Taps" are supplied in the kit, the red one suits small gauge wires 0.5-1.0mm², the blue one is for heavy gauge wires 1.5-2.5mm².
 - Fit the switch wire to the "Tee Tap", strip 5mm of the insulation from the brown wire (D) and crimp pink blade terminal to the end. Plug it into the "Tee Tap".
13. Connect the yellow ring terminal to the positive battery terminal.
14. Connect the black-wired ring terminal to the negative battery terminal then reconnect main ground (negative) wire to the negative battery terminal.
15. Test.

If the lights do not operate correctly check the following:

- Recheck all installation steps.
- Inspect fuse holder for blown fuse.
- Inspect all ground wires for good earth.
- Check switch operation.
- Check Tee Tap connection

NOTE 1: Some automotive manufacturers use the negative circuit to activate the high beam. In this situation, unplug A (yellow/black wire with the open ring) from B. B is not used and remains disconnected. Plug C (female) into B (male). Cable A is now not required, discard. In this configuration the LED indicator on the switch will not operate.

NOTE 2: This wiring harness is designed for the use of two lights only - not exceeding 9amps per light. Should extra light(s) be fitted additional wiring harness is required.

Figure 1

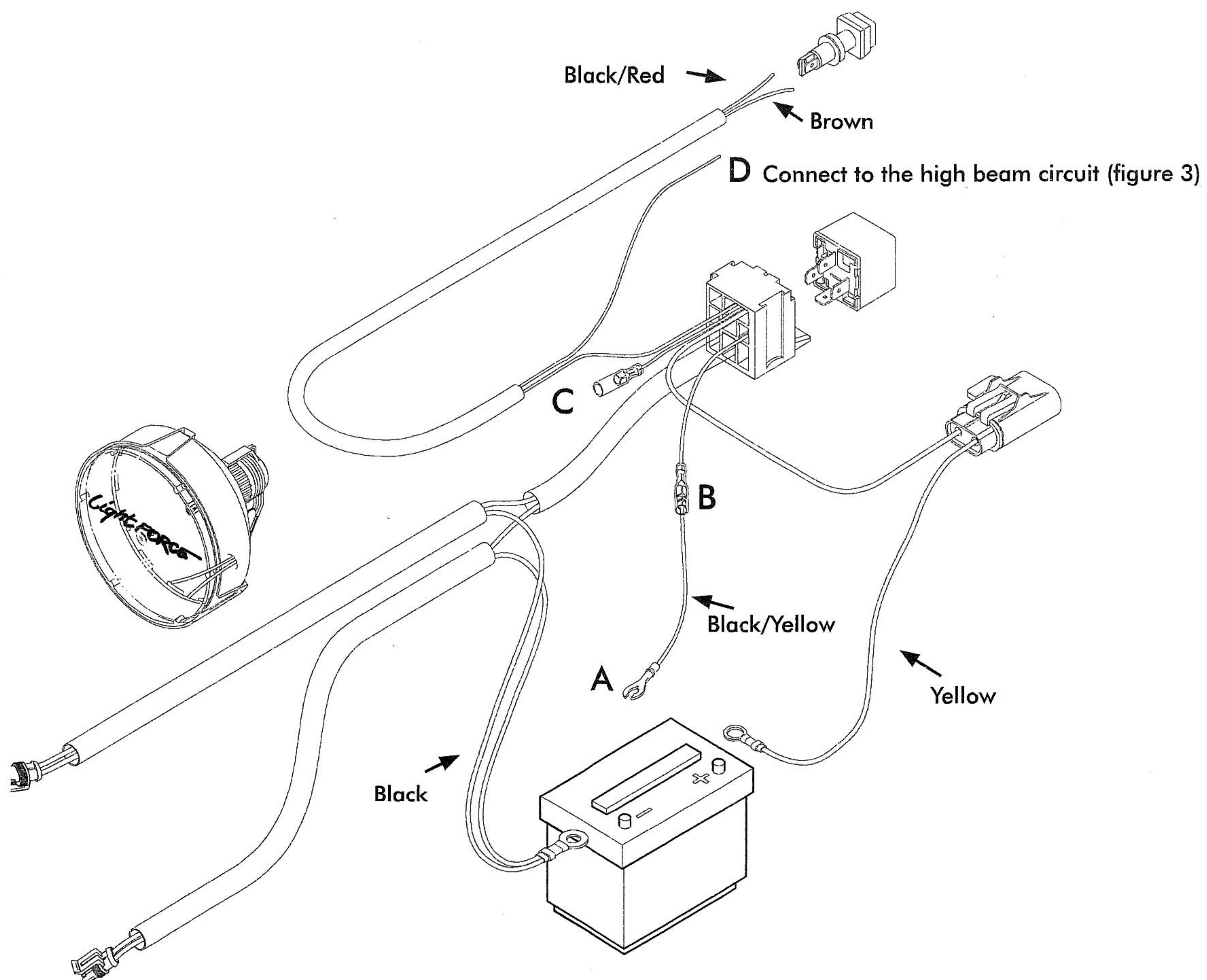


Figure 2

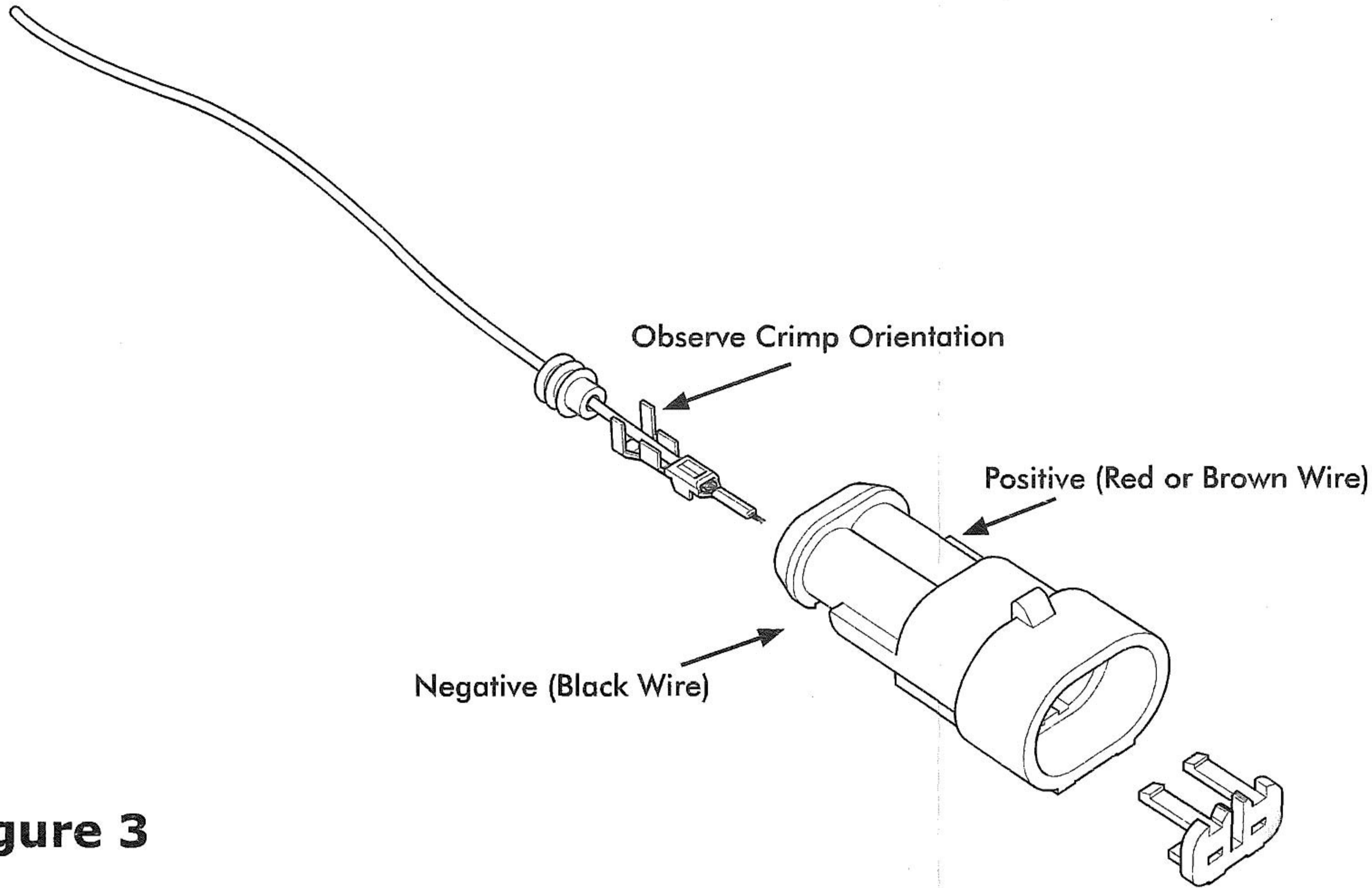


Figure 3

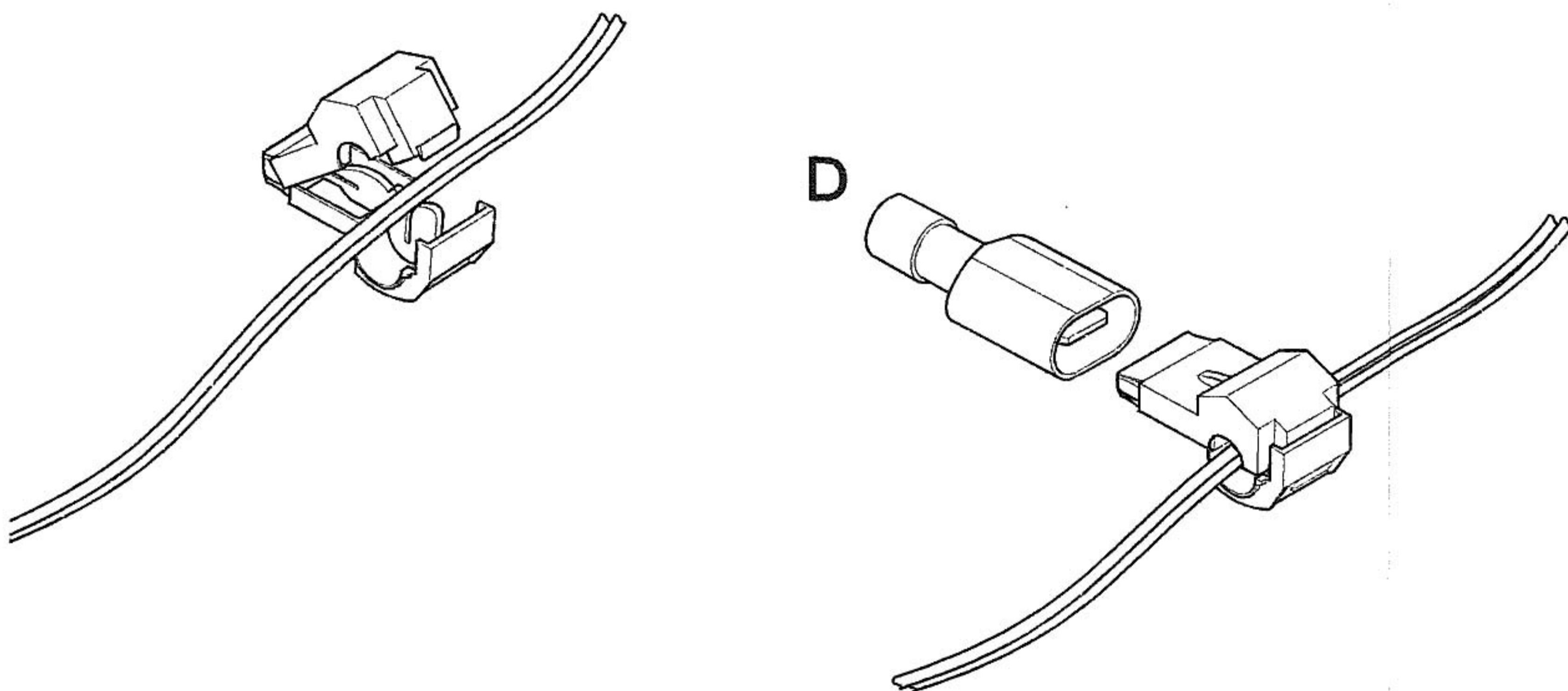


Figure 4

