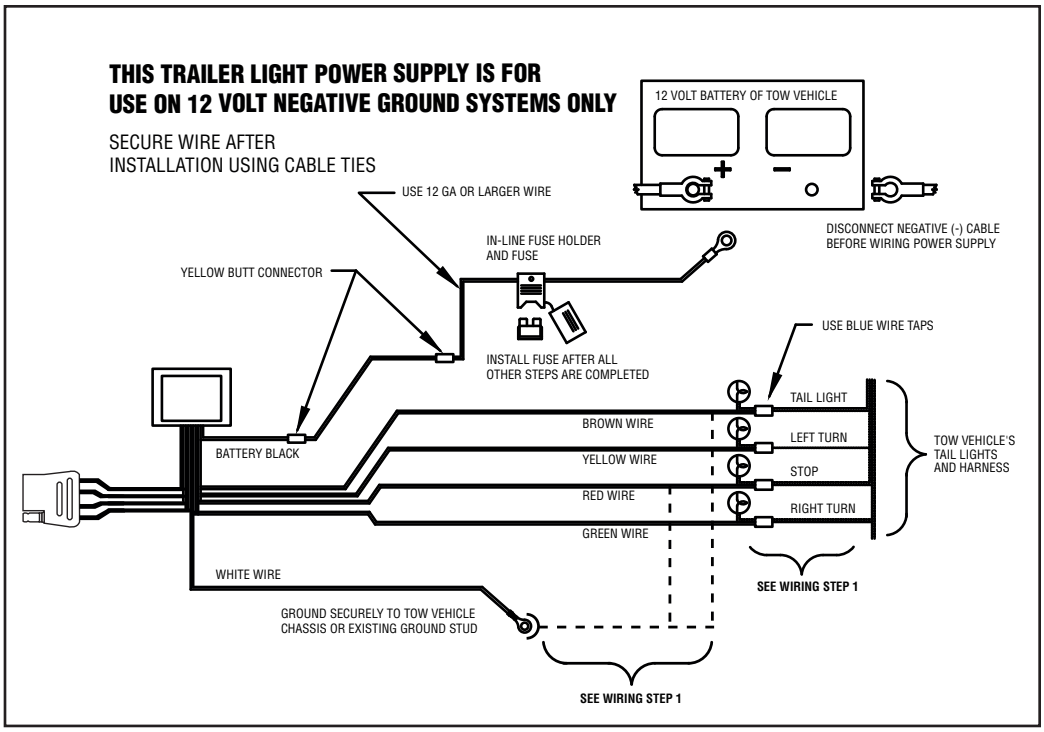
Installation Instructions

Circuit Protected Converter

TOW READY



TOOLS REQUIRED:

Drill (3/32" Drill Bit), Philips Head Screwdriver, Wire Crimpers, Test-probe, Wire Cutters, Socket Wrench Set

NOTE

Some kits will require a wiring kit for installation that may be sold Separately.

1. DETERMINE IF THE TOW VEHICLE HAS A 2 WIRE OR 3 WIRE SYSTEM.

A	A, E	AP	B	B, E	BP

A **A, E** **AP**

2 WIRE SYSTEM

Same bulb for stop and turn signals.

NOTE

Some vehicles have a separate bulb for stoplights but also have a combination bulb for turn and stop **(such as 2008 Ford Taurus sedans)**. These cars should be wired as 2 wire systems, using the wires going to the common bulbs. Attach the crimp on spade terminal provided to the **red** "stop" wire and ground it along with the **white** wire (mounting step 3). Install the rest per diagram / illustration.

B **B, E** **BP**

3 WIRE SYSTEM

Separate bulbs for stop and turn signals. Both Red or Amber turn signals. Install per diagram / illustration.

2. When using a circuit tester, carefully probe one wire at a time. Determine each of the vehicle functions as shown in the illustration.

⚠ CAUTION

Do not probe across two wires or across wire and vehicle structure.

3. Attach the trailer wiring to the vehicle as shown in the illustration using splice.

⚠ CAUTION

When splicing use appropriate gauge wire splices.

4. Disconnect and isolate the vehicle's negative (-) battery terminal.

5. Cut the in-line fuse holder loop wiring. Allowing enough wire on both ends to install.

6. Using an in-line fuse holder, crimp a ring terminal to one end (3/8" for top terminal or 1/2" for side terminal).

7. Attach the fuse holder (with fuse removed) to the positive (+) terminal of the battery.

8. Route 12 gauge (or larger gauge) wire from the fuse holder to the convertor passing under or through the vehicle.

NOTE

When passing wire through sheet metal always go through an existing grommet, add a grommet or use silicone rubber to insulate the wire from the hole.

9. Attach the 12 ga. Wire to fuse holder and convertor with butt connectors as shown in the figure.

⚠ CAUTION

See tow vehicle's owners manual for any special battery reconnection instructions.

10. Reconnect the tow vehicle's (-) negative battery cable.

11. Determine a suitable location for mounting the circuit protected convertor in an out of the way place near the driver's side tail light.

12. Mount the unit using the self-tapping screws or double-sided tape provided. Verify what is behind any surface prior to drilling, to avoid damage to the vehicle and or personal injury. DO NOT drill into any exposed surface.

13. Locate a suitable grounding point near the convertor such as an existing ground stud or drill a 3/32" hole and secure the **white** wire using the eyelet and screw provided. (Do not drill into the floor or bed.) Clean dirt and rustproofing from area.

⚠ CAUTION

Verify what is behind any surface prior to drilling, to avoid damage to the vehicle and or personal injury. DO NOT drill into any exposed surface.

14. Install the 15-amp fuse into the fuse holder and test the installation with a circuit light or trailer.

TESTING PROCEDURE

With the ground wire connected and all of the other circuits attached, attach the ground lead of a circuit tester to the exposed ground terminal of the 4-flat end. Activate the tow vehicle's left turn, right turn, tail and stops one at a time. Probe the three receptacles of the 4-flat end to confirm proper functions.

⚠ WARNING

all connections must be complete for the convertor to function properly. Test and verify installation with a test light or trailer. Once installed, for initial test, reset vehicle electrical system by temporarily removing the key from the ignition.

15. Secure all loose wiring with cable ties.

⚠ WARNING

Overloading circuit can cause fires. DO NOT exceed lower of towing manufacturer rating or:

- Max. stop/turn light: 2 per side (4.2 amps)
- Max. tail light: (7.5 amps)

Read vehicle's owners manual & instruction sheet for additional information.