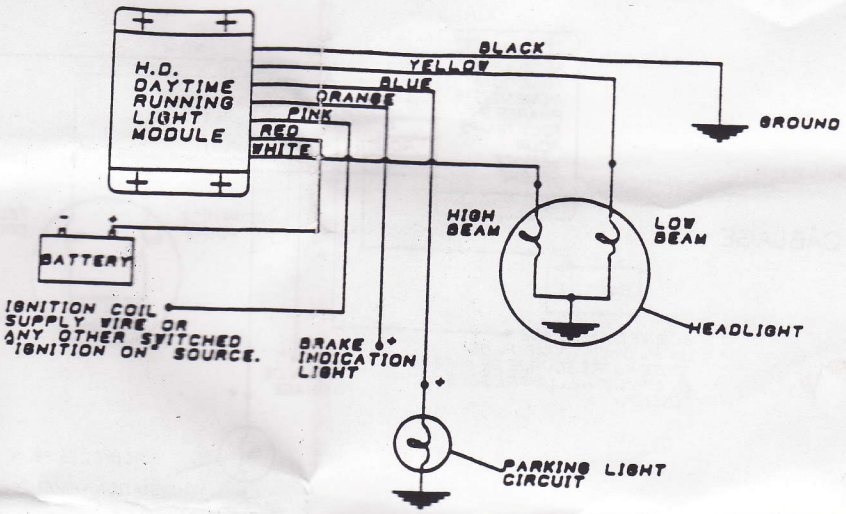
DAYTIME RUNNING LIGHTS (DRL) PART NO. 76-4118
DRL KIT INSTALLATION INSTRUCTIONS:

WIRING DIAGRAM



THOROUGHLY READ ALL INSTRUCTIONS BEFORE BEGINNING INSTALLATION!

NOTE: THIS DRL KIT IS NOT SUITABLE FOR VEHICLES WITH THE HEADLIGHT SWITCH ON THE GROUND SIDE OF THE CIRCUIT OR FOR VEHICLES EQUIPPED WITH VACUUM OR MECHANICALLY OPERATED HEADLIGHT COVERS.

OPERATING INSTRUCTIONS:

For daytime use, leave the headlight switch in the OFF position. The DRL Kit will automatically turn ON and turn OFF the vehicle's high beam headlights, park-lights and dash-lights when the ignition is turned ON and OFF. The high beam headlights are reduced to 50% intensity and the park-lights are run at full intensity. The DRL Kit can also be deactivated by applying the parking brake. At dusk and during evening hours or poor weather conditions, the vehicle's normal headlight system should be switched ON. This will allow ordinary use of the full intensity low and high beam headlights, dash-lights, and park-lights.

IMPORTANT: If the vehicle's headlight switch is left in the ON position, the DRL Kit will NOT turn headlights OFF automatically when the ignition is turned OFF.

1. **MOUNTING INSTRUCTIONS:**

To mount the DRL Kit, drill two 5/32" holes as close as possible to the battery and a headlight, enabling each wire to reach its necessary connection point. Firmly mount the system in place, using two of the self-threading screws provided. Mounting does not provide an electrical connection, so mounting on plastic surfaces is quite acceptable. When choosing a mounting location, ensure that drilling will not damage other vehicle components.

2. **LOCATING WIRES:**

If you do not have a wiring diagram or identification of the headlight contacts or socket, you will have to determine the function of the wires at the rear of the headlights. There are usually 3 wires: ground, low beam, and high beam. The park-lights are usually connected together in parallel and have just one connection point. Various means of identifying these wires include the use of a volt meter, a continuity probe or even two wires connected through a 12 volt lightbulb. Follow this procedure:

- connect one wire of the meter, probe or lightbulb to ground (any bare metal surface on the vehicle)
- the other wire is now your test wire
- switch your low beam or high beam headlights on
- touch the test wire to each of the prongs at the rear of a headlight
- the meter, probe or bulb will indicate when there is voltage present and will identify the low beam or high beam wire.

SPLICING INSTRUCTIONS:

IMPORTANT: Soldering is highly recommended for ALL connections. Soldering will provide a more reliable installation. Blue plastic clip connectors have been provided as a substitute if soldering is not possible.

TO MAKE SOLDER CONNECTIONS:

1. In a convenient location, cut vehicle wire and strip about 1 cm (1/2 inch) of insulation from each end.
2. Strip about 1 cm (1/2 inch) of insulation from DRL Kit wire.
3. Twist DRL Kit wire with the two bare ends and solder the connection.
4. Re-insulate wire with tightly wrapped electrical tape.

TO MAKE BLUE PLASTIC CLIP CONNECTIONS:

1. Slip the vehicle wire into the outer groove. Insert the DRL Kit wire to the stop (inner groove). It is not necessary to strip the wires.
2. Make connections by squeezing the metal contact clip down with pliers. Squeeze until flush with top of connector.
3. Fold over hinged cover until it snaps tight.

3. **CONNECTING THE PINK WIRE:**

The function of the PINK wire is to tell the DRL Kit when the ignition is on. The PINK wire should be connected to a

to the low beam wire at the rear of either headlight. This wire is usually attached to the terminal which is at right angles to the other two terminals.

5. **CONNECTING THE WHITE WIRE:**

The function of the WHITE wire is to supply the 50% reduced intensity output to the high beam headlights. Connect the WHITE wire to the high beam wire at the rear of the headlight used above. Ensure that a solid electrical connection is achieved.

6. **CONNECTING THE BLUE WIRE:**

The function of the BLUE wire is to supply the vehicle's tail-lights and park-lights with (+) power from the DRL Kit. This connection can be made at the park-light near the headlight. Solidly connect the BLUE wire to the park-light.

NOTE: IF PARKING LIGHT ACTIVATION IS NOT REQUIRED, SIMPLY CUT BLUE WIRE AND INSULATE END WITH TIGHTLY WRAPPED ELECTRICAL TAPE.

7. **CONNECTING THE RED WIRE:**

The function of the RED wire is to provide a high current +13.8 Volt supply to the DRL Kit. The battery is the most convenient connection point. Connect the RED wire, ensuring that a solid electrical connection is achieved.

8. **CONNECTING THE BLACK WIRE:**

The function of the BLACK wire is to provide an electrical ground to the DRL Kit. This connection can be made at the headlight's ground wire or to another ground point. In most vehicles, black wires and the chassis are at ground. Solidly connect the DRL Kit's BLACK wire to ground.

9. **CONNECTING THE ORANGE WIRE: (ACTIVE LOCKOUT)**

The ORANGE wire is used to provide a means of having the DRL Kit OFF when the ignition is ON, which may be required from time to time. This wire can be connected in two ways:

Option 1: If this feature is not being used, connect the ORANGE wire to the PINK wire of the DRL Kit. This style of installation will provide standard ignition on, 20 second time-in operation.

Option 2: to deactivate the DRL Kit with the parking brake, connect the ORANGE wire to the dash-mounted brake indicator light. In most vehicles, the ORANGE wire can be connected to the low brake fluid pressure switch, at the brake master cylinder in the engine compartment. This location is electrically connected to the parking brake circuit. Otherwise, the ORANGE wire can be connected inside the vehicle to the wire running from the parking brake switch to the brake indicator.

10. **FINAL CIRCUIT TEST:**

Thoroughly inspect all connections to be sure that solid electrical connections have been made. With the headlight switch in the OFF position, start the vehicle's engine. Wait for the 20 second delayed time-in and ensure that the high beam headlights, park-lights and dash-lights are activated. (Time-in may vary with battery voltage). Next, switch the ignition OFF and check that the lights turn OFF. Finally, with the engine OFF, ensure that the dash-lights, park-lights and both high and low beam headlights operate normally.

NOTE: For DRL Kits installed as in Option 2, the parking brake must be released for the Daytime Running Lights to be activated.

LIMITED ONE YEAR WARRANTY

Dominion Automotive Industries warrants this Heavy Duty Daytime Running Light module to be free from defects in material and workmanship and will not fail, under normal operating conditions, for a period of one year from the date of purchase. This warranty applies only to the original purchaser and only while this unit remains on the vehicle on which originally installed. Dominion Automotive Industries does not warrant this unit for uses other than for passenger car, truck or tractor applications.

This warranty is limited solely to replacement of the unit and does not include cost of labour for removal or installation. This warranty does not apply to products (1) which have been altered; (2) improperly installed, maintained, or repaired; or (3) damaged by accident, negligence, or misuse. If failure should occur, return the Heavy Duty Daytime Running Light module together with proof of purchase to any authorized