As illustrated below, this kit consists of:

- Signal Lights Qty: 4
- Signal Indicator Qty: 1
- Signal Switch Qty: 1
- Horn Button Qty: 1
- Horn Qty: 1
- Spade Connectors Qty: 6
- Flasher Relay Qty: 1
- Zip Ties Qty: 10
- Wiring Harness Qty: 1
- Bullet Connectors Qty: 8
- Butt Connectors Qty: 2
- 1/4 #20 x 1 3/4 Bolt Qty: 1 (not pictured)
- 1/4 #20 Nylock Nut Qty: 1 (not pictured)
- 1/4 Flat Washer Qty: 1 (not pictured)
- Pushpins Qty: 7 (not pictured)
- Spare Wire Segments Qty: 3 (2 pictured)

**Procedure:**

1. To facilitate the installation of the under hood components of this kit, it is recommended that you remove the pushpins that hold the hood to the dash, the ½" bolts that hold the hood to the brush bars and lift up as shown in figure 1. (NOTE: Unplug the headlight wiring harnesses before lifting up hood.) To remove the pushpins it is necessary to cut the tops off using a pair of wire snips as shown below. It is also recommended that the center console be removed to run the wiring to the rear lights and be kept safely out of the way as shown in figure 2.

2. Drill a 3/4" hole with a sharp wood boring bit or hole saw for each signal light in the desired positions as shown in figures 3 & 4. Mount the signal lights into the holes by feeding the light wires through the hole and pushing the light firmly into the hole. (NOTE: The top of the light is marked on the front of the amber lens as shown below.)

**NOTICE:**
A LANDmaster LM400 with a steel bed and rear fenders was used for the creation of these instructions. As this is a universal kit, final placement of the signal lights, horn and controls is at the discretion of the end user. In addition, some wiring / connector modifications may be required. These instructions are merely guidelines.

**TOOLS REQUIRED**

- Wire crimpers
- 8 mm socket
- Wire snips
- Drill Bits (15/32 & 7/16)
- Hole saw (3/4 inch)
- ½" Wrench
- 1/4" Allen Wrench
- Electrical Tape

**Figures:**

1. Pushpin Removal
2. Parking Brake
3. Finished Front View
4. Finished Rear View
See figure 12 on the back page to familiarize yourself with the proper wiring of this kit.

Beginning with the harness under the hood area, feed the rear light harness section (see figure 12) through the dash panel, following the path of the shifter cables, through the cab of the vehicle beneath where the center console was removed and through to the rear of the vehicle. Beginning at the rear signal lights, cut the [Green, Yellow and White wires] to the needed length, strip the ends and crimp onto the female bullet connectors. Plug the White harness wires into the White signal light wires. Plug the Green and Yellow harness wires to their appropriate signal lights as shown in figure 5. (NOTE: It is not necessary to secure the wiring harness at this time.)

Mount the horn to the frame beneath the hood of the vehicle with the 1/4 #20 bolt, washer and nylock nut provided in the recommended pre-drilled location as shown in figures 8 & 10. It may be necessary to drill a hole in the frame tubing to place the horn in another desired position. NOTE: make sure the Red horn wire from the harness will reach where the horn will be placed. Take the Red and White wires marked “Horn” from the harness and cut to the appropriate length being careful not to cut them too short. Strip the ends of the wires and install female spade terminals onto the ends.

Mount the controls and install the rubber boots as shown in figures 7 & 9.

Snip off the eyelet ends and use the butt connectors to attach longer wiring to the signal switch making sure to attach enough wire to reach to the destinations. You may have to snip off the eyelet ends of some other wires and attach the supplied female spade connectors for use with your vehicle. The Black (ground) wire from the signal indicator will need to be connected to the White (ground) wire from the harness using the .25” Female spade terminal end for 18 – 22 gauge wire. Refer to figures 10, 11 & 12 on the next 2 pages for final wiring of the kit.

Secure all wires as needed to the frame using electrical tape or zip ties as shown in figures 6 & 10.

Be careful to avoid moving parts, steering linkage, shifter linkage, driveline parts and the exhaust system when securing the harness to the frame. Also be sure that the dump bed can still function properly when the harness is secured.

Reattach hood to the brush bars and to the dash using the provided pushpins.
Final Wiring of components

**Turn Signal Switch**
Red, Green & Yellow wires from harness

**Signal Indicator Light**
Crimp spare red segment wire to red indicator wire with butt connector and connect to flasher relay.
Crimp spare segment (black or white) to black wire with butt connector and join with white ground wire from “flasher” harness. Connect to negative / ground side of terminal block.

**Horn Button**
White wire from harness.
Black wire to horn.

**Horn**
Red wire from harness.
Black wire to horn button.

**Terminal Block**
Orange wire from harness to positive side.
White from “flasher” harness joined with ground from turn signal indicator to negative / ground side.

**Flasher Relay**
Red wire from harness, red wire from signal indicator light and orange wire from harness.

**Signal Lights**
Yellow/White From harness.
Green/White from harness.

**.25” Female Spade Terminal End for 18 – 22 Gauge Wire**
Joins ground wire from signal indicator light (black or white) to white ground wire from “flasher” harness. Plugs into the negative / ground side of terminal block.

Fig. 10