

JK Rock Light

Installation Instructions

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Thanks for choosing a DCS product that is designed and manufactured in the USA!

Installation Time: 60-90 Minutes

Tools Needed: Wire snake or similar device, Wire strippers/crimpers, Electrical tape, Phillips screwdriver.

Contents: 2 Mid lights, 4 Wheel well lights, 1 drain plug light, 1 front axle light, 1 underbody light, drivers side harness "A", passenger side harness "B", engine compartment harness "C", Zip-Ties.

Note: Installation should be done when temperature is above 70°F, this will allow the rubber bushings to be more flexible.

Step 1: READ ALL DIRECTIONS

Step 2: Starting on the drivers side. Directly under the drivers door, locate the square hole on the inside of the frame facing the drivetrain (Fig 1). This is where the A harness will be pulled into the frame. Now locate the oval hole behind the front tire (Fig 3), the round hole under this drivers door (Fig 2), and the square hole just behind the rear wheel (Fig 4). These locations are the same on both sides of the vehicle. The Drainplug light goes in either the rear storage or jack compartments (Fig 5). Front axle light attaches to the metal lower radiator support tube (Fig 9). The underbody light attaches just rear of the transmission (Fig 6).

Step 3: Remove stock jack and hardware. Remove stock drainplug. Insert drainplug light into jack compartment location. Wiring should run underneath the vehicle along rear frame rail. If equipped with tow package, route the wire with tow wiring using zip ties. Route wire into driver's side frame rail (Fig 7). Pull drainplug wire out of "REAR" light location. (Fig 4)

Step 4: On driver side, insert your wire snake/tape or a similar device into the hole where "REAR" light goes (Fig 4). Push the snake/tape all the way until it is visible in the square hole where the wires exit under the vehicle (Fig 1). Securely attach the wiring of harness marked "A" to the wire snake using electrical tape. It is important to securely tape one plug forward and the other backwards, so they fit through the frame properly (Fig 8). Now pull the wire through frame until the plugs exit the "REAR" location. Repeat this step for the "FRONT" location (Fig 3).

Step 5: Once the harness is routed through the frame the lights can be installed. Starting with the underbody light. Simply snap the light into the oval hole within the body just rear of the transmission (Fig 6). On some kits this light will be a magnet to place where desired. Route the wire towards the driver's side and into the frame connecting to the harness at the "MID" location. Use supplied zip-ties to secure to frame cross member pictured in (Fig 6). One of two lights marked "MID" fit within the hole under driver and passenger doors (Fig 2), using your fingers pull the harness plug out of the "MID" hole. Remaining 4 lights fit all wheel well locations. Plug each light securely into the harness. lights can now be installed into the appropriate holes. Any excess wire can be coiled in the frame. When installing rubber lights, push them in at an upward angle then work in the bottom section. Repeat steps 3 and 4 on the passenger side using "B" harness.

Step 6: Front Axle Light. Mounts above the front axle by attaching to metal frame tube beneath radiator (fig 9). First clip plastic band around the tube and position so screw holes are facing downwards. Using a Phillips screwdriver and supplied screws, attach light by threading one screw in halfway then starting the second screw. Once both are threaded, tighten until snug. DO NOT OVER TIGHTEN. Route wire into engine bay towards double end of harness "C". Use supplied zip-ties to attach wire to the tube. The light will plug into the "C" harness.

Step 7: Once all wiring is run and lights installed, it is time to connect the harnesses. Route each harness up along the frame rail and into the engine bay. The "C" harness can now be connected to join the two harnesses together. This harness is reversible to accommodate a power connection on either the driver or passenger side.

Note: When routing the wire harnesses up into the engine bay be sure to route in a manner where the wire will not come in contact with the exhaust. We recommend routing behind existing shielded wire located above the exit hole on both sides (Fig 1). Once the wiring is all routed properly, connect the “C” harness to a switched, relay protected power source.



Figure 1



Figure 2



Figure 3



Figure 4

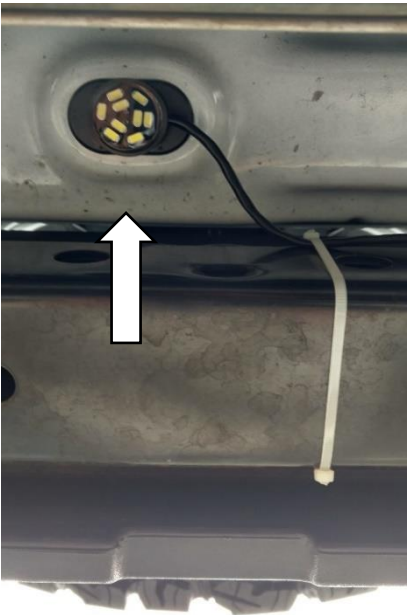


Figure 5

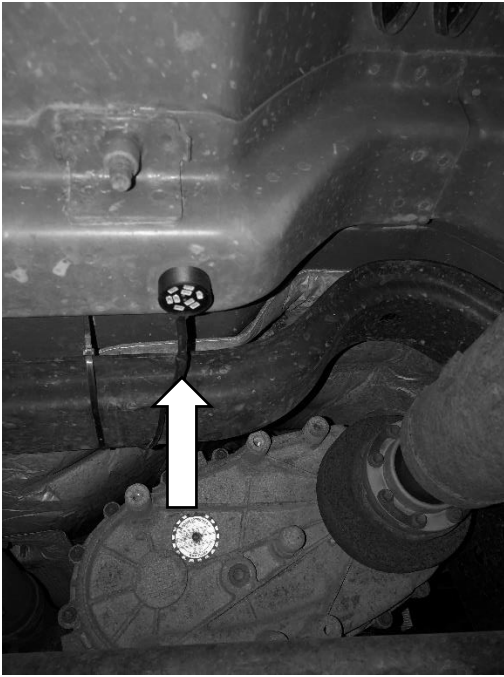


Figure 6



Figure 7



Figure 8

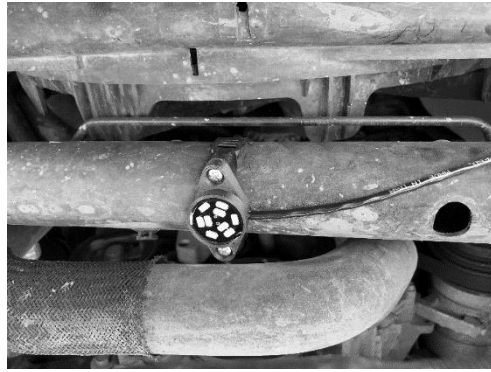


Figure 9