

# JL 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, 10 mm Wrench.

**Contents:** 4 mid lights, 4 wheel lights, 1 rear magnet light, 1 front axle light, 1 center magnet 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. If the interior of the frame is dirty it is best to wash it out prior to installation.

**Step 1: Install wire harnesses.** Starting on the passenger side. From under the Jeep, locate the hole in (fig 1). This is where the wiring will exit the frame. Insert your wire snake/tape into the hole in the frame just above the rear lower control arm (fig 2). Insert the snake/tape until it can be pulled through hole in (fig 1). Attach "B" harness where label is attached as pictured in (fig 3). Gently pull the harness through the frame and out of the hole. Repeat this process for the passenger side using "A" harness.

**Step 2: Identify light locations.** Using your fingers pull the harness plug out of the hole where each light is to be installed. "MID" Lights fit within the round & oval holes under the doors in the middle of the vehicle (fig 4). Front lights fit the holes

directly behind the front wheels (fig 5). Rear lights fit the large hole just behind the rear wheels (fig 6). The rear magnet light attaches to the crossmember above the rear axle(fig 7). The front underbody light attaches to the radiator hose support (fig 8). Center magnet light attaches to the frame crossmember just rear of the transfer case or desired location. (fig 9)

**Step 3: Install lights. When installing rubber lights, push in at an angle then work in the remaining sections. Do not push from center of light as damage may result.**

Attach rear magnet light to crossmember above rear axle. Route wire towards passenger side frame rail and attach to one of two plugs at the end of the “B” harness. Secure wire with zip ties.

Attach center magnet light to frame cross member just rear of transmission or desired location that is safe from heat and trail damage. Secure wiring along crossmember using supplied zip ties and into driver side frame (fig 10). Connect to the harness at the mid location with two plugs. There is enough wire to route in a manner where it will not be affected by heat from the exhaust. The “M” lights can now be connected and installed by inserting at an angle then working in remaining sections.

Rear lights fit into frame tube behind the rear wheels. Firmly push light all the way in. Wiring should be attached to stock wheel sensor wire/brake line using zip ties. Connect wiring to rear of A & B harnesses.

Front lights fit within hole in frame behind front wheels. Insert wire lead from light into hole. Feed wire down until it can be connected to the harness. Using the wire snake can make this step easier.

Remove 10mm nut from radiator hose support bracket (fig 8). Use the nut to attach the front axle light. DO NOT OVER TIGHTEN. Route wire to the side and up into engine bay. Be sure to secure wire so it does not contact any moving parts. Connect to the “C” harness.

**Step 4: Once all wiring is run and lights installed, it is time to connect the harnesses. Route the male end of 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. One plug will remain open on the C harness for accessories such as grille lights.**

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

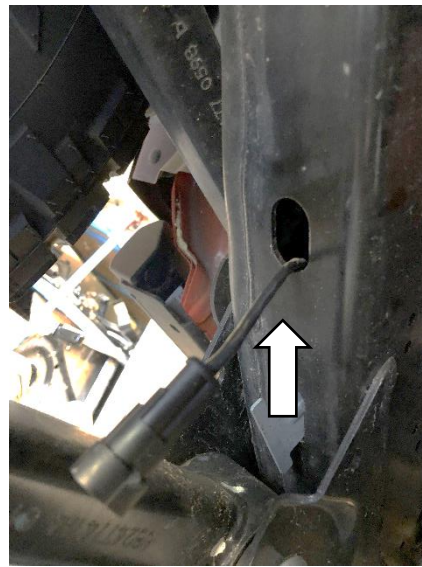


Figure 2



Figure 3

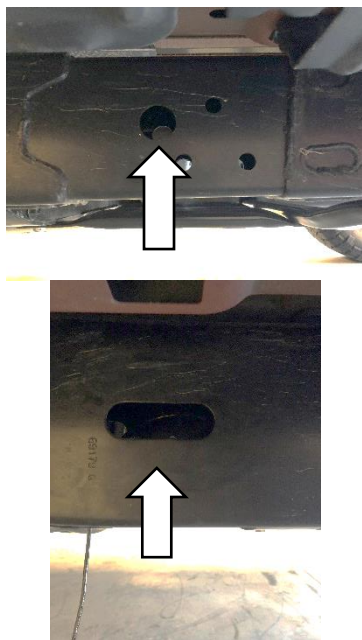


Figure 4



Figure 5



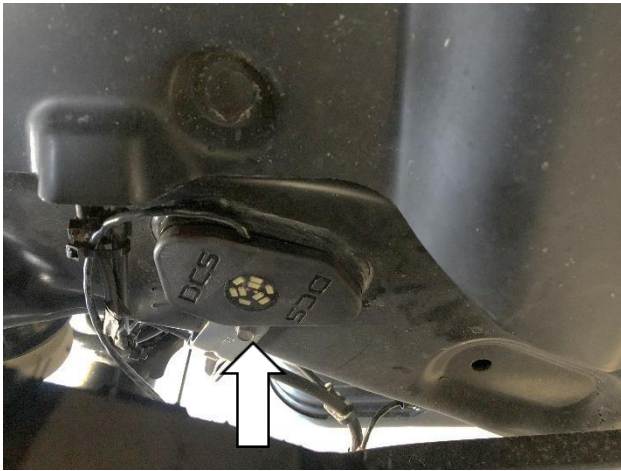


Figure 6

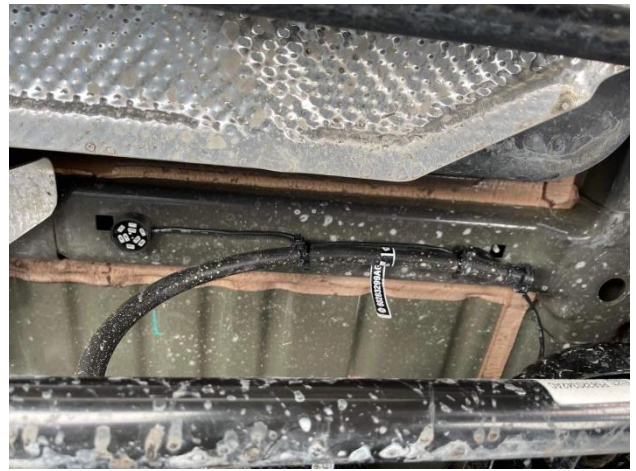


Figure 7

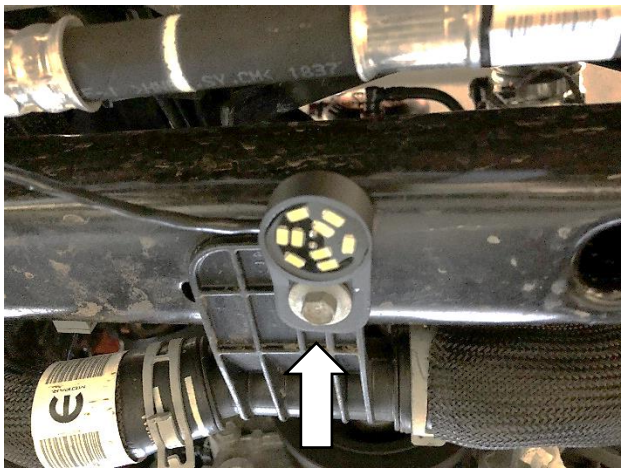


Figure 8

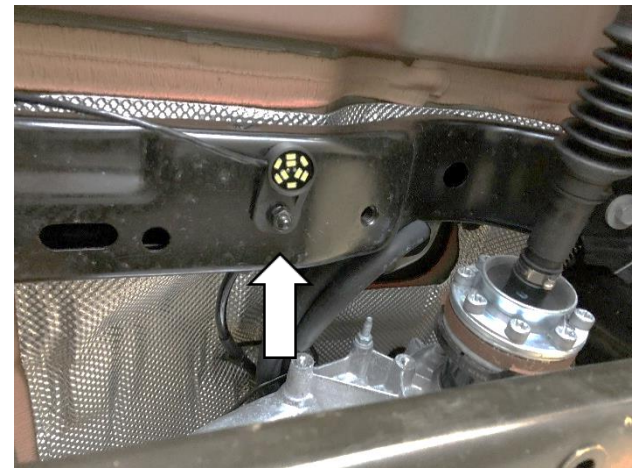


Figure 9

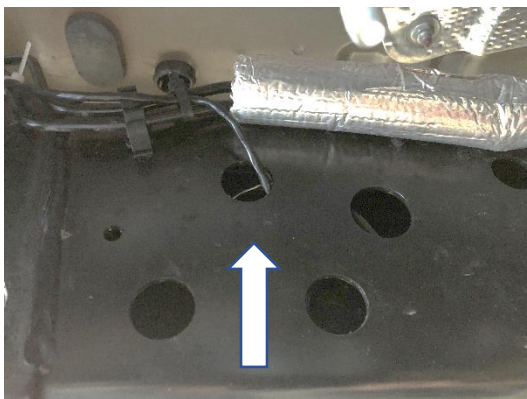


Figure 10