

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 front axle light, 2 magnetic lights, driver side harness "A", passenger side harness "B", engine compartment harness "C", and 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 driver side. Directly under the driver 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 driver 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 first magnetic light goes above the rear axle (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: 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 process for the "FRONT" light location (Fig 3). Once "A" harness is installed repeat this step on the passenger side using the "B" harness.

Step 4: Once the harnesses are routed through the frame the lights can be installed.

Rear axle magnet light: Feed wire towards the driver side through oval hole in (Fig 5). The wire will exit crossmember and into frame rail as pictured in (Fig 7). Connect this light to one to the two plugs at end of “A” harness.

Underbody magnet light: This light attaches to a flat surface just rear of the transmission. Route the wire along crossmember towards the driver’s side and into the frame connecting to the harness at the Mid light location. Use supplied zip-ties to secure to frame cross member pictured in (Fig 6). Make sure wire is clear of driveshaft and exhaust.

Mid lights: These lights marked with an “M” fit within the round hole under driver and passenger doors (Fig 2), using your fingers pull the plug out of the holes and connect lights. Insert rubber housings in at an angle to avoid damage to rubber or LED’s.

Wheel well lights: The 4 remaining rubber lights fit within the oval frame holes behind the front wheels and the square frame holes behind the rear wheels. Connect and install in the same fashion as the mid lights.

Front Axle Light: Mounts above the front axle by attaching to metal frame tube beneath radiator (fig 9). 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 towards driver side and into engine bay. This light will plug into the “C” harness in the next step.

Step 5: Install “C” harness along top of firewall and attach using zip ties. This harness is reversible to accommodate a power connection on either the driver or passenger side of the engine bay. The male end (yellow) of the A and B harnesses can now be routed up along fire wall and connected to “C” harness along with the front axle light. One plug will remain open for accessories such as hood or grille lights.

Note: When routing the wire harnesses up into the engine bay, make 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

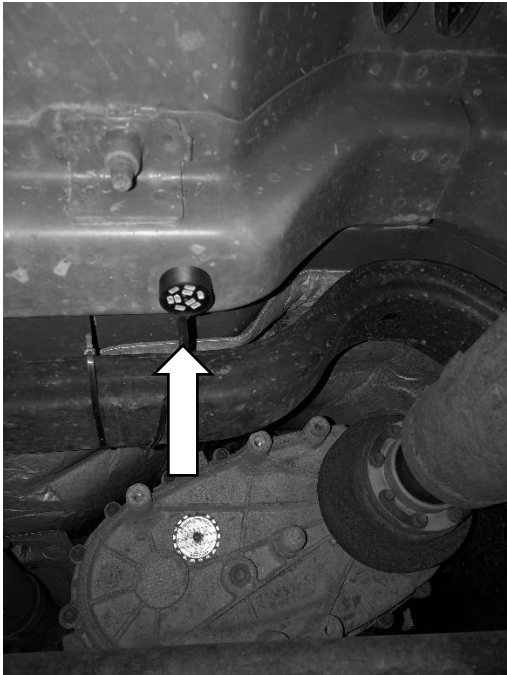


Figure 6



Figure 7



Figure 8



Figure 9