

LED Chase Light Bar with TBT/Strobe/Scanner

Manual ID: PIM-00000158-V003

IMPORTANT: READ CAREFULLY BEFORE ASSEMBLY AND USE.

- Installer of this product must have a good understanding of automotive electronics, systems, and procedures.
- This product contains strobe light(s), halogen light(s), high-intensity LEDs, or a combination of these components. Do not look directly into the lights. Momentary blindness and/or injury to the eyes could result.
- If mounting this product requires drilling holes, the installer **MUST** be sure that no vehicle components or other vital parts could be damaged by the drilling process.

- process. Check both sides of the mounting surface before drilling begins. Also de-burr any holes and remove any metal shards or remnants. Install grommets into all wire passage holes.
- Do not attempt to activate or control this device in a hazardous driving situation.
- The installer or user must make sure the intended mounting location and application of the product conform to the law set forth by the federal, state, or local agency.

Mounting:

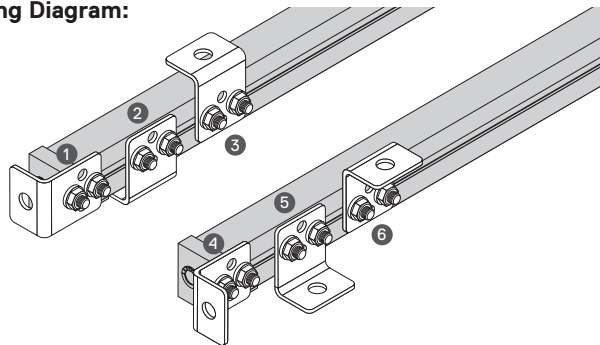
Assembling the Lightbar Mounting Brackets

NOTE: The light bar comes with 6 fasteners. 4 are for the brackets (2 per bracket) and 2 are spares. The light bar does not come with the fasteners to mount the bar to your vehicle.

NOTE: There are 6 possible ways to mount the L-brackets to the light bar. See the Mounting Diagram for more information.

1. Slide 4 of the fasteners into the mounting rail through the open end.
2. Place 1 L-bracket over each set of fasteners in the desired mounting position.
3. Secure the brackets to the light bar with the supplied nuts.

Mounting Diagram:



Mounting the Light Bar

1. Chose a mounting location.

NOTE: Keep in mind that the mounting location must:
Allow the light to be clearly visible from behind and,
Not damage, or interfere with, any of the vehicle's safety systems.

2. Test fit the light.

3. Mark the location of the mounting holes.

NOTE: Always make sure that no vehicle systems or wiring will be damaged when drilling the mounting holes.

4. Drill the mounting holes.

5. Secure the light to the mounting surface.

Wiring:

BLACK (-) - Ground - wired directly to the battery, ground busbar, or other acceptable ground location.

GREY (+) - Main Power (Running Lights) - Not constant battery power, must be powered by an ACC (ignition power) triggered source. See the section "ACC Power Source from Popular Make and Models" for a vehicle-specific list of ACC power locations.

GREEN (+) - Right Turn Signal - Power from right turn signal bulb or wiring (if equipped).

YELLOW (+) - Left Turn Signal - Power from left turn signal bulb or wiring (if equipped).

GREEN/YELLOW Combined (+) - Supporting Brake Light Signal - Power from brake light bulb, wiring, or switch.

RED (+) - Strobe Light Activation - Power from an on-off dash switch.

BROWN (+) - Amber Light Steady Override - Power through an on-off dash switch.

WHITE (+) - White Light Steady Override - Power through an on-off dash switch.

BLUE (-) - Flash Pattern Selection - Ground through an (on)-off momentary dash switch (each tap advances to the next flash pattern).

ACC Power Source from Popular Make and Models:

The following is a list of common ACC power locations on various UTV models. This list is only a guide, always verify key-on power and ground with a DMM or test light. Never use a vehicle's ACC power circuit to supply voltage directly to the light bar. Instead, use a relay triggered by an ACC power source to supply the light with fused power directly from the battery.

Can-Am

Maverick: Many Maverick models have a 3-post distribution block inside the center console, behind the gear selector, on the passenger side of the console. One post is ground, one is constant power, and the last is switched ACC power.

Commander: Most Commander models have an unused accessory plug behind the center dash console.

Defender: Most Defenders have a 3-post distribution block behind the center of the dash. On models without a heater, the block will be open and accessible and covered by a plastic cap. On models with a heater, the heater will need to be moved to gain access to the block. One post is ground, one is constant power, and one is switched ACC power.

Polaris

Most Polaris UTVs have a 3-post distribution block mounted under the hood on the firewall. One post is ground, one is constant power, and one is switched ACC power. Keep in mind that some models do not come from the factory with a constant power and ground supply at the distribution block, only ACC power.

Honda

Talon: Most Talons come with an unused blue ACC plug under the hood. It will be strapped to the support bar directly in front of the steering wheel.

Pioneer: Honda recommends borrowing power from the stock fuse box. An accessory power wire can be spliced into one of the two white/black wires coming off the back of the 15A ACC fuse.

Yamaha

YZX/Viking: The easiest place to tap into switched ACC power is at the back of the accessory (cigarette lighter) plug.

Wolverine: Older models have a single white accessory plug under the plastic hood, close to the center of the dash cross-member. Newer X2/X4 models have several white accessory plugs behind the dash, just to the right of the steering column.

Kawasaki

Teryx: The easiest place to tap into switched ACC power is at the back of the accessory (cigarette lighter) plug.

Mule: ACC power can be found in two places on most Mule models. Under the front hood, in the center of the firewall is a hole. There will be two wires (black/yellow, brown/white) inside that hole. The brown/white wire is power and the black/yellow wire is ground. There will also be two wires (black/yellow, brown/white) in the back, under the bed, along the passenger side frame rail. Again, the brown/white wire is power and the black/yellow wire is ground.

Flash Pattern:

Sim. = Simultaneous - AMBER LEDs flash at the same time.

Alt. = Alternate - AMBER LEDs flashes alternately between sides.

1. Single Flash 75FPM Sim.
2. Single Flash 75FPM Sim. + White Scanner
3. Single Flash 75FPM Alt.
4. Single Flash 75FPM Alt. + White Scanner
5. Rapid Flash Sim.
6. Rapid Flash Sim. + White Scanner
7. Rapid Flash Alt.
8. Rapid Flash Alt. + White Scanner

Specifications:

Input Voltage: 8-16V DC

Input Current@ 12V DC:

Running Lights - 0.89A

Left Turn Signal - 0.92A

Right Turn Signal - 0.90A

Supporting Brake Lights - 0.80A

Strobe Light - MAX 1.10A

Amber Steady Override - 1.31A

White Steady Override - 1.50A