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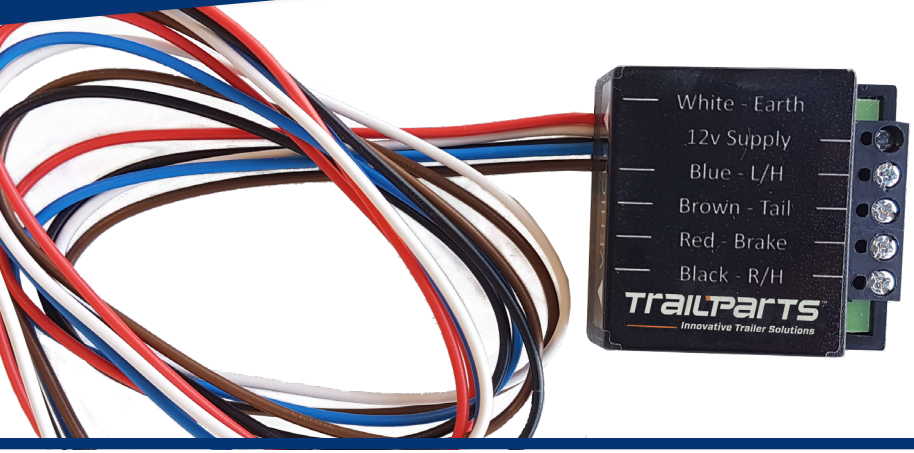
Fitting Instructions

4 Way Bypass Relay



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DESCRIPTION

This 4 way bypass relay may be used on negative earth vehicles which require circuit protection, or to prevent confusion with bulb failure warning systems.

This should nor be used on vehicles which have modulated outputs to the lights.

DIRECTIONS FOR USE

1. Prepare the socket and cables:

- Fit the prewired 7 pin socket (or 13 pin socket as appropriate) onto a backplate fitted to the towing hook mounting points.
- Drill a 13 mm hole (or larger dependant on the size of the multicore cable used) into the floor of the boot adjacent to the socket. Protect the bare metal with rust inhibitor.
- Slide correctly sized grommet onto the cable. Pass the cable into the boot and make a seal with the grommet at the entry point.
- Strip back a portion of the cable outer sleeve and strip the wire ends. Connect a ring terminal to the white wire.
- Route 2 sq mm cable from car battery or fuse box to the boot, fitting an inline 15a blade type fuseholder. Do not insert the fuse at this stage.

2. Make connections from relay into the car loom.

- Using scotch locks, solder joints or similar, attach the various signal wires coming from the side of the relay into the car loom, teeing in at a point close to the car lamp circuit that is being sampled and avoiding any multiplex wiring or other devices.

3. Connecting 5 core cable and power cable to the relay.

- Offer up the 5 core cable and the power cable to the relay and make secure connections into the terminal blocks on the relay according to the wiring diagram.
- The ring terminal of the white earth lead of the 5 core cable should be connected to a convenient earth lug on the chassis. The relay white earth lead may also be connected to the same earthing point. If necessary, drill and fit a new earth lug and protect with corrosion inhibitor.
- Secure the relay to the harness or similar preferably using a cable tie

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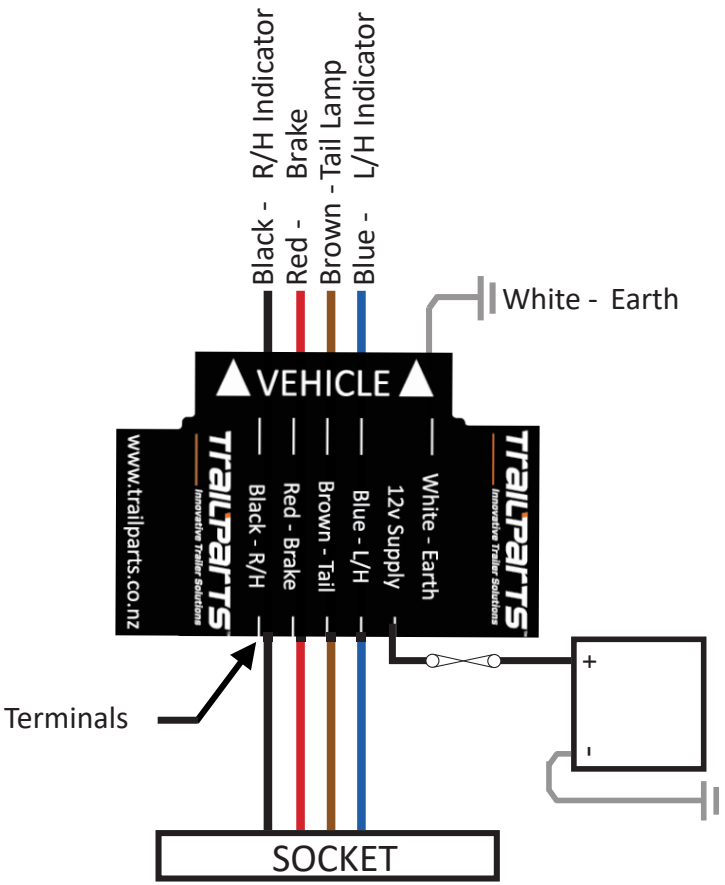
WIRING DIAGRAM



WARNING!

- This relay should be fitted to negative earth vehicles only.
- The relay must be located where there is no possibility of moisture ingress. This is very important with vans where the relay should be positioned well above the lamp cluster.
- Great care should be taken if the relay is fitted to a vehicle having multiplexed circuitry, and no attempt should be made to interrupt or interfere with the BUS, the ESUs or the power cable of a multiplexed system. Power should be taken from the main fuse box or battery and signal sampling from the regular 12v system directly feeding the rear lamp clusters.

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