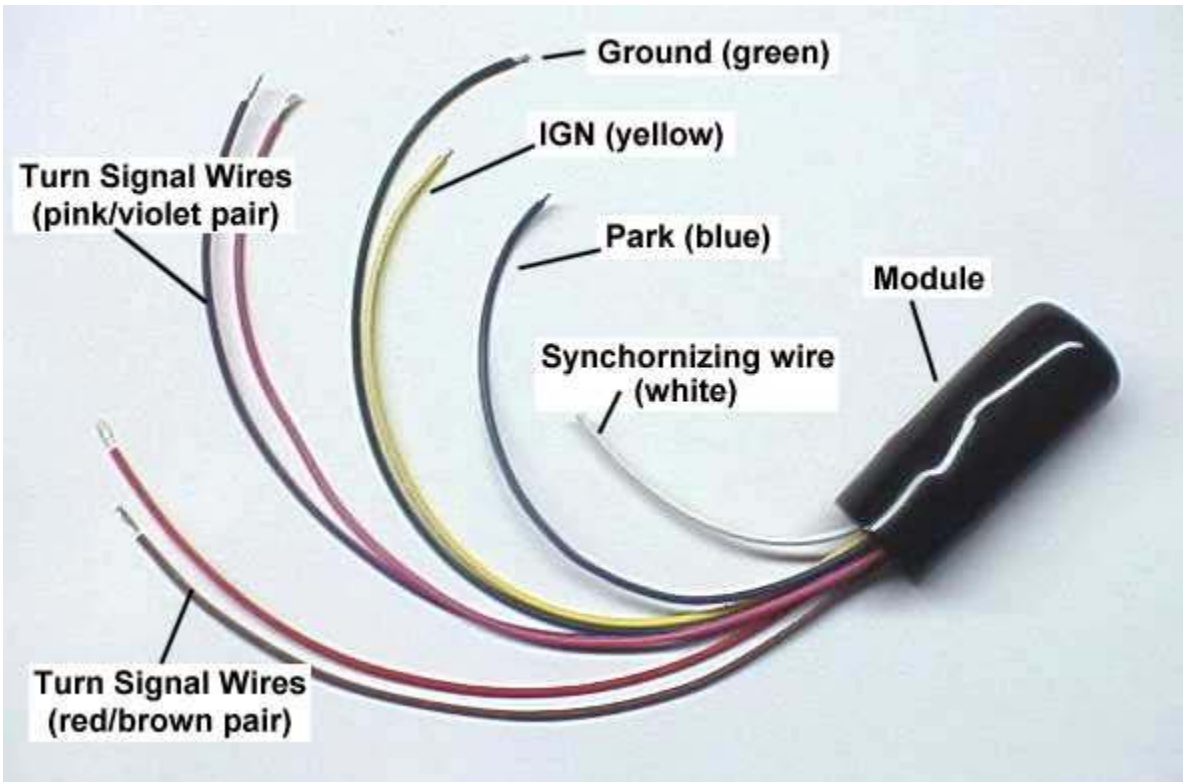
This is a picture of the module. The module controls the operation of both turn signals.



You will be making four connections to one side of the car, and only two on the other. There are two pairs of red/black turn signal wires. One pair will operate the left side turn signal lamp, and the other pair will operate the right side turn signal lamp. You will install the module on one side of the car. Then you will run the extra red/brown paired wire to the other side to make the connections to that turn signal. In addition to the connections at the turn signals, you will need to locate a wire that is hot when the Ignition is on. Many cars have a fuse box in the engine compartment. You may be able to find a switched (ignition on) circuit there. Or, if necessary, you can run a wire into the interior of the car, and connect to the radio or other circuit that comes on when the car is running. Select a circuit that's fused for at least 15 amps. Follow the step-by-step instructions carefully, and you won't have any problems.

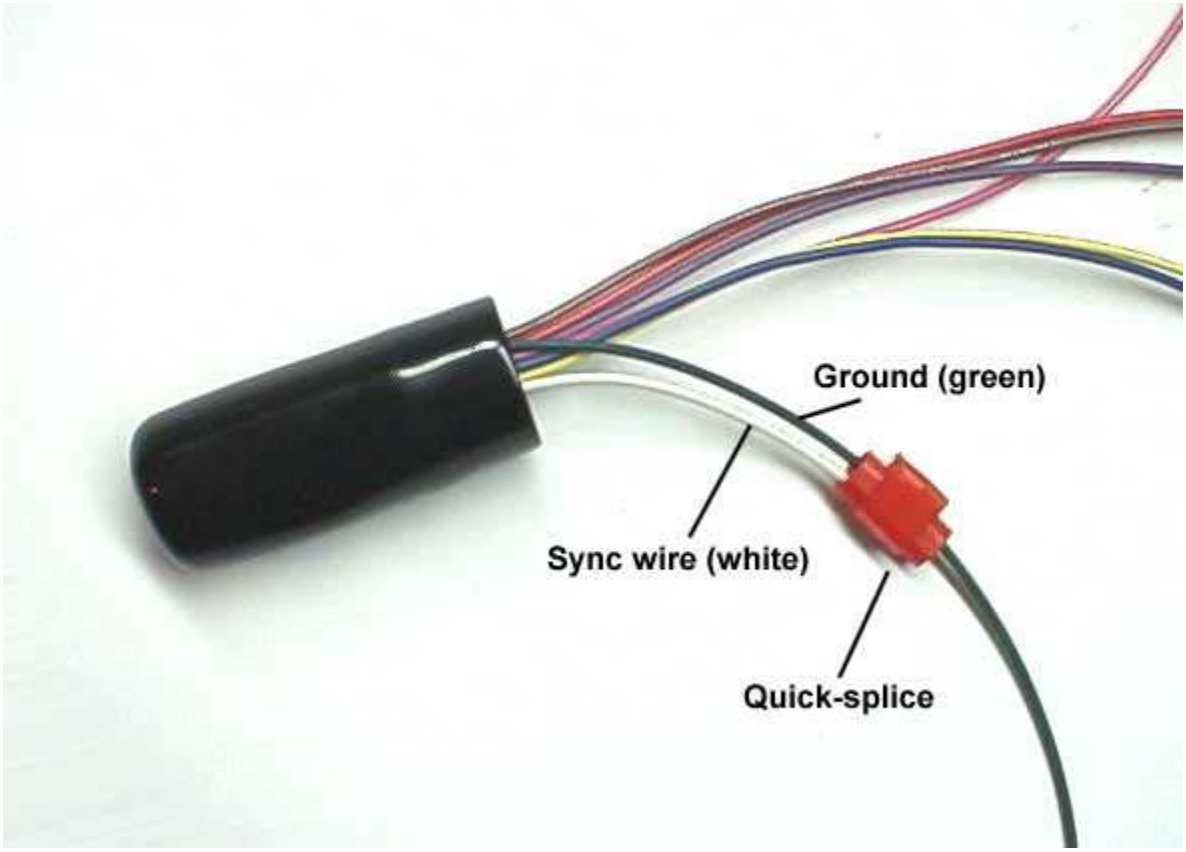
The Synchronizing Wire

The DRL-1 module can be wired so that both left and right lamps are synchronized. In other words, when in DRL mode, if you turn on a signal, the other lamp turns off. After the signal is complete, both lamps come back on in DRL mode. The reason this is done is because there can be a situation if an oncoming driver just glances at your car while you have a signal on. If he looks when the turn signal is in the off cycle, he will see the other lamp on, and may assume you are turning the other way. In synchronized mode, the other lamp turns off, so there is no confusion.

In non-synchronized mode, the opposite lamp will stay in DRL mode when a turn signal is in use. This is the way turn signal DRLs operate on today's automobiles.

You can program the DRL-1 module to work in synchronized or non-synchronized mode. As you receive the module, it is programmed in non-synchronized mode. If you want this mode, then you can skip this section and continue with the installation.

If you want the unit to operate in synchronized mode, use a quick-splice to connect the white wire to the green module wire. This is not a permanent setting. If you later wish to go back to non-synchronized mode, simply disconnect the two wires.



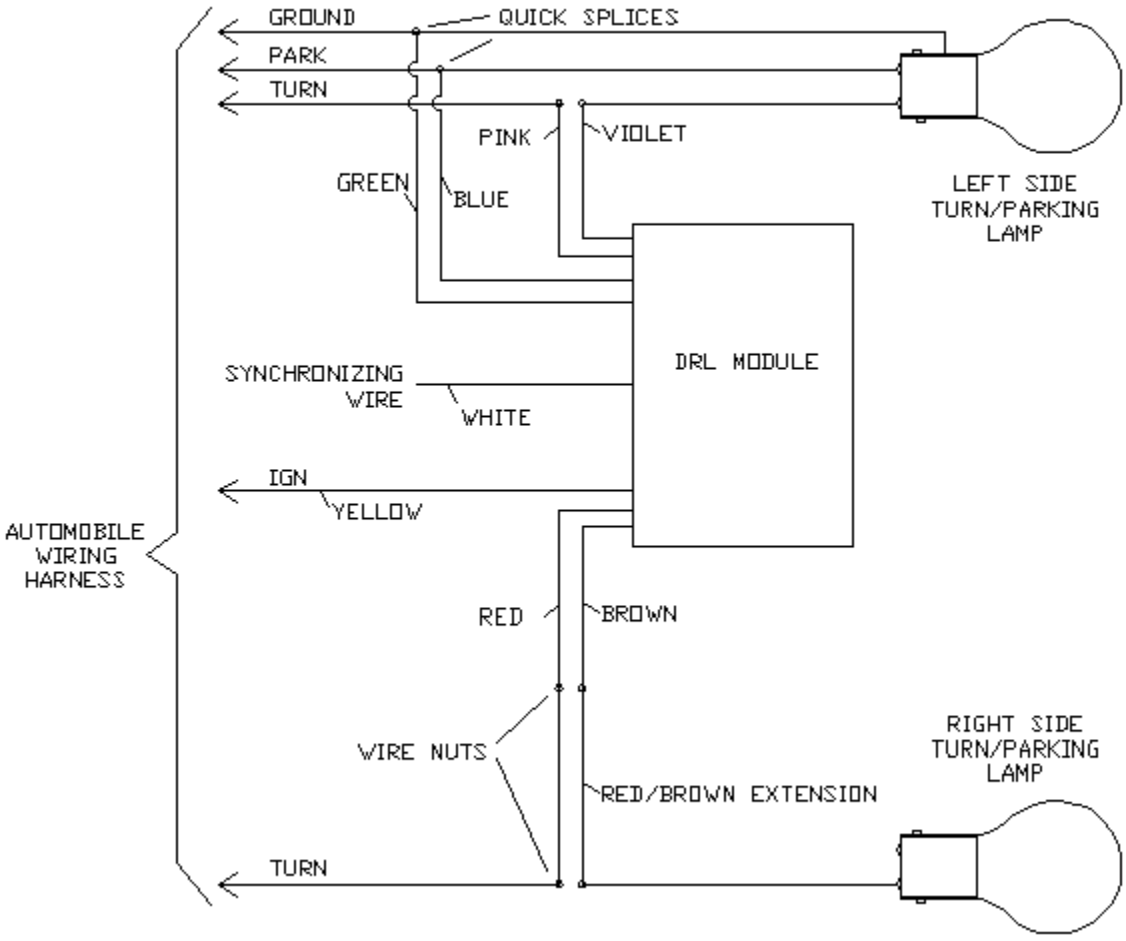
Installation

These instructions assume that you will be installing the module near the left turn signal. If there is more room on the right side of the car, simply replace the word "Left" with the word "Right" in the instructions. When installing the unit, be cautious to mount the device out of harms way. The unit is weather resistant, but it is not water tight. Attaching the module body to the wiring harness of the turn signal will work, as long as it's protected from rain and snow. You may lengthen any of the wires in order to place the unit in a preferred place. Use 18ga. primary wire, or a good quality speaker wire. Just make sure you mark them clearly, so that you make the proper connections. If you mount the module body outside the car

(like near the bumper) be sure to position the module with the wires coming out at the bottom. This way, if the unit gets wet, the water won't seep in between the wires.

Left Side

1) Locate the wires for the left TURN/PARKING lamp. If you have a wiring diagram for the car, this will help you identify these wires. If not, then you may need to use a meter or test light to identify the Turn, Park and Ground wires. Refer to the drawing below for the proper connections.



Make the following connections to the module:

2) Using a quick-connector, connect the GREEN wire from the module to the GROUND wire.

3) Using a quick-connector, connect the BLUE wire to the PARK wire.

4) Cut the TURN wire, and strip 1/2" of insulation from each end. Using a wire nut, connect the PINK wire to the TURN wire that comes from the car wiring harness. Using another wire nut, connect the VIOLET wire to the TURN wire that goes to the TURN SIGNAL LAMP.

Right Side

1) Using wire nuts, connect the RED/BROWN EXTENSION wire to the RED and BROWN module wires and route the extension to the other side of the car.

2) Locate the wires for the right TURN/PARKING lamp. Cut the TURN wire, and strip 1/2" of insulation from each end.

3) Using a wire nut, connect the RED wire to the TURN wire that comes from the car wiring harness. Using another wire nut, connect the BROWN wire to the TURN wire that goes to the TURN SIGNAL LAMP

Connecting to the Ignition Wire

The YELLOW wire coming from the module needs to be connected to a switched power circuit. Locate a circuit that is fused for at least 15 amps. An additional length of wire is included in order to extend this wire. Use the appropriate connectors to make this connection.

Testing

Start the car. Both turn signals should be on. Turn on the left turn signal and see that the left signal blinks. Turn off the signal and after a couple seconds, the turn signal light will come on as a DRL. Turn on the right turn signal and check for proper operation.

Turn on the parking lights. Both turn signal filaments should go off, and only the park filament should be on. Turn the lights off and the turn signal filaments should come on as DRLs. If something isn't working, double check your wiring for errors.

Use the supplied wire ties to neaten up the wires and to fasten the module to the wiring harness. **DO NOT** over tighten the tie wraps that hold the module to the harness. If you damage the body of the module, the unit may not function properly or may allow moisture into the system.