

2017-2019 Ford F-150 Rear Light Kit Install instructions

Notice the end with the dip goes DOWN. Both brackets are the same and can be used on either side. (Fig 2.)

Locate the bolt in figure 2. Remove it.

Figure 1:



Figure 2:



Remove the screw (Fig 4) Insert it through the bracket (Fig 5) Tighten it down to the hitch receiver (Fig 6) Try to get both brackets even on both sides and then tighten them down snug. (Fig 6)

Figure 3:



Figure 4:



Figure 5:



Figure 6:



Install the Light over the bracket and line up the holes in the side with the holes in the brackets. (Fig 7) Note that it can be a tight fit between the exhaust to insert the screw. However, you do NOT need to remove the exhaust. You can simply grab it with your hands and PULL it away. The rubber bushings on their hangers will give just enough give to do this. Once the screw is in place, you will need to go underneath and line up the included lock nut and start turning the screw into it until you can no longer turn it with your fingers.

(Fig 8) Shows the light installed. Since the side of the screw also uses as bit, it is difficult to get one in there with the exhaust tip. Again, you can pull it aside and VERY CAREFULLY use a pair of VICE GRIP pliers to turn the screw into the lock nut below. Repeat on both sides.

Figure 7:



Figure 8:



Next, you will run your harness. First run your light Cubes plugs through the hole and behind the hitch & bumper (Fig 9)

Figure 9:



Next run your harness. THIS IS IMPORTANT.

The Switch wires are on the PASSENGER side under the hood on the fire wall. The harness MUST be run along the PASSENGER side frame rail. So the harness end with the 2 pin plug that is LONG plugs into the DRIVER side Light and the short side plugs into the passenger side light. (fig 10 & 11)

NOTE: FIGURE 11 SHOWS A GREY PLUG. RADIANCE VERSION DOES NOT HAVE A PLUG. SLIDE THE BLACK HEAT SHRINK TUBING OVER EACH WIRE (RED TO RED, BLACK TO BLACK, WHITE TO WHITE) ON EACH SIDE, THEN CRIMP THE CONNECTIONS TOGETHER.

Figure 10:



Figure 11:



Below in FIG 12, you will notice on the Passenger side, behind the hitch. You will remove the bolt on the from that grounds a wire and put it through the ground loop here as well.

Fig 12:



Next zip up the loose wires behind the bumper. Find the existing wires harnesses on the truck & secure it to them. (Fig 13-15)

Figure 13:



Figure 14:



Figure 15:



Next, you will notice in the next few pictures, you will need to run the power wire up along the frame rail and secure it as you go. Be sure NOT to get it near the exhaust as it will melt the loom and the wire. (Fig 16-17)

Figure 16:



Figure 17:



Now when you get to the front, you can run it behind the wheel well shroud and secure it to the wiring coming up by the brake lines (Fig 18)

Then pull your wire up, trim your excess and make your connection to your chosen switch. (Refer to your Raptor supplemental guide for color of wires and which switch. (Fig 19 -20)

NOTE: RADIANCE VERSION ALSO HAS A WHITE WIRE TO TURN ON THE RED HALO. IT IS RECOMMENDED TO CONNECT THE WHIT WIRE TO A SWITCH SUCH AS 5 OR 6 WHICH YOU CAN JUST LEAVE ON ALL THE TIME. WHEN THE TRUCK IS OFF, THE SWITCHES ARE POWERED OFF. YOU CAN CONNECT THE RED WIRE FOR THE BRIGHT REVERSE WHITE LIGHT TO ANOTHER SWITCH. SWITCHES 5-6 ARE BOTH LOW POWER AND WORK FINE FOR THE RADIANCE BACKUP LIGHT AND RED GLOW, BUT WON'T POWER MUCH OTHER THAN THOSE AS THEY ARE ONLY 5 AMPS SO THAT MAKES THEM A GOOD CHOICE. YOU CAN HOWEVER, IF YOU CHOOSE, JUST TIE THE WHITE WIRE TO THE MARKER LIGHTS THEMSELVES. IT JUST ISN'T RECOMMENDED TO CUT INTO FACTORY HARNESSES UNLESS IT IS REQUIRED .

Figure 18:



Figure 19:

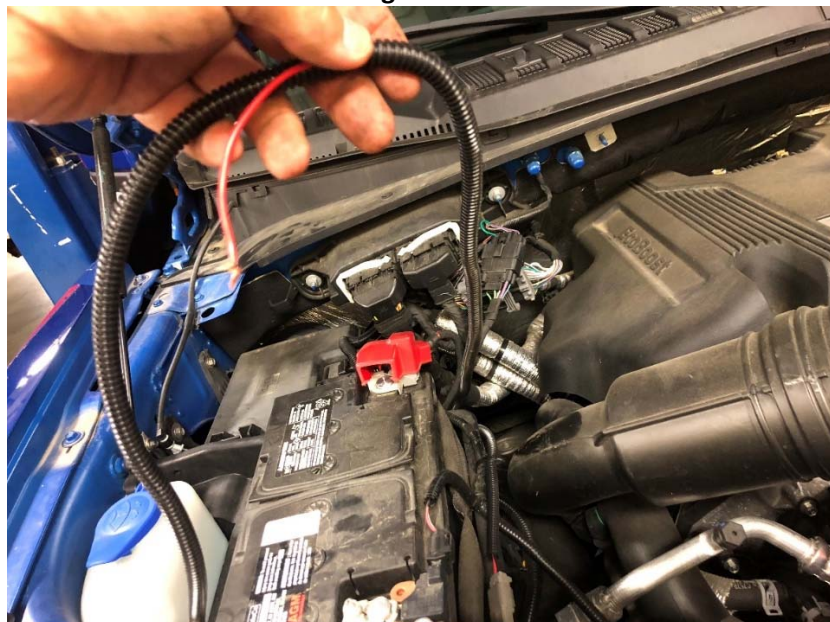


Figure 20:



Secure your remaining loom and wire (Fig 21)

Figure 21:



That's it.. Your done....

NOTE: Switches 1-2 use 15 amp fuses. Switches 3-4 uses 10 amp fuses. Switches 5-6 use 5 amp fuses.

Most of your light bars, fog lights etc should run on 1-4 easily.