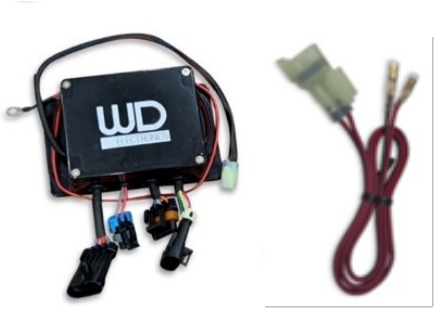
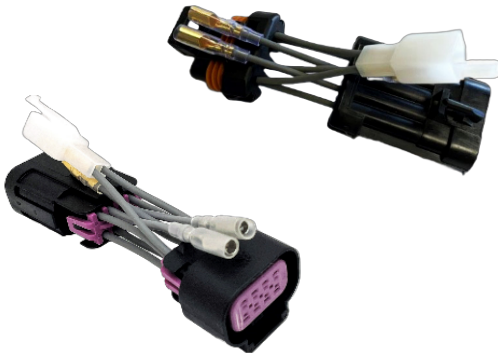
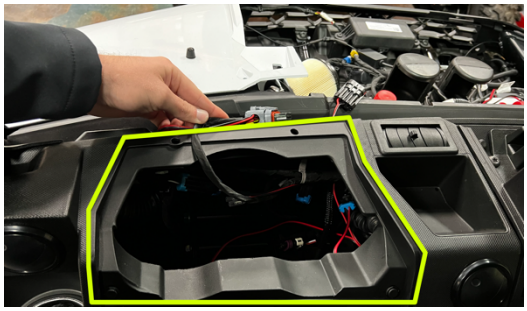
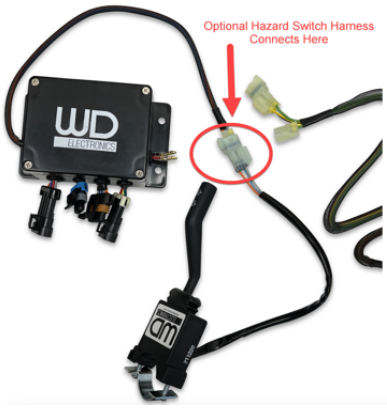
Integrated Street Legal Kit for Polaris Ranger

(TSK-1908, TSK-1926, TSK-1927, TSK-1910)

Parts Contents		
Long cable with set of 3 wires 	Main Control Module 	Snail Horn and wiring harness with Switch 
Zip Ties for cable management 	Column-Mounted Turn Signal Switch 	Either the 6-LEDs or the Sequential LEDs 
Blue dash indicators w/ harness & wiring for indicator light integration 	License Plate Kit and wiring harness and mounting Bracket 	In-line adapter plug for Rear Taillights 

Step 1. **Remove Hood and Dash**	Remove the hood, the side panels (one is shown below, but you will remove both), and the section behind your instrument cluster.  
Step 2. **Attach the column-mounted Turn Signal Lever**	The Turn Signal Switch and bracket utilize the same bolt and nut that the piston (that raises and lowers your steering wheel) attaches to.  The "U" bracket will be upside down and will wrap around the steering column. You will have to pry open the "U" just a little bit to get it to slide over the column. 1. Remove the nut on the piston bolt and attach the steering column switch bracket over the hole and put the nut back on. **Do not over torque that nut!** 2. Run the wire up under the dash into the compartment behind the dash.  **HAZARD ADD-ON**: If you purchased the optional Hazard, you will plug it in line with the turn signal switch wiring harness. Unplug the white connection and insert the Hazard white plugs.
Step 3. **Position the WD Main Control Box and run power wire.**	Attach the WD Main Control Box behind the instrument cluster and steering wheel with the included zip ties. (Notice the picture to the right is a unit with the HVAC tubing, and the control module fits great in this orientation. There is enough room like this unless you have other accessories.)  **If you place the control module elsewhere, the wires for the turn signal, horn, and dash indicators may not reach. If you have other accessories installed that make it unable to mount in the suggested spot, you can contact us for extension wires that you can purchase at 801-769-6770 or support@wdelectronics.com

Hold off on connecting the power until the kit is completely installed and everything is wired and attached.

The red and black wires that come out the **side** of the Main Control Module provide power and ground to the kit.

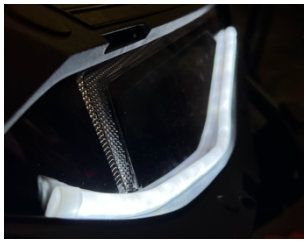
Run the Red and Black wire through your firewall and back up to the factory Pulse Bar, but do not plug in yet.

Decisions?
Decisions?
Decisions?

Do you have the Sequential LEDs or 3x2 kit?

If you have the Sequential LEDs, proceed to **step 4a.**
If you have the 3x2 (6 LEDs), jump to **step 4b.**

Step 4a.
Install the Sequential Light strips



1. Back out your headlight bolts to leave about a 1/4" gap between the headlight and the front fascia, leaving enough room to fit the groove in the sequential strip along the gap.
2. Install the silicone LED strip so the groove along the back of the strip tucks behind. You are essentially pinching the LED strip in between the headlight and the front plastics.
3. Then tighten the headlights back so they are snug.

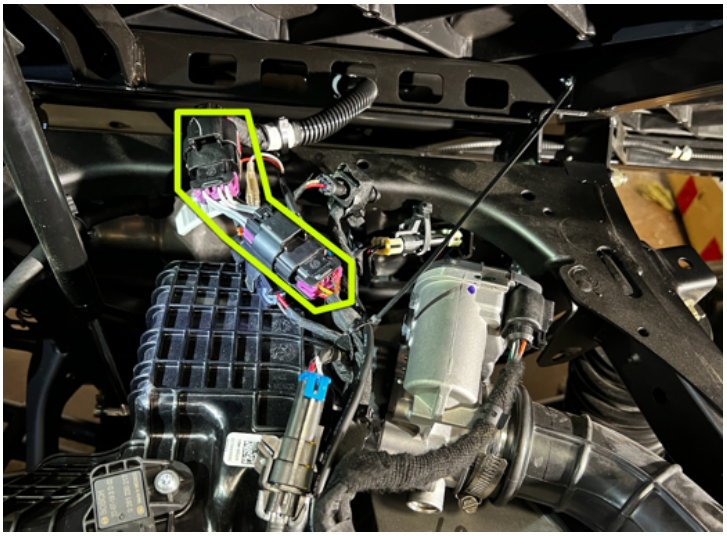
Do not over-tighten your headlights or you will run the risk of crushing the LEDs themselves.

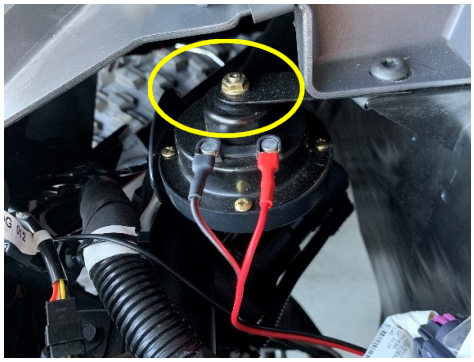
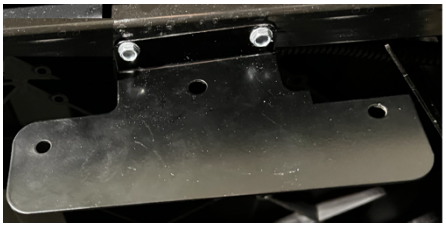
4. Run the LED Ballasts back to the main control module and zip-tie the wires under the hood.

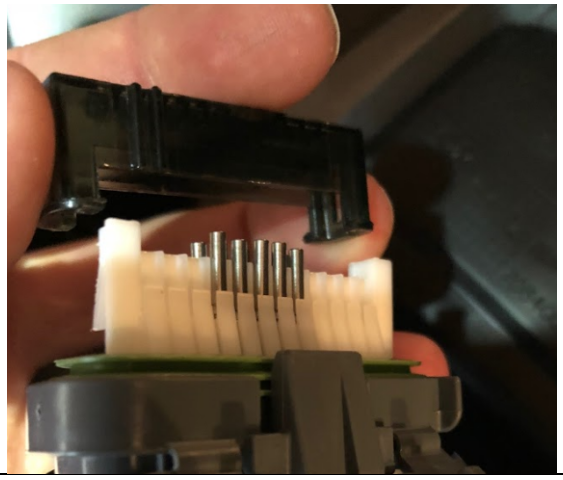
Option: We have seen customers get creative and mount them in different ways. You can also mount them above the lens for a different look:

Step 4b.
Install the 6 round ¾" Amber LEDs (3x2 LEDs)

Drill ¾" holes for each of the 6 LEDs on the front corners of the machine, 3 on each side. Remove the rubber grommet from the LEDs first and slide them further down the wires out of the way. Then slide each of the LEDs through the holes you drilled. Push each of the grommets out through the top and seat them in the hole. Tug gently on the wires from the back to slide the LEDs into place inside the grommet.

	Run the wire with the plug end back through the firewall and attach it to the only plug on the main control module that it fits.
Step 5. **Run the long cable to the rear taillights.**	Now you will run the rear blinker lights to the rear of the machine using the long set of wires with the 3 bullet connectors shown here.  The easiest way to route these long wires from the front to the back is to run them down the center tunnel. Remove the plastics covering the factory main harness down the center of the machine and follow along zip-tying the cable in place once it is fully run.  Connect the 3-pin plug to the Main Control Box module under the dash. There is only one plug that it fits. Next, attach the opposite end with the bullet connectors to the in-line rear taillight plug by connecting the 2-female/1-male connectors to the 1-female/2-male plugs on the adapter. See the photo of how it connects here and more detailed instructions on this below.
Step 6. **Integrate into the Rear Taillights**	The rear of the machine needs to tap into the existing factory rear taillights using the included in-line adapter harness. To do this, first, unplug the factory connector plug from under the bed's lift gate. It will be in the back center.  Your kit will either come with a 4-pin or an 8-pin connector depending on which features your machine comes with. (If you ordered the wrong kit and your plugs don't match, email us at support@wdelectronics.com or call 801-769-6770) Insert your adapter in line with the factory harness.  There are 3 bullet connectors on this adapter and a 2-pin plug that will be used to power the license plate frame in a later step. Of the 3 bullet connectors on this plug, there is 1 male and 2 female. **The male bullet connector connects to the only female bullet connector on the long cable you ran earlier.** The 2 female bullet connectors connect to the 2 male bullet connectors on the cable you ran earlier. (They can be swapped once you test the left and right turn signals on the rear.)

Step 7. **Install the Horn and Horn Rocker Switch**	Install the horn on an existing bolt under the hood. Remove the bolt from the frame and re-insert it through the horn bracket.  **Take note of the pin positions of the wires on the back of the Horn Rocker Switch. Take a picture.** Disconnect them. Run the wires through the firewall and attach the blue 2-pin plug to the Main Control Module. The other 2 Leads will go to the back of the switch.  Remove or cut one of the rocker switch blanks from the dash. Attach the switch wires to the switch BEFORE you insert the switch into the panel.
Step 10. **Install License Plate Frame and Bracket**	Install the license plate bracket directly to the rear of the machine OR use the included plate bracket to hang it. Use the included Self Tapping screws to bolt it to the frame rail of the bed.   Run the wiring harness back to the in-line adapter you added in step 6. This will connect to the leftover 2-pin plug as shown here. 

Step 11. **Install Turn Indicators.**	For models that are compatible and have built-in Dash Indicators, our kit can integrate into the existing Left and Right arrows in the instrument cluster. (Please note, even if you have the arrows built into the dash your machine may still not be compatible.) **For most models, you will utilize the included Blue LEDs and accompanying harness to drill 2 holes in your dash and insert these to use as your dash indicators.**   **WE DO NOT GUARANTEE THAT THE TURN SIGNAL ARROWS ON YOUR MACHINE WILL WORK. This is a Polaris defect, and we have no control over it.** **WE INCLUDE THESE BLUE LEDs FOR THIS REASON as a backup.** **For the compatible machines for integration into the instrument cluster, continue below:** 1. Triple-check that your key is NOT on, and your battery is NOT connected. This is the most common reason for a blown fuse. 2. Unplug the instrument cluster's plug from behind the DRIVER'S SIDE Instrument Cluster (NOT THE RIDE COMMAND SCREEN) and open the back. 3. Pull out plastic pin inserts from numbers 6 and 7 from the back. 4. Remove the front plastic covering from the front side of the pins.   5. Insert pins into the plug and make sure they line up evenly with the other existing pins. The **Black** wire will go in position **6**, and the **Red** wire will go in position **7**.  If your instrument cluster arrows are showing backward, simply swap these 2 wires. **To do this, you can lift up the Piano Key-looking white plank and the wires will slide right out the back.** 6. Re-attach the plastic covering and reassemble the plug.
Stop and TEST	**Now plug in the Power to the Main Control Module! (see Step 3)** **If something is not as expected, see the last page of the instructions for troubleshooting tips.**

Step 12.
Attach your License Plate

Installing the plate functions best if you use a pair of regular scissors and cut a small ¼" tab out the top of the license plate as shown in the pictures to the right. Leave enough space for the wires to come through. Bend the tab over so it lays flat (or file it off).

Use a 3/8" drill bit to install the mounting bracket to your bumper.

Common Troubleshooting Tips

1. There is ONLY one place that each wiring harness will connect to on the Main Control Box. Each wiring harness will end up at the control box, as none of them connect to each other. This is helpful if you are confused about which wiring harness to use.

2. If your license plate does not light up, when the switch is turned on, swap the red and black wires that are 6 inches from the plate. Black on Red, and Red on Black.

3. When you test the blinkers, if the **rear** taillight blinkers blink on the wrong sides, simply swap the black and white bullet connectors coming out of the taillight in-line plug ran in step 6. This will reverse the left and right rear turn signals.

4. If the **front** Blinkers blink on the wrong size, swap the wires leading up to them.

5. If nothing is turning on (or your instrument cluster doesn't turn on), check your fuses. Look at the headlight and the ACC fuse.

For additional support email support@wdelectronics.com