

Tow Bar Wiring Kit - JK Wrangler



Fitting instructions

Thank you for purchasing a 'DTEC' Tow bar wiring kit. You have a high quality, heavy duty harness and fitment kit that will allow it to be adapted to almost any rear bar or socket mounting position.

Fitment:

Provided in the kit are 'Scotchlock' style electrical crimp connectors that are used almost universally in the trailer wiring industry. However, to ensure maximum reliability in the harsh 4WD environment we recommend all connections are soldered.

Tools Required:

Wire cutters, pliers, phillips head screw drivers, insulation tape and a drill set (depending on socket mounting requirements)

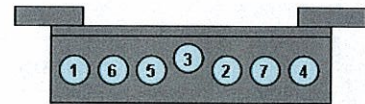
Package Contents:

1 x Harness with seven pin 'flat' style socket	5 x 'Scotchlock' connectors	1 x Aluminium mounting plate
4 x Self drilling screws	2 x M4 x 20mm screws/nuts	2 x Adhesive cable tie mounts
6 x Cable ties	1 x protective sleeve	1 x Instructions

Wiring Detail:

Socket is pre-wired according to Australian standards as below, vehicle colours below confirmed for RHD JK only-

Pin#	Harness wire	Function	Vehicle wire colour
1	Yellow	LH indicator	White/green
6	Red	Stop lamp	White/yellow
5	Blue	Electric brake	Not used (optional)
3	White	Earth	Black
2	Black	Aux/Rev	Not used (optional)
7	Brown	Park lamp	White/purple
4	Green	RH indicator	Brown/red



Shown left to right (looking into socket)

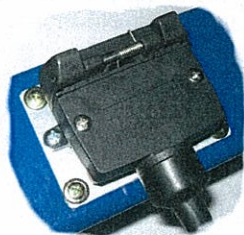
Installation:

1. Disconnect the battery (good practice for all electrical work), the standard JK radio does not need a code but you may need to reset the clock. At the very least turn off the ignition and remove the key!
2. Determine a location and mount the socket. Give consideration to protecting it from rock damage and mud build up but also consider ease of mounting, wire routing and actual operation. Due to the many varied rear bar designs that are fitted to these vehicles we cannot give a specific location.

Provided in the kit is hardware to allow for most mounting options and below are some suggestions-



Direct mounting



Mounting plate



Plate bent for an angle



Example (direct mount)

- # Direct mounting is easiest if you can gain access to fit the nuts (or can tap a 4mm thread).
- # Mounting plate can be useful to allow secure mounting to soft plastic bars when poor access to nuts stops direct mounting or if you wish to use the 'self drilling' screws (drill 'clearance' holes for the 2 protruding bolts/nuts).
- # The plate can be easily bent to allow for attaching at an angle to a surface.

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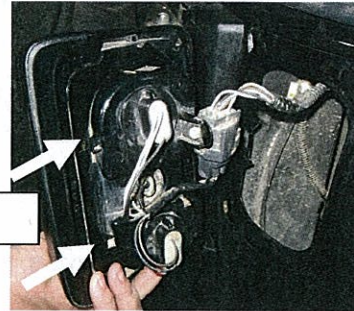


3. Remove the Left and Right tail lamp assemblies by unscrewing the inner 2 screws, those closest to tail gate (outer 2 hold on the cover only), gently pry the lamp assemblies free from the vehicle. They have 2 locating tabs on the outer edge, to release you lift forward on the inner edge and slide towards the tail gate.



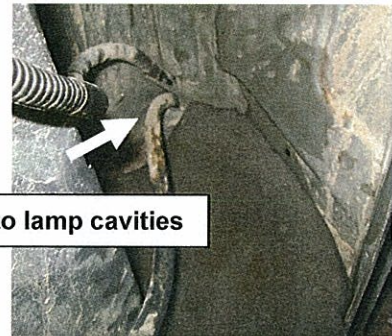
Remove screws

Tabs slide under panel edge

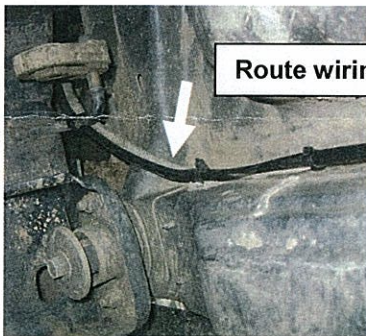


Tip: If you wish you can also disconnect the lamp assemblies (the wiring connector is mounted to the lamp body so will need un-clipping), although it can be left connected, disconnecting will give more room to work on the wiring

4. Route socket wiring harness with the large section (6 wires) going to the Right hand side and the single Yellow wire going to the Left. You should be able to see where the factory lamps wiring harness runs into the lamp cavity; run the trailer socket wiring up into each lamp assemblies by following this factory lamp wiring.



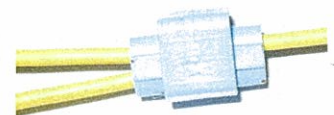
Run wiring up into lamp cavities



Route wiring securely

5. Secure the harnesses where required (different exhausts and rear bars make this different between vehicles). Take care to avoid running near the hot exhaust, over any sharp edges or where it can be damaged when in off-road conditions. Provided in your kit is some protective sleeving (split for easy use) that can be used when required and also some adhesive cable tie attachment plates (clean surfaces with methylated spirits or similar before sticking).

6. In the left hand side lamp: Un-tape and peel back the harness insulation. Join the Yellow wire to the vehicles White/Green wire using the 'scotchlocks' provided or solder as preferred. To use 'scotchlocks' place the wires into the terminal and close the cover firmly with pliers until it locks closed. Re-tape the harness and secure with cable tie.



7. In the Right hand side lamp: Un-tape and peel back the harness insulation, join the White wire to the vehicles Black, Green to Brown/Red, Red to White/Yellow and Brown to White/Purple wire. Re-tape the harness and secure with cable tie.

8. Re-assemble the lamps and double check the wiring harness is routed away from heat, sharp edges and is positioned so off-road use won't cause damage.

Wires joined (soldered in this example), taped and ready to re-install lamp.



Testing :

Plug trailer into socket and ensure all lamps are operating.

Tip: If a trailer lamp circuit is not operating, first check that the vehicles lamps actually are! Most of the time the fault lies within the trailer, not the socket wiring. In some cases a short in the trailers wiring can blow the vehicles fuse, so this will need to be rectified if faulty.

WARNING- After installation ensure all the vehicle lamps are working before driving on the road!