



GVW-DRL

Daytime Running Lights - Vanagon

This module converts your front turn signal lamps into daytime running lights (DRL). *Note that they use the bright turn signal filament, not the dim parking light filament, which is not sufficient for DRL service.* This design has several advantages over separate light units or using the low beam lamps as DRLs.

1. The turn signals are located in a good position and have a wide viewing angle, ideal for DRL service.
 2. These bulbs have a generally longer lifespan, are cheaper to replace, and consume far less power than headlight bulbs.
 3. They do not require any additional lighting devices to be installed and do not encourage improper nighttime use of auxiliary lights.
 4. This turn signal DRL kit complies with both the Federal and Canada Motor Vehicle Safety Standard #108 and is legal in all states, provinces, and territories. In fact, many modern vehicles employ this functionality right from the factory.
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Synchronizing Wire Feature

The module can be wired so that both left and right lamps are synchronized. This means that 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 for this is there can be a situation when an oncoming driver just glances at your car while you have your signal on. If they look when the turn signal is in the off cycle, they will see the opposite lamp on, and may assume you are turning the other direction. In synchronized mode, the opposite lamp turns off, so there is no confusion. If you want the unit to operate in synchronized mode (recommended), connect the white and green wires from the module as directed in the instructions below. This is not a permanent setting—if you later wish to go back to non-synchronized mode, simply disconnect the two wires.

Prepping the Module

1. Trim the wires and strip approximately ¼" from the insulation on the ends of the wires.
 2. Crimp the red insulated **female** connector onto the end of the **GREEN** wire.
 3. Crimp the red insulated **male** connectors onto the **BLUE, YELLOW, and WHITE** wires.
 4. Crimp the red insulated **butt** connectors onto the **RED, BROWN, PINK, and VIOLET** wires.
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INSTALLATION

Install Tips:

- Slip-joint pliers work well to install the T-tap connectors onto the wires.
- Use a quality crimping tool on the other connectors to ensure a lasting connection.

Model Years 1986-1991 [Wiring diagram located on page 3]

1. Drop the fuse panel to access the rear of the panel and the ground trees on the pillar behind it.
 2. Install a blue T-tap onto one of the **GRAY** wires (**GRAY/GREEN** in '90 and '91 vehicles) coming from location B26 (they are all common) and plug the **BLUE** wire from the module into the tap.
 3. Install a blue T-tap onto the **BLACK/YELLOW** wire coming from location B10 and plug the **YELLOW** wire from the module into the tap.
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GVW-DRL

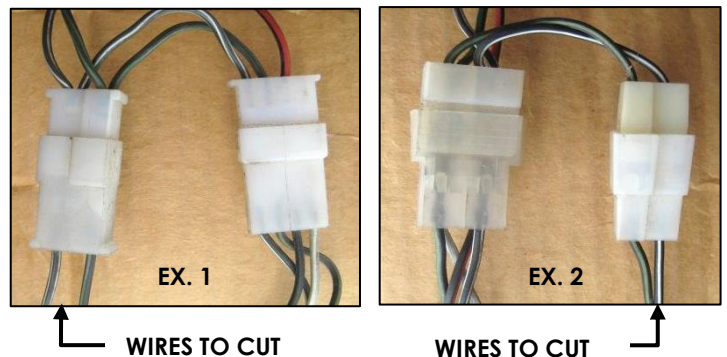
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4. Plug the **GREEN** wire from the module onto a spare location on the ground tree, behind and to the left of the fuse panel. **If you wish to enable the synchronized mode (described above), install a blue T-tap onto this GREEN wire and plug the WHITE wire into the tap.**
5. Locate the **BLACK/WHITE** wire coming from location C19. Cut this wire in a convenient location and strip ¼" off the insulation. Using the red butt connectors, connect the **PINK** wire from the module to the cut end going **TO** the fuse panel. Connect the **VIOLET** wire to the cut end travelling out to the left front turn signal.
6. Locate the **BLACK/GREEN** wire coming from location C8. Cut this wire in a convenient location and strip ¼" off the insulation. Using the red butt connectors, connect the **RED** wire from the module to the cut end going **TO** the fuse panel. Connect the **BROWN** wire to the cut end travelling out to the right front turn signal.
7. Tuck everything neatly away and reinstall the fuse panel.

Model Years 1980-1985 [Wiring diagram located on page 4]

1. Drop the fuse panel to access the rear of the panel and the ground trees on the pillar behind it.
2. Crimp a blue T-tap onto one of the **GRAY** wires coming from the *bottom* of Fuse 2 (they are all common) and plug the **BLUE** wire from the module into the tap.
3. Crimp a blue T-tap onto one of the *larger* gauge (16GA) **BLACK** wires coming from the bottom of Fuse 12 and plug the **YELLOW** wire from the module into the tap.
4. Plug the **GREEN** wire from the module onto a spare location on the ground tree, behind and to the left of the fuse panel. **If you wish to enable the synchronized mode (described above), crimp a blue T-tap onto this GREEN wire and plug the WHITE wire into the tap.**

5. Locate the appropriate **BLACK/GREEN** and **BLACK/WHITE** wires behind the fuse panel. You are looking for a 4-pin connector and a 2-pin connector that are connected by short lengths of these wires (two examples of what these connectors can look like, depending on year, are shown in pictures at right). Once you have located the proper connectors, isolate the wires that exit the 2-pin connector and go out to the turn signals (this is the side *opposite* the 4-pin connector). It is **HIGHLY** recommended that you unplug the 2-pin connector and test for continuity with the turn signal wires at the bulb to ensure you are cutting the correct wires.



6. Cut the **BLACK/WHITE** wire coming from 2-pin connector in a convenient location (leaving sufficient length on the connector side to splice in the module) and strip ¼" off the insulation. Using the red butt connectors, connect the **PINK** wire from the module to the cut end going **TO** the 2-pin connector. Connect the **VIOLET** wire to the end travelling out to the left front turn signal.
7. Cut the **BLACK/GREEN** wire coming from 2-pin connector in a convenient location (leaving sufficient length on the connector side to splice in the module) and strip ¼" off the insulation. Using the red butt connectors, connect the **RED** wire from the module to the cut

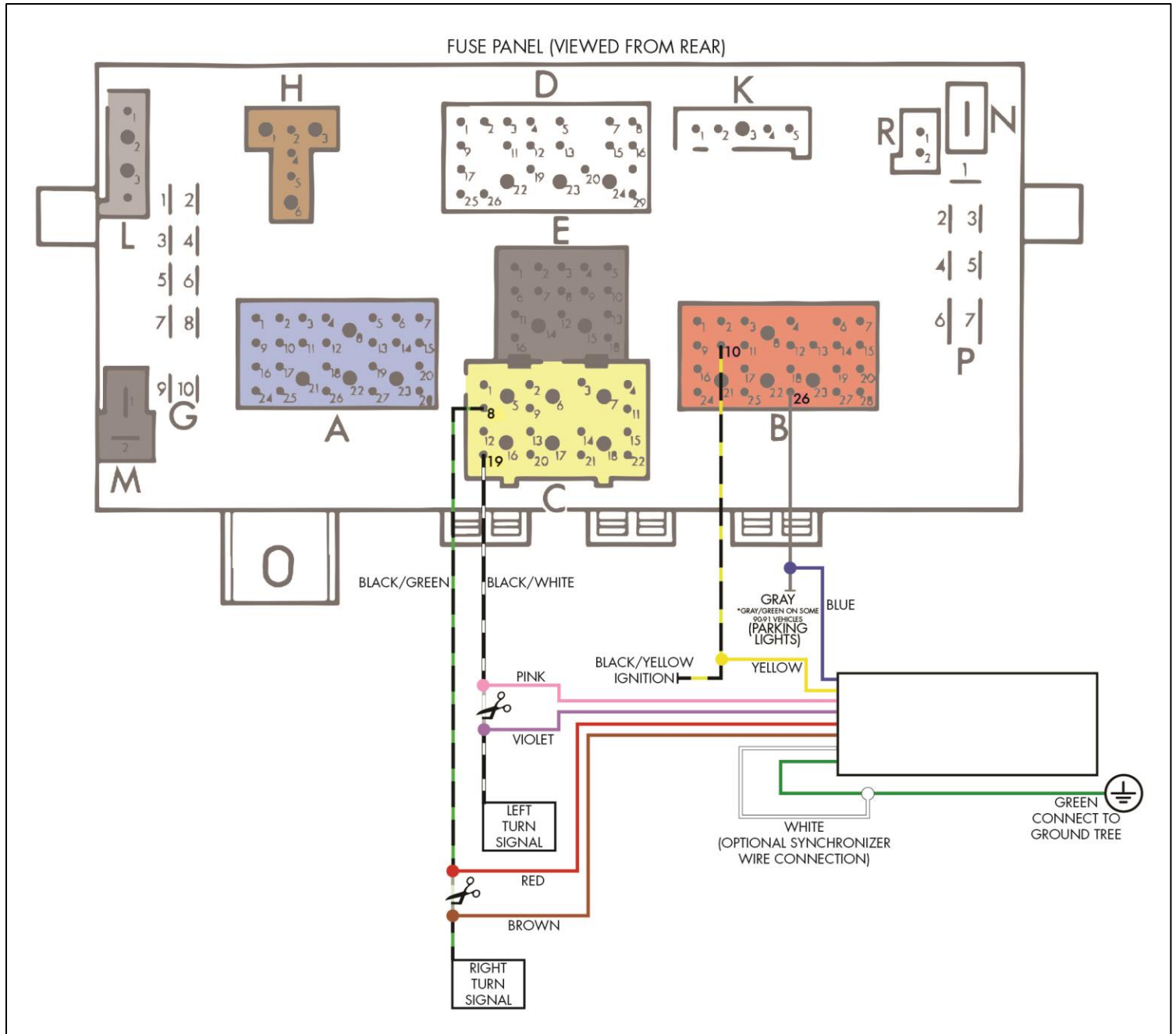


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end going **TO** the 2-pin connector. Connect the **BROWN** wire to the cut end travelling out to the right front turn signal.

8. Tuck everything neatly away and reinstall the fuse panel.



Wiring Diagram for 1986-1991 Models



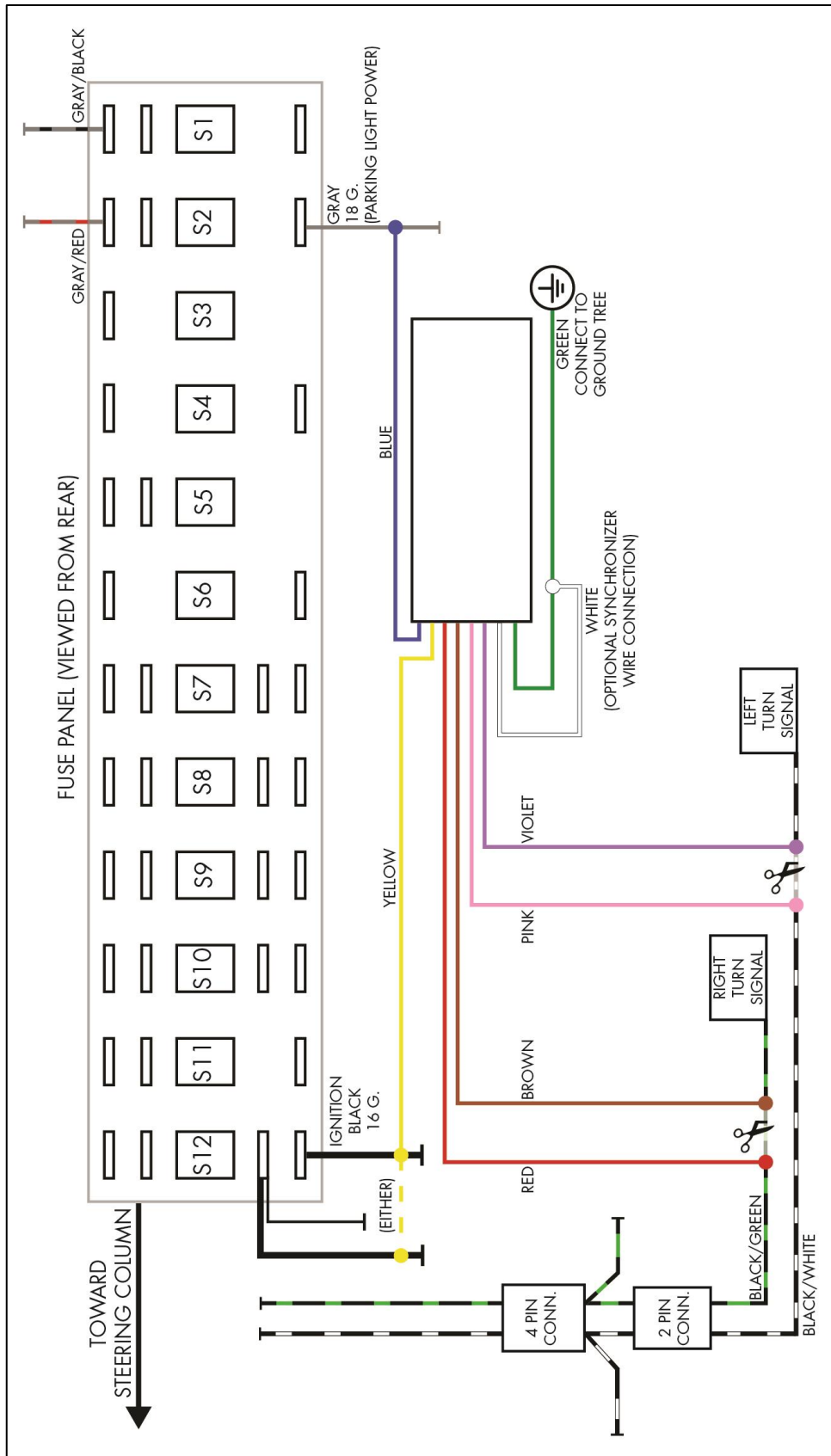
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Wiring Diagram for 1980-1985 Models