



TSS-RAN900 - Ranger 900 Turn Signal System

Thank you for purchasing XTC Power Products Turn Indicator Kit. Our new Easy Install Turn Indicator Kit is unique from the other kits on the market. This kit is from our Plug & Play™ product line, no wires to cut, no crimping with only power, ground and plug it into the OEM harness. Like many cars on the road today, our kit uses the factory brake lights as turn indicators. The Ranger 900 does not require pulling the car apart to install the turn kit, only the Hood, one inspection panel and the dash switch console and if crew cab lift out rear storage box, that's it!

For more details on installation go to www.xtcinstall.com

Please read the instructions fully and familiarize yourself with the components before starting the install.

1. Remove the hood, Dash Cover, center floor inspection panel and center switch panel not shown.



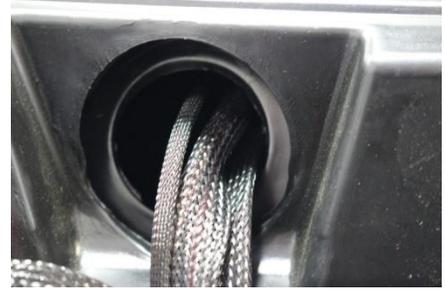
2. Mount the Control Unit as shown going through the switch plate opening using two self-tapping screws provided.



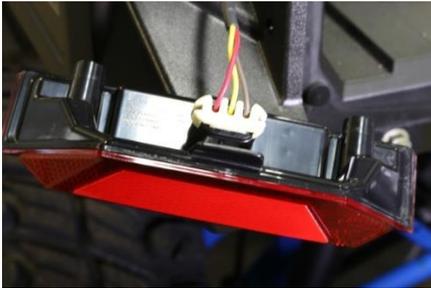
3. Remove Rear LED Tail Lights and Rear Harness setting them aside.



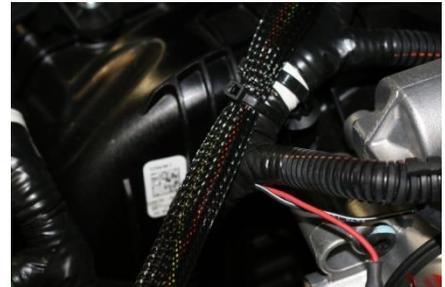
4. Unroll the long rear cable, starting with the 4-pin connector run the cable from the rear of the car over the OEM light harness connector down to the inside center tunnel and up the fire wall through the hole in the fire wall.



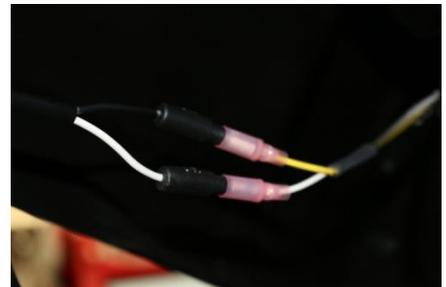
5. Plug the new Harness into the rear OEM light connector and run the Green wire with plug to the right side rear tail light and the Yellow wire with plug to the left tail light, use the existing cable holds to attach replacement harness. Reinstall tail lights.



6. Secure rear wire harness making sure to keep it away from any hot or moving parts using the supplied cable ties.



7. **WARNING! Verify that there is clearance where you want to mount the front LED lights before drilling the holes.** Drill $\frac{3}{4}$ " holes in the front corners to mount the right and left LED's, remove the rubber grommet from the LED and insert into the hole, then re insert the LED into the grommet. The Lights may be mounted anywhere on the front of the car, for the sample we chose the corner of the trim because it can be seen from both the front and side of the car, use the rubber grommet as a template and mark and drill.

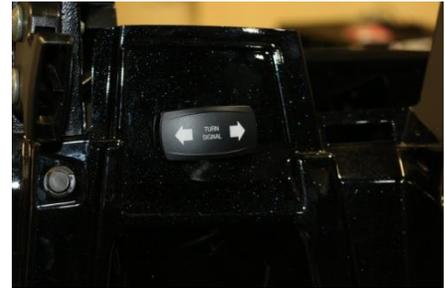
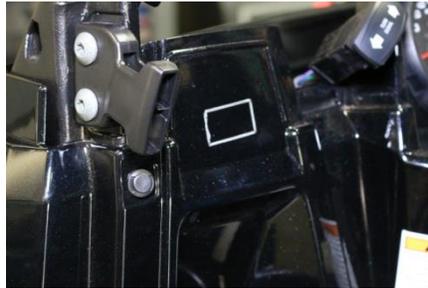


8. Lay the front small light harness out in the front under the hood, run the connector with the green wire to right side LED and run the connector with the yellow wire to the left side. Run the 4-pin connector through the hole in the fire wall to the control unit. Insert bullet connectors into LED connectors as shown above. **NOTE: The Black LED wire is positive and**

goes to the yellow and green wires, they will not work if reversed, white is ground. Secure the Harness using the provided cable ties.

WARNING! Verify that there is clearance behind dash for switch's.

9. Install Turn Switch. Using the provided switch template mark the rectangle. Using a new sharp razor, cut the switch rectangle out. Do not over cut, try inserting the switch and trim as necessary. It helps to rock the razor to cut. If you ordered the vertical switch you may cut out one of the switch openings on the switch panel. Run the switch connector through the rectangle and attach switch and insert switch.



10. **Dielectric Grease** - LED flashers by design take very little current to activate. When water gets on the dash and lands on the top of the switch, it can trickle to the connector causing it to activate the flasher by using the switches LED indicator, the system will continue to operate and does not hurt the system but will continue clicking until the switch terminals dry. Just like the OEM we recommend using Dielectric Grease on all switch terminals, this keeps the water out and will stop the clicking, it also reduces corrosion and increases reliability! Open the grease and put on the switch terminals and the connector terminals, the more the better, also put some on the Hazard switch terminals. It should also be used on any extra switches that you may have installed.



11. Install Horn/Hazard Switch - Using a new sharp razor, cut out switch rectangle. Do not over cut, try inserting switch and trim as necessary. It helps to rock the razor to cut. Run 10-pin connector through cutout and apply grease discussed above to both the terminals on the Horn switch and the 10-pin connector and insert in panel.



12. Install the Horn. Remove one of the 10mm frame bolts and secure the horn using the horn mount and nut,



Connect the violet wire from the front harness to one of the horn terminals and the black wire provided to the other terminal.

13. Run the power wire from the control box through the opening in the fire wall to the factory Busbar accessory stud orange wire attached, also attach the black wire to ground. See Note



(Note: The car does not have ground hooked on any of the studs under the hood unless the Bus Bar Power Up kit or Winch kit are installed, the first stud is keyed 12vdc, second stud is ground if wired and the third stud in battery direct if installed, but no fuse or circuit breaker. You must run a ground wire from the chassis to the ground stud or run our black ground wire directly to the chassis for a ground if upgrade is not installed)

14. Verify operation of all lights.
15. Using the provided Cable Tie's secure the harness completely.
16. Reinstall center inspection panel, center dash storage and hood.

We can also be reached by email at support@xtcpowerproducts.com

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*Disclaimer: This kit is intended for off road use only and XTC Motorsports claims no responsibility for its use. It is up to the purchaser to make sure it complies with all Federal, State and Local laws.

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