



DELTA®

WIRING INSTRUCTIONS 550 Series High/Low Light Kit

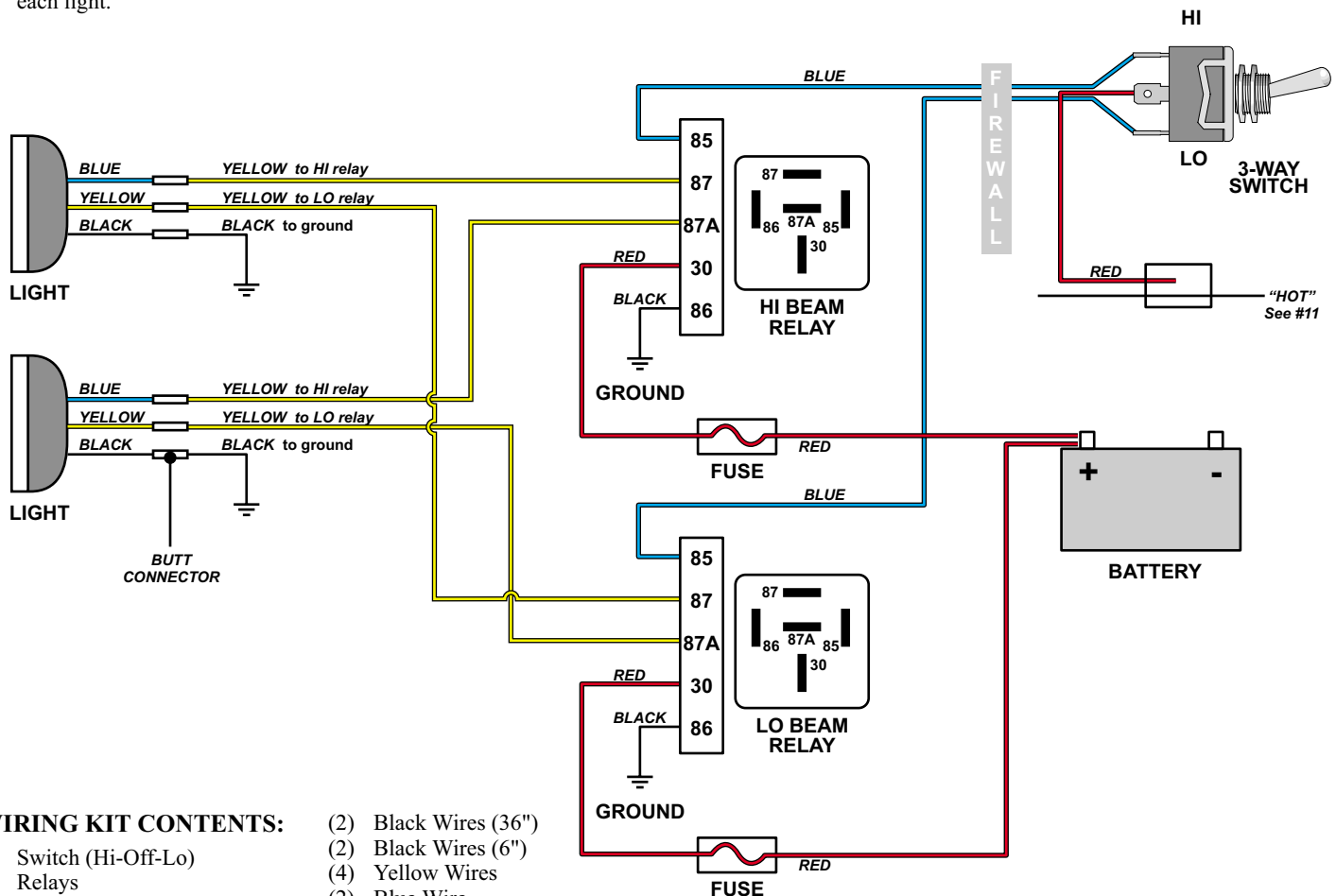
- MOUNT LIGHTS** to front of vehicle. Make sure you have adequate clearance for the mounting bolt. Also be certain that the wiring harness at the back of the light is unobstructed. If the clearance is too tight the water seal can be dislodged and allow water inside the housing.
- CONNECT WIRES TO RELAY:**

Red Wires With Fuses to position 30 on both relays. Remove the fuse until you are ready to test lights.

Short Black Wires to position 86 on both relays.

Yellow Wires (4) to positions 87 and 87A on both relays.

Blue Wires to position 85 on both relays.
- INSTALL THE RELAY:** (use sheet metal screws - not included) in close proximity to the battery so the *Red Wire with Fuse* can reach the battery's positive pole. NOTE: Relay should be installed prongs down.
- CONNECT THE YELLOW WIRE LEADS** from position 87 on Low Beam relay to the yellow lead extending from each light.
- CONNECT THE OTHER YELLOW WIRE LEADS** from position 87A on High Beam relay to the blue lead extending from each light.
- GROUND THE RELAY** by attaching its short black wire lead to any metal surface using a sheet metal screw (not included).
- FEED THE BLUE WIRE LEADS THROUGH THE FIREWALL** (follow the factory main electrical loom THROUGH THE RUBBER GROMMET in the firewall) and into the passenger compartment toward the switch.
- INSTALL THE SWITCH** in the dash or console.
- CONNECT THE BLUE WIRE LEAD** to the middle prong on the switch.
- CONNECT LONG RED WIRE:** to one of the outer prongs on the switch and connect the other end to a "HOT" wire under the dash with the supplied snap-lock connector.
- CONNECT RED WIRES WITH FUSES** directly to the positive post on the battery (connecting to light gauge factory wiring can melt its wires).
- CONNECT BLACK LEADS on the LIGHTS:** Black is to ground (be certain ground is not insulated from the frame).
- TEST, AIM, and TIGHTEN LIGHTS.**



WIRING KIT CONTENTS:

- | | |
|------------------------------|-------------------------|
| (1) Switch (Hi-Off-Lo) | (2) Black Wires (36") |
| (2) Relays | (2) Black Wires (6") |
| (2) Red Wires with 30A Fuses | (4) Yellow Wires |
| (1) Red Wire - 60" | (2) Blue Wire |
| | (1) Snap-lock Connector |
| | (6) Butt Connectors |



550 WIRING INSTRUCTIONS (continued) and "City Lights" Optional Configurations

AUXILIARY PARKING LIGHTS:

Tap a line leading from the prong of the miniature bulb into your existing parking light line. The other prong should be grounded.

DAYTIME RUNNING LIGHTS:

Tap a line leading from one prong of the miniature bulb into an ignition switch line that is hot with the ignition "ON" such as the heater fan. Or a line that is hot when the ignition is switched to "ACC" such as the radio.

AUXILIARY DIRECTIONAL LIGHTS:

First, change the miniature bulbs inside your Delta® lamps to a DOT-legal, amber colored equivalent type bulb. Then tap each light into its respective existing directional light line.

(Order our pre-assembled "City Light" Harness, Part No. 05-2000-37)

SAFETY PRECAUTIONS:

Use common sense.

Wear eye protection when working near the battery. Battery vapors are explosive and battery acid can blind you, disfigure you, or kill you ... as well as mess up your paint job.

Disconnect the battery when working on electrical components to avoid shorting out expensive computer chips, ruining your new lights or melting the wires you have in your hands.

Use proper electrical tools and connectors (duct tape is not a proper electrical connector).

When running wires, follow factory wiring looms when possible. Especially when pulling through the firewall. Wires through a freshly drilled hole in the firewall, or any unprotected passage through sharp metal, will eventually know its way through the plastic coating. If you cannot follow a wiring loom buy a rubber grommet or seal the wire into the hole with silicone caulk.

AIMING YOUR NEW DELTA® LIGHTS:

Park your vehicle 25-50 feet from a large, flat vertical surface (garage door, wall or other light colored object). Turn on your regular headlamps and mark their position (Post-It note or masking tape), then mark the position of your high beams.

You have probably been driving your vehicle long enough to know where your lighting is weakest. That's why you chose to add auxiliary lighting.

Mark a place on the wall with where you want your new lights to shine (keep in mind that aiming them too high is counterproductive). With the driving light adjustment bolts slack, cover one light with the box it shipped in and aim the exposed lamp. Tighten it up and reverse the procedure. Now check your work and enjoy your wise purchase.

