

100% SOLID STATE ALTERNATING ELECTRONIC FLASHER COMPATIBLE WITH DAYTIME RUNNING LIGHTS PSEDRL

Code 3 PSEDRL Solid State Flasher will operate a two or four headlight system on any vehicle with a 12 Vdc negative ground system.

NOTE

Please contact Code 3 before attempting to install on any foreign vehicle (non-General Motors, Ford or Chrysler).

A properly installed PSEDRL will alternate the vehicle's headlights at 1.9 hertz.

When used at night, the low beam headlights remain ON for proper illumination while the high beams flash to gain attention and increase the vehicle's visibility. When the dimmer switch is activated to high beam, the Flasher Systems "High Beam Override" interrupts the Flasher sequence to allow for normal high beam function. Flashing automatically resumes when the dimmer switch is deactivated. The Flasher will automatically turn OFF the vehicle's DRL when the Flasher is activated.

INSTALLATION

MOUNTING: Mount the Flasher so that the maximum amount of air will flow across it, typically in the front passenger side of the engine compartment.

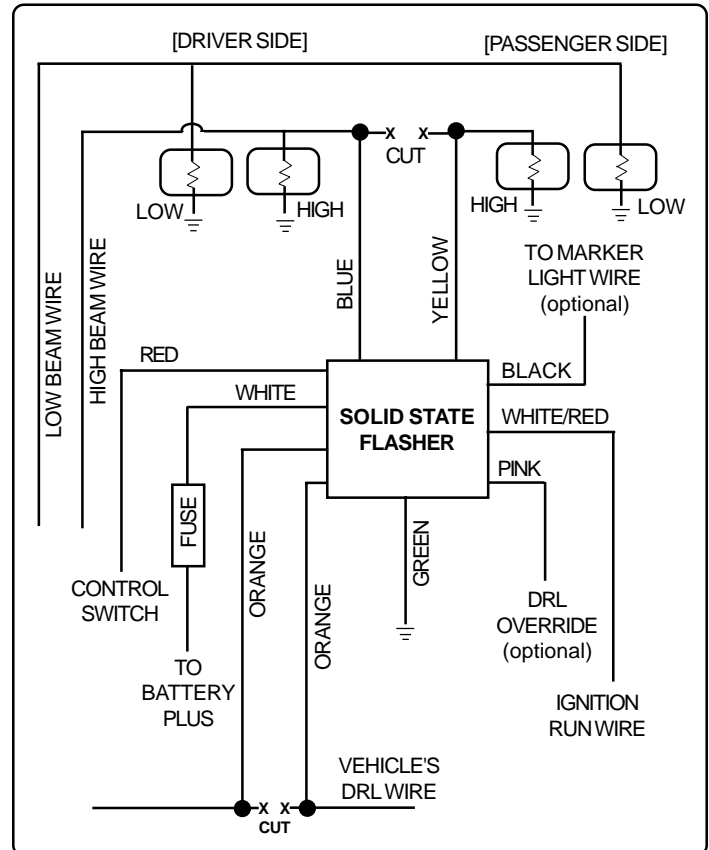
GREEN WIRE: Connect to a convenient reliable ground.

NOTE

Always connect the green wire FIRST when installing and disconnect LAST when removing.

BLUE & YELLOW WIRE: Locate the wire that supplies power to the passenger side high beam headlights. Cut this wire approximately 10" to 12" from the back of the headlight. Connect the yellow wire to the lead that returns to the passenger side high beam. Connect the blue wire to the other piece of cut wire. This will make the driver's side high beam flash.

RED WIRE: Connect to a powered switch. This switch will only require 1/4 amp to activate the Flasher.



Wiring Schematic

WHITE WIRE: Connect through a fuse to the positive post of the battery or other high current power source. A 20 amp fuse to be used with a two headlight system and a 30 amp on a four headlight system.

WARNING

DO NOT CONNECT THE FLASHER SYSTEM TO A CIRCUIT BREAKER OR FUSIBLE LINK.

NOTE

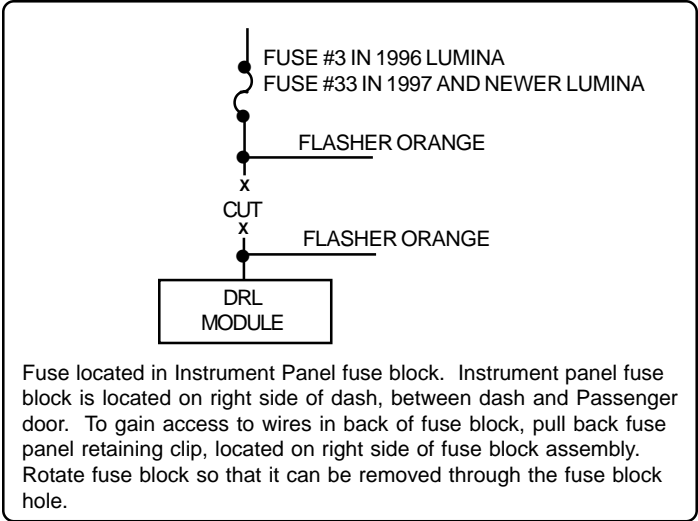
DO NOT connect the red and white wires together. The white wire must receive a constant source of power at all times.

WHITE / RED WIRE: "T" or tap into the vehicle's wire that becomes HOT when the vehicle is started and COLD when the vehicle is turned off.

ORANGE WIRE(S): Find the DRL input or output wire, see Wiring Schematic. "T" or tap both orange wires into it. Cut the wire between the two orange wires and tape.

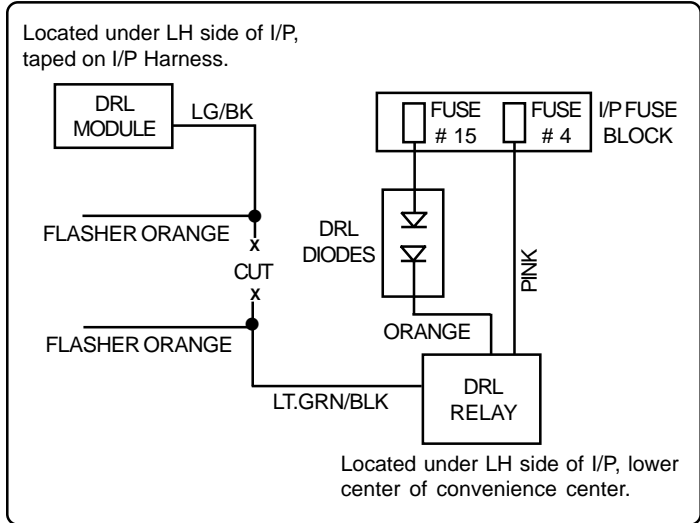
BLACK WIRE (optional): If an automatic night time cutoff is required, simply "T" or tap black wire into the vehicle's marker light wire. If not required, connect to ground.

PINK WIRE (optional): Connect to the HOT side of a user supplied switch, the park brake switch or the neutral safety switch. When the pink wire is grounded through one of the switches, the DRL function and marker lights will be deactivated.

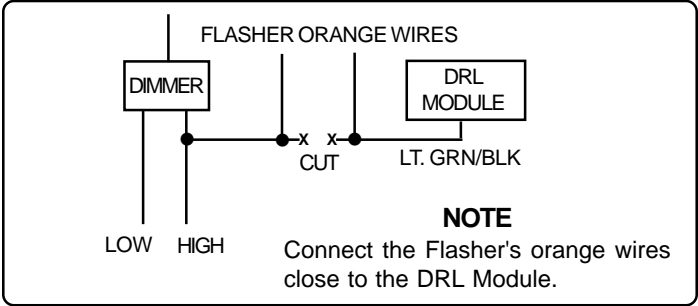


Fuse located in Instrument Panel fuse block. Instrument panel fuse block is located on right side of dash, between dash and Passenger door. To gain access to wires in back of fuse block, pull back fuse panel retaining clip, located on right side of fuse block assembly. Rotate fuse block so that it can be removed through the fuse block hole.

Lumina 1996 and Newer



1996 and Newer Suburban, Tahoe, 1500, 2500 and 3500 Pickup Trucks



Ford 1992 and Newer

1992 - 1994 Crown Victoria: DRL Module located center front of vehicle on the front upper radiator support.

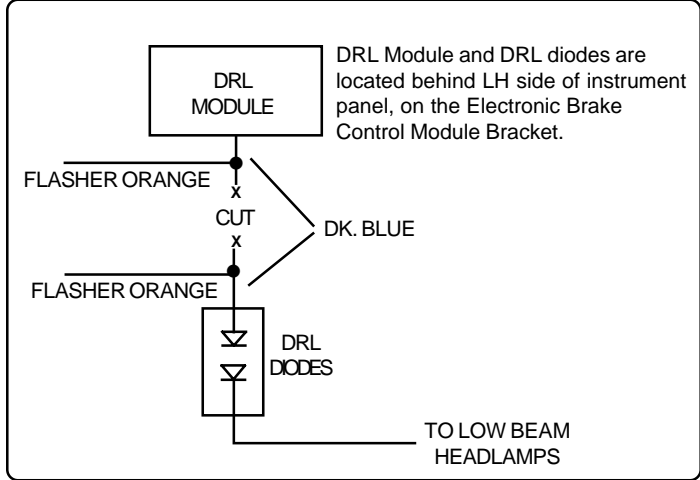
1995 and Newer Crown Victoria: DRL Module located on the upper radiator support just left of center of vehicle.

1995 and Older Taurus: DRL Module located on LH fender apron directly under battery.

1996 and Newer Taurus: DRL Module located on LH front bumper brace under the front of vehicle.

1996 and Older F-Series Truck: DRL Module located on LH radiator support.

1997 and Newer F-Series Truck: DRL Module located on radiator support.



1996 and Newer Pontiac GrandAm, Grand Prix, Buick Regal, Oldsmobile Cutlass Supreme and Monte Carlo.