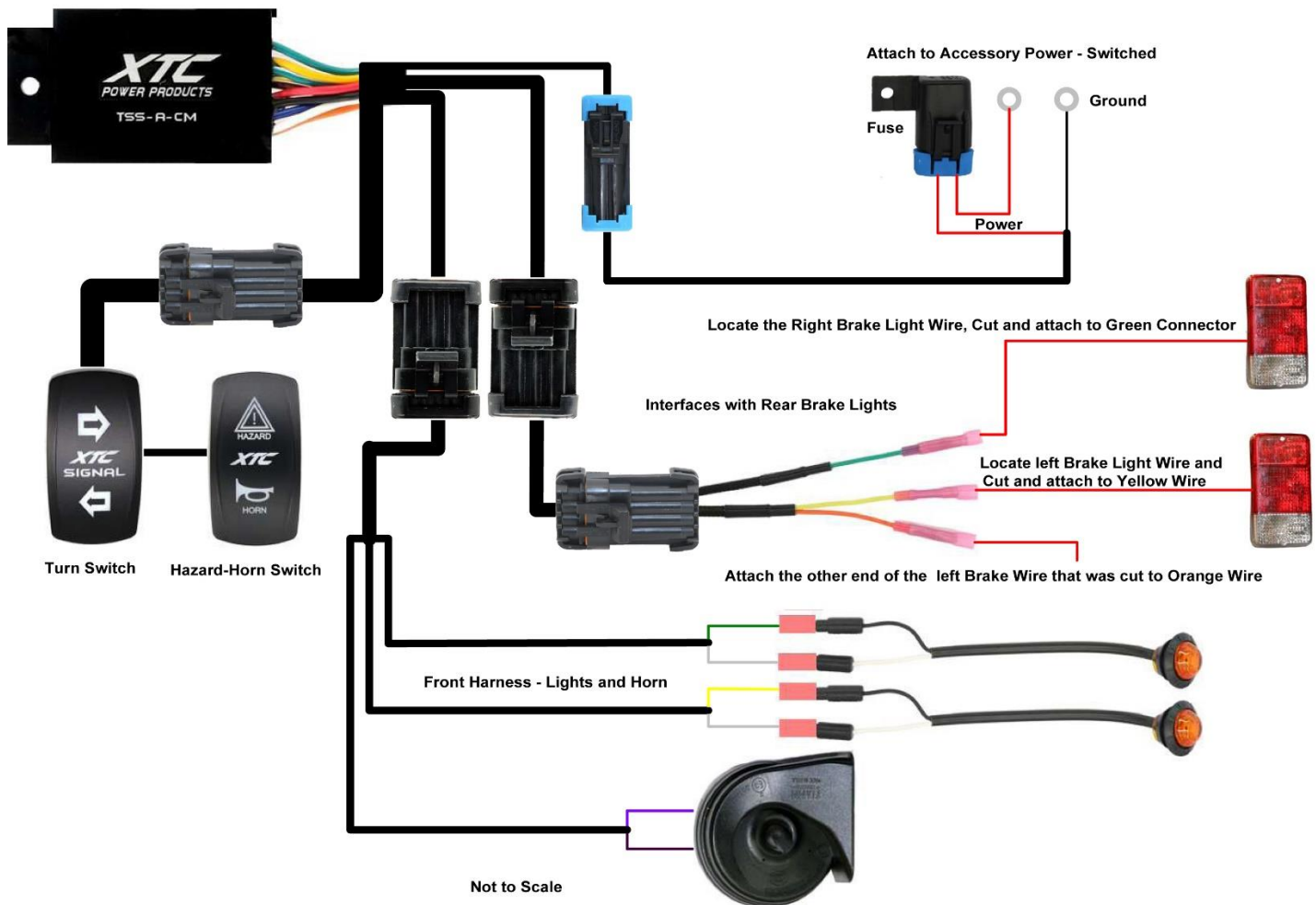




ATS-UNI-I UNIVERSAL TURN SIGNAL SYSTEM

Thank you for purchasing XTC Power Products Automatic Self-Canceling Turn Signal System. Our Easy Install Turn Signal System is unique from the other kits on the market. This kit is from our Plug & Play™ product line. With only attaching 3 wires at the Taillights, power, ground and install two LED Front Turn Lights.

For more details on installation along with model installation go to www.xtcinstall.com



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

1. **Mount the Control Module** under the dash or other suitable place using the supplied screw or Cable Tie.

WARNING! Verify that there is clearance before drilling the holes for the LED's and keep the harness away from any hot or moving parts.

2. **Install the two front LED lights** - The front LED Turn Indicators can be mounted with the rubber grommet or without. If the grommet is **not** being used drill 5/8" holes. If the grommet is being used drill 3/4" holes. Remove and install the rubber grommet from the LED into the hole if being used. Insert LED into the hole with the Top marking up. NOTE: the TOP marking is on the front of the LED lens.



3. **Run the short front harness** from the front LED lights to the control module and plug into mating connector. The Green wire harness go to the right/passenger side and the yellow wire harness go to the left/driver's side. Both green and yellow wires are positive and go to the black wire on each side, the white wire goes to white. Secure the harness with the provided cable ties. **NOTE: Black wire is positive, and the White is ground, they will not work if reversed.**
4. **Locate the Rear Brake Light Wires** - Turn the key to the vehicle on and make sure the running lights are on. Go to the rear taillights where there should be three wires coming out of each light, a ground, a power wire for the running light and brake light wire. Using a Test Light poke into each wire and locate the running light, note its color. Next have someone push on the brake and probe the other two wires to determine which one is the brake light wire, have your assistant push the brake multiple times to make sure you have located the correct wire, note the color and mark.
5. **Install Rear Light Harness** - Cut both the right and left brake wires leaving enough room to crimp butt connectors onto them. Strip the cut wires exposing 1/4". Take the short harness with the two cables coming out of it with pre-installed butt connectors and crimp the **Yellow** wire on to the brake wire going **into the left light**, crimp the **Orange** wire onto the brake wire going from the left light **back into the car** harness. Run the **Green** wire to the right taillight, crimp onto the right brake light wire **going into the light**. Crimp a provided cap on the right-side harness wire that was not used that goes into the cars harness. Using a heat gun carefully heat all butt connectors to seal.
6. **Run the Rear Harness** - Attach the long harness to the previously installed rear light harness. Run the rest of the harness with a male four pin connector up to the control box and plug into the mating connector, make sure to keep the harness away from any hot or moving parts, secure with provided cable ties.

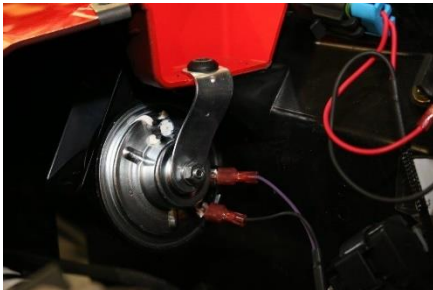
WARNING! Verify that there is clearance behind dash for Turn, Hazard and Horn switch's

7. **Install Turn and Horn/Hazard Switch** – The switches can be mounted different places on the dash, we typically use the driver left side. Using the provided switch template mark the dash, cut out the two rectangles. Push the switch wires through and apply grease (see Below) attach to switch and install in dash.

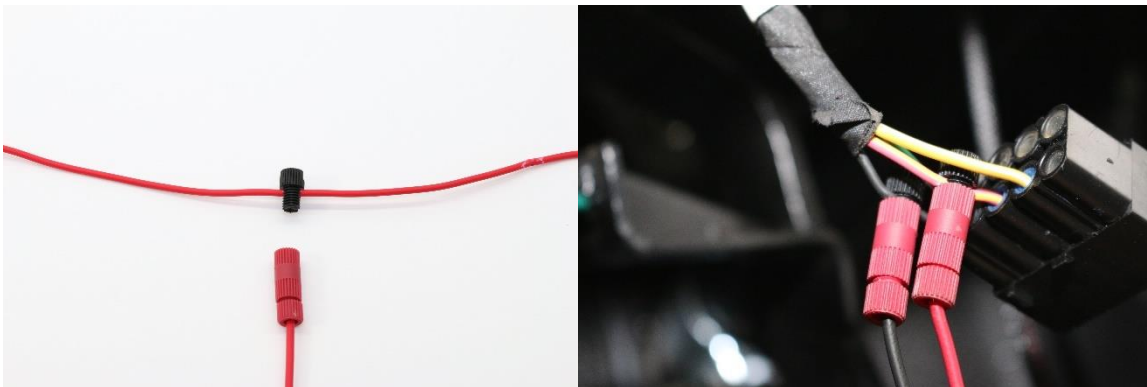


Dielectric Grease- Just like the OEM uses on their switches, we recommend using Dielectric Grease on all switch terminals, this keeps the water out, thereby reducing corrosion and helps increase reliability! Open the grease and put on the switch terminals and the connector terminals on both the Turn and Horn/Hazard switches, the more the better.

8. **Install Horn** – Install the included horn bracket onto the horn. Under the hood mount the horn. Attach the purple and black wire to the horn terminals, position does not matter.



9. **Run the power wire.** Attach the red wire to switched/Keyed 12vdc and the black wire to ground. If there are no keyed factory posts, use the included Posi-Taps. Find 12vdc like the accessory power out or other keyed power. Remove the black cap from one of the Posi-Taps, insert the OEM keyed power wire into the Black Slot and screw the red body back on hand tight only. Take the ATS **RED** Power Wire and cut the Ring Terminal off, strip ¼” of the insulation, push that wire into the other end of the Posi-Tap and screw the end hand tight.



Sample

Attach the Black Ring Terminal to Ground **or** find an OEM ground wire, install the Posi-Tap using the directions above and attach the Black Ground wire to a factory Ground Wire.

10. Verify operation of all lights and secure the harnesses with the provided cable ties.

Operation: The System uses momentary switches to activate. Press Right or Left Actuator accordingly. Will cancel as follows.

Press 1 Second for Lane Change, will stay on approx. 8 Seconds / 10 Flashes

Press 2 Seconds for Slowing to Turn Corners, will stay on approx. 20 Seconds / 30 Flashes

Press 5 Seconds for Traffic Lights when stopping and waiting, will stay on approx. 75 Seconds / 110 Flashes

The Systems Automatic Self-Cancelling may be overridden/Shut Off at any time by pushing the activated switch.

Hazard Lights - press to activate and press again to deactivate, it does not self-cancel.

Optional - The Tan wire next to the Turn Switch is for an optional Dash Indicator. When the ATS is activated it will flash 12 VDC that can be attached to an Optional Dash Mounted LED Light, it is non-directional, flashes for both right and left signals.

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

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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