



Wiring notes for Spec D headlights:

These lights can be wired up in multiple ways depending on how you desire the light to come on.

Turn Signals:

Yellow wire from the Spec D headlight is positive. Red wire from the vehicle going into the turn signals is positive. Connect these two as shown in the video (wire tap or soldering). If you want to disable the factory turn signal, then clip this wire. Use heat shrink on the terminated end or at least some electrical tape.

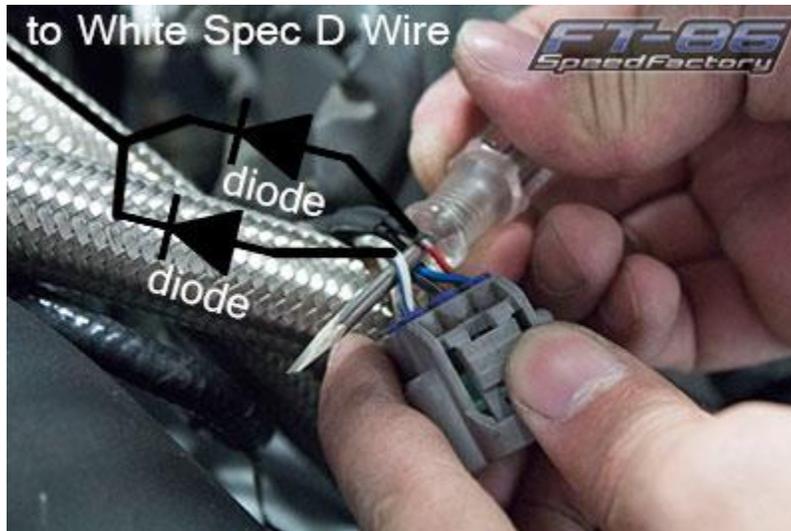
The black wire is negative on both the Spec D headlight and factory wiring going into the turn signal.

DRL Boomerang:

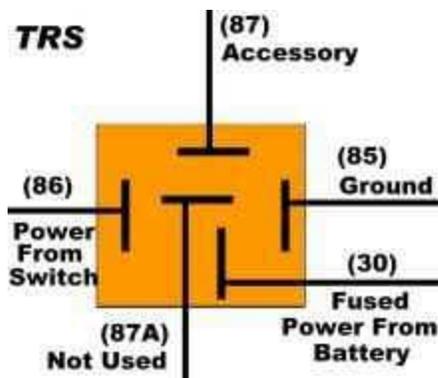
The methods shown in the video can supply power to the boomerang 1) when the DRL is usually on or 2) when the parking lights / low beams / high beams are on.

There are at least two solutions for having the lights on at all times.

- 1) Use diodes with methods one and two described above. Diodes can be purchased at Radio Shack and would be used on the positive wires. They control the flow of power. You want the power to only flow towards the Spec D wiring. Below is a picture of the driver's side wires. As you might remember from our video, the passenger side uses the same locations, but the wires are different colors.



- 2) Install a relay that is triggered by an ignition wire. The wire in the following picture comes from the wiring harness in the fuse box under the hood. Ultimately it goes out to the alternator. You CANNOT hook this up directly to the boomerang. Wire it to a relay (Autozone / Radioshack).



Above is a common relay. 30 would go to the positive terminal of the battery. The current draw of these lights is low, but you can use an inline fuse in case it gets shorted out sometime in the future. 85 you can ground to the chassis or battery. 87 is the positive wire that would be connected to the White Spec D wire. 86 is connected to the red wire with blue stripe in the picture above.