

Quad Wiring Harness Installation Instructions

**BEFORE YOU
START**

Disclaimer: By reading this document, you agree that it is only intended to be used as an educational guide. Black Flame Customs, Inc. makes no guarantee on any finished results, nor are they to be held responsible for any damage, misuse, or personal injuries. Use at your own risk. If you are unable to clearly understand and adapt the information below to your own application, professional installation is recommended.

Tools Needed:
- Self-Tapping Sheet Metal Screw (if new grounds are necessary)
- Basic Hand Tools: Flat and Philips Screwdrivers, Crescent Wrench

Estimated Time for Completion: 0:45

Difficulty Level: 

1 TEST

CONNECTION SUMMARY:

Harness Testing: Prior to installation of the harness and hiding all of the wires for a clean finished look, we recommend plugging in all connections on the harness and turning the headlight systems on to ensure compatibility with the vehicle. This saves time and can rule out any potential issues should they arise.

2 GROUNDS

Ground it out: Your harness comes with two grounds that need to be attached to bare metal on the chassis (not battery if possible). These two are the metal "forks" that do not have a fuse on their wire. If you do not have any unpainted metal surfaces, you will need to remove paint to get a good ground for that particular "fork".



BAD



GOOD

Quad wiring systems can seem overwhelming - but they're actually quite simple in nature.

The theory is that your new system will have FOUR low beams and FOUR high beams, that operate much like the stock headlight system. You turn on your low beams for regular driving - all FOUR projectors come on. When you flip to high beams - all FOUR switch to high beam.

Generally the way we set up our quad wiring includes a single HD wiring harness and a number of "splitters" -- splitters are simply a 3-plug piece that helps tie all the components together.

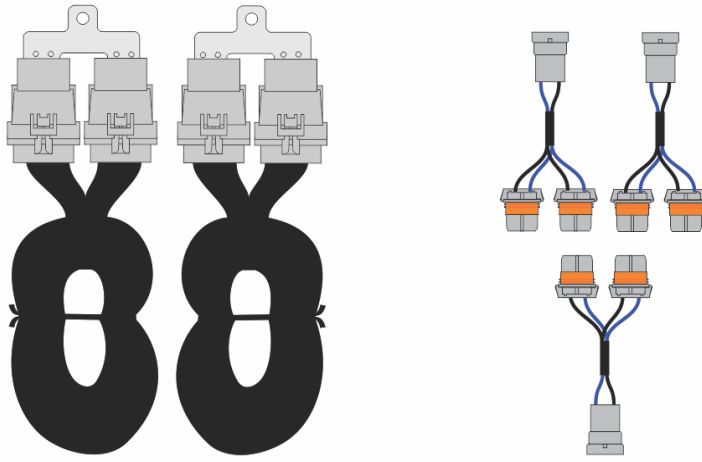
First - all of your high beam pigtail wires should already be HARD-wired together into the original high beam wires on the headlights - OR - have splitters included which ties them together and then into the stock high beam plug.

Second - the original LOW beam power wires (that connected to your low beam halogen bulbs) will have new 9006 ends spliced on OR connections that make them into 9006 plugs. Each headlight will have ONE of these.

Third- on the headlight CLOSEST to the battery, where the bulk of your HD wiring harness will sit, an additional splitter will take the SINGLE 9006 low beam plug and make it into TWO.

Fourth- those two power outputs now plug into the power input triggers on the new HD wiring harnesses - these harnesses can now power all four ballasts with direct battery power.

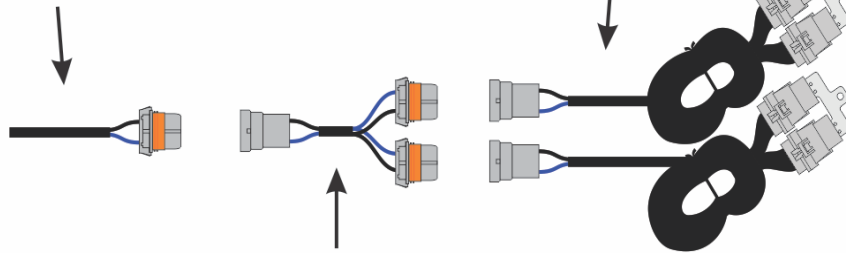
From here, all other plugs will correspond with battery terminals and ballast power inputs.



STYLES MAY VARY

**LOW BEAM OUTPUT FROM CAR
(SIDE CLOSER TO 12V+ POWER)**

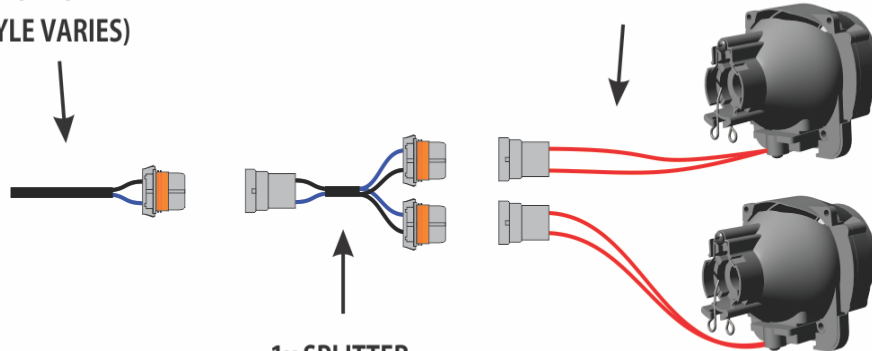
RELAY HARNESS INPUTS



**1x SPLITTER
(FROM FACTORY CONNECTOR
TYPE TO 9006F/9006F)**

**HIGH BEAM OUTPUT
FROM CAR
(STYLE VARIES)**

SOLENOID INPUTS



**1x SPLITTER
(FROM FACTORY CONNECTOR
TYPE TO 9006F/9006F)**

X ISSUES?

Problem: No light at all: If your harness is entirely plugged up, grounded properly, and you've tested the ballasts/bulbs to ensure they both work, you may have popped a fuse on the vehicle. A quick way to test this is to unplug the harness input from the vehicle and plug the stock bulb back in to determine if it still works. Alternately, you may also have one or more connection incorrectly plugged in.

Problem: Lights flicker: If your lights flicker off/on upon start-up, you may not have the harness grounded sufficiently.

Problem: "Bulb Out" Error illuminated: The "bulb out" error may still persist if your particular car has a CANBUS system, which uses a different-type harness than the Moto Control. We can exchange the two in accordance with our "Store Policies" page.

Problem: When you flip to high-beams, ballasts shut off: You may have blown the stock high-beam fuse. A quick way to test this is to unplug the harness input from the vehicle and plug the stock bulb back in to determine if it still works in high-beam mode.

Checking your Harness: If you have an issue pertaining to a specific connector, you may need to adjust a pin to stay seated in the connector and thus making full contact with the associated pin. This can be done with a small flat-head screwdriver. If any pins are beyond repairable out of the package from The Retrofit Source, please contact us and include a picture of the damaged part so we may take care of it promptly.



BAD



GOOD