RLK2

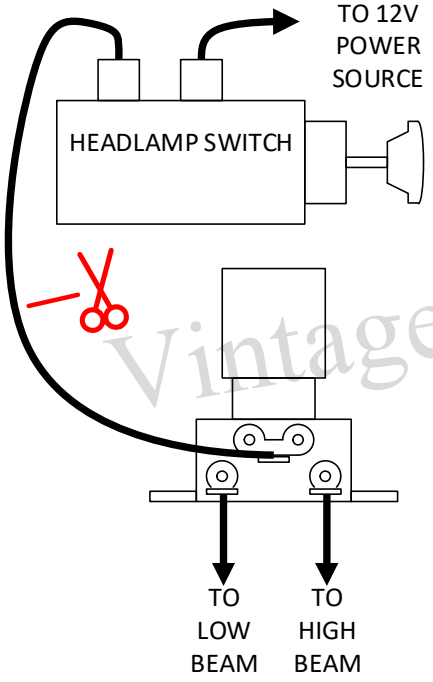
UNIVERSAL RELAY KIT

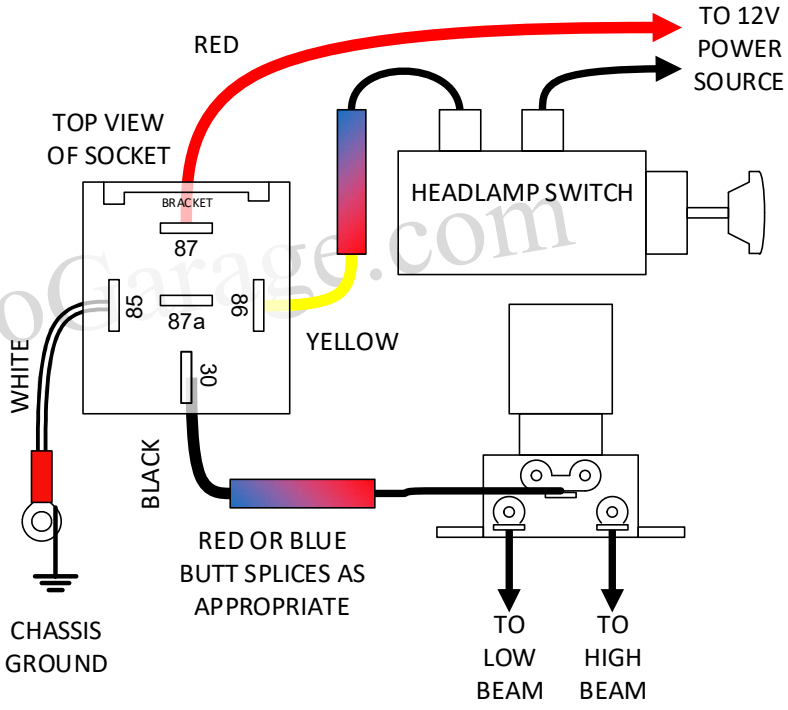
The RLK2 Universal Relay Kit contains the parts necessary to use the relay in most situations requiring a Normally Open (N/O) relay such as Headlamps and Horn. RLK2 includes: 12 volt relay, four-wire plug connector, butt splices, ring terminal, and instant-tap splice connector.

Headlamp Relay Installation

The reason for running a relay in all application is to remove the high amperage running through the original switch. Dirty or worn headlight switches can cause flickering headlights.

1. **Before you get started always disconnect your battery.**
2. We suggest mounting the relay under the dash and in between your headlight switch and floor dimmer switch. We suggest this location because wires will be routing between both of these devices. The relay socket has a hole for easy mounting.
3. Look at the diagram. There are 4 wires that will be used. Start by first locating the wire going from the vehicle headlight switch to the dimmer switch. You may need a wiring diagram for your specific application. Simply cut this wire allowing enough wire to butt slice to the new relay wires. The piece of wire going to the dimmer switch will be spliced to the BLACK (30) wire from the relay. The piece of wire going to the headlight switch will be spliced to the YELLOW (86) wire. The RED (87) wire requires a constant fused 12v power source. This can be from the ignition switch or a fuse panel, either will have a terminal with constant power. The WHITE (85) wire should be wired to a good ground.
4. Once the wiring is completed, reconnect your battery and test to see the headlights operate with your switch and dimmer.





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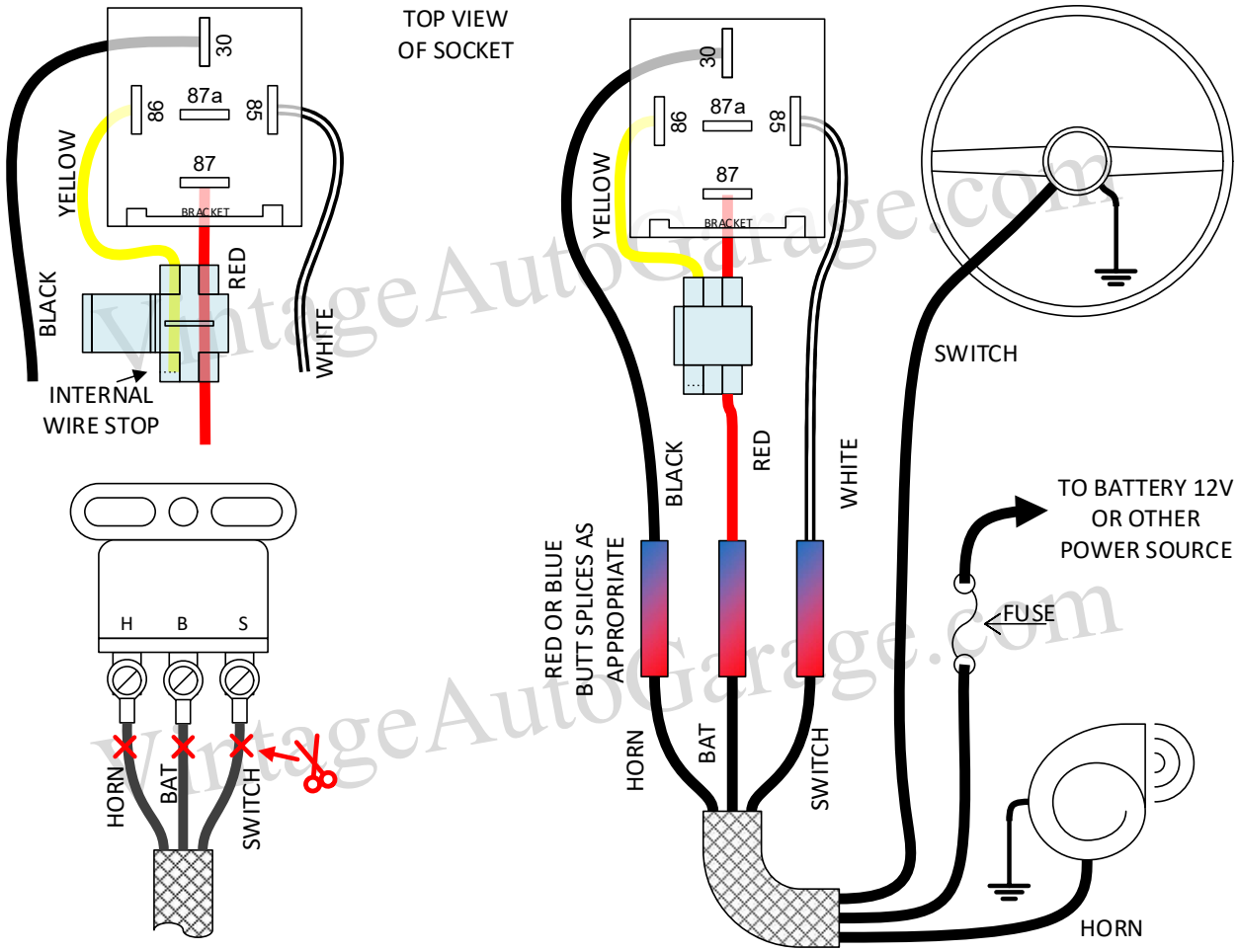
Horn Relay Installation

This relay will look different from the original horn relay being removed and will provide a much better sealed modern style relay that will not corrode.

1. **Before you get started always disconnect your battery.**
2. We suggest mounting the relay in the same location as the stock horn relay. The relay socket has a hole for easy mounting.
3. Prepare the relay connector by joining the YELLOW (86) and RED (87) wires together using the Instant-Tap Splice. The wires should not be cut or stripped to use the Instant-Tap, but the YELLOW wire may be trimmed so that there is not excess. Put the YELLOW wire into the cavity with the wire stop and pass the RED wire all the way through the other cavity. Snap the hinged closure tight with pliers – the metal blade will connect the wires electrically and hold them in place.
4. Remove the old horn relay. Keep track of which wire was connected to each terminal, H, B, and S. Remove the ring terminals from the old harness.
5. Match the relay wires up to the original wires as shown in the diagram. BLACK connects to the Horn. RED connects to a fused 12V power source such as the Battery. WHITE connects to the Horn Switch which typically completes the circuit to ground through the steering column. Complete all connections using the red or blue butt splices from the kit as appropriate for your vehicle's wire gauge.
6. Once wiring is complete, reconnect your battery and test your new horn relay.



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