

# Upgraded Heavy Duty Headlight Harness

## To install the Upgraded Headlight Harness:

1. Un-plug the stock harness from the left side (Driver Side) headlight.
2. Plug the stock harness into the blue plug on the Upgraded Harness (Figure 3).
3. Plug the Upgraded Harness into the driver's side headlight. Route the harness over the top of the radiator, under the Jack Handle/Radiator mounting bracket. Unplug the passenger side headlight from the stock harness (let it hang, it will no longer be used) and plug the Upgraded Harness into the headlight. Make sure all the pins make good connection.
4. Next, attach the ground wires from the headlight plugs to a suitable ground.
5. Find a suitable place to mount Relays (Figure 2).
6. Lastly, attach the Red hot lead to the positive terminal of the driver's side battery. The battery lead is fitted with a fuse or fuseable link and do not require an additional fuse. (Figure 2)



(Orange plugs to headlights)  
(Figure 1)



(Water Proof Relays "Yellow" and Battery Connection)  
(Figure 2)



(Blue Male plug into existing factory harness) only one required  
(Figure 3)



(Wire loom from Relay)  
(Figure 4)

## 9008 Harness Upgrade:

Use the (three) 3 supplied Scotch lock connectors to tap into the Driver Side factory Headlight plug.

The Factory Harness (Figure 5, and Figure 6) is wired as follows when facing it:

Center Wire: Ground  
Left Wire: High Beam  
Right Wire: Low Beam

The Provided Heavy Duty Harness wiring Diagram is as follows:

Black: Ground  
Blue: High Beam  
White: Low Beam

Match the wires from the heavy Duty Harness to the factory 9008 Plug, and plug them in.



Figure 5

Figure 6

**Note:** Disabling DRL for Canadian Trucks

On the Canadian FORD F-250/F-350 trucks, the Daylight Running Light Module (DRL) is bolted to the header panel behind the driver's side headlight, under the hood. The battery/Air box may be in the way, making it difficult to get your hand between the battery, and header panel to unplug it.

If the truck has been running recently, the resistor is going to be VERY hot. This is why its inside a perforated metal cage. It acts as a heat-sink. There will be a wire that plugs into it from the bottom. Just unplug the wire and let it hang, or zip-tie it out of the way.