



Wiring Instructions #7543

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WARNING: Be sure the vehicle battery is disconnected before starting any wiring procedure.

Before beginning any wiring procedure, be sure you understand the wiring diagram for your particular step model. Be careful to select the proper wire size, length, and color as well as the proper crimp on terminals and connectors for each application as called for in wiring diagram and instruction sheet.

Improper wiring can cause damage to the step control unit and the vehicle's wiring system. Improper wiring will void the step warranty.

Tools needed:

- Electric drill
- 15/32" dia. drill (or 3/8" drill and a round file)
- Wire cutters
- Wire strippers
- Terminal crimper
- Electrical tape
- Flashlight or drop light
- Safety glasses

Kit Contents:

Qty	Description
1	Wiring Harness
1	2' green 16 ga. wire
1	20 amp inline fuse holder
2	5 amp inline fuse holders
8	Wire ties
7	Blue butt connectors
2	Yellow butt connectors
1	1/4" male push on terminal
1	5/16" blue ring terminal
1	5/16" yellow ring terminal
1	#6 blue ring terminal
1	#6 external tooth lock washer
1	1" of caulking compound
1	Power switch (toggle switch)
1	Caution sticker
1	Instructions



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Wiring Installation Instructions

For steps operated by a Door Switch and Power Switch with Control #909510000

NOTE: The step mounting brackets should be mounted and the door switch should be installed before continuing with any wiring.

Installation Instructions

Step 1) Wrap electrical tape around the black plastic loom of the wiring harness every 10-12".

Step 2) Route the wiring harness from the vehicle battery to the step with the four-way Packard-style connector terminating at the step.

WARNING: Keep the wiring harness away from any heat generating or moving parts on the vehicle.

Step 3) Mount the step if not already done. The complete mounting instructions are included with the step mounting brackets.

Step 4) Route and attach the brown wire from the wiring harness to the door switch using a blue butt connector

Step 5) Tie any loose wires in place with the wire ties. If necessary, the wire ties can be held in place with a #6 or #8 sheet metal screw (not supplied.)

Step 6) Under the hood, feed the white and yellow wires from the wiring harness and one end of the separate white 16 ga. wire (not supplied) through the firewall and into the passenger compartment. This may be done through an existing rubber grommet around the speedometer cable or by drilling a hole.

WARNING: Do not drill a hole unless you are absolutely sure there is nothing on the other side of what you are drilling through. Do not feed wires through the firewall where there may be moving parts. Grommet the hole to avoid damaging the wiring.

Step 7) Locate and cut a 15/32" diameter hole in the dash to mount the override switch. Before you drill the hole, be sure that there is enough room to mount the switch behind your hole location. Do not install the switch at this time.

Step 8) Route both white wires to the power switch location, cut to length (leave a little slack), and connect them to the switch using the 1/4" blue female push on terminals. Tie any loose wires in place with the wire ties.

Step 9) Mount the override switch in the dash by inserting it through the hole in the dash from the back side and securing it with the face plate and nut.

Step 10) Run the yellow wire to the vehicle fuse block and cut to length. Cut the orange wire on the 5 amp fuse holder at the halfway point on the loop. Crimp a 1/4" male push on terminal to one lead of the fuse holder. Connect the other lead to the yellow wire with a blue butt connector. Wrap this connection with electrical tape. Connect the wire to the vehicle's fuse block at the terminal marked IGN (ignition) or to another terminal that is hot only when the ignition is turned on.

WARNING: Do not connect the yellow wire to the circuit connected to the vehicle's computer or damage to the computer or the step control unit may result.

Step 11) Under the hood, run the other end white 16 ga. wire from the override switch to the battery location. Cut both the white and red wires to length.

Step 12) Cut the orange wire on the remaining 5 amp fuse holder at the midway point of the loop. Crimp a blue 5/16" ring terminal to one lead of the fuse holder. Connect the other lead to the white wire with a blue butt connector. Wrap this connection with electrical tape.

Step 13) Cut the wire loop on the 20 amp fuse holder at the midway point of the loop. Crimp a yellow 5/16" ring terminal to one lead to the red wire from the wiring harness with a yellow butt connector. Wrap this connection with electrical tape.

Step 14) Connect the red and white wires to the positive (+) battery terminal clamping bolt.

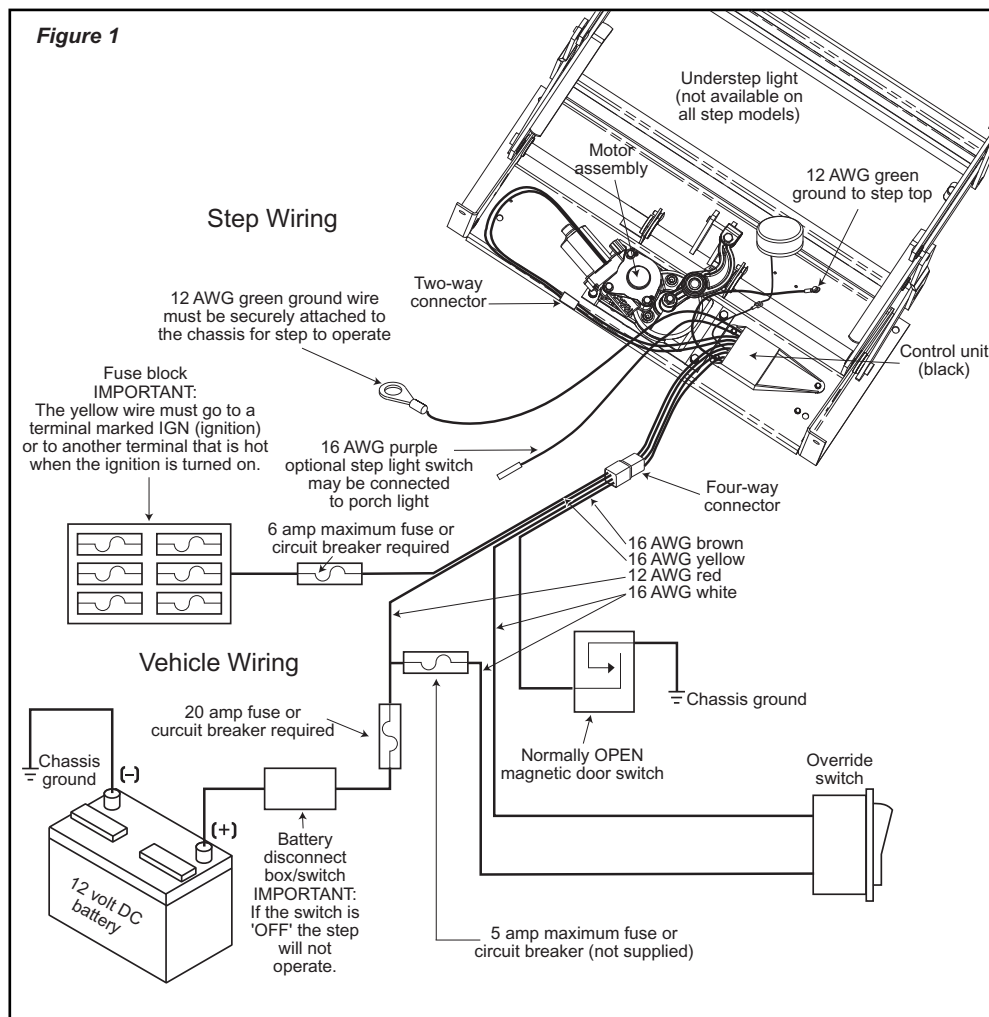
NOTE: Some vehicles have a distribution block located near the battery that is connected directly to the battery. The red and white wires may be connected here instead of the battery clamping bolt.

WARNING: Do not connect this wire into any other circuit in the vehicle. Tie any loose wires in place with the wire ties.

Step 15) At the step, attach the four-way Packard-style connector from the wiring harness to the connector from the step control unit.

Step 16) Reconnect the vehicle battery.

Step 17) Place the "Caution - Stand Clear" sticker on the outside of the van on the window glass or near the door handle where it will be easily seen.



Test Step Operation

Step 18) With the override switch off, close the van door and the step should retract.

Step 19) Open the door and the step should extend.

Step 20) With the door open, turn on the override switch. The step should remain extended when the door is closed.

Step 21) To test the ignition override system, with the step extended, the door closed, and the override switch on, turn on the vehicle ignition and start the vehicle. The step should retract.

WARNING: When the ignition safety system goes into effect and the step automatically retracts, do not open the door until the step completely retracts. If the door is opened before the step completely retracts and locks in the up position, the step will stop moving. The step may only be partially extended. Stepping on a partially extended step may cause damage to the step frame and/or the motor assembly. When the door is closed the step will finish retracting.

If the entrance door is opened at any time the step will extend or stay extended.

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