



Instructions

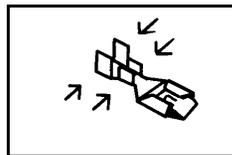
Screw the new lever into the column, running the tan wire down through the column. Use the enclosed wire ties to secure the wire tight against the tilt lever to prevent chafing in the steering column housing. Strip the end of the wire, attaching the terminal provided using the instructions below.

The need for installing the black ground wire depends on your column and how well it is grounded. A continuity check between ground and the tan wire of the TL-2 while pressing the button will help determine need for installing the black ground wire. Be sure the steering column is properly grounded to the frame and body so that this switch and the factory horn button will work properly.

A relay must be used with this switch for all circuits. To use as a dimmer switch, you must use our RP-3 relay pak. Please remember that this is a light duty switch and can not be over loaded without total destruction.

The enclosed terminal and housing are for use with our RP-3 and are not necessary for other applications.

If you do not have the proper crimping tool for the terminal shown, fold over the flaps as indicated by the four arrows with a sharp or pointed end of a set of cutting pliers or regular crimping tool. The first two flaps should hold the wire and the second two grip the insulation. Soldering is recommended.



Wire Works is continually improving & upgrading our products. This means that if you are installing this product with a WIRE WORKS wiring kit produced prior to 1997, please call us with your wiring kit serial number to confirm any compatibility problems. Failure to do so "MAY" cause problems with your wiring system.