3. Wire +12V power wire (RED wire pulled out of PVC) into the +12V power on 7 pin trailer connector (Labeled with +) using a supplied Scotchlok. If wire is too big for Scotchlok (Bigger than 14ga), wire may need to be spliced in. Be sure to cover the splice with electrical tape or heat shrink (not included).**(Some trucks do not provide a constant +12V unless a trailer is plugged into the 7 pin trailer connector. If this is the case, a separate 16GA or bigger wire may need to be ran from the positive on the battery, additional Instructions for the 2015+ F150 and 2017+ Super Duty have been added to account for this issue below)**

***Note:* For both Wiring Options 2 and 3 the wires can also be wired into the 7 Pin trailer connecter wires. This is not recommended for trucks with trailer detection.**

Additional Wiring For 2015+ F150 and 2017+ Super Duty Only

***Note:* This step is to get a constant +12V back to the 7 pin trailer connector since these trucks disengage the +12V power when the 7 pin trailer connecter is not in use. This is to only be done if the +12V red wire on the Blade light bar is being used. See Option 3 Step 3**

1. Cut a 6" piece of 16GA or bigger wire**(A 6" piece may be cut off of red or white wire on tailgate light bar if the full length of those wires are not needed)** for F150 and 12GA or bigger for Super Duty ***(This is not supplied with kit).***

2. Under dash on drivers side. Find trailer tow module. Locate both **Orange** wire (Pin 3 on C2498C Connector) and **Green-Red** wire (On F150) or **Red** wire (on Super Duty) (Pin 1 on C2498A Connector). Refer to **Figure 5**

Figure 5

3. Attached 6" wire between **Orange** wire(Pin 3 on C2498C Connector) and **Green-Red** wire (On F150) or **Red** wire (on Super Duty) (Pin 1 on C2498A Connector) using Scotchloks **(For F150 supplied Scotchloks can be used, Super Duty are not supplied, recommend using 3M 902)**. This will activate a continuous +12V to the +12V power pin on the 7pin trailer connector. Refer to **Figure 6**

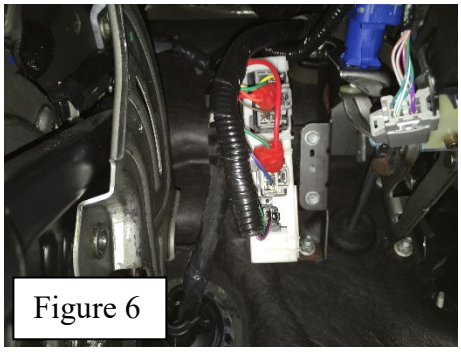
Figure 6