

ROUTE 145, WINTHROP ROAD
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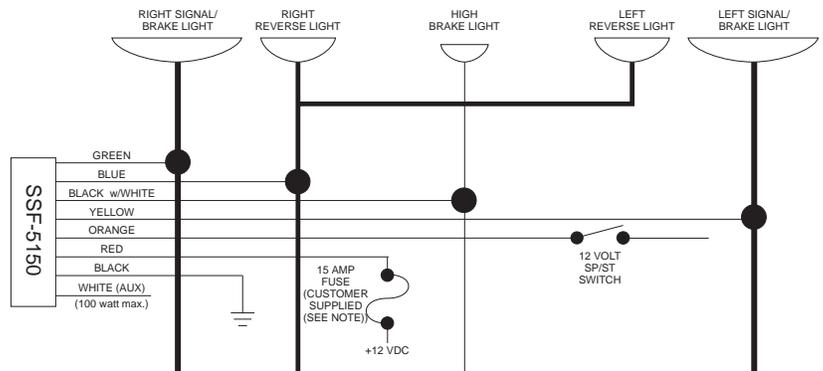
Installing the SSF-5150...

1. Select a suitable location in the trunk area of the vehicle. The mounting area must be flat and be able to have two mounting holes drilled into it.
2. Position the SSF-5150 on it's proposed mounting surface. Before drilling, make sure that there is nothing that could be damaged by the drilling process. Using a 7/64" drill bit, drill two holes into the mounting surface. The mounting flanges on the SSF-5150 serve as an excellent drilling template.
3. Secure the SSF-5150 to the mounting surface with two, #8 sheet metal screws.
4. Depending upon how the vehicle is wired, refer to the following wiring schematics for wiring information.

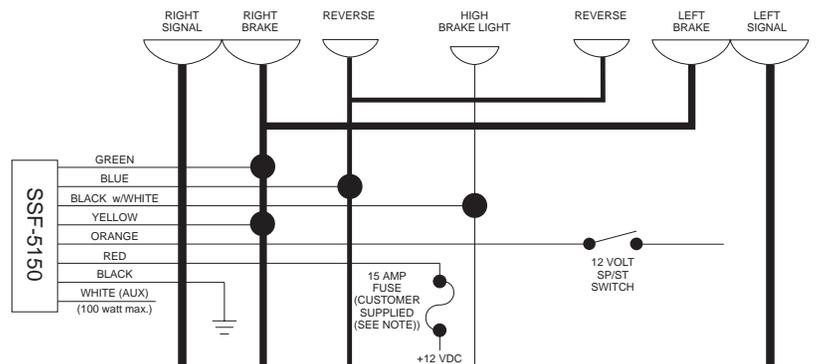
Note: All customer supplied wires that connect to the POSITIVE (+) terminal of the battery must be sized to supply 125% of the total operating current and be fused "at the battery" to carry that load

WARNING! The installation of a Brake/Back-Up Light Flasher System requires a modification to the vehicle's brake light wiring harness. This modification may not only effect the warranty of your vehicle, but may also have an adverse effect on the operation of some of the safety features installed on your particular vehicle's Brake Warning and Anti-Lock Braking Systems. Variations can exist between identical vehicles within a given model year. It is the responsibility of the end user to not only verify the warranty conditions with the vehicle manufacturer, but also verify that this device is compatible with the specific vehicle into which it is being installed. The use of a Brake/Back-Up Light Flasher System may shorten bulb life.

THREE WIRE CONFIGURATION



FOUR WIRE CONFIGURATION





IMPORTANT NOTICE ABOUT BRAKE LIGHT FLASHERS

Whelen brake light flashers (UBF5150, SSF5150 and BL5150) manufactured prior to November, 1998, may not be totally compatible with the electrical system of *some* of the latest or future model vehicles.

Whelen has continually upgraded its tail light flashers to be compatible with all vehicles existing at the time the flasher was manufactured and sold. *Whelen* has developed diode and resistor kits that may be needed when using older-style flashers on 1999 vehicles. the latest series of *Whelen* tail light flashers have these devices built in. If you are installing any of these *older-style* flashers for the first time or moving them to newer vehicles, they may not be compatible. If you have *Whelen* brake light flashers with serial numbers *lower* than those listed below, you must purchase these kits for the brake and tail light system to work perfectly and without fault on newer vehicles.

	<u>UBF5150</u>	<u>SSF5150</u>	<u>BL5150</u>
Serial Number			
<i>Lower</i> Than:	17996	13993	0600

On all above, use **DIODE KIT SB540** (List Price: \$ 7.00) **and** **RESISTOR KIT SB550** (List Price \$ 5.00)

Whelen Engineering recommends the use of its new rear Hide-A-Way System, Model SRCV98CC, which is an economical way of placing independently powered and wired high intensity strobes into the rear tail light assemblies without any connections to the brake/tail/turn signals.

Other *Whelen*-manufactured flashers not used for brake light use (headlight, grille light, ambulance, etc.) do not require these devices, whatsoever. Due to possible significant electrical system changes by the car manufacturers in future years, we strongly suggest that ***any*** currently used brake light flashers, ***regardless of manufacturer***, may not be reinstalled into such vehicles purchased in the future, or, contact the flasher manufacturer ***prior*** to any reuse of these flashers for possible upgrade information.

If you have any questions about *Whelen* flashers in your possession, please contact our sales or service department directly.

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