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INSTRUCTIONS MODEL UBF-5150C BRAKE/BACK-UP LIGHT FLASHER

NOTE: The use of a Brake/Back-up Light Flasher System may be regulated by state, county or municipal authorities. It is the responsibility of the end user to comply with these regulations.

The Whelen UBF-5150C Brake/Back-Up Light Flasher will alternately flash the vehicle's rear brake lights with the back-up lights at a rate of 110 flashes per minute,.

Vehicles equipped with electronically controlled overdrive transmissions no longer need an in-line diode assembly installed in the brake light circuits. In the new UBF-5150C, the diodes have been incorporated into the unit.

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.

IMPORTANT NOTE: BEFORE ATTEMPTING THE INSTALLATION OF THE UBF-5150C BRAKE/BACK-UP LIGHT FLASHER, THOROUGHLY READ AND UNDERSTAND INSTRUCTIONS AND STEPS SHOWN BELOW!!!

WARNING... DISCONNECT THE BATTERY FROM ELECTRICAL SYSTEM BEFORE ATTEMPTING ANY PART OF THIS INSTALLATION!!!

Prior to starting any part of this installation, determine which one of the three wiring diagrams shown on page 2 applies to your vehicle. Carefully follow the diagrams and instructions, using good electrical installation practices.

1. Mount the UBF-5150C Brake/Back-Up Light Flasher in a convenient area of the vehicle's trunk, safe from mechanical damage. The mounting flanges have holes and slots sized to accommodate #10 mounting hardware.

2. BLACK WIRE, GROUND. Connect the black wire to a good chassis ground. This wire may be extended with an 18 AWG wire.

3. ORANGE WIRE, FLASHER ON/OFF CONTROL. Connect the orange wire to a customer supplied ON/OFF switch rated for at least 200ma. The switch must be connected to positive (+) 12 volts D.C. This wire may be extended with an 18 AWG wire.

4. YELLOW WIRE, LEFT BRAKE LIGHT OUTPUT.

5. GREEN WIRE, RIGHT BRAKE LIGHT OUTPUT.

6. BLACK/WHITE WIRE, HIGH MOUNT BRAKE LIGHT OUTPUT. This wire may be extended with an 18 AWG wire. **NOTE:** Should the vehicle not be equipped with a high mount brake light, insulate the cut end of the black/white wire with electrical tape or heat shrink tubing.

7. WHITE/BLUE WIRE, BACK-UP LIGHT INPUT.

8. BLUE WIRE, BACK-UP LIGHT OUTPUT.

9. WHITE WIRE, AUXILIARY OUTPUT. This wire will flash a dedicated circuit of up to a total of 150 watts. This wire may be extended with a 14 AWG wire. This circuit will flash auxiliary lights at the same time as the back-up lights. If this circuit is not used, insulate the end of the white wire with electrical tape or heat shrink tubing.

10. RED WIRE POWER SOURCE. Connect the red wire to a high current positive (+) 12 volt D.C. power source. Fuse this circuit with a customer supplied 20 amp fuse as close to power source as possible. This wire may be extended with a 14 AWG wire.

WARNING:All customer supplied wires that connect to the positive (+) terminal of the battery, must be sized to supply at least 125% of the maximum operating current, and fused "at the battery" to carry that load!

11. WHITE/GREEN WIRE, RIGHT BRAKE INPUT.

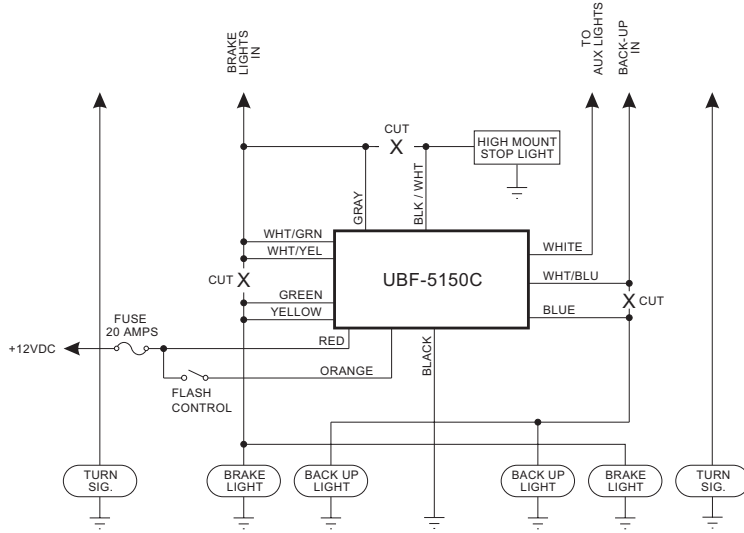
12. WHITE/YELLOW WIRE, LEFT BRAKE INPUT.

13. GRAY WIRE, HIGH MOUNT BRAKE INPUT.

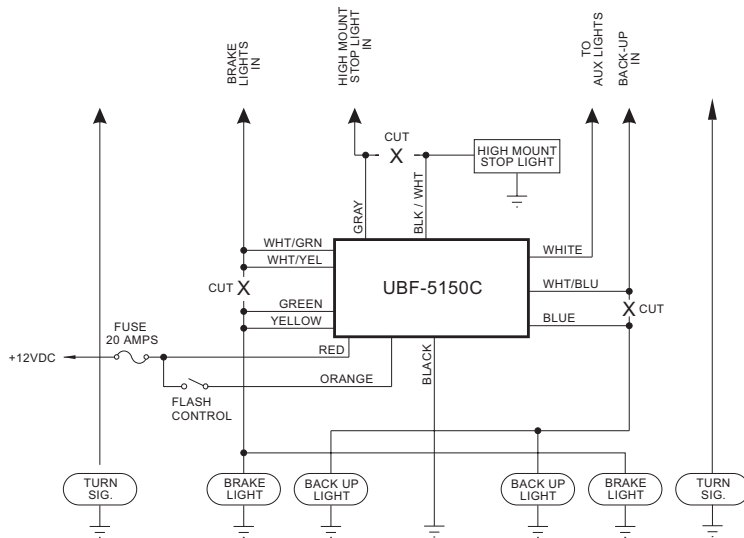
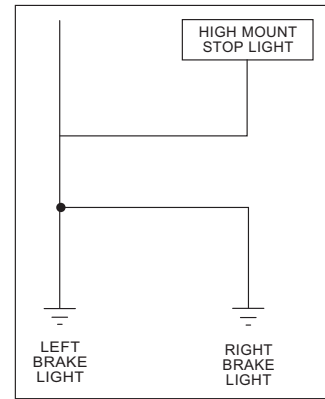
OPERATION

When the flasher control switch is activated to the ON position, the left, right and high mount brake light will flash on and off together, and will alternate with the back-up lights and the auxiliary lights if any. During operation you may hear a regular click-click sound coming from the UBF-5150C. This means that the flasher is working properly, however, it does not guarantee that the lights are flashing. It is a good practice to visually check the operation of the flasher system at regular intervals.

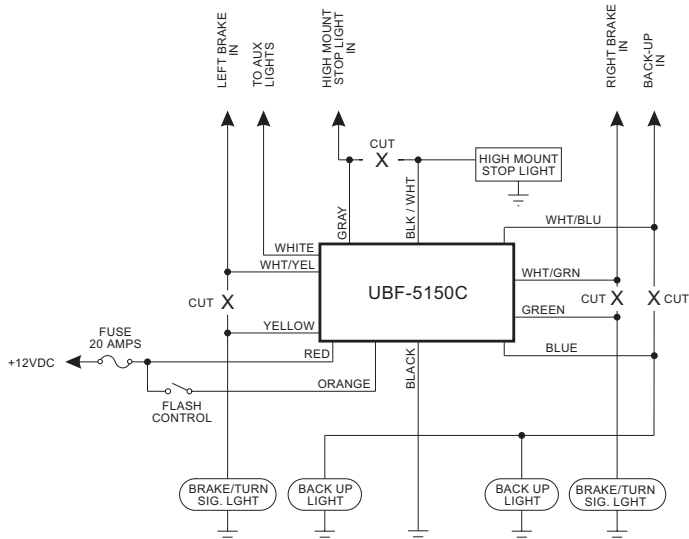
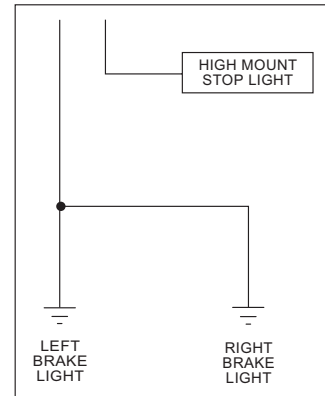
The correct wiring diagram to use is based on the number of brake light feed wires in the vehicle.



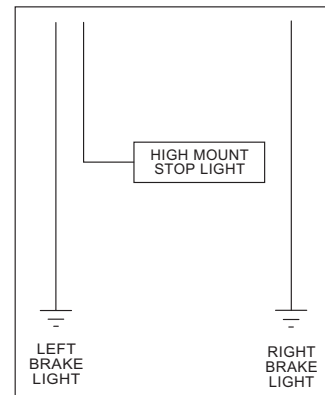
**FIG. 1
SINGLE WIRE
BRAKE LIGHT SYSTEM**



**FIG. 2
TWO WIRE
BRAKE LIGHT SYSTEM**



**FIG. 3
THREE WIRE
BRAKE LIGHT SYSTEM**





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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