

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.

UNIT SPECIFICATIONS	
V BATTERY.....	13.5 VDC +/- 20%
I OUT @ 13.5VDC.....	12 AMPS (MAX)
I OUT SURGE.....	75 AMPS (MAX)
POWER OUTPUT.....	162 WATTS (MAX)
(PER OUTLET)	
FLASH RATE.....	110 FPM or 1.8Hz +/- 10%
DUTY CYCLE.....	50%
V FLASH CONTROL.....	V BATTERY
I FLASH CONTROL.....	50ma (MAX)
DISABLE.....	V BATTERY
DISABLE.....	15ma (MAX)

Selecting a mounting location...

The logical choice for a mounting area would be one where access to the vehicle's taillight wiring harness can be easily achieved. However, due to the wide variety of vehicles onto which the SSF-5150C could be installed, this is not always possible. The following guidelines will help the installer select an acceptable alternative:

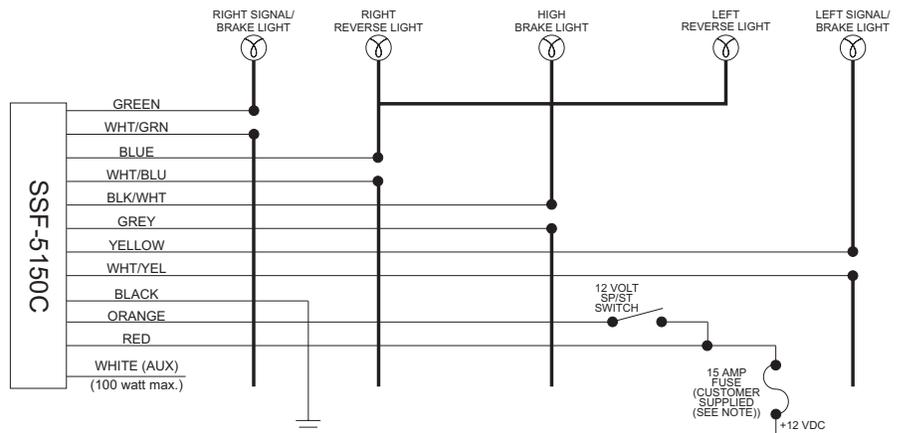
- A) The SSF-5150C should be mounted on a metal surface to aid heat dissipation. Be sure that this surface is not one that either generates or is exposed to excessive heat during normal operation of the vehicle.
- B) Do not select a location where the SSF-5150C will be exposed to potential damage from any unsecured or loose equipment in the vehicle.
- C) If possible, try to situate the SSF-5150C as close to the taillights as possible.
- D) When routing the SSF-5150C's wires, it is important to choose a path that will keep these wires away from excessive heat and from any vehicle equipment that could compromise the integrity of the wires (ex. trunk lids, door jams, etc.).

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 the load!

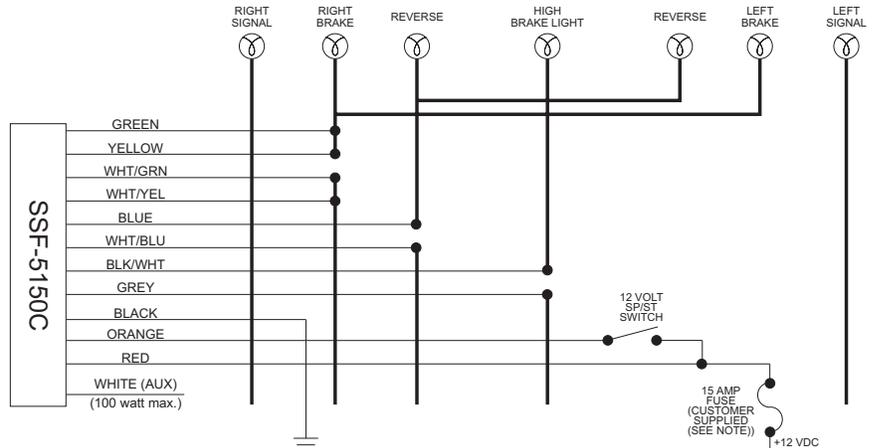
Secure the SSF-5150C to the mounting surface with two #8 sheet-metal screws.

NOTE: For 1996 and newer Explorer, Expedition and Mountainer installations do NOT connect to the third brake light to the flasher. Tape the flashers BLK/WHT & GREY wires to prevent accidental grounding.

THREE WIRE SYSTEM (TYPICAL)



FOUR WIRE SYSTEM (TYPICAL)





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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