Warnings to Installers

Whelen’s emergency vehicle warning devices must be properly mounted and wired in order to be effective and safe. Read and follow all of Whelen’s written instructions when installing or using this device. Emergency vehicles are often operated under high speed stressful conditions which must be accounted for when installing all emergency warning devices. Controls should be placed within convenient reach of the operator so that they can operate the system without taking their eyes off the roadway. Emergency warning devices require high electrical voltages and/or currents. Properly protect and use caution around live electrical connections. Grounding or shorting of electrical connections can cause high current arcing, which can cause personal injury and/or vehicle damage, including fire. Many electronic devices used in emergency vehicles can create or be affected by electromagnetic interference. Therefore, after installation of any electronic device it is necessary to test all electronic equipment simultaneously to insure that they operate free of interference from other components within the vehicle. Never power emergency warning equipment from the same circuit or share the same grounding circuit with radio communication equipment. All devices should be mounted in accordance with the manufacturer’s instructions and securely fastened to vehicle elements of sufficient strength to withstand the forces applied to the device. Driver and/or passenger air bags (SRS) will affect the way equipment should be mounted. This device should be mounted by permanent installation and within the zones specified by the vehicle manufacturer, if any. Any device mounted in the deployment area of an air bag will damage or reduce the effectiveness of the air bag and may damage or dislodge the device. Installer must be sure that this device, its mounting hardware and electrical supply wiring does not interfere with the air bag or the SRS wiring or sensors. Mounting the unit inside the vehicle by a method other than permanent installation is not recommended as unit may become dislodged during swerving; sudden braking or collision. Failure to follow instructions can result in personal injury. Whelen assumes no liability for any loss resulting from the use of this warning device. PROPER INSTALLATION COMBINED WITH OPERATOR TRAINING IN THE PROPER USE OF EMERGENCY WARNING DEVICES IS ESSENTIAL TO INSURE THE SAFETY OF EMERGENCY PERSONNEL AND THE PUBLIC.

Warnings to Users

Whelen’s emergency vehicle warning devices are intended to alert other operators and pedestrians to the presence and operation of emergency vehicles and personnel. However, the use of this or any other Whelen emergency warning device does not guarantee that you will have the right-of-way or that other drivers and pedestrians will properly heed an emergency warning signal. Never assume you have the right-of-way. It is your responsibility to proceed safely before entering an intersection, driving against traffic, responding at a high rate of speed, or walking on or around traffic lanes. Emergency vehicle warning devices should be tested on a daily basis to ensure that they operate properly. When in actual use, the operator must ensure that both visual and audible warnings are not blocked by vehicle components (i.e.: open trunks or compartment doors), people, vehicles, or other obstructions. It is the user’s responsibility to understand and obey all laws regarding emergency warning devices. The user should be familiar with all applicable laws and regulations prior to the use of any emergency vehicle warning device. Whelen’s audible warning devices are designed to project sound in a forward direction away from the vehicle occupants. However, because sustained periodic exposure to loud sounds can cause hearing loss, all audible warning devices should be installed and operated in accordance with the standards established by the National Fire Protection Association.

Safety First

This document provides all the necessary information to allow your Whelen product to be properly and safely installed. Before beginning the installation and/or operation of your new product, the installation technician and operator must read this manual completely. Important information is contained herein that could prevent serious injury or damage.

**WARNING:** This product can expose you to chemicals including Methylene Chloride which is known to the State of California to cause cancer, and Bishphenol A, which is known to the State of California to cause birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov.

- Proper installation of this product requires the installer to have a good understanding of automotive electronics, systems and procedures.
- Whelen Engineering requires the use of the waterproof butt splices and/or connectors if that connector could be exposed to moisture.
- Any holes, either created or utilized by this product, should be made both air- and watertight using a sealant recommended by your vehicle manufacturer.
- Failure to use specified installation parts and/or hardware will void the product warranty.
- If mounting this product requires drilling holes, the installer MUST be sure that no vehicle components or other vital parts could be damaged by the drilling process. Check both sides of the mounting surface before drilling begins. Also de-burr the holes and remove any metal shards or remnants. Install grommets into all wire passage holes.
- If this manual states that this product may be mounted with suction cups, magnets, tape or Velcro®, clean the mounting surface with a 50/50 mix of isopropyl alcohol and water and dry thoroughly.
- Do not install this product or route any wires in the deployment area of your air bag. Equipment mounted or located in the air bag deployment area will damage or reduce the effectiveness of the air bag, or become a projectile that could cause serious personal injury or death. Refer to your vehicle owner’s manual for the air bag deployment area. The User/Installer assumes full responsibility to determine proper mounting location, based on providing ultimate safety to all passengers inside the vehicle.
- For this product to operate at optimum efficiency, a good electrical connection to chassis ground must be made. The recommended procedure requires the product ground wire to be connected directly to the NEGATIVE (-) battery post (this does not include products that use cigar power cords).
- If this product uses a remote device for activation or control, make sure that this device is located in an area that allows both the vehicle and the device to be operated safely in any driving condition.
- Do not attempt to activate or control this device in a hazardous driving situation.
- This product contains either strobe light(s), halogen light(s), high-intensity LEDs or a combination of these lights. Do not stare directly into these lights. Momentary blindness and/or eye damage could result.
- Use only soap and water to clean the outer lens. Use of other chemicals could result in premature lens cracking (crazing) and discoloration.
- Lenses in this condition have significantly reduced effectiveness and should be replaced immediately. Inspect and operate this product regularly to confirm its proper operation and mounting condition. Do not use a pressure washer to clean this product.
- It is recommended that these instructions be stored in a safe place and referred to when performing maintenance and/or reinstallation of this product.
- FAILURE TO FOLLOW THESE SAFETY PRECAUTIONS AND INSTRUCTIONS COULD RESULT IN DAMAGE TO THE PRODUCT OR VEHICLE AND/OR SERIOUS INJURY TO YOU AND YOUR PASSENGERS!

For warranty information regarding this product, visit www.whelen.com/warranty
48” & 52” Lightbars (see next page for illustrations)

1. Remove one endcap and slide the lens’ out of the extrusion until access to the power supply is achieved. Unplug and remove the piercer housing if so equipped.

2. If the lightbar was equipped with a piercer, remove the two stand-off’s from the power supply. If the lightbar was not equipped with a piercer, remove the two Phillips head screws from the power supply.

3. Pull power supply away from the extrusion and disconnect all plugs to the power supply.

4. Remove the filler panels from the extrusion.

5. Locate and remove the power supply bracket without the fuseblock. Remove this from the extrusion by rotating the bracket 90 degrees.

6. If a power supply bracket contains a fuse block, the adjacent lighthead bracket must be removed. This is done by removing the two inboard Phillips head screws from the lighthead and sliding the lighthead bracket out from under the lighthead. Rotate this bracket 90 degrees and remove from the extrusion. Now slide the power supply bracket into position under the lighthead where it will act as the new lighthead bracket. Replace the 2 phillips head screws to secure the lighthead to it’s new bracket.

7. Install the new power supply brackets into the extrusion.

8. Remove the heat sink from the power supply by cutting the tie-wrap that holds it in place.

9. Install the new heat sink with the supplied tie-wrap.

10. Reconnect the power supply plugs to the extrusion plugs and re-install the power supply onto the lightbar.

11. If the lightbar was equipped with stand-off’s, be sure to add the supplied whiz nuts to the stand-off before securing is to the extrusion. If the lightbar was not equipped with stand-off’s, secure the power supply in place with it’s original Phillips head screws.

12. Trim the original filler panels so that they keep the power supply centered in the extrusion.

13. Return Piercer™ and lens’ to their original positions and secure with the endcap.

46” Lightbar (see next page for illustrations)

1. Remove one endcap and slide the lens’ out of the extrusion until access to the power supply is achieved. Unplug and remove the piercer housing if so equipped.

2. If the lightbar was equipped with a piercer, remove the 2 stand-off’s from the power supply. If the lightbar was not equipped with a piercer, remove the 2 Phillips head screws from the power supply.

3. Pull power supply away from the extrusion and disconnect all plugs to the power supply.

4. Remove the two inboard phillips head screws from both lightheads and slide the brackets out from under the lightheads. Rotate these brackets 90 degrees and remove them from the extrusion. If a power supply/lighthead bracket contains a fuse block, be sure to unplug the fuse block from the extrusion before removing it from the lightbar.

5. Remove the fuse block from the bracket. This bracket can be discarded.

6. Tie-wrap the fuse block to the new lighthead bracket (supplied).

7. Install the new lighthead brackets. Be sure to plug the fuse block back into the lightbar before continuing.

8. Replace all of the Phillips head screws to secure both lightheads to the extrusion.

9. Install the new power supply brackets (supplied) in the extrusion.

10. Remove the heat sink from the power supply by cutting the tie-wrap that holds it in place.

11. Install the new heat sink with the supplied tie-wrap.

12. Reconnect the power supply plugs to the extrusion plugs and re-install the power supply onto the lightbar.

13. If the lightbar was equipped with stand-off’s, be sure to add the supplied whiz nuts to the stand-off before securing is to the extrusion. If the lightbar was not equipped with stand-off’s, secure the power supply in place with it’s original Phillips head screws.

14. Return Piercer™ and lens’ to their original positions and secure with the endcap.
48” or Larger Lightbar

Depending upon your lightbar, it may be necessary to trim off the lower flap of the power supply protective housing to conform to the new, recessed power supply brackets. If so, remove this flap with a utility knife, tin snips or other suitable cutting tool.

Retro-Fit Parts List (Kit PN# 01-0416277-00)

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<thead>
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<th>QTY</th>
<th>DESCRIPTION</th>
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<td>Tie-Wrap (14.5”)</td>
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<td>2</td>
<td>Whiz Nut (10-24)</td>
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<tr>
<td>2</td>
<td>Lighthead Bracket</td>
<td>07-221896-000</td>
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</tbody>
</table>

46” Lightbar

New Lighthead Brackets (Install as shown)