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 can 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 Bisphenol 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 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!
1. Locate the mounting foot, anchor plate and locking plate included with your lightbar. If not already present, install the locking plate onto the mounting foot. When properly positioned, this plate is centered from side-to-side on the mounting foot.

2. Flip the lightbar upside-down to expose the bottom of the extrusion and place the mounting foot onto the extrusion.

3. Rotate the mounting foot 90° counter-clockwise. Make sure that the edges of the mounting foot swing into position under the extrusion mounting lip. Install an anchor plate onto the extrusion in the same manner.

4. Repeat this procedure for the remaining mounting foot and anchor plate and return the lightbar to its right side-up position.

5. Position the lightbar onto the vehicle roof in the desired mounting location. One often selected location is directly above the B-pillars. This area is the strongest part of the roof. Refer to your lightbar manual for cable exit location, to be sure that the lightbar is facing the proper direction.

6. Adjust the two mounting feet outwards so that they are as close to the edge of the roof as possible. Both mounting feet must be in full contact with the roof. Be sure that there is no less than 1/2” clearance between roof and lightbar at their closest point. When the mounting feet are in their proper position, lightly tighten the locking plate allen head set screws.

7. Return the lightbar to an upside-down position. Slide each anchor plate outwards until it is fully engaged with its corresponding mounting foot. With the mounting feet and anchor plates in their proper positions tighten all of the set screws (2 or 4 per side) to 14-16 in. Lbs. Flip the lightbar right side-up and return it to its mounting position.

8. Open both drivers side doors. In the area directly below the mounting foot, pull the weather-strip away from the vehicle so the area where the mounting strap will be secured is exposed. Repeat for the other side.

9. Insert the mounting strap through the mounting foot. Be sure that the strap fits flush against the area where it will be secured onto the vehicle. Insert the tension bolt through the mounting strap and anchor plate, into the tinnerman nut. Tighten slightly with a long-shafted, Phillips screwdriver. Repeat procedure for passenger side.

10. If your mounting strap has mounting holes in the end of the strap, use these holes as a template to drill appropriately sized pilot holes through the strap and into the vehicle. Repeat for passenger side of the vehicle.

11. Firmly tighten the tension bolts to secure lightbar to vehicle.
Routing your Lightbar Cable(s)

1. To protect the headliner from damage caused by drilling the cable access hole through the vehicle roof, allow a 5" to 7" distance between roof and headliner by lowering the headliner before drilling.

WARNING! There may be a roof support member that spans the distance between the driver's and passenger's side. DO NOT DRILL THROUGH THIS MEMBER! Adjust the location until the hole can be drilled without contacting this support member.

2. Using a 1" hole saw, drill the cable access hole. Use a round file to smooth and de-burr the edges than insert a 1" grommet.

3. Insert the cable(s) through the cable access hole into the vehicle. Use RTV silicone to weatherproof the access hole after the cable(s) are pulled completely into the vehicle.

4. Route the cable(s) through the vehicle following manufacturers recommendations.

WARNING: Many vehicles are now equipped with side curtain and B-pillar air bags. Alternate routing may be required.
Connecting the Cables:

**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. DO NOT USE CIRCUIT BREAKERS WITH THIS PRODUCT!

Power Cable:

1. Open the wiring shield lid and route the power cable into the wiring shield and towards the firewall. **Make sure you do not to pinch or crush any wires when running them through the wire shield.**
2. Follow the factory wiring harness through the firewall. It may be necessary to drill a hole in the firewall. If so, be absolutely sure that there are no components that could be damaged by drilling. After the hole has been drilled, insert a grommet to protect the cable.
3. Route the cable along the factory wiring harness to the battery.
4. Install a 30 amp fuse block (customer supplied) on the end of the RED wire in the power cable. Remove the fuse from the fuse block before connecting any wires to the battery.
5. Connect the fuse block to the POSITIVE (+) terminal on the battery. There can not be more than two feet of wire between the fuse block and the battery. The wire between the fuse block and the battery is “unprotected”, do not allow this wire to touch any other wires.
6. Connect the BLACK wire to the factory chassis ground.

Cruise Lights & AUX (WHITE/ORANGE):

The WHITE/ORANGE wire operates in one of 3 different modes. Selecting a mode is controlled with the Scan-Lock™ wire. Using Scan-Lock™ (See Scan-Lock™), change between the 3 available modes as though you were changing flash patterns. The three modes are as follows:

**MODE 1 (Default)** - Cruise Lights in High Power and the AUX port is activated.
**MODE 2** - Cruise Lights in Low Power and the AUX port is activated.
**MODE 3** - Cruise Lights are not activated and the AUX port is activated.

**Hi/Low Power (VIOLET):**

The type of switch used is dependant on how the operator wishes the Hi/Low feature to function:

**Latching Mode:** By applying +12 VDC voltage to the VIOLET wire for less than 1 second, the lightbar is “latched” into low power operation. The unit must be turned off and then back on to restore normal, high power operation (a momentary switch is preferred).

Control Cable: Extend the control cable to your switch panel and make your connections using the information provided. The control cable connects to your control head or switch box and is fused there. Applying +12VDC to a control wire activates its function. Fuse as noted below.

### Wire Color | Function | Fuse
--- | --- | ---
WHT/GRN . . . | Right TA . . . . . . . . | 1 AMP
WHT/BLU . . . | Flashing Alley & T&D’s . . | 1 AMP
YELLOW . . . | Pass.-Side Alley Lights . . | 1 AMP
WHITE . . . | Driver-Side Alley Lights . | 1 AMP
WHT/BLK . . . | Take-Downs . . . . . . | 1 AMP
WHT/ORG . . . | Cruise Lights & AUX . . | 1 AMP
WHT/YEL . . . | Left TA . . . . . . . . | 1 AMP
WHT/GRN . . . | Front Corner LEDs . . . | 1 AMP
WHT/BLU . . . | Rear Corner LEDs . . . | 1 AMP
GRN/HT . . . . . | Front Outboard LEDs . . . | 1 AMP
GRN/BLK . . . . | Front Inboard LEDs . . | 1 AMP
BLU/BLK . . . . | Rear Inboard LEDs . . | 1 AMP

**Special Order Lightbars:**

### Wire Color | Function | Fuse
--- | --- | ---
GREEN . . . . | All Front LEDs . . . . | 1 AMP
BLUE . . . . | Rear LEDs / RED-BLUE . . | 1 AMP
VIOLET . . . . | Flashing Ctrl RED & Alley . | 1 AMP
ORANGE . . . . | Take Downs . . . . . . | 1 AMP
GREY . . . . | Rear AMBER . . . | 1 AMP
YELLOW . . . | Passenger Alley . . | 1 AMP
WHITE . . . | Driver Alley . . | 1 AMP
WHT/BLK . . . | Steady Center RED . | 1 AMP

### Philadelphia Lightbar:

BLU/BLK . . . | End External Pods . . | 1 AMP
WHT/RED . . . | Front External Pods . . | 1 AMP
WHT/BRN . . . | Rear External Pods . . | 1 AMP
YELLOW . . . | Passenger Alleys . . | 1 AMP
WHITE . . . | Driver Side Alleys . . | 1 AMP
GREEN . . . . | Front Corners . . . | 1 AMP
BLUE . . . . | Rear Corners . . | 1 AMP
GRN/HT . . . . . | Front Outboards . . . | 1 AMP
GRN/BLK . . . . | Front Outboards . . | 1 AMP
WHT/BLU . . . | Flashing Alley & T&Ds . | 1 AMP
WHT/BRN . . . | Rear Center LEDs . . | 1 AMP
VIOLET . . . . | Hi/Low Power . . . | 0.5 AMPS
WHT/VIO . . . . | Scan-Lock™ . . . | 0.5 AMPS
WHT/RED . . . . . | Front Center LEDs . . | 1 AMP
NONE . . . . | RFI shield drain / to ground
Activating WHT/GRN + WHT/YEL = Split TA

### Take-Down / Alley

1. T-D & Alley - SingleFlash 240 ALT
2. T-D & Alley - DoubleFlash 120 ALT
3. T-D only - SingleFlash 240 SIM
4. T-D only - DoubleFlash 120 SIM

### Traffic Advisor™ Sequence

1. Seq to Solid
2. Seq On - Seq Off
3. One Lamp Triple
4. Two Lamp Triple

Level Mode: Applying +12 VDC voltage to the VIOLET wire for more than 1 second holds the lightbar in low power mode until voltage is removed (a toggle switch is preferred).

**IMPORTANT NOTE:** The corner modules in your lightbar do not switch to low power when this option is applied. They will always remain in normal high power.

**Scan-Lock™ (WHITE/VIOLET):**

**TO CYCLE FORWARD THROUGH AVAILABLE PATTERNS:** Activate ONLY the control wire of the function you wish to effect and apply +12 volts to the Scan-Lock™ wire (WHITE/VIOLET) for less than 1 second and release. This will change the pattern. For example, to change the Front Outboard LED pattern, apply +12VDC to the GREEN/WHITE wire and then momentarily apply +12VDC to the WHITE/VIOLET wire. Repeat until the desired pattern is displayed. Let this pattern run for 5 seconds to configure it as the pattern the Front Outboard LEDs display when activated. **IMPORTANT:** Only ONE function may be active while changing patterns. Repeat for next pattern.

**TO CHOOSE A PATTERN:** Allowing the desired pattern to run for more than 5 seconds makes it the default pattern.

**TO RESET TO THE FACTORY DEFAULT PATTERN:** Turn off all lightbar functions. Apply +12 volts to the Scan-lock™ wire and turn the appropriate function back on and it is now restored to its factory default pattern.

**Available Flash Patterns:**

**Front Outboard, Inboard and Center**

1. SignalAlert™ 75
2. CometFlash® 75
3. DoubleFlash 150
4. DoubleFlash 75
5. SingleFlash 375
6. SingleFlash 150
7. SingleFlash 75
8. ActionFlash™
9. ModuFlash™
10. Steady/SF75
11. Steady/Steady
12. ActionScan™

**Front Outboard, Inboard and Center**

1. SignalAlert™ 75
2. CometFlash® 75
3. DoubleFlash 150
4. DoubleFlash 75

1. SingleFlash 375
2. SingleFlash 150
3. SingleFlash 75
4. ActionFlash™
5. ModuFlash™
6. Steady/SF75
7. Steady/Steady
8. ActionScan™

**Available Patterns:**

1. **Hi-Low Power**
2. CometFlash® 75
3. DoubleFlash 150
4. **Hi-Low Power**

1. **Seq On - Seq Off**
2. **T-D & Alley - DoubleFlash 120 ALT**
3. **T-D only - SingleFlash 240 SIM**
4. **T-D only - DoubleFlash 120 SIM**

**Activating WHT/GRN + WHT/YEL = Split TA**

**WHT/GRN . . . | Rear Center LEDs . . | 1 AMP
WHT/BLU . . . | Flashing Alley & T&D’s . | 1 AMP
YELLOW . . . | Pass.-Side Alley Lights . | 1 AMP
WHT/RED . . . . . | Front Center LEDs . . | 1 AMP
WHT/YEL . . . | Left TA . . . . . . . . | 1 AMP
VIOLET . . . . | Hi/Low Power . . . | 0.5 AMPS
WHT/VIO . . . . | Scan-Lock™ . . . | 0.5 AMPS
NONE . . . . | RFI shield drain / to ground

Activating WHT/GRN + WHT/YEL = Split TA

**WHT/BLK . . . | TakeDowns . . . . . . | 1 AMP
WHT/ORG . . . | Cruise Lts. & AUX . . | 1 AMP
VIOLET . . . . | Hi/Low Power . . . | 0.5 AMPS
WHT/VIO . . . . | Scan-Lock™ . . . | 0.5 AMPS
WHT/RED . . . . . | Front Center LEDs . . | 1 AMP
WHT/YEL . . . | Left TA . . . . . . . . | 1 AMP
Activating WHT/GRN + WHT/YEL = Split TA

**Leader Lightbar:**

1. **Hi-Low Power**
2. **Seq On - Seq Off**
3. One Lamp Triple
4. Two Lamp Triple
Snap lighthead bracket into TD bracket.

Secure lighthead bracket to extrusion.

Lighthead mounting holes snap into the raised bosses on the lighthead bracket.

Endcap & Gasket Installation

Halogen Lighthead snaps into extrusion.

Align lighthead reflector up with 4 bosses in endcap. Press reflector into place.

Insert cord seal into track in lens

Seal Cord Installation / NFPA Only:
1. Cut the seal cord approx. 1-1/2" longer than the extrusion on each side.
2. Rub silicone over the seal cord leaving 3 to 4 inches on one end dry.
3. Beginning with 1 corner lens, start the lens into the bottom lens track. Place the cord seal onto the groove in the top of the lens. Leave 1 to 2 inches free.
4. Hold onto the left end of the seal hanging out and slide the corner lens into position.
5. From the opposite end of the lightbar, pull the seal cord tight and install the remaining lenses and divider.
6. Inspect seal cord for any areas that have wrinkled, especially in the areas around the dividers.
7. Push the lenses together tight and trim excess seal cord at each end.

NOTE: Lens dividers must be installed as each lens is put into position.

Inspect seal cord for any areas that have wrinkled. Especially in the areas around the dividers.

Push the lenses together tight and trim excess seal cord at each end.

Insert the tabs on the lighthead housing, into the channels in the extrusion.