

KIT INCLUDES:

Check to make sure your kit includes the following:

- Under dash harness
- Gray engine compartment fog lamp feed
- 2 black fog lamp body ground wires
- Circuit breaker
- Black and yellow power wire

PREPARATION:

Ford had two different main under dash harnesses, “early” and “late”. This kit is designed to work with both. Factory GT cars were designed so that when you turned your fog lights on your tail lights would also be on. The difference between the main harnesses is where you plug into in order to activate your taillights, which will be explained later.

Make sure to disconnect your battery before starting the installation, and to reconnect after all wiring and installation is complete.

INSTALLATION:

Step 1: Access the tail lamp harness

You will need access to the tail lamp harness which is located behind the dash, to the left of the headlamp switch. We recommend placing a towel on your steering column as to not scratch your column when removing the instrument cluster to gain access to the tail lamp harness. (Fig. 1a)

Reach up underneath the dash and disconnect the speedometer cable. Remove the screws that retain the instrument cluster to the dash. *Note: It is not necessary to remove any of the wiring that is connected to the instrument cluster. Just pull the cluster out far enough to gain access to tail-lamp-harness connector.* (Fig. 1b & Fig. 1c)

Step 2: Connect the by-pass connector

Find the tail-light-harness connector that is located to the left of the headlamp switch. It will either be a 2-prong connector with a black wire and a yellow wire with a white tracer, or it will be a 3-prong connector with an added wire (black with a red tracer) which is for the reverse lights. It does not matter which factory main under dash harness you have, early or late version, our kit works on both.

After you have located the tail-light-harness connector, unplug the connector and plug it into our by-pass connector on the new fog light under dash harness. (Fig. 2a) If you have the 2 prong version, you will need to look for the single connector with the black wire and red tracer, and also plug that into our by-pass connector. (Fig. 2b & Fig. 2c)



Figure 1a



Figure 1b



Figure 1c

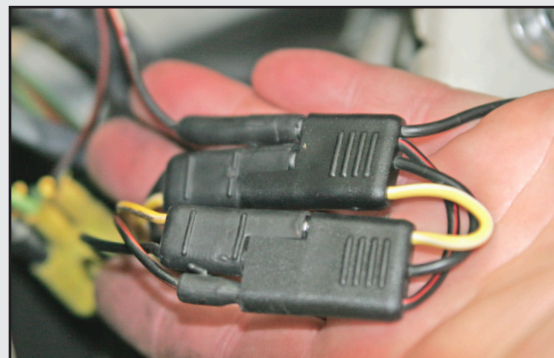


Figure 2a

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Step 3: Install the fog light switch

Next drill a hole in your lower dash, centering the hole below the headlight and wiper switch, to mount your fog light switch. *Check before drilling so you do not drill through anything under the dash (i.e. wires).* Install and tighten your fog light switch.

Step 4: Connect the fog-light-switch connector

Connect the connector from the switch into the corresponding plug in your new fog lamp harness. *Note: it's the 3-wire connector containing black, gray, and blue with black tracer wires.*

Step 5: Run the fog lamp feed wire

Drill another hole in your firewall to accommodate the gray, fog lamp feed wire that has the rubber grommet attached. *Once again, check before drilling. Make sure you are not drilling into any brake lines.*

Assuming that you have already installed your fog lamps; run the long, gray, fog lamp feed wire along the driver's side, inner fender panels, up to the radiator core support.

You will need to drill two more holes so that you can pass the wires through to the fog lamp bodies. Drill both holes about 1 inch below each horn wire, *once again checking to make sure you do not drill through anything on the other side.*

Now you are ready to pass each of the gray feed wires, with the bullet connectors, through the core support in order to connect them to each of the 2 fog lights. At this time also connect the 2 short black, ground wires to each of the fog lights using the bullet connections. Then connect the side with the eyelet connectors to the core support using the same location and screws, in order to ground the headlamp wires. *Note: Both headlight grounds are located in the most upper, outward side of the radiator core support. There are 2 of these, make sure you connect both ground wires accordingly.*

Step 6: Connect the main power feed

Next you need to connect the main power feed. You will need a test light to find a constant power source. This means that the wire has power with the key off and the doors closed. *For instance, you **don't** want to connect your power to the door courtesy light circuit, then the fog lights will only work when your door is open.* One good power source is the wire that feeds constant power to the head light switch, or an unused pig tail hanging in the existing under dash main harness.

Once you have located your constant power source, hook the black wire with the yellow tracer to it using the side that has the bullet connector. Hook the other side of this wire, with the eyelet, to the circuit breaker supplied in your new kit. Make sure that you hook to the side labeled "BAT". Then hook the other side of the circuit breaker, labeled "AUX", to the blue wire with the black tracer, from your new under dash fog lamp harness.

Step 7: Finishing up

Now test your new fog light system making sure that both tail lights and both fog lights are on and operational.

Replace the instrument cluster back into the dash with the appropriate screws and do not forget to re hook your speedometer cable.

Step 8: Showing off

Show off your new Scott Drake accessory to all your friends, neighbors, family members, pets, co-workers, and anyone else you can find.



Figure 2b

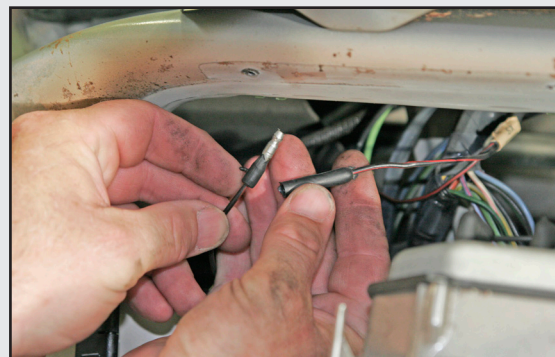


Figure 2c

To place an order, or for current pricing, call your authorized Scott Drake dealer.

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SATISFACTION GUARANTEE:

If you are not happy with this product for any reason or found product to be defective in manufacturing, simply return it to Scott Drake Enterprises, Inc. within 30 days of purchase and we will replace it - no questions asked. We stand behind our products one hundred percent, so you can sit behind the wheel with pride.

** Please call Scott Drake Customer Service for a Return Authorization (RA) before returning any product. Proof of purchase and dated receipt must be present with any return. All returned products are tested and if found to be damaged by the installer, no replacement will be issued. You pay the cost to ship to us, we pay for the return shipping. Guarantee does not include any labor and/or tax charges incurred.*