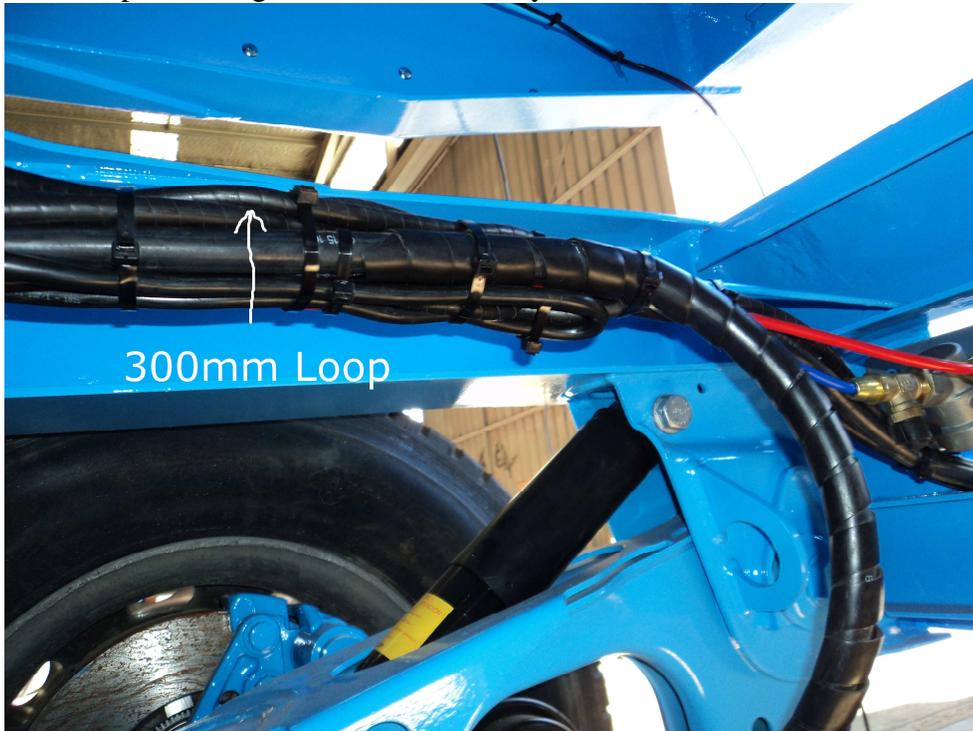




Bolt on small junction box with pre fitted side light wires to rear LH side of first cross member after ballrace as per photo.



Run all side light wires loosely through chassis as labeled. Poke wires through chassis holes to outriggers. Temporarily cable tie main 7 core cable with 7 pin plug 700mm out from front of tow eye, run down LH side of drawbar with a 300mm loop on wiring rod LH front of dolly to rear of filters.

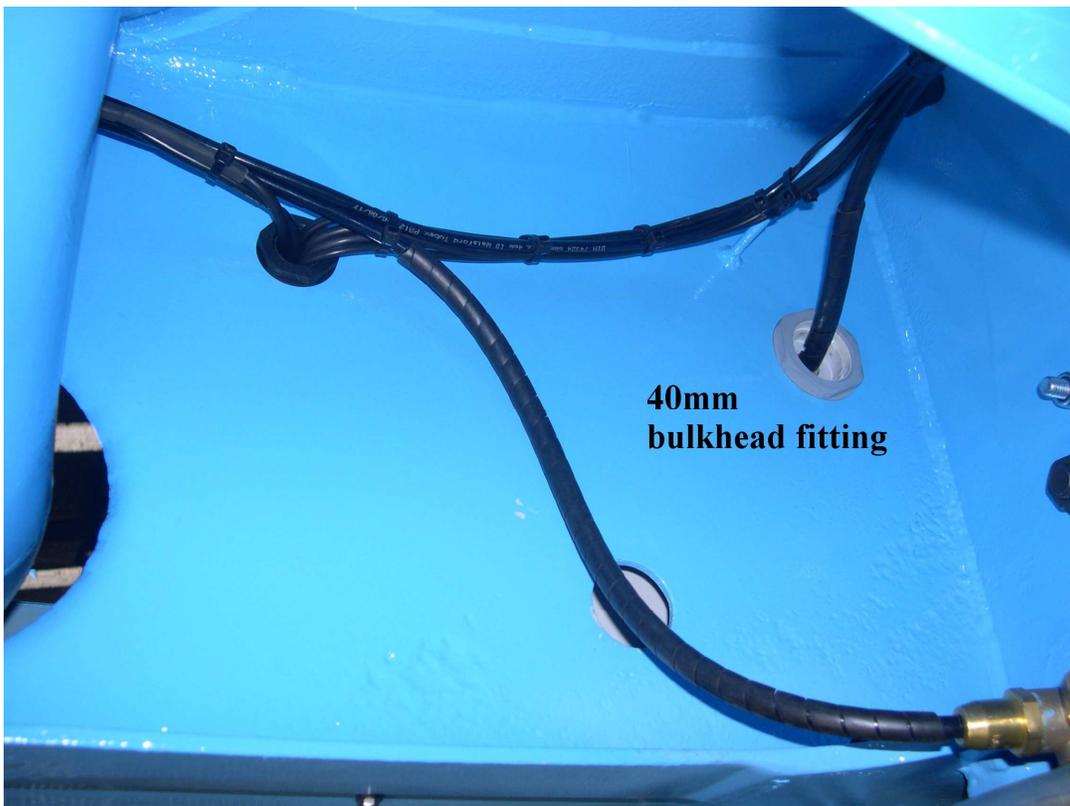


Continue to run down LH side of dolly and then do loop with the airlines to RH side of dolly at rear of ballrace.

Continue down RH side of chassis to rear side of first cross member where it will run across to junction box on LH side. Smear small amount of electrical grease supplied over female side of plug.



Run main 7 core cable from front junction box down LH side of chassis to rear junction box area of trailer through 40mm hole with special bulkhead fitting.



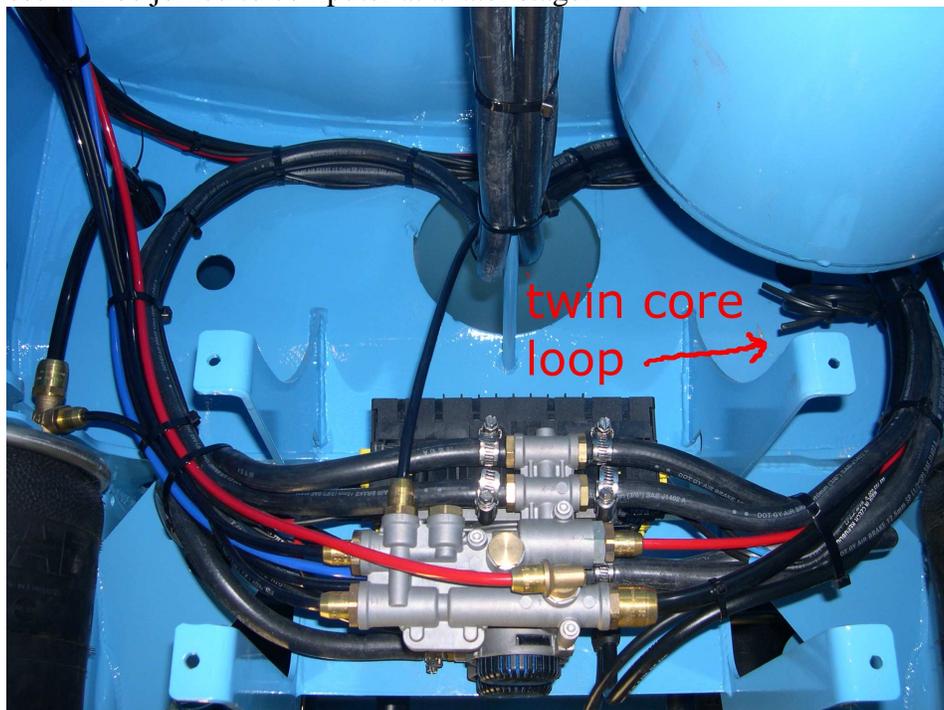
Join up all side lights.

If box section outriggers, side lights joined on outside and then pulled back into out rigger and looped 200mm inside of chassis to wiring rod.

If open out riggers, side lights joined and looped 200mm at uppermost area of out rigger near side light.



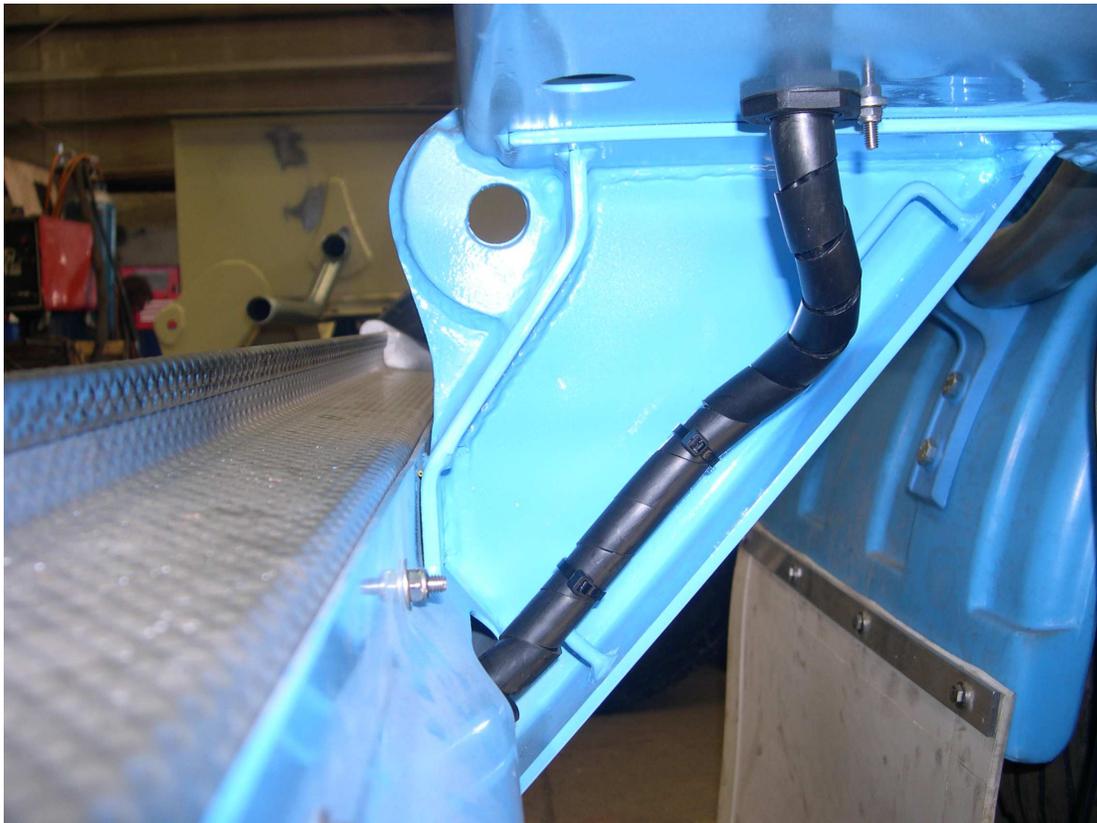
Run the EBS supply cable and a length of twin core from the rear junction box area up LH side of chassis to LH side of the computer. Plug the EBS supply cable into the IN/OUT port on the computer. The twin core wire is to have a 400mm loop tied to the airlines on LH side of computer. The outer shield needs to be stripped back 50mm and heat shrink put over the individual wires, then both are folded over and a piece of heat shrink put over them both. These will be joined to computer at a later stage.



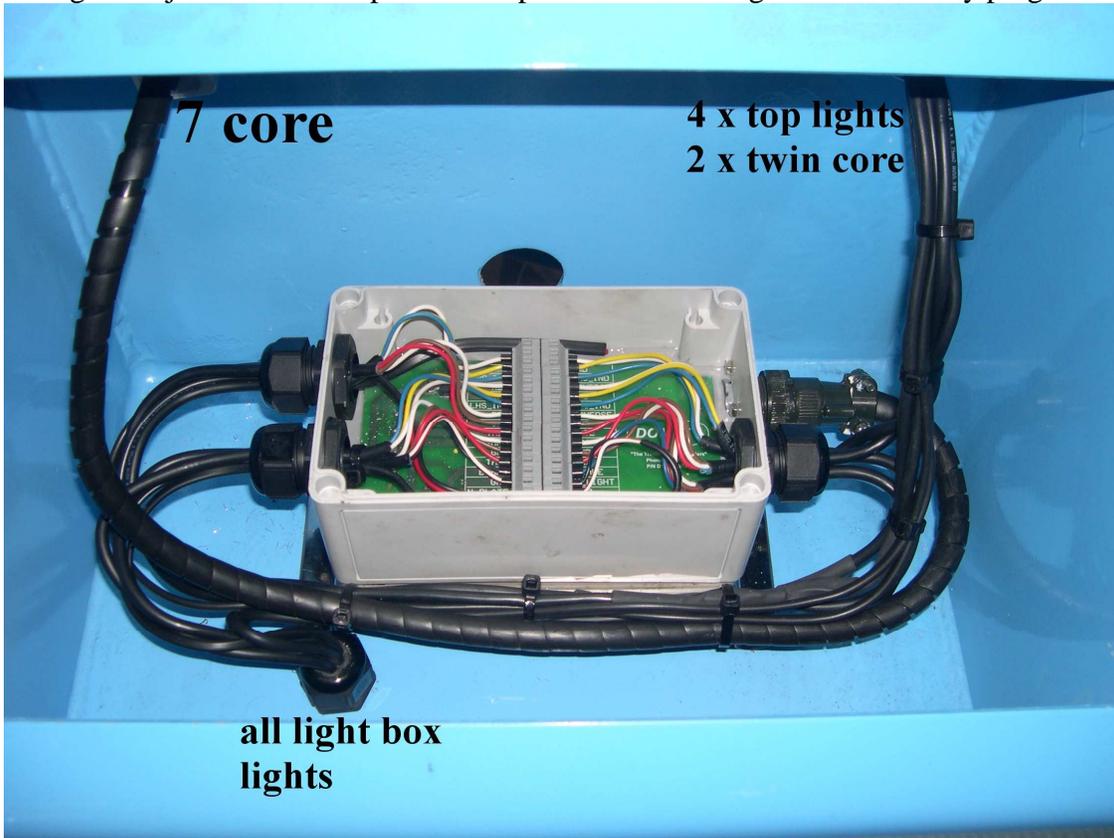
Mount top lights and run through tube to underside of barrel then through 25mm hole with bulkhead fitting into rear junction box area. All top light wires need to be 8m.



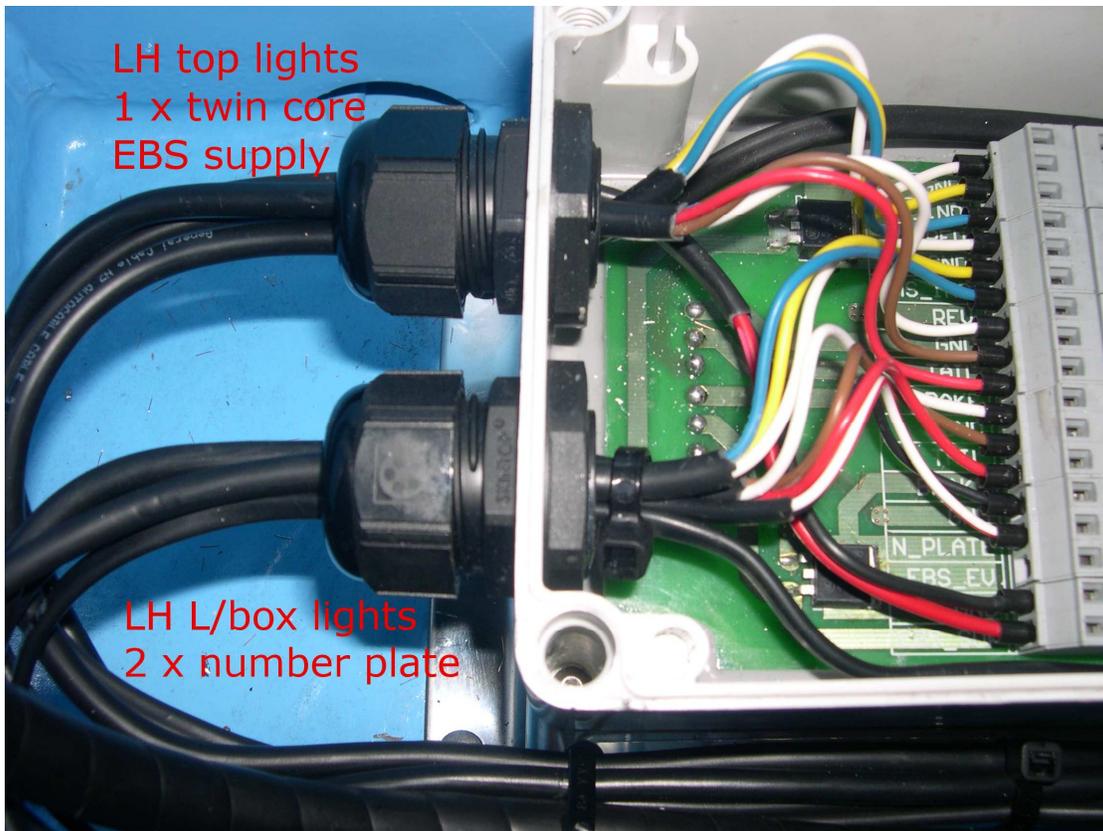
Mount light box and poke wires through 25mm hole with bulkhead fitting in bottom of junction box area.



All light wires to go into junction box as per labeled photos. Electrical grease on military plug as at the front.



LH side of junction box

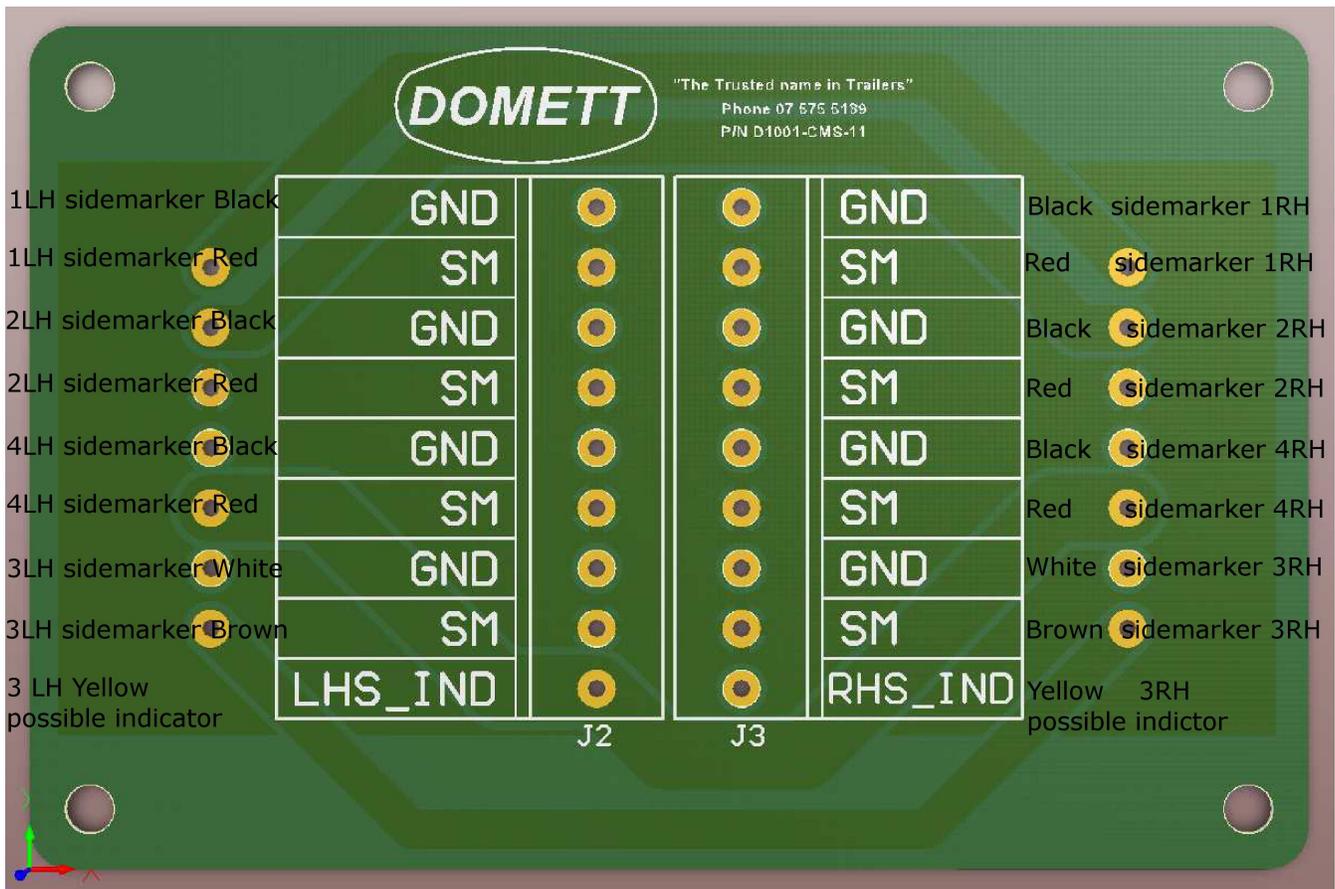




All wires to be stripped back 10mm and boot lace terminals crimped on.  
 Once boot lace terminals fitted, wires are to be plugged into the labeled slots provided.  
 All 4 blue wires in the indicator lights to have bootlace terminals and plugged into reverse.  
 Blue wire from RH light box stop light to have boot lace terminal and plugged into night light. The other 3 blue wires from stop lights are to be cut off.  
 Go through and tie all air lines and wiring up with cable ties spaced 100mm apart.  
 All wiring to be tidy and cable tied as per photos in this document.  
 The screw on military plugs on the junction boxes need to be tightened up with a pair of polygrips the first time to make sure they are tight.

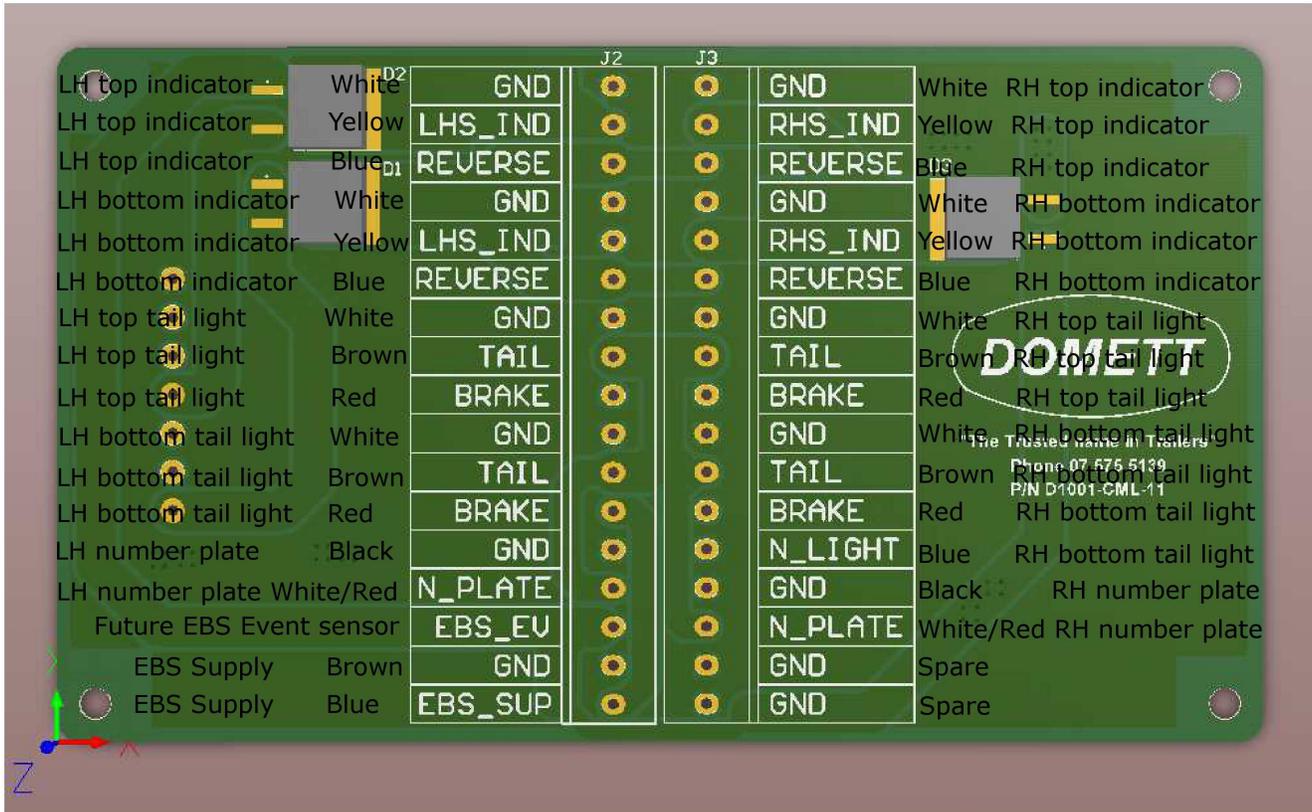
**Wiring of Junction boxes**

Front junction box



The 3<sup>rd</sup> side marker lights are 3 core wire. Where they are joined at the rib of the 3<sup>rd</sup> side marker light, the brown wire is left unjoined with a piece of heat shrink over it for possible future side indicators.

## Rear junction box



### EBS Event.

This possibly will be joined up at a future date. If the trailer has a EBS event all 4 indicators will starting flashing like hazard lights for a set period of time.

Currently if the truck is put in reverse all 4 Orange lights on the trailer will come on as backing lights. If White reverse lights are to be fitted, the Blue wires plugged into reverse are to be removed and the positive wires for the White lights to be plugged in. The earths for the white reverse lights are to be plugged into the 2 spare GND terminals.