

BEFORE YOU START

It's simply not possible to provide detailed instructions for all installation scenarios. Far too many variables and variations. **The information in this manual is intended to be used as a guide.** It is not a detailed step-by-step how-to installation manual. We do not spell out every single step along the way. We cover the essential steps related to installing this kit. Beyond that we assume the installer has the skills, knowledge and tools necessary to do the work using the information we provide as a guide. You may need to vary your installation and/or make adjustments based on your vehicle. This is particularly the case with electrical wire routing, electrical connections, electrical load sizing and switching. If you're unsure about how to do the installation – particularly the electrical components – we urge you to seek assistance from someone who has those skills.

UNDERSTANDING 12V POWER

An essential skill with installation of any Boogey Lights LED products is knowing how to correctly wire the product to a 12vdc circuit. This includes understanding the importance of having a properly sized fuse at the power source, polarity, how to properly seal an electrical connection, using properly sized wire gauge for the load, measuring voltage and measuring the additional amperage draw you're adding. If you are uncertain or unfamiliar with any of these concepts, we urge you to ask someone who has the knowledge to assist you. Electricity is unforgiving.

KNOW YOUR POWER CONSUMPTION

Be mindful of the amount of amperage you're drawing through your lighting circuit and to not exceed the circuit component limitations. The amount of power (amps) you're pulling through the circuit will vary based on a combination of three factors: 1) The number of LEDs in the circuit, 2) the amount of copper wire in the circuit and 3) the input voltage to the circuit. The amperage ratings for our switches, controllers and LEDs assume 12.5 vdc input or less. If you're wiring your lights to a vehicle that has a charging mechanism (e.g. alternator), the input voltage will likely increase when the engine is on; particularly as RPMs increase. It's not unusual for an alternator to charge the battery at a rate of 13.5 to 14.5 vdc depending upon the vehicle. Increasing the input voltage to the LED Controller/LEDs will also increase the amperage draw of those LEDs because they'll burn brighter. For example, we've seen circuits that draw 17 amps when the engine is off and the input voltage is 12.5vdc but jump up to drawing 24 amps when the engine is on and RPMs increased. This is because the input voltage jumps to 14vdc when the engine is running.

For our RV products, you usually don't have to be concerned with this issue by connecting directly to the house batteries. Most RV house batteries are charged via a multi-stage battery charger (converter/inverter) and/or has a power regulator to avoid over-charging the house batteries. Connecting to the house batteries too also eliminates the possibility of over-loading an existing circuit in the RV or interfering with any other electrical systems in the RV. For all other motorized vehicles though (semi-truck single color installations especially) your only option is usually to connect to the vehicle's starter battery which is likely being charged by an alternator. Generally speaking, you don't have to be concerned about this issue if you're not within 60% or more of the collective max amperage rating for the components in your circuit. **If however you're at or above that 60% rated load, we strongly suggest measuring actual amperage drawn for your installation to make sure it's fused and wired appropriately given the highest possible amperage draw when the alternator is charging the system at peak RPMs.**

If you have an over-voltage situation due to the alternator, there are a couple of solutions:

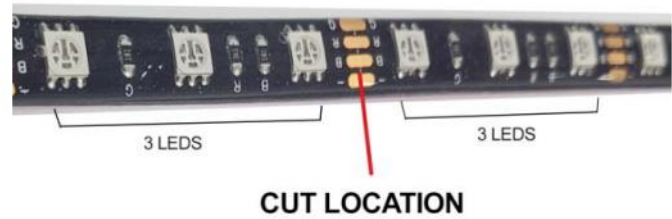
- 1) install a voltage regulator that will limit the input voltage going to the lights to 12.5 vdc regardless of the alternator output voltage. We sell them. They can also be purchased on Amazon/EBay.
- 2) install a second fuse/relay circuit and balance the LED load between those two circuits. Doing so will effectively cut the load by 50% per circuit.

CUTTING YOUR LOW PROFILE LEDs

If you need to cut your LOW PROFILE LED strip you can do so as long as you cut in the proper location – which is every three LEDs as shown in the photo. Cutting incorrectly could damage your lights and is not covered by the warranty. If you cut the strip, be sure to seal the cut end. You can also use silicone found at your local hardware store. If you do need to cut your LED strip, we strongly suggest doing so BEFORE you mount the strip to your car.

NOTE: Heavy Duty LED strips CANNOT be cut. LOW PROFILE only.

HI-INTENSITY SURFACE MOUNTED LED STRIPS



The LED strip can be cut one time on the copper solder pad where indicated; between the cluster of 3 LEDs. Important to cut in the center of the copper pads. Once cut, the end must be sealed using silicon, liquid electrical tape or even heat shrink to stop water intrusion from damaging the strip.

SEALING THE POWER LEAD CONNECTIONS

While not absolutely essential, for the longest lasting installation we suggest putting some LEXEL (or equivalent) over the top of the point where the LED strip meets the power lead (see photo). Why? Because depending on where and how the LED strip is mounted to the vehicle, over time the heat shrink that seals the power lead to the LED strip may pull away from the LED strip ever so slightly allowing water to seep inside the joint. Water will eventually corrode the metal solder joints and cause the strip to short out. Adding Lexel to the heat shrink joints as shown in this photo will prevent that from happening. We do it for all of our installations where the LED strip is going to be exposed to the elements.

