



BRIGHT IS ONLY THE BEGINNING

INSTALL GUIDE

JEEP JL/JT FENDER CHOP KIT

LF480/LF481



WARNING: IT IS THE INSTALLERS RESPONSIBILITY TO CONFIRM COMPLIANCE WITH STATE AND LOCAL LAWS. BY READING THIS DOCUMENT, YOU AGREE IT IS ONLY TO BE USED AS AN EDUCATIONAL GUIDE. MORIMOTO LIGHTING NOR ITS DEALERS MAKE GUARANTEES ON ANY FINISHED RESULTS, NOR ARE THEY TO BE HELD RESPONSIBLE FOR ANY DAMAGE, MISUSE, OR PERSONAL INJURIES. IF YOU ARE UNABLE TO CLEARLY UNDERSTAND AND ADAPT THE INFORMATION BELOW, PROFESSIONAL INSTALLATION IS RECOMMENDED.

IMPORTANT: IF YOUR VEHICLE IS EQUIPPED WITH ANYTHING BUT MORIMOTO OR OEM TAILLIGHTS, SIDE MARKERS OR OTHER OEM EXTERIOR LIGHTING; YOU MAY EXPERIENCE A HYPER FLASH AND/OR PROBLEMS WITH THE SEQUENTIAL SIGNAL SETTING ON THESE HEADLIGHTS. THIS IS NOT A DEFECT IN THE HEADLIGHT AND CAUSED BY UN-MATCHED IMPEDANCE WITH YOUR ORIGINAL VEHICLE SETTINGS.



JEEP JL/JT FENDER CHOP KIT

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WHAT'S INCLUDED



2X (PAIR) TURN
SIGNAL ASSEMBLIES



1X DRL FUSE TAP



1X DRL HARNESS
SPLITTER



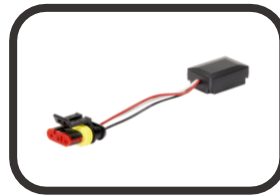
1X RGB INPUT
PIGTAIL



1X DRIVER SIDE
TURN SIGNAL
HARNESS



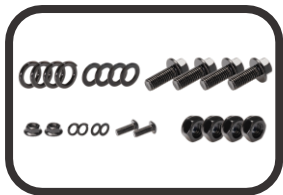
1X PASSENGER SIDE
TURN SIGNAL
HARNESS (WITH
FUSE TAP INPUT)



2X LED FEEDBACK
MODULES



2X RESISTORS



1X HARDWARE KIT



REQUIRED TOOLS

- TRIM REMOVAL TOOL
- RATCHET
- 8MM SOCKET
- 10MM SOCKET
- 7MM BOX END WRENCH
- 13MM CRESCENT WRENCH
- 3MM ALLEN KEY
- T30 TORX BIT
- RAZOR
- DRILL AND 3/16" BIT



DISASSEMBLY

1. STARTING UNDER THE FENDER, REMOVE THE THREE PLASTIC PUSH-CLIPS AND FOUR 10MM BOLTS



2. TOWARDS THE BACK OF THE FENDER, REMOVE THE 10MM BOLT AND TWO PLASTIC PUSH-CLIPS

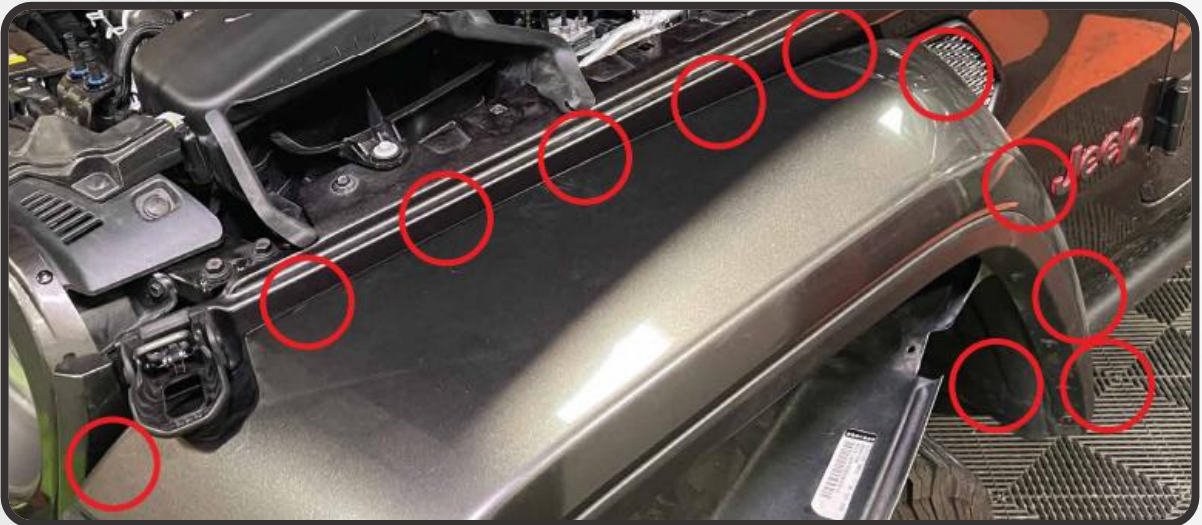


DISASSEMBLY

3. PULL THE FENDER LINER DOWN AND LOCATE THE CONNECTOR TOWARDS THE MIDDLE OF THE FENDER. UNPLUG IT BY SLIDING THE RED TAB BACK AND PRESSING THE RELEASE TAB DOWN. THE CONNECTOR CAN NOW SLIDE APART



4. LOCATE THE ELEVEN WHITE PLASTIC CLIPS THAT SECURE THE FENDER TO THE BODY OF THE JEEP



TO RELEASE THE CLIPS, GET A 7MM WRENCH AND SLIDE IT OVER THE BACK OF THE CLIP TO HELP RELEASE IT, THEN PULL IT AWAY FROM THE VEHICLE. IF ANY ARE DAMAGED DURING THIS PROCESS AND NEED TO BE REPLACED, THEY ARE MOPAR PART NUMBER 68526185AA

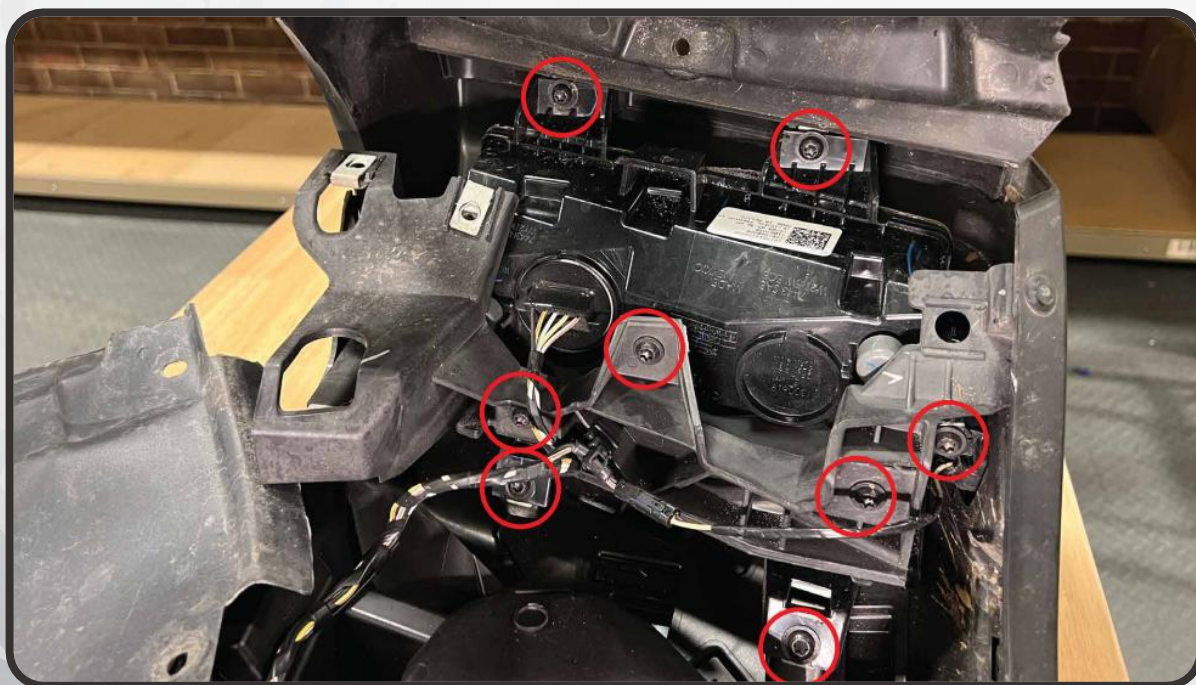


DISASSEMBLY

5. WITH ALL OF THE CLIPS RELEASED, REMOVE THE FENDER AND SET IT DOWN ON A SOFT/PADDED WORK SURFACE TO PREVENT SCRATCHES
6. REMOVE THE PLASTIC PHILLIPS HEAD CLIP FROM THE FLAP UNDER THE TURN SIGNAL BY UNSCREWING THE HEAD AND THEN PRYING OUT THE BODY OF THE CLIP



7. LIFT UP THE FLAP AND REMOVE THE EIGHT T30 TORX SCREWS

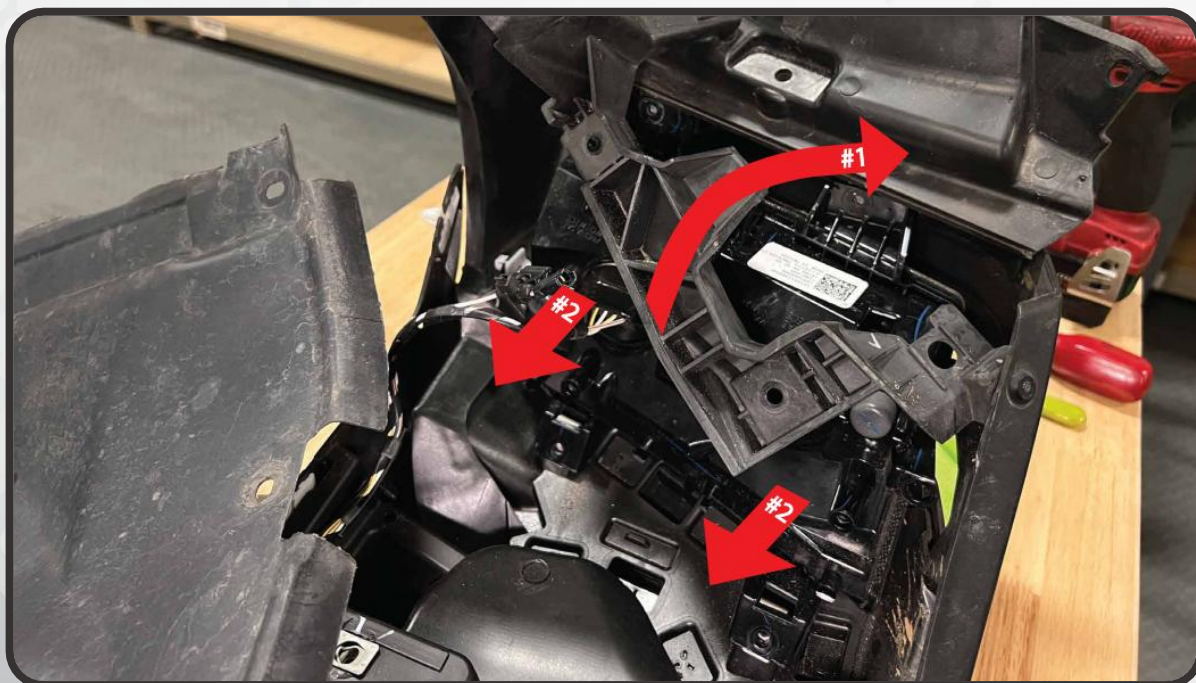


DISASSEMBLY

8. PRY LOOSE THE WIRING FROM THE UNDERSIDE OF THE FENDER AND DISCONNECT THE SIDE MARKER AND REMOVE IT



9. FLIP THE BLACK PLASTIC BRACKET OUT OF THE WAY, THEN FIRMLY PULL THE TURN SIGNAL ASSEMBLY OUT OF THE FENDER. THERE IS A STRIP OF ADHESIVE TAPE SECURING THE ASSEMBLY, SO USE MODERATE FORCE



DISASSEMBLY

10. REMOVE THE WHITE PLASTIC CLIP IN THE TURN SIGNAL CAVITY



11. FIRMLY GRAB THE UPPER AND LOWER PORTIONS OF THE FENDER AND FRMLY PULL THEM APART. WE RECOMMEND STARTING AT THE TURN SIGNAL CAVITY AND WORKING YOUR WAY BACK. THERE WILL BE CLIPS ALONG THE OUTER EDGE OF THE FENDER, AND SMALL PLASTIC WELDS ALONG THE CENTER, SO MODERATE FORCE WILL BE NEEDED TO SEPARATE THEM



DISASSEMBLY

12. AS YOU GET TO THE BOTTOM/REAR OF THE FENDER, YOU WILL SEE THE LOWER FENDER BRACE HAS TWO PLASTIC RIVETS THAT WILL NEED TO BE REMOVED. USING A PICK OR SMALL SCREWDRIVER, PUSH IN ON THE CENTER PORTION OF THE RIVET UNTIL THE TWO PIECES SEPARATE AND THE RIVET CAN BE REMOVED. ALTERNATELY, THEY CAN ALSO BE DRILLED OUT OR CUT OFF



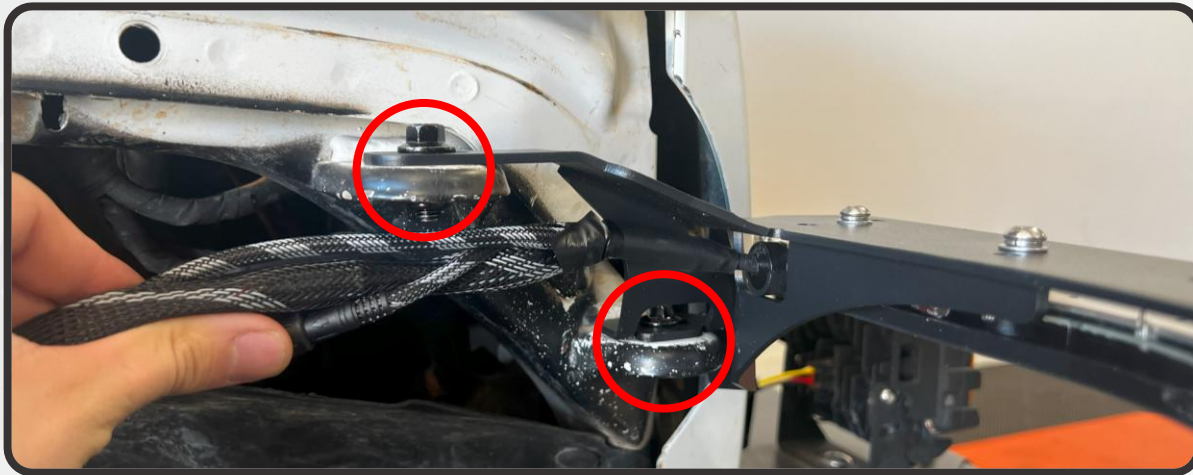
13. WITH THE LOWER PORTION OF THE FENDER REMOVED, GO ALONG THE OUTER EDGE OF THE UPPER FENDER AND USE A RAZOR BLADE TO CAREFULLY CUT OFF THE 10 TABS LEFT BEHIND THAT THE LOWER FENDER ATTACHED TO. BE SURE TO ALWAYS CUT AWAY FROM YOURSELF AND USE APPROPRIATE PPE



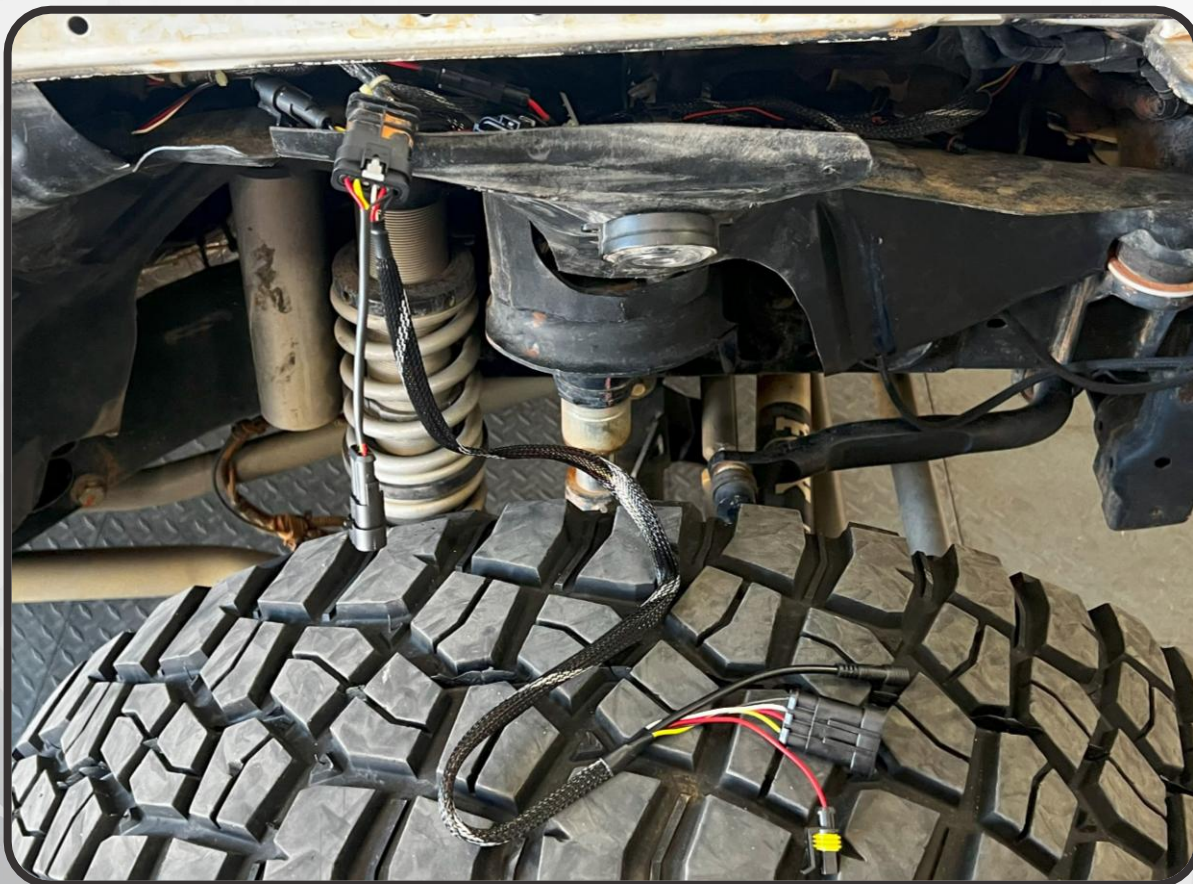
14. REPEAT STEPS 1-13 ON THE OPPOSITE SIDE FENDER

INSTALLATION

15. AFFIX THE NEW TURN SIGNAL ASSEMBLY ONTO THE FACTORY FENDER MOUNTS USING THE PROVIDED 10MM BOLTS AND 13MM NUTS



16. CONNECT THE TURN SIGNAL HARNESS TO THE FACTORY TURN SIGNAL CONNECTOR. MAKE SURE TO USE THE TURN SIGNAL HARNESS WITH THE TWO ADDITIONAL CONNECTORS ON IT ON THE PASSENGER SIDE, AND THE ONE WITHOUT ON THE DRIVER SIDE



INSTALLATION

17. LOCATE THE 3-PIN CONNECTOR ON THE TURN SIGNAL HARNESS. FOR VEHICLES EQUIPPED WITH FACTORY INCANDESCENT DRLS/TURN SIGNALS, CONNECT THE INCLUDED RESISTOR. FOR VEHICLES WITH FACTORY LED, CONNECT THE LED FEEDBACK MODULE



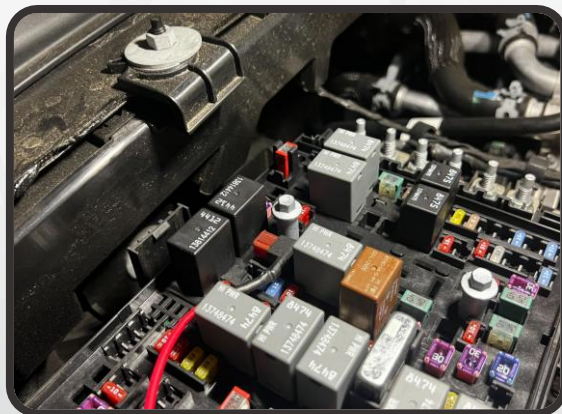
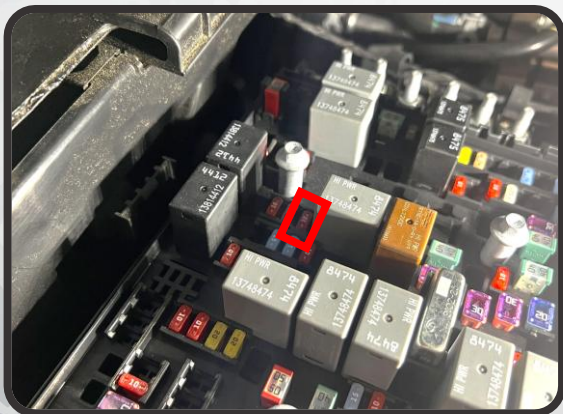
RESISTOR FOR OE INCANDESCENT



FEEDBACK MODULE FOR OE LED

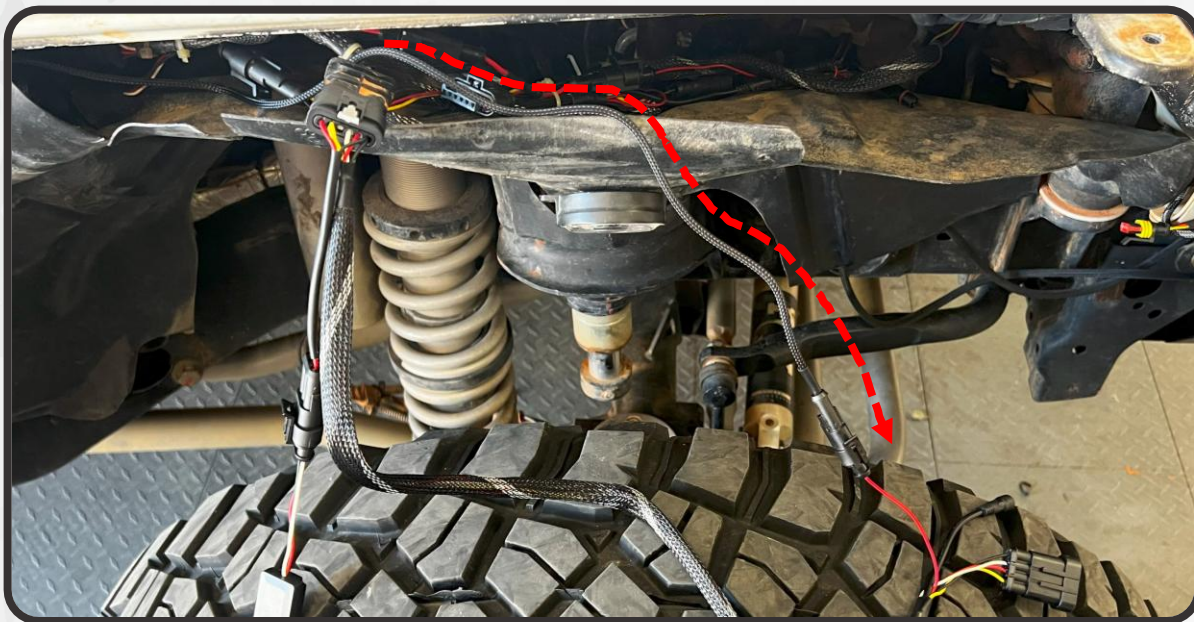
18. OPEN THE FUSE BOX AND LOCATE THE 10A FUSE IN FUSE SLOT #34. REMOVE THE FUSE AND INSTALL THE FUSE TAP HARNESS INTO THIS SLOT

NOTE: IF YOU ARE ALSO INSTALLING OR HAVE INSTALLED THE SUPER7 HALO KIT AS WELL, THE SAME FUSE TAP CAN BE USED FOR BOTH

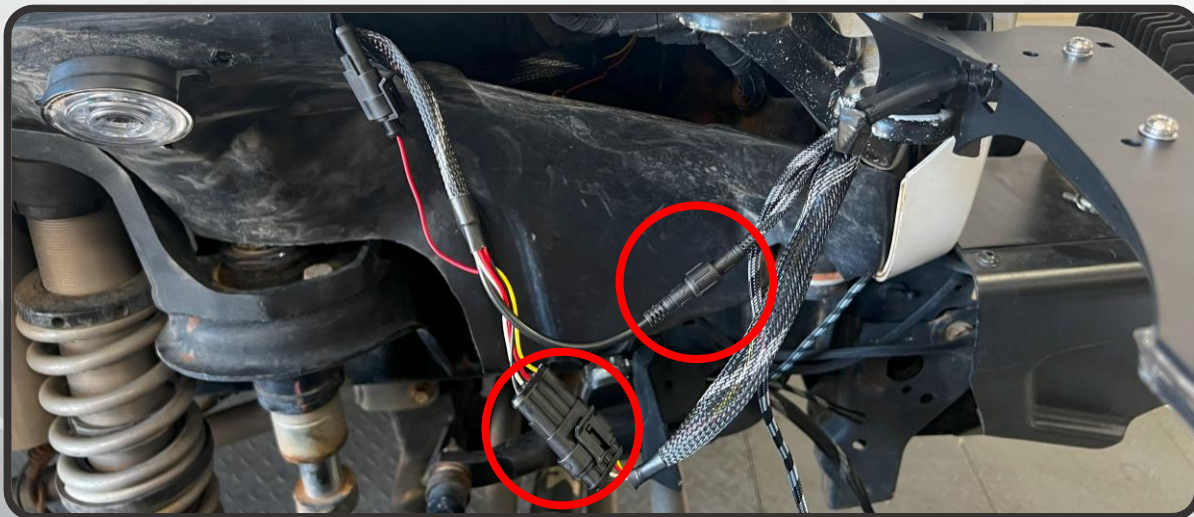


INSTALLATION

19. CLOSE THE FUSE BOX LID AND ROUTE THE FUSE TAP HARNESS OUT AND FORWARD TO THE TURN SIGNAL HARNESS. CONNECT THE FUSE TAP TO THE MATCHING CONNECTOR ON THE TURN SIGNAL HARNESS. IF YOU ARE ALSO INSTALLING/HAVE INSTALLED THE SUPER7 HALO KIT AS WELL, FIT THE INCLUDED SPLITTER IN BETWEEN THE DRL HARNESS AND TURN SIGNAL HARNESS SO THAT THE FUSE TAP HARNESS MAY BE USED FOR BOTH



20. CONNECT THE 4-PIN CONNECTOR ON THE TURN SIGNAL ASSEMBLY TO THE CORRESPONDING CONNECTOR ON THE TURN SIGNAL HARNESS
21. ON THE PASSENGER SIDE, YOU WILL ALSO HAVE A 2-PIN BARREL CONNECTOR ON THE HARNESS AND ASSEMBLY. THIS IS TO POWER THE RGB CONTROLLER. CONNECT THEM TOGETHER TO POWER THE RGB CONTROLLER ANYTIME THE VEHICLE IGNITION IS ON. IF YOU WOULD LIKE TO BE ABLE TO POWER THE RGB CONTROLLER WHEN THE VEHICLE IS OFF, PLUG THE PROVIDED RGB INPUT PIGTAIL INTO THE CONNECTOR ON YOUR TURN SIGNAL ASSEMBLY AND CONNECT IT TO THE SWITCHED POWER AND GROUND SOURCE OF YOUR CHOOSING



INSTALLATION

22. ROUTE THE CROSSOVER HARNESS FROM EITHER TURN SIGNAL ASSEMBLY ACROSS THE UPPER RADIATOR SUPPORT AND CONNECT THEM IN THE MIDDLE



23. WITH YOUR WIRING COMPLETED, GET IN THE VEHICLE AND CONFIRM THAT ALL FUNCTIONS ARE WORKING PROPERLY
24. ONCE YOU'VE VERIFIED THAT EVERYTHING IS FULLY FUNCTIONAL, GO THROUGH AND TUCK ALL LOOSE/EXCESS WIRING AND SECURE IT OUT OF THE WAY



INSTALLATION

25. FIT YOUR FENDER ONTO THE VEHICLE. ONCE YOU ARE HAPPY WITH THE FITMENT, MARK THE INNER FENDER WITH THE LOCATION OF THE HOLE ON THE TAB ON THE TURN SIGNAL BRACKET. DRILL A 3/16" HOLE ON YOUR MARK

- ALTERNATELY IF YOU DO NOT WANT TO DRILL INTO YOUR FENDER, DOUBLE SIDED TAPE CAN ALSO BE USED HERE, THOUGH IT IS LESS SECURE

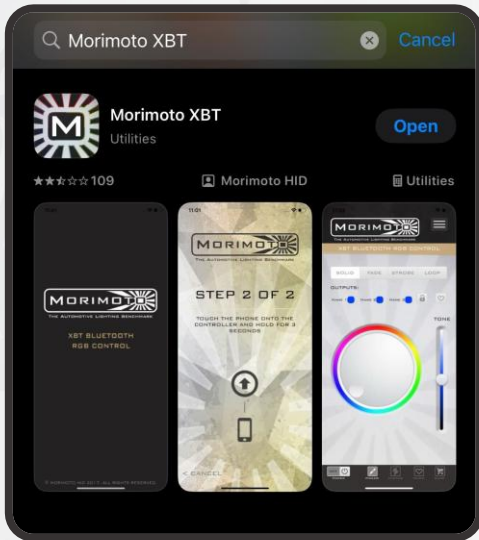


26. SECURE THE FENDER TO THE TURN SIGNAL BRACKET WITH THE PROVIDED PAN HEAD SCREW (3MM ALLEN KEY) AND 8MM NUT

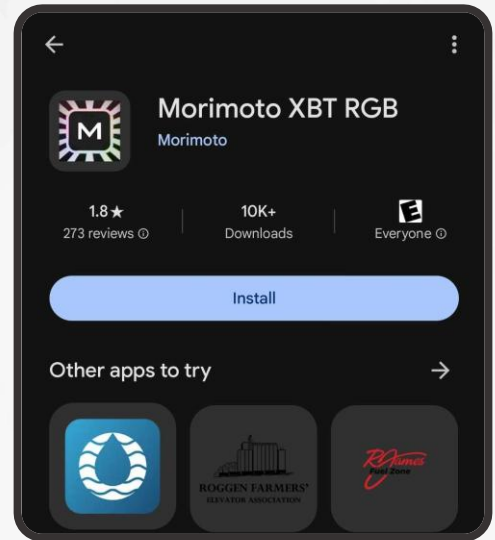


RGB CONTROLLER OPERATION

27. THE RGB DAYTIME RUNNING LIGHT IS CONTROLLED VIA AN APP ON YOUR SMARTPHONE. DOWNLOAD THE FREE MORIMOTO XBT APP TO GET STARTED

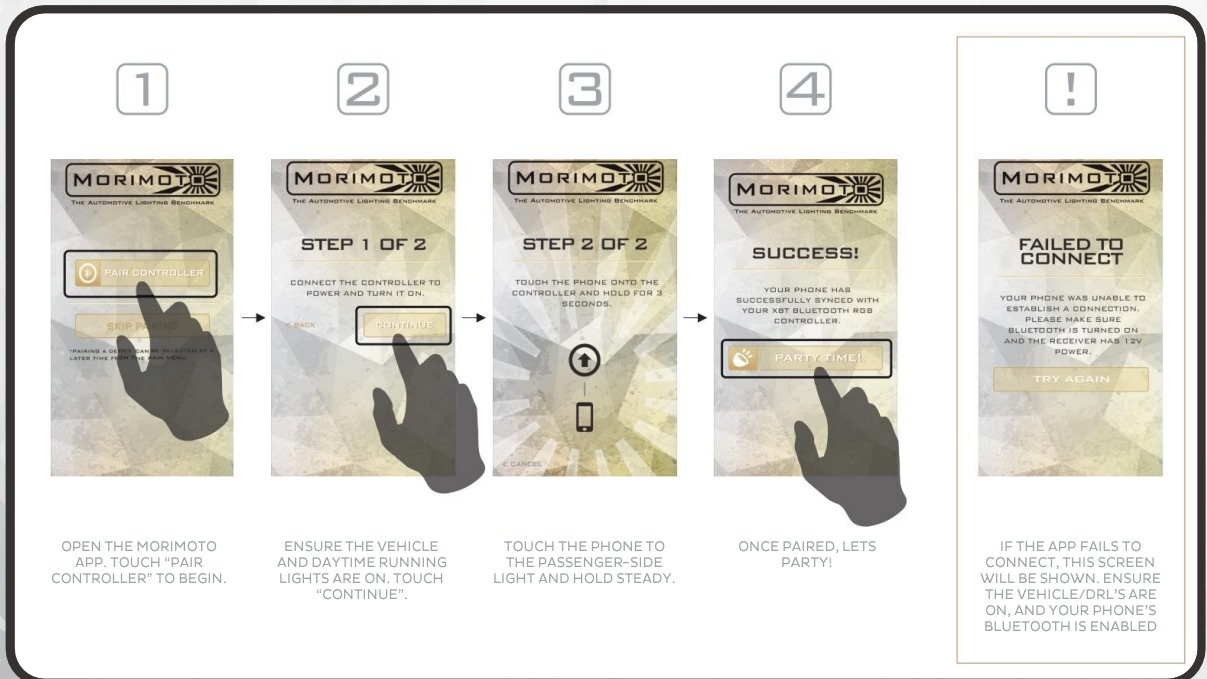


iOS



ANDROID

28. OPEN THE APP AND FOLLOW THE PROMPTS ON THE SCREEN TO PAIR YOUR PHONE TO THE LIGHTS



RGB CONTROLLER OPERATION

FUNCTION NOTES

MAKE SURE YOUR APP IS SET TO "OUTPUT 1"

TO SWITCH FROM RGB TO THE DEDICATED WHITE DAYTIME RUNNING LIGHT, SIMPLY SLIDE THE TONE BAR ON THE RIGHTHAND SIDE OF THE SCREEN ALL THE WAY DOWN TO THE BOTTOM

DO NOT USE THE ON/OFF TOGGLE IN THE BOTTOM LEFT TO TURN OFF THE DAYTIME RUNNING LIGHT AS THIS WILL TURN OFF THE CONTROLLER ENTIRELY. VEHICLE IGNITION WILL NEED TO BE CYCLED OFF AND BACK ON TO POWER THE CONTROLLER ON AGAIN

THE CONTROLLER IS DESIGNED SO THAT WHEN THE VEHICLE IS TURNED ON, THE DAYTIME RUNNING LIGHT WILL DEFAULT BACK TO WHITE FOR ON-ROAD COMPLIANCE



JEEP JL/JT FENDER CHOP KIT



- ENJOY YOUR NEW MORIMOTO TURN SIGNALS! -

