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100% SOLID STATE MULTI-PATTERN ELECTRONIC FLASHER

ETQSSS-P, ETQSSA-P, ETQSSAFL

Congratulations! You are now the proud owner of the most technically advanced true 100% Solid State Multi-Pattern Headlight Flasher System in the market today. Add to it our never ending commitment to quality, this new Flasher System will provide you with years of dependable trouble free service.

The Flasher System will operate a 2 or 4 headlight system on any vehicle with a 12 Vdc negative ground system.*

NOTE

Please contact SoundOff Signal before attempting to install on any Foreign Vehicle (non-General Motors, Ford or Chrysler) or one that has a Daylight Running circuit for its headlights.

A properly installed Q-Switch S.S. will continuously cycle through three flash patterns on a vehicle's high beam lights: a double flash wig way (alternating) at 1.9 flashes per second, a simultaneous (modulating) flash at 3.0 flashes per second and a fast wig wag (alternating) flash at 3.0 flashes per second. When used at night, the low beam headlights remain ON for proper illumination while the high beams FLASH to gain attention and increase the vehicles visibility. When the dimmer switch is activated to high beam, the Flasher System "High Beam Override" interrupts the Flasher sequence to allow normal high beam function. Flashing automatically resumes when the dimmer switch is deactivated.

INSTALLATION

NOTE

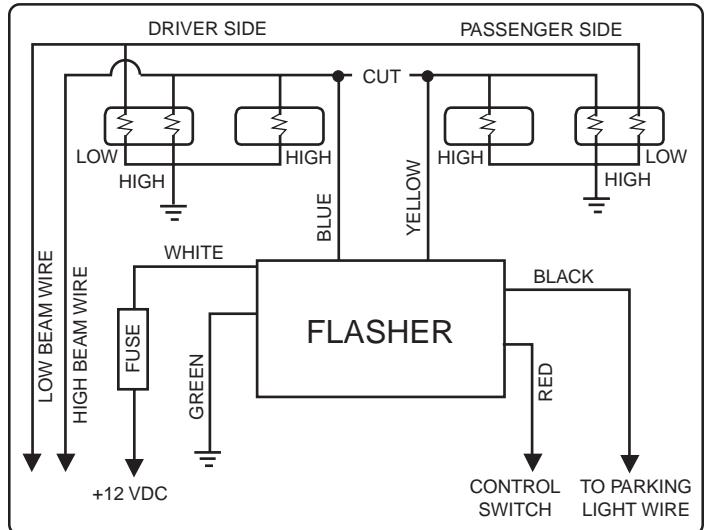
Flashing Headlight and Taillight Systems are intended for use on approved vehicles ONLY. It is the responsibility of the user of these systems to insure compliance to any Federal, State or Municipal regulations which may apply.

MOUNTING: Mount the Flasher so that the maximum amount of air will flow across it, typically close to the battery at the front of the engine compartment.

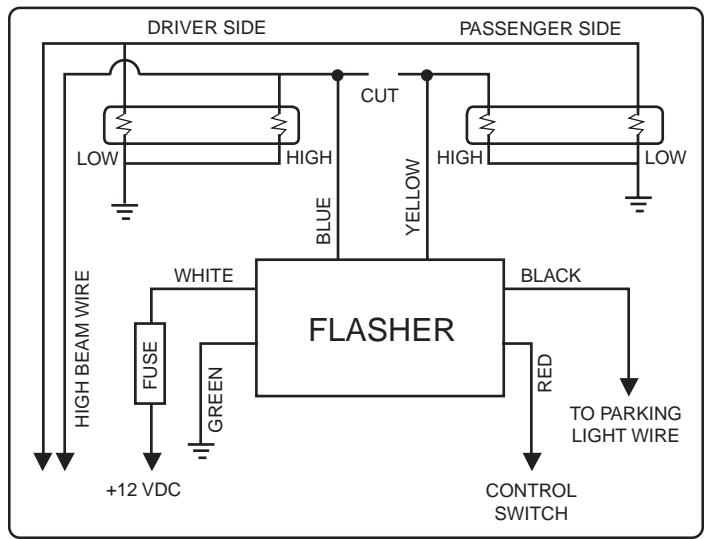
GREEN WIRE: Connect to a convenient reliable ground.

NOTE

Always connect the green wire to ground FIRST when installing and disconnect LAST when removing!



Wiring Schematic - 4 Lamp Install



Wiring Schematic - 2 Lamp Install

BLUE AND YELLOW WIRES: Locate the wire that supplies power to the passenger side high beam headlight. Cut this wire approximately 10" to 12" from the back of the headlight. Connect the yellow wire to the lead that returns to the passenger side high beam. Connect the blue wire to the other piece of cut wire. This will make the drivers side high beam flash.

RED WIRE: Connect to a powered switch. This switch will only require 1/4 amp to activate the Flasher.

WHITE WIRE: Connect through a fuse directly to the positive post of the battery or other high current power source. A 20 amp fuse to be used with a 2 headlight system and a 30 amp on a 4 headlight system. We recommend the use of a fuse **ONLY - DO NOT CONNECT THE FLASHER SYSTEM TO A CIRCUIT BREAKER OR FUSIBLE LINK.**

*We recommend no more than 12 amps per side to ensure maximum life.

NOTE

DO NOT connect the red and white wires together. The white wire must receive a constant source of power at all times.

BLACK WIRE (OPTIONAL): If an "Automatic Nighttime Cutoff" is required, simply "T" or tap the black wire into a parking light wire. **DO NOT CONNECT TO THE LOW BEAM WIRE.** If not required, connect to ground.

IMPORTANT NOTE:

High Beam Test: Turn ON High Beam switch and verify both high beams are steady ON. If only 1 high beam headlight is ON, the yellow and blue wires will need to be swapped. Swap the wires and re-test.

WARRANTY

SoundOff Signal warranties the 100% SOLID STATE MULTI-PATTERN ELECTRONIC FLASHER (ETQSSS-P, ETQSSA-P and ETQSSAFL) for five (5) years from the date of purchase to the original purchaser against any manufactured defects or workmanship. This warranty is a 100% replacement value warranty. It applies only to units installed according to manufacturer's installation instructions and operated within the units specifications. Warranty is void if the unit was installed incorrectly or maliciously damaged. All warranty claims must be accompanied by a dated proof of purchase.

SoundOff Signal retains the right to be the sole mediator of what constitutes defects in performance or manufacturing.