

5 Light with Electric Pump

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Rear Steer Wire Harness Install Directions

The wires in the harness are the same color code as the wires in the aluminum box. If your kit does not have the control box plugs pre-installed it is easiest to match the wires as you install the connector plugs. Just match the wires color to color. When inserting the pin into the connector you should hear/feel a click indicating the pin is properly installed. If you do not hear the click, flip the pin over and try again. Once you figure out the proper way, repeat for all remaining pins. On the face of the plug the white part should be extended past the black housing about a 1/8" to be able to insert the pins. If it is not, the pins will not click into place. After inserting the pins push the white piece in flush with the black housing to lock the pins in place. Most harnesses are shipped with control box plugs installed.

Tail Harness, (TH)

There are only three wires to connect. The white and gray wires are for left and right at the valve. The black wire is a ground for the valve and ECU. Due to limitations on available pins at the connectors, the ECU is grounded through the valve assembly. Orange wire is to power the pump motor solenoid. This may be best to run through a small relay. If pump relay shorts out it can damage the circuit board. The prewired connectors at the end of the harness are for the sensor. The dark blue and dark green wire goes in the middle two switches. Plug only the two dark wires in at random side to side for now at the sensor. This is a simple trial and error procedure. If the axle does not return properly but rather goes to full lock under auto return the two switches are most likely backwards. The other two plugs control the outer two lights on the dash as well as the anti-stall. Have the center two switches figured out before putting the outer switch plugs on. Anti-stall is when the valve shuts off at full stroke even when the joystick is telling it to keep turning.

It is important that the dark colored wires are on the middle switches and the light color wires are on the outer switches. Also, it is very important that the colors are in order as follows.

Light green, Dark Blue, Dark green, Light Blue

It does not matter if this is left to right or right to left.

Main harness, (MH)

The red wire is switched power.

Yellow wire is signal from the momentary switch position.

Brown is a signal from the maintained switch position.

Your kit may have a combination switch for return and mode functions.

The switch is a three position. It is momentary one direction, off in its middle position

and maintained in the other position. We recommend installing the switch where it is momentary (spring loaded) when pulled to the down position.

The switch will be wired with keyed or switched power to the center position and yellow to the momentary side and brown to the maintained side.

Many people wire the red wire and power to the return switch to “keyed” or “ignition on”. But for people that want to be able to turn all the functions of the rear steer off at times an additional on/Off switch is provided to do so. See the provided wire diagram for more details on this.

Orange wire is the power to joystick. It must connect to positions 2 &4 on joystick contact block.

White wire goes to left or right side of joystick (#1 or #3). If direction is hooked up wrong, it can be easily changed by moving the contact to opposite side of the contact housing. Note, the contact block will not work in the middle position. It must be attached to one of the side positions.

Gray wire hooks up in same manner as white wire (#1 or #3).

See diagram for switch wiring.

If your kit comes with the new billet Joystick handle with return button the wiring will be slightly different than listed above. The small Red and black wires are the return switch. Red needs to be combined with the red wire in the main harness. The black wire will connect to the yellow wire in the main harness. The orange wire will connect to the orange wire in the main harness. And the two green wires will connect one to the white wire and the other green to the grey wire in the main harness. These can be swapped to change directions as needed.

Light harness, (LH)

Orange wire is signal to the center green light.

Dark blue and Dark green are for the Yellow/Amber lights on each side of the green light.

Light green and Light Blue are the outer red lights.

Black wire is a common ground for all the lights. This wire can also be chassis ground if the valve is not well grounded for the ECU.

It is recommended to ground this if convenient to ensure optimal ground of the ECU. If the lights indicate backwards as in the left comes on when the right is supposed to be on swap this at the lights not at axle sensor.

Any input we can use to help improve this kit is greatly appreciated. Feel free to call John at 715-333-7467 with any comments, questions, or suggestions.

Thank you for your purchase.

John

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