

PAINLESS PERFORMANCE PRODUCTS®



Trail Rocker Installation Instructions

**1997-2006 Jeep Wrangler TJ Dash Mounted Trail Rocker
For Installing Painless Part Number: 57040
Manual # 90590**

Painless Performance Products recommends you, the installer, read this installation manual from front to back before installing this harness.



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If you have any questions concerning the installation of this product, feel free to call Painless Performance Products' tech line at 1-800-423-9696. Calls are answered from 8am to 5pm central time, Monday thru Thursday, 8am-4:30pm Friday, except holidays.

Here we have provided you with accurate instructions for the installation of this product. However, if you have comments/suggestions concerning these instructions, please call or email us (our contact information can be found at the top of this page or online at www.painlessperformance.com). We sincerely appreciate your business.

Painless Performance Products, LLC shall in no event be liable in contract or tort (including negligence) for special, indirect, incidental, or consequential damages, such as but not limited to, loss of property, or any other damages, costs or expenses which might be claimed as the result of the use or failure of the goods sold hereby, except only the cost of repair or replacement.

Should you damage or lose part of your manual, a full color copy of these instructions can be found online at www.painlessperformance.com

Installation Manual: **90590**

2nd Edition: February, 2019

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TABLE OF CONTENTS

<u>PAGE #</u>	<u>SECTION</u>
1	<u>CONTENTS OF THE PAINLESS KIT</u>
2	<u>TOOLS NEEDED</u>
3	<u>FUSE/RELAY CENTER INSTALLATION</u>
18	<u>SWITCH PANEL INSTALLATION</u>
31	<u>SWITCH WIRING</u>
32	<u>DOUBLING SWITCH CONTROL WIRES</u>
34	<u>IGNITION SWITCH CONNECTOR INSTALLATION</u>
45	<u>RELAY OUTPUT WIRES</u>
48	<u>OPTIONAL: PAINLESS PART#: 57150 - WINCH CONTROL ADD-ON KIT</u>
52	<u>OPTIONAL: WINCH PIGTAIL</u>
53	<u>FINAL STEPS</u>
58	<u>FUSE PLACEMENT</u>
60	<u>APPENDIX A.</u>
63	<u>PAINLESS PERFORMANCE LIMITED WARRANTY AND RETURN POLICY</u>

CONTENTS OF THE PAINLESS KIT

Refer to the **Contents Figure** (below) to take inventory. See that you have everything you're intended to have in this kit. If you find that anything is missing or damaged, please contact the dealer where you obtained the kit or Painless Performance at (800) 423-9696.

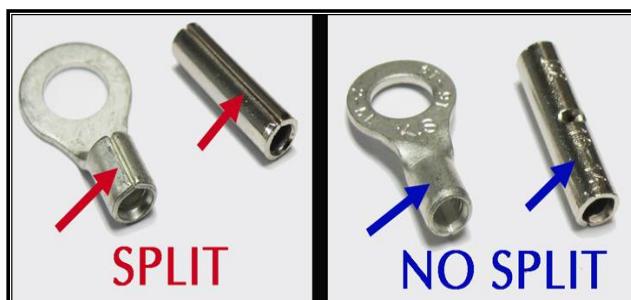
The Painless Trail Rocker Kit 57040 should contain the following:

- Fuse/Relay Center w/ Powder Coated Bracket
- Dash-Mounted Switch Panel with 8 pre-installed switches
- Ignition Switch pigtail w/ weather-pack connector, (1) rubber grommet, and zip-ties
- Winch Pigtail and installation kit
- **Parts Kits:** (14) pre-cut $\frac{3}{16}$ " black heat-shrink, (12) 16-14 ga. non-insulated butt connectors, (3) $\frac{1}{4}$ " piggyback terminals, (3) $\frac{1}{4}$ " - 20 x $\frac{3}{4}$ " stainless bolts, (3) $\frac{1}{4}$ " - 20 nylon locking nuts, (8) insulated wire caps, (2) $\frac{3}{8}$ " Adel clamps, (2) 1" Adel clamp, (4) 30 amp ATC fuses, (2) 18-20 ga. $\frac{1}{4}$ " female terminals, (1) 200 amp MIDI fuse, (1) ECM Support Bracket.
- **Power and Ground Terminal Kit:** (1) pre-cut $\frac{1}{4}$ " black heat shrink, (4") pre-cut $\frac{1}{2}$ " red heat shrink, (1) 16-14 ga. non-insulated ring terminal, (1) 6 ga. $\frac{1}{4}$ " ring terminal, and (1) 6 ga. $\frac{5}{16}$ " ring terminal
- This manual 90590



SMALL PARTS

Included with the Painless harness are parts kits containing miscellaneous terminals, fuses, screws, and nuts. Many of the terminals are non-insulated and will require heat shrink to be applied after the terminal has been properly crimped. Heat shrink has been supplied. These non-insulated terminals allow you to keep a cleaner, more traditional look. When crimping these terminals, take notice to the split in the terminal. Make sure the smooth side of the jaw on the crimper goes towards this split.



TOOLS NEEDED

This installation primarily requires only basic hand tools that may include, but are not limited to:

1. Wrench sets SAE and Metric
2. Ratchet sets SAE and Metric
3. Screwdrivers:
 - a. (2) #2 Standard Length and Stubby Phillips Head
 - b. #0 "Jewelers" Flat (slot) Head
4. Half-round Metal File
5. Inch/Pound Torque Wrench
6. Diagonal Pliers or "dikes"
7. Wire Cutter/ 18-10 ga. Stripper
8. Hand Crimpers
9. Cable Cutters
10. Cable Crimping Tool
11. Hammer



In addition to these basic hand tools, you will need, at least, the following:

Electric Drill & Drill Bits:

You also need an Electric Power Drill (suggest battery powered cordless for ease and maneuverability) and a 1 ¼" Hole Saw with Arbor



Volt/Ohm Meter:

A Volt/Ohm meter is always a good tool to have on hand when installing any type of electrical component into a vehicle. The most basic meters provide the two functions required to diagnose electrical issues commonly seen during a harness install. These two functions are the ability to read DC Voltage and electrical continuity or Ohms. They can be purchased from any home improvement store, local hardware store and electrical supply shop and online.



Heat Gun:

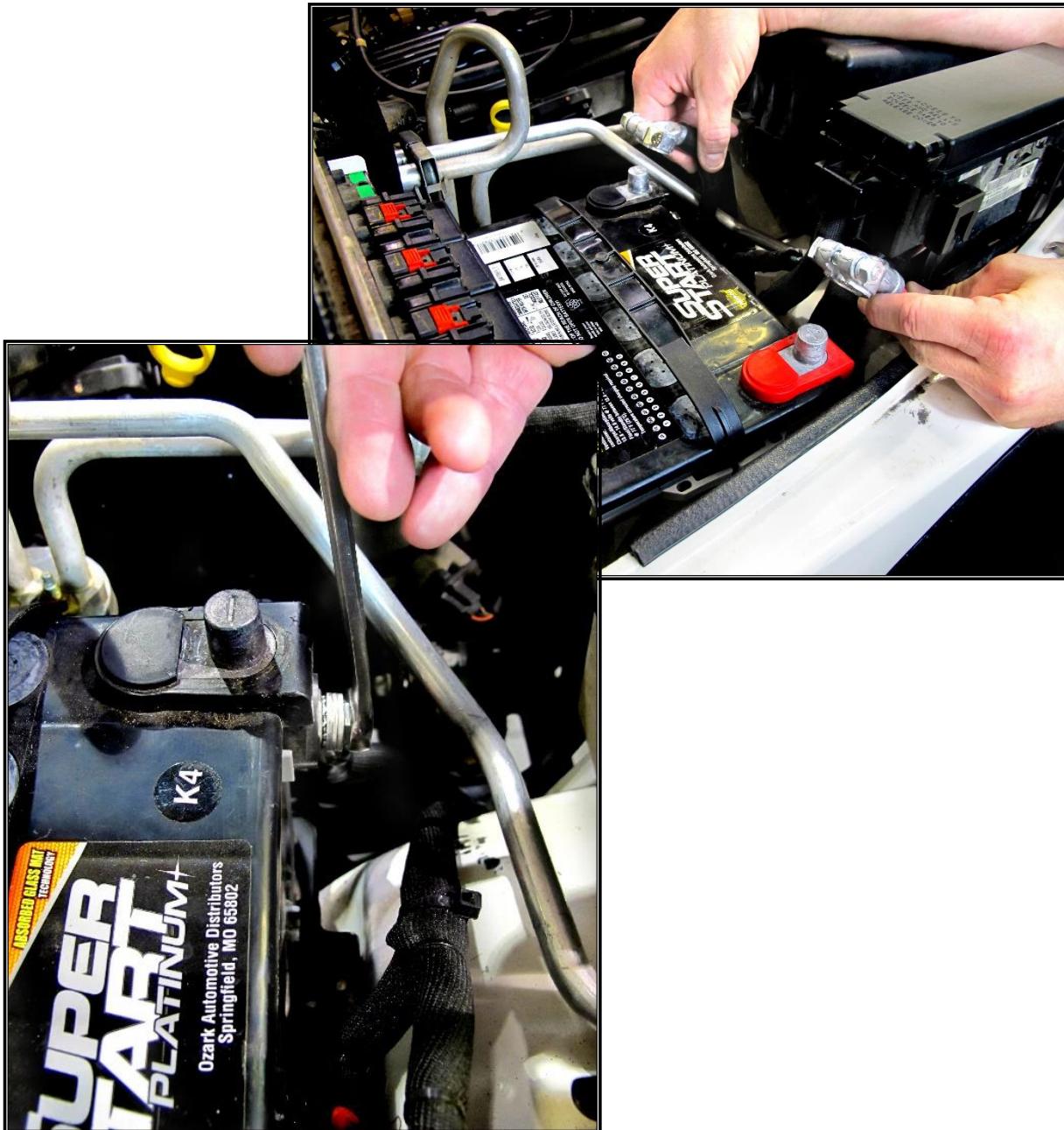
Very useful to shrink the heat-shrink found in the parts kit.

FUSE/RELAY CENTER INSTALLATION

The following steps **MUST** be followed as they are printed. Do not move onto other parts of the installation out of sequence.

**CAUTION: BEFORE THE INSTALLATION OF THIS PRODUCT,
DISCONNECT THE POWER FROM YOUR VEHICLE BY
REMOVING THE NEGATIVE BATTERY CABLE FROM THE
BATTERY. THE BATTERY SHOULD NOT TO BE RECONNECTED
UNTIL INSTRUCTED**

Step 1: Remove the battery cables from the battery and tuck them away so that they won't accidentally make contact with the terminals.



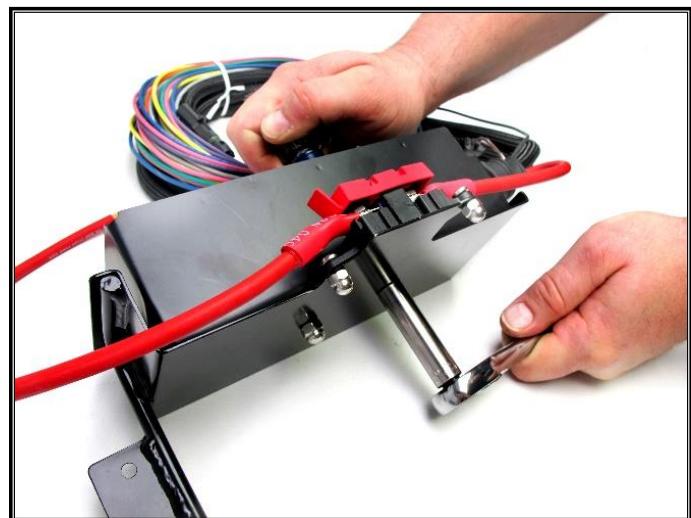
Step 2: After removing the battery cables, locate the **Fuse/Relay Center and bracket**, **(2) $\frac{3}{8}$ " Adel clamps**, **(2) 1" Adel clamps**, **(3) $\frac{1}{4}$ "-20 stainless bolts**, and **(3) $\frac{1}{4}$ " nylon lock nuts**.



Step 3: First, remove the Fuse/Relay Center from the bracket. To do this remove the lid from the Fuse/Relay Center using a $\frac{7}{16}$ " wrench or socket.



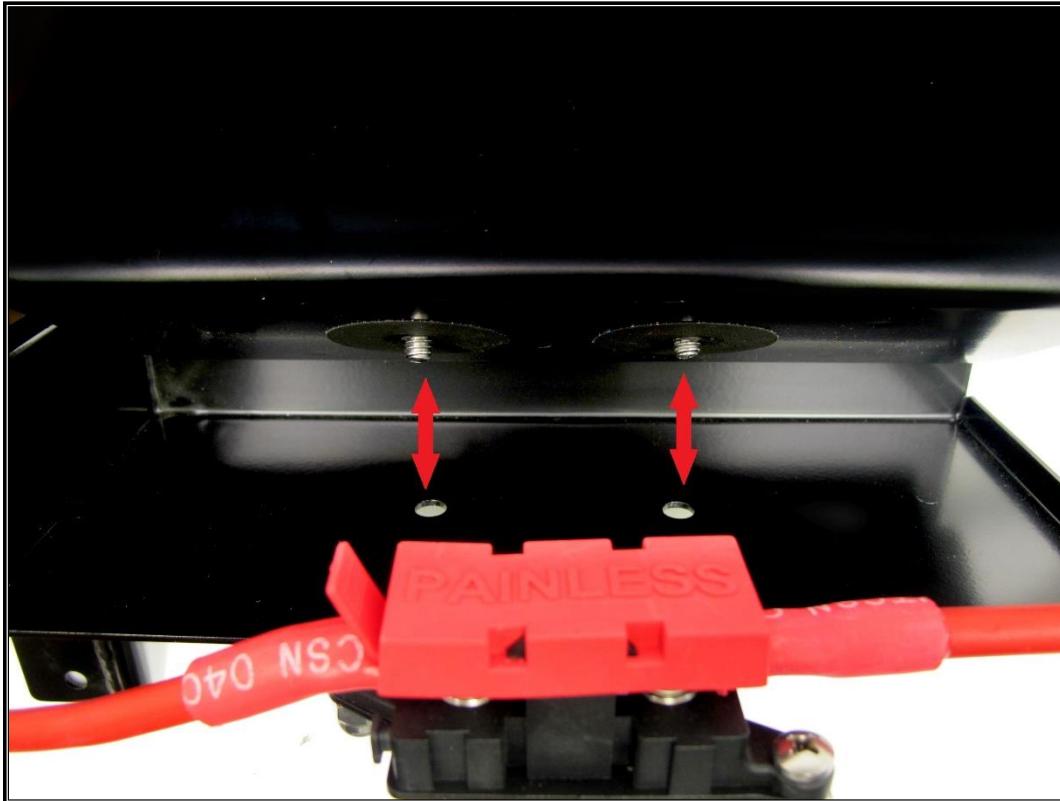
Step 4: Once the cover is removed, notice the mounting bolts located below the relays. Use a #2 Stubby Philips-head screwdriver to hold the bolts in place while you remove the $\frac{1}{4}$ " threaded, acorn nuts on the bottom of the unit with a $\frac{7}{16}$ " wrench or socket.



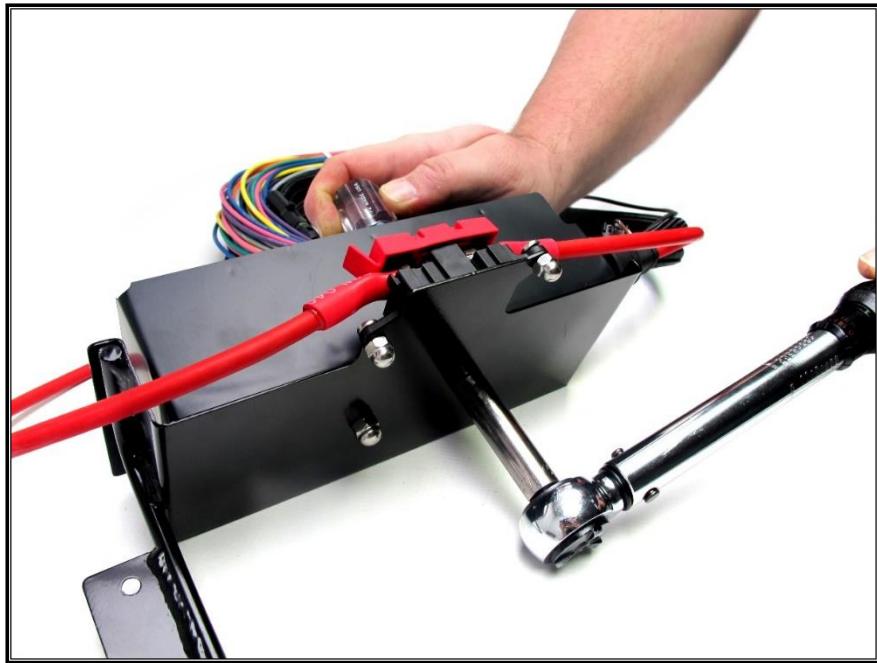
Step 5: With the bracket removed slide 2 of the $\frac{1}{4}$ "-20 stainless bolts into the holes on the back of the Fuse/Relay Center bracket.



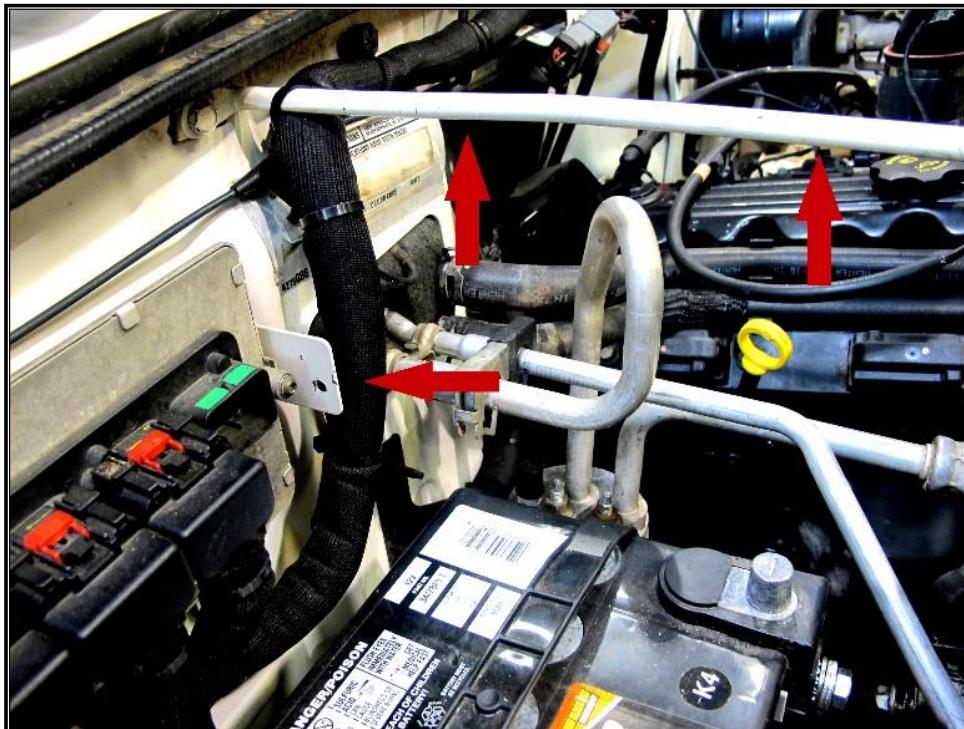
Step 6: With the mounting bolts in place, reattach the Fuse/Relay Center bracket.



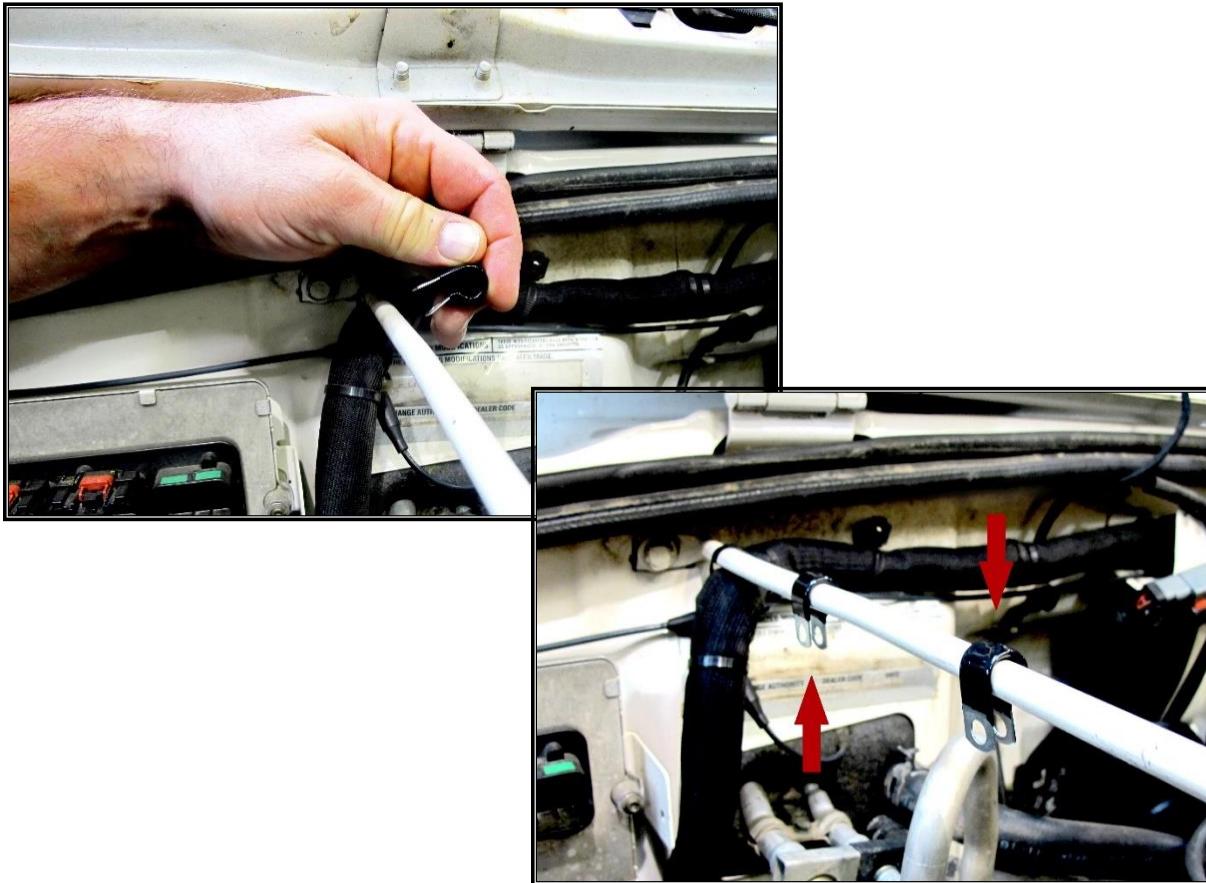
Step 7: Fasten the bracket to the Fuse/Relay Center using the [1/4" threaded, acorns nuts](#) you removed in Step 4. Caution: Do not over-torque these fasteners! If necessary, use a [torque wrench](#) to torque to [36 inch/pounds](#).



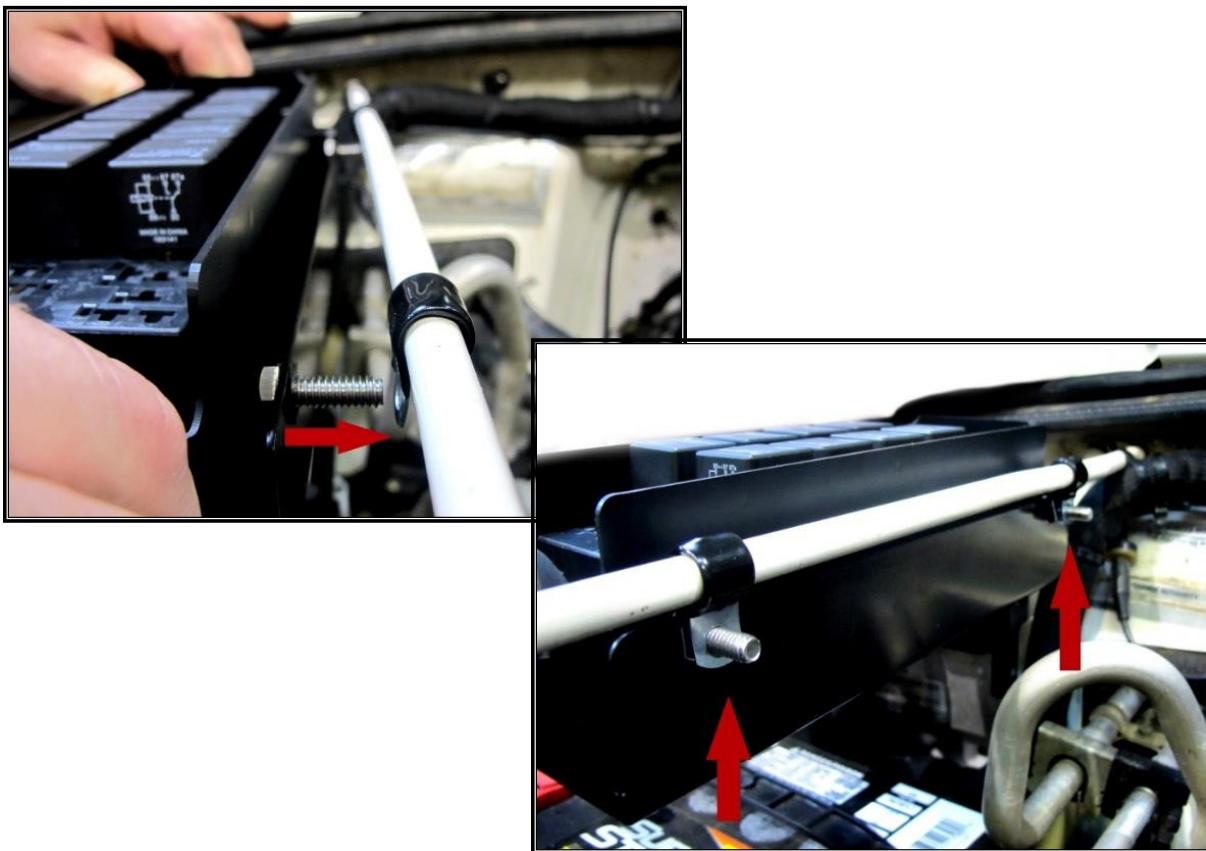
Step 8: In the engine compartment you will notice a **strut rod** and **mounting tab** on the firewall. The tab is just above the battery on the passenger side of the vehicle. Some TJ models, like the 2002 – 2003 Apex Edition, do not have this **mounting tab**. If your TJ doesn't have the **mounting tab**, see **Appendix A.** on [page 60 – 61](#) for steps on properly mounting your Fuse/Relay Center.



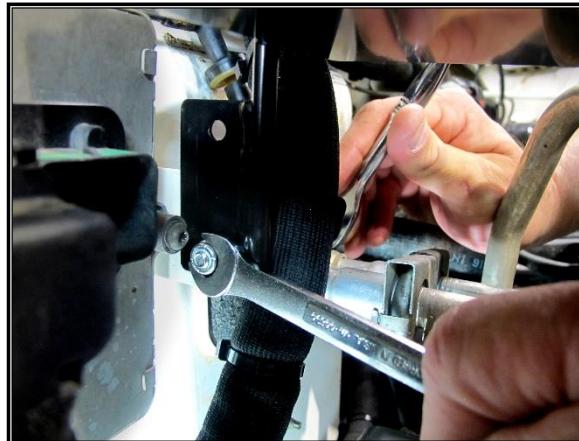
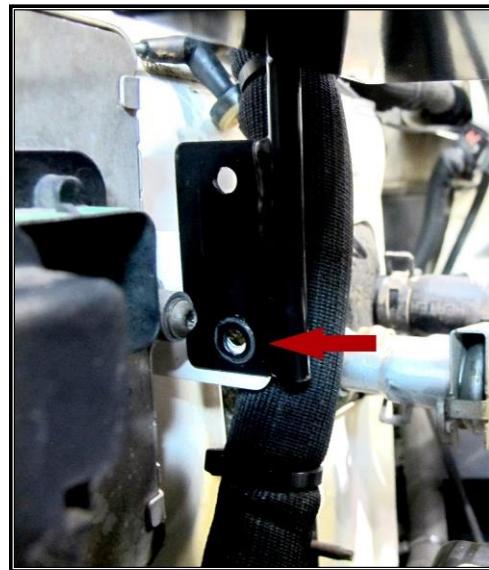
Step 9: places (2) $\frac{3}{8}$ " Adel clamps over the strut rod.



Step 10: Line up the $\frac{1}{4}$ "-20 stainless bolts you placed in the Fuse/Relay Center bracket in Step 5 with the (2) $\frac{3}{8}$ " Adel clamps. DO NOT install and tighten the $\frac{1}{4}$ " nylon lock nuts until Step 17.



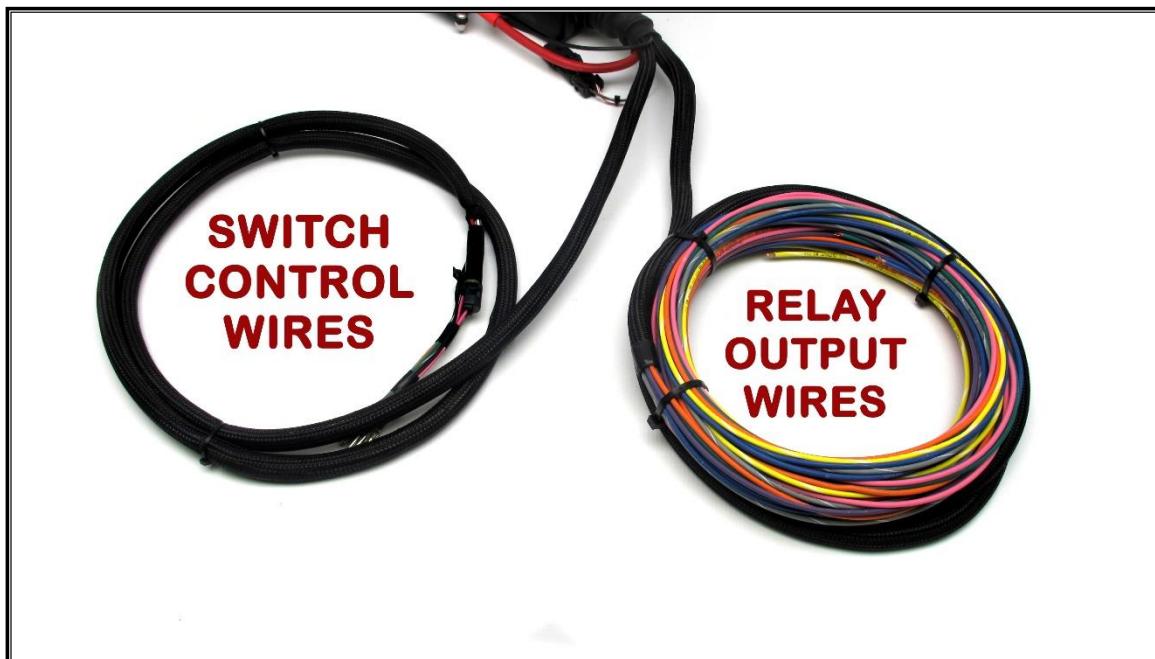
Step 11: Line up the tab on the bottom of the **Fuse/Relay Center** bracket with the mounting tab on the firewall. Take (1) $\frac{1}{4}$ "-20 stainless bolt and (1) $\frac{1}{4}$ " nylon lock nut and, using a $\frac{7}{16}$ " wrench and socket, secure the tabs together.



Step 12: Use a $\frac{7}{16}$ " socket to re-secure the lid to the unit. Caution: Do not over-torque this fastener! If necessary, use a torque wrench and torque to 11 inch/pounds.

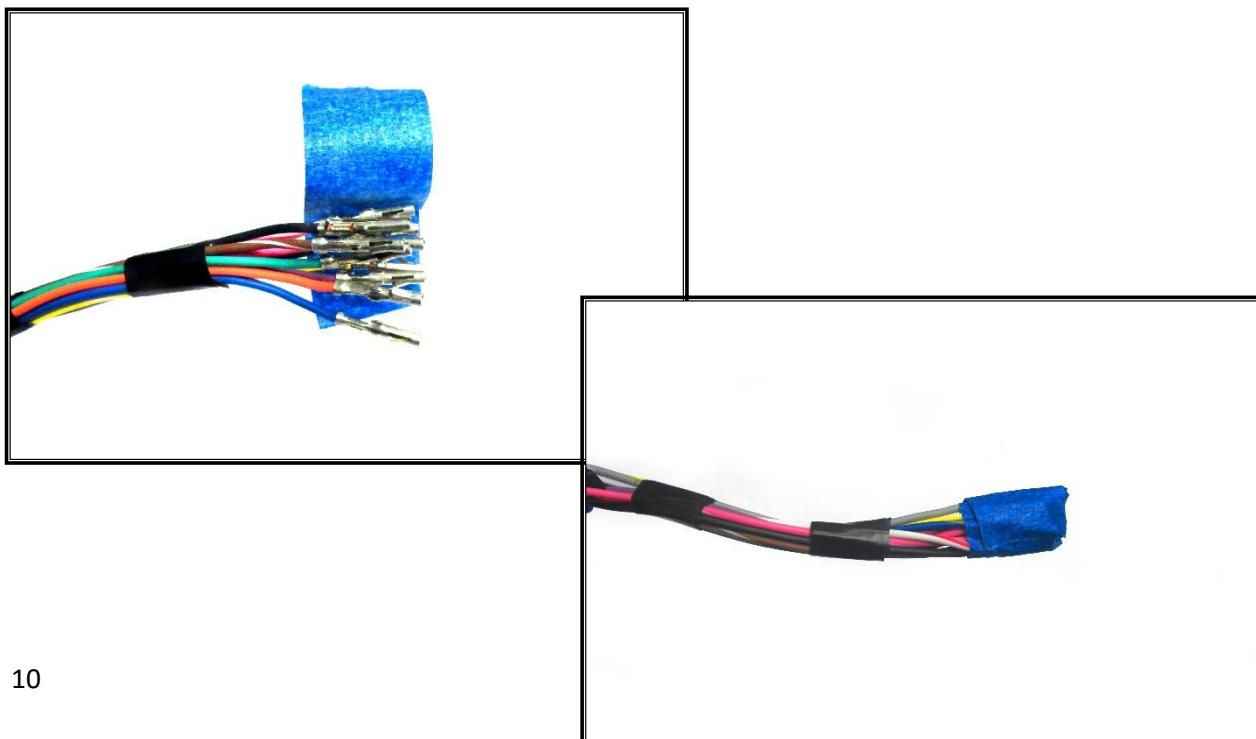


Step 13: Locate the Trail Rocker control wires.

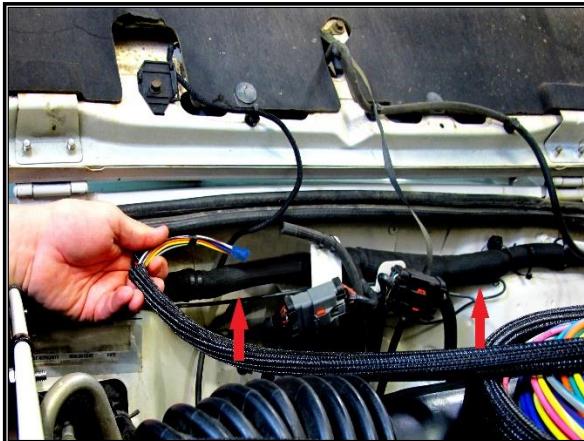


Step 14: Next, secure the loose ends of the **Switch Control wires** with a piece of **masking tape**. This step is necessary to insure ease when feeding the wire through the firewall on **Step 22**. Failing to tape the ends can cause the loose wires to catch on the internal structure of the dash.

WARNING: MAKE SURE YOUR SYSTEM IS NOT CONNECTED TO THE BATTERY! THESE WIRES ARE HOT WHEN THE TRAIL ROCKER HAS POWER AND WILL SHORT THE SYSTEM OUT IF THEY TOUCH AS SEEN IN THE IMAGES BELOW. AGAIN, DO NOT RECONNECT THE BATTERY UNTIL INSTRUCTED.



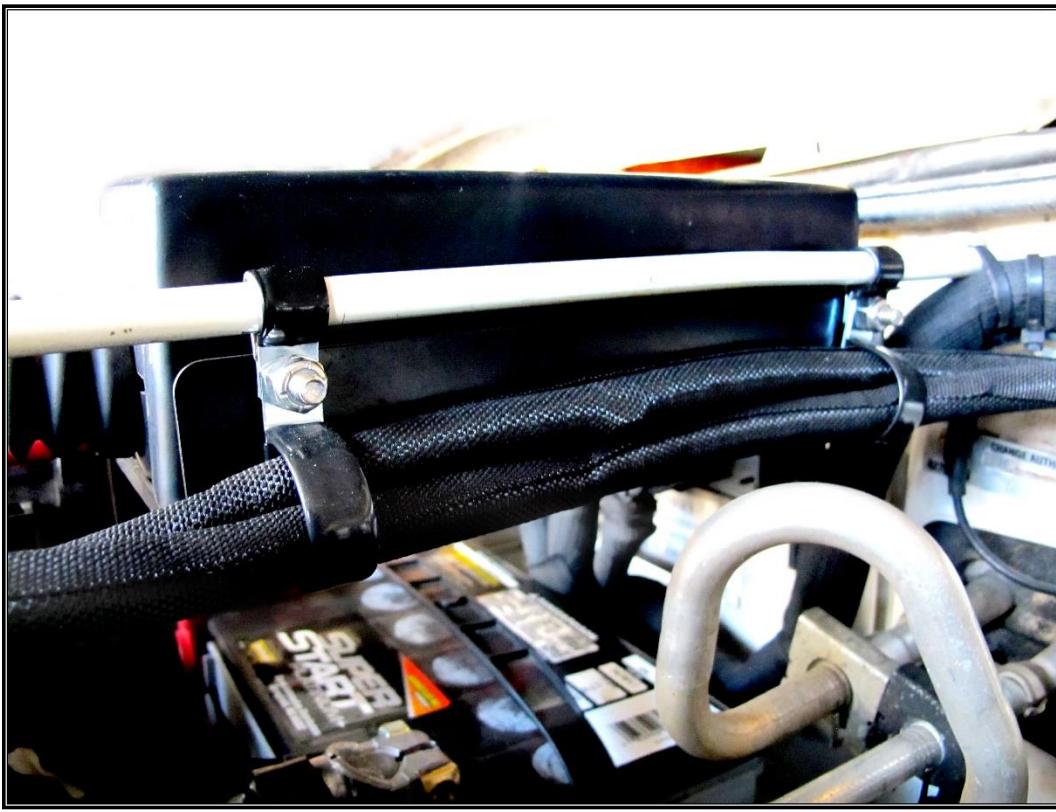
Step 15: Carefully route the Trail Rocker control wires along the factory wire loom, and under the strut rod.



Step 16: Route the Trail Rocker control wires over the brake booster but under the clutch master cylinder, if your Jeep has a manual transmission.



Step 17: Next, secure the Trail Rocker control wires to the Fuse/Relay Center. To do this, place (2) 1" Adel clamps over the Trail Rocker control wires and secure them to the (2) 1/4"-20 stainless bolts on the Fuse/Relay Center bracket with (2) 1/4" nylon lock nuts.



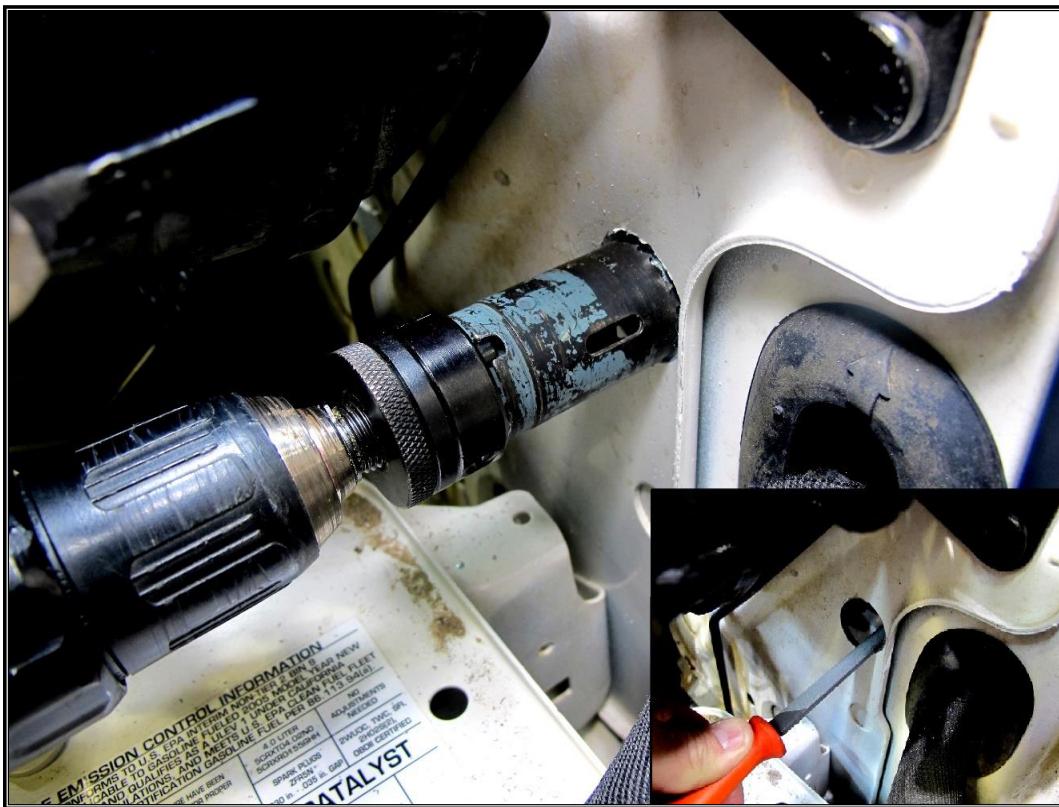
Step 18: Zip-tie the Trail Rocker control wires to the factory wiring harness. Then, locate the small hole below the brake booster and master cylinder. This is where you will drill through the firewall.



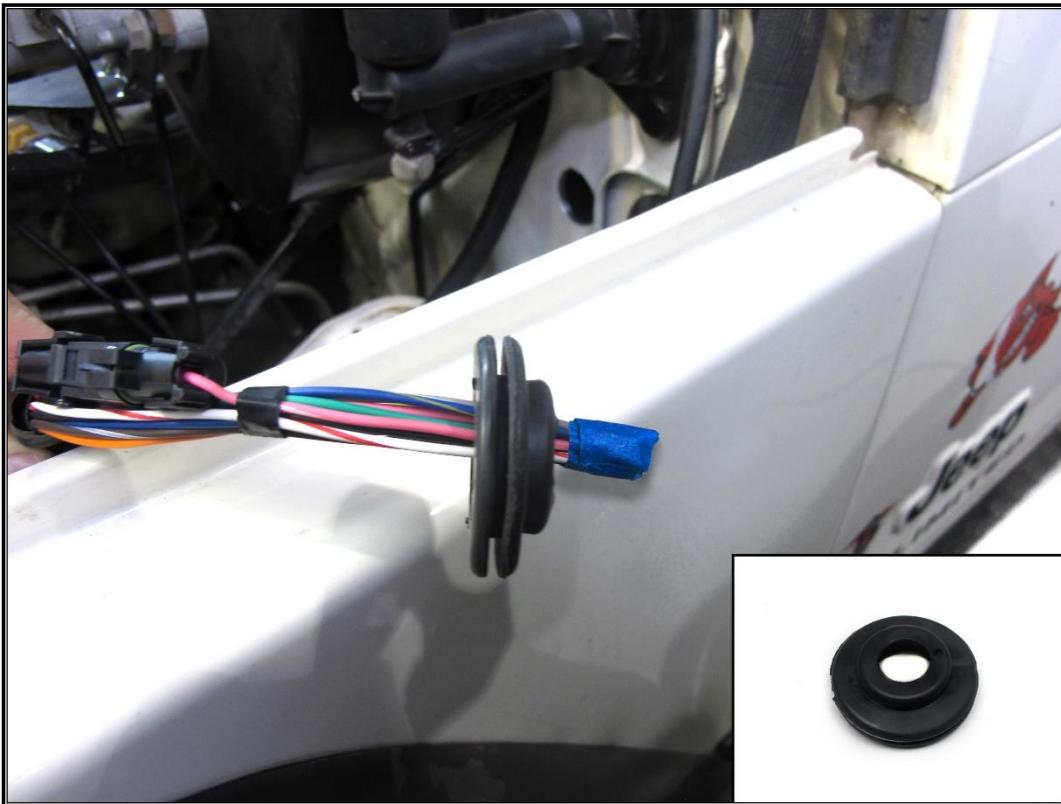
Step 19: In the interior there is a cover behind the pedals that will need to be moved before you drill. Once the cover is moved out of the way, you can see from the interior where the hole will be made.



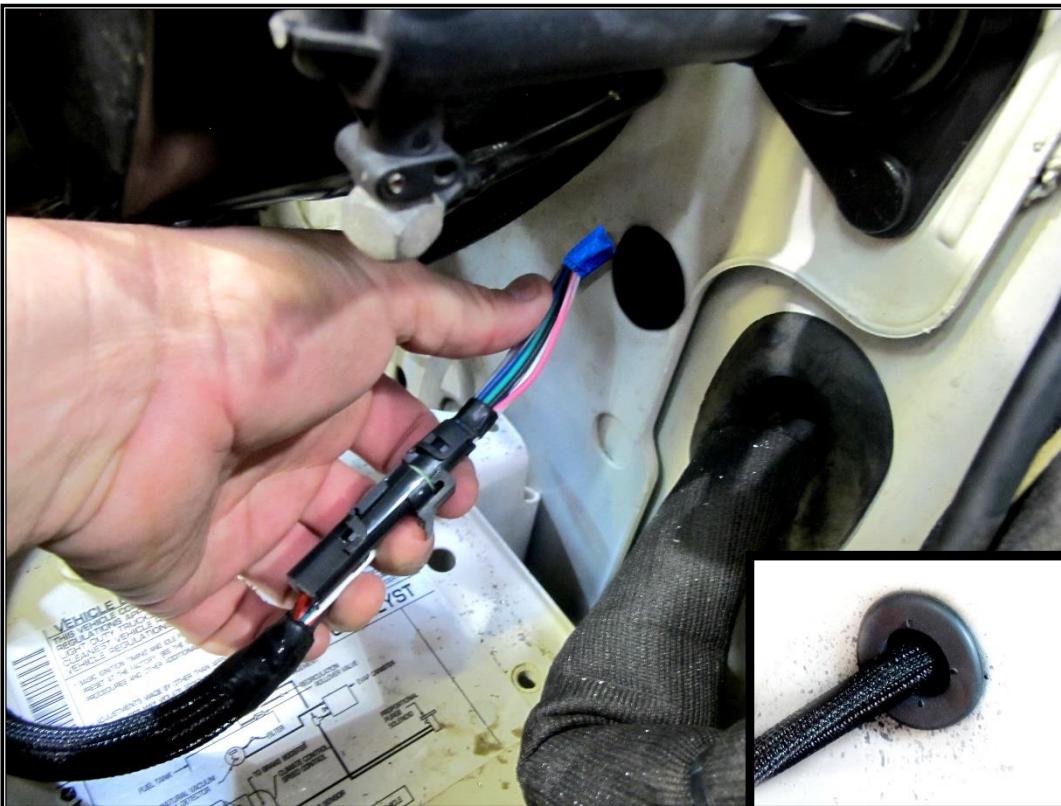
Step 20: Use a **1 1/4"** hole saw with arbor to drill a hole in the firewall. Then, use a **metal file** to remove any burrs.



Step 21: Locate the **rubber grommet** in the included parts kit and slide it over the **Switch Control wires**.



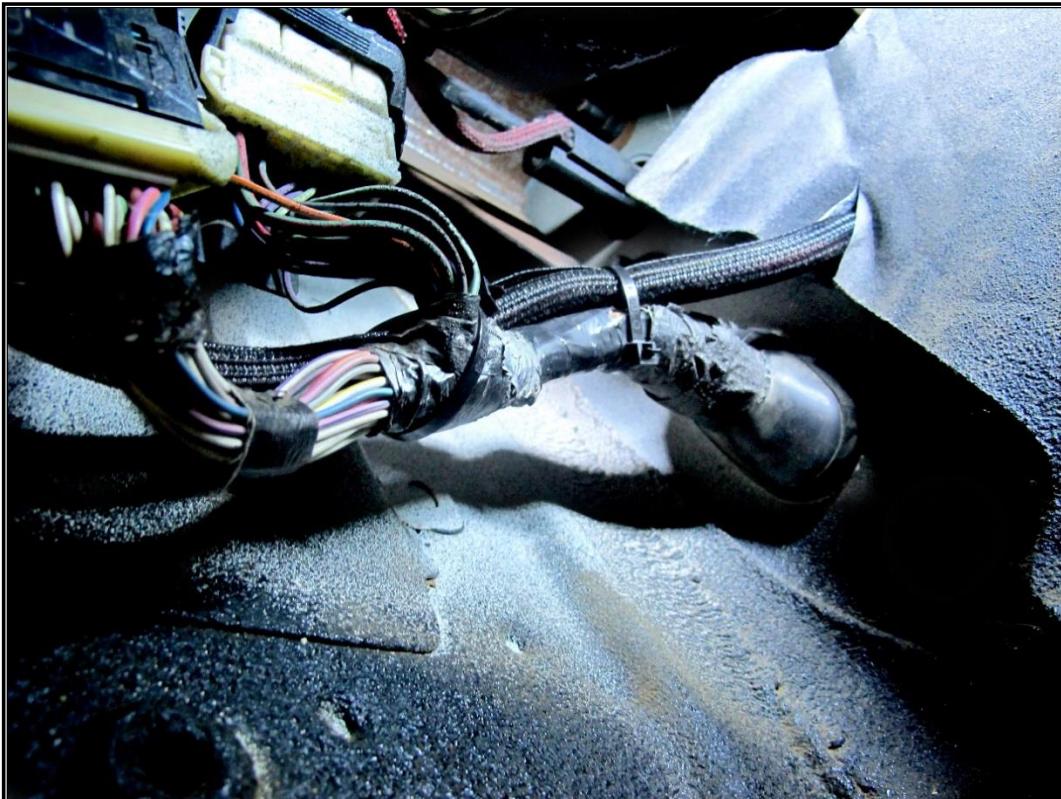
Step 22: Pass the **Switch Control wires** through the hole in the **firewall**. Secure the **rubber grommet** in the hole.



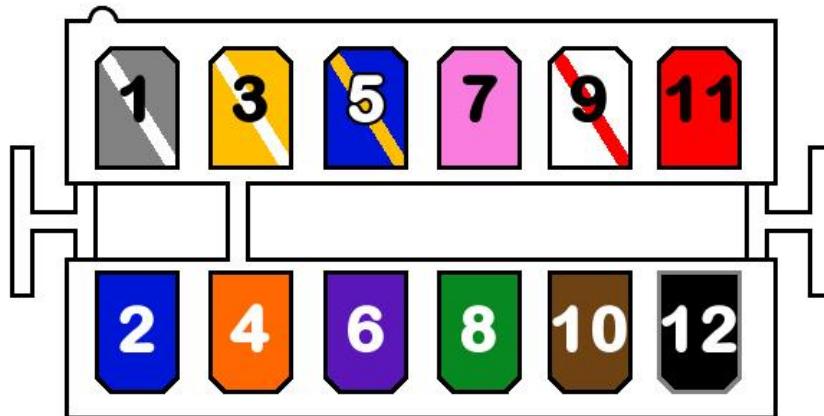
Step 23: In the interior, replace the cover you moved in Step 19. It may be necessary to cut a small hole in the cover to allow the Switch Control wires to pass neatly through.



Step 24: Zip-tie the Switch Control wires to the factory wires coming through the firewall.

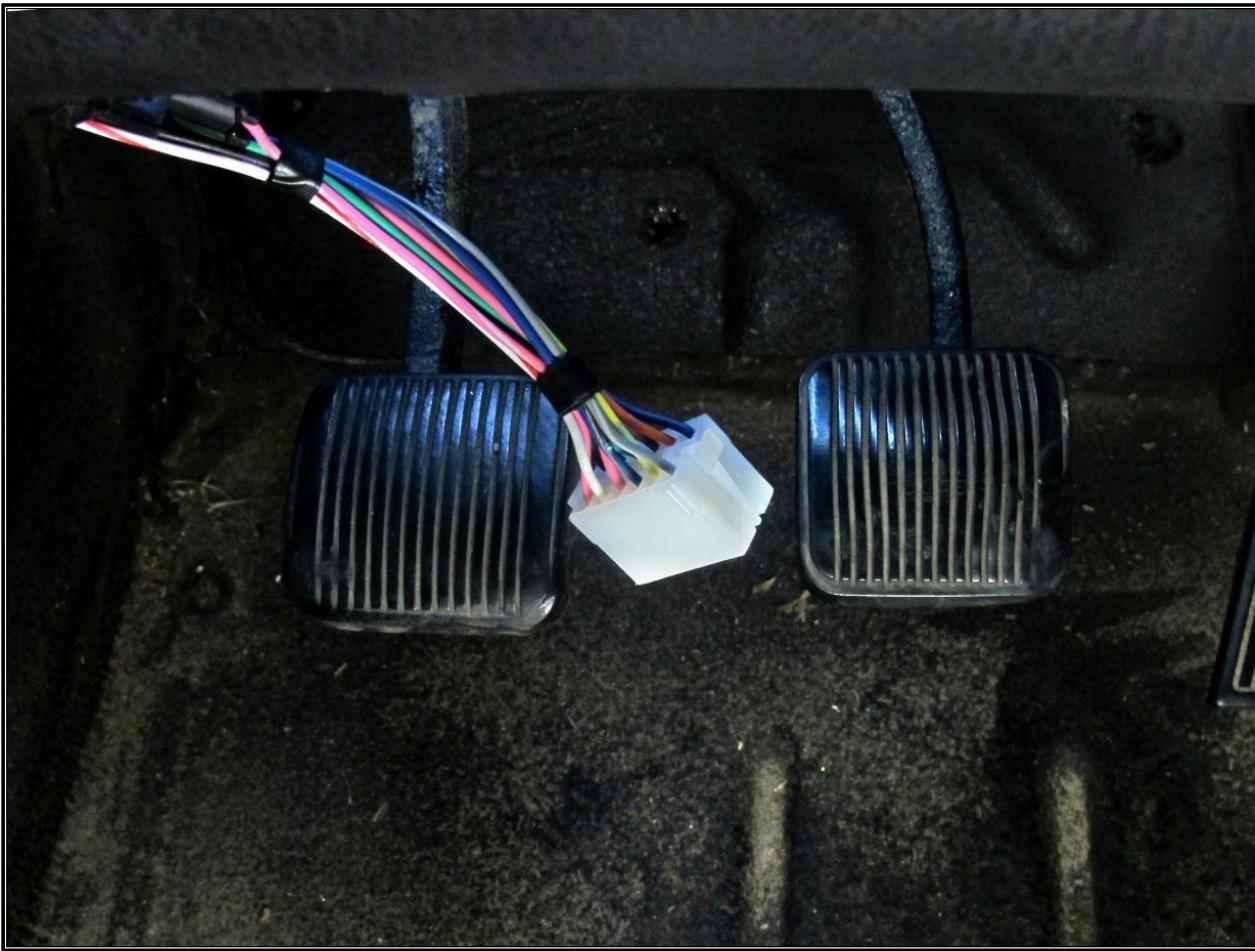


Step 25: On the interior, remove the tape and locate the **12-pin connector** shell in your parts kit. Then, connect the pinned wires from the Fuse/Relay Center using the diagram below. **NOTE:** The diagram below shows the connector from the wire side.



WIRE	FUNCTION
1 - Grey/White	Relay 1 Enable
2 - Blue	Relay 2 Enable
3 - Yellow/White	Relay 3 Enable
4 - Orange	Relay 4 Enable
5 - Blue/Yellow	Relay 5 Enable
6 - Purple	Relay 6 Enable
7 - Pink	Relay 7 Enable
8 - Green	Relay 8 Enable
9 - White/Red	Winch IN
10 - Brown/White	Winch OUT
11 - Red	Switch Power
12 - Black	Switch Ground

Step 26: With the connector affixed, allow the **Switch Control wires** to hang below the dash for the moment.



SWITCH PANEL INSTALLATION

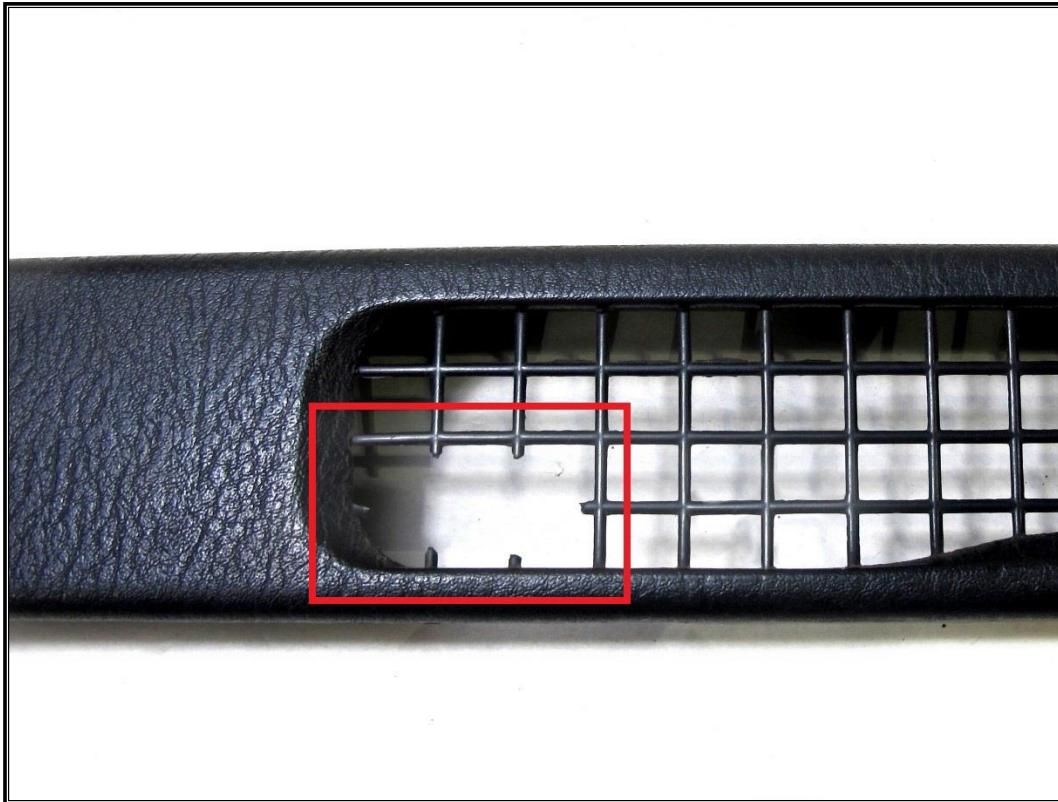
Step 27: Remove the access panel below the steering column by removing its 2 screws with a **Philips-head screwdriver**.



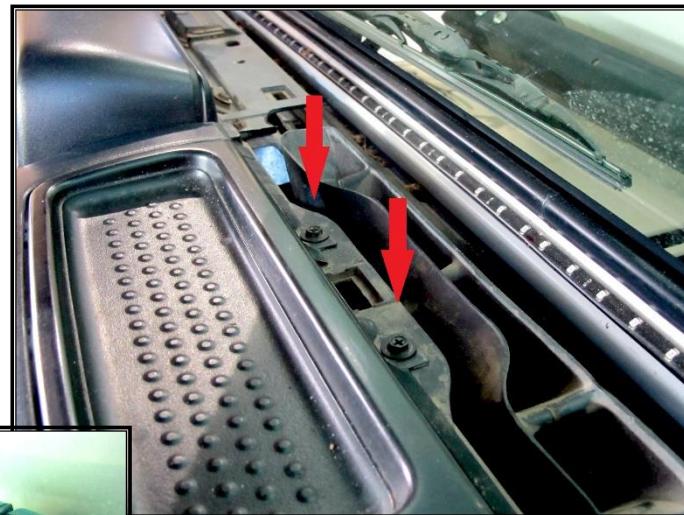
Step 28: Locate the Defroster Duct Panel on top of the dash. To remove the panel carefully pry up until the clips release.



Step 29: With the Defroster Duct Panel removed, carefully cut out the driver side corner of the defroster vent.



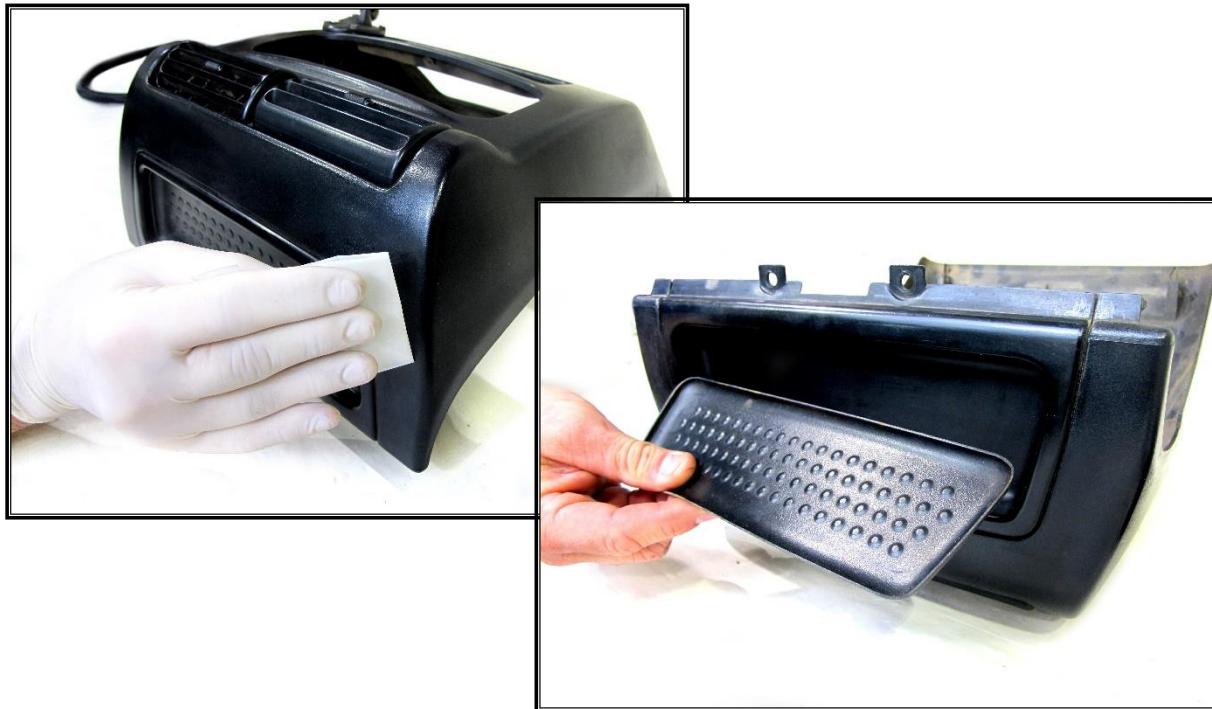
Step 30: Locate the 2 screws at the top of the Instrument Panel Bezel and remove them with a [Philips-head screwdriver](#).



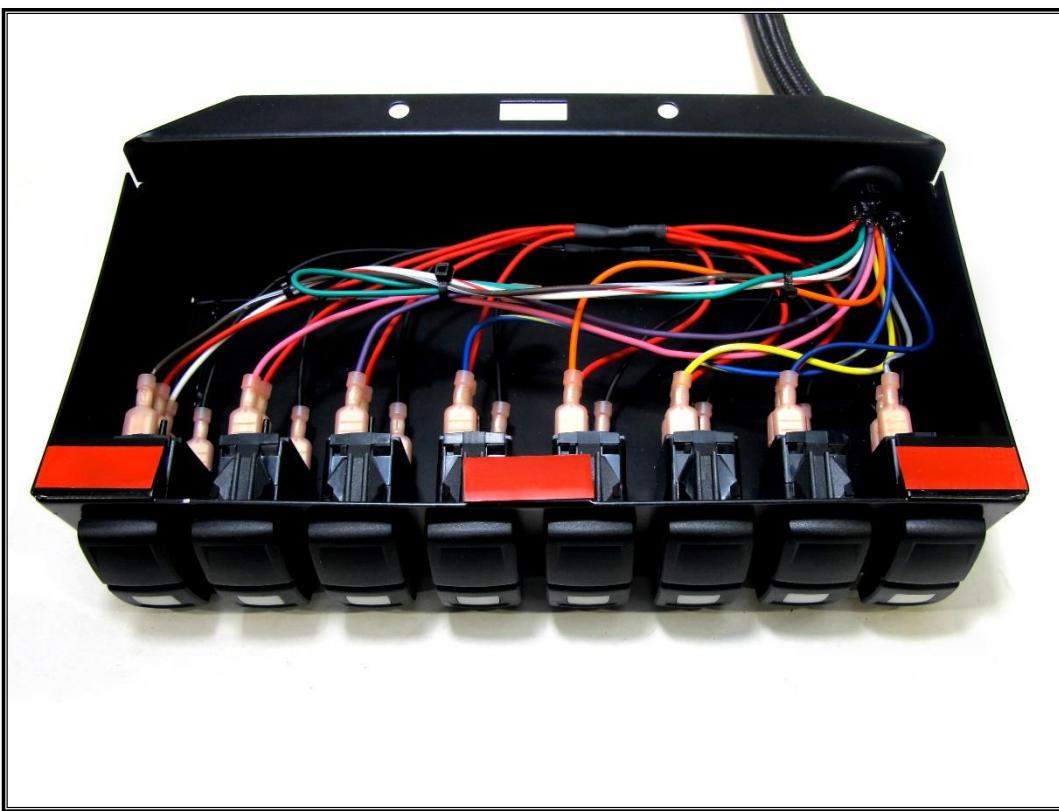
Step 31: With the screws out, remove the **bezel** by carefully pulling forward until the clips release.



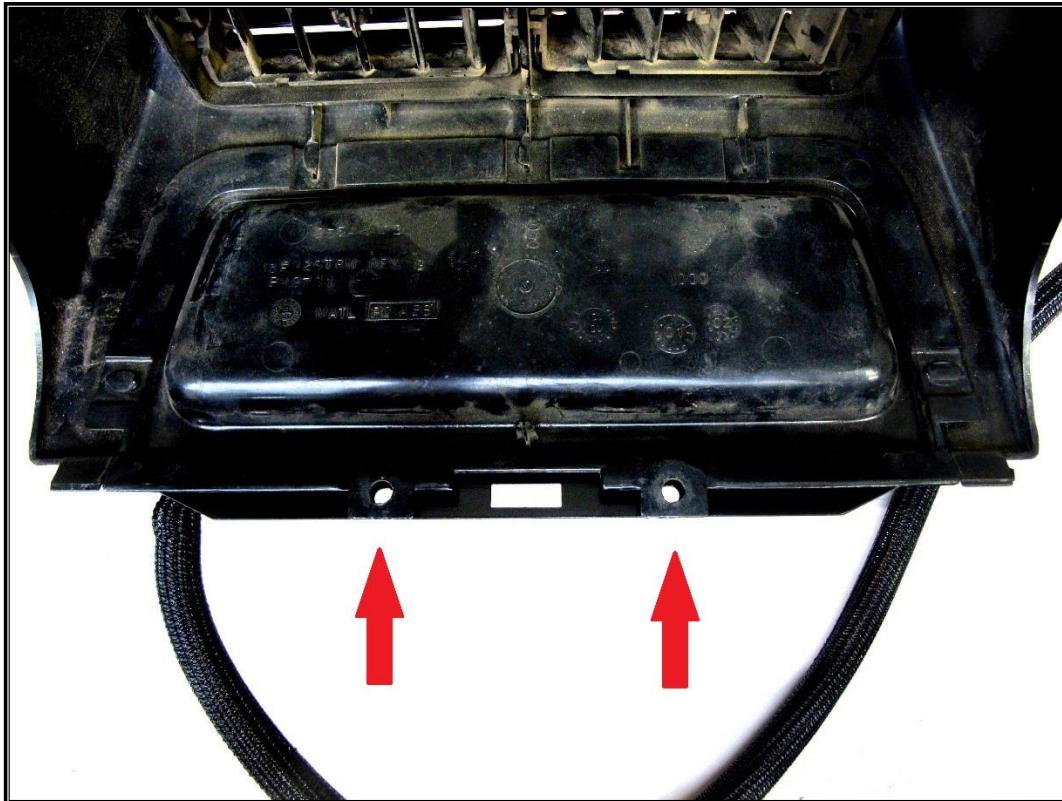
Step 32: Use rubbing alcohol and a towel to remove any detailing products that may be built up on the **bezel**. This will insure the strips of **3M emblem adhesive** will stick to your **bezel**. Then, remove the **insert** from the top of the **bezel**.



Step 33: Locate the Switch Panel and turn it over. Notice the 3 strips of 3M emblem adhesive on the 3 tabs under the Switch Panel.



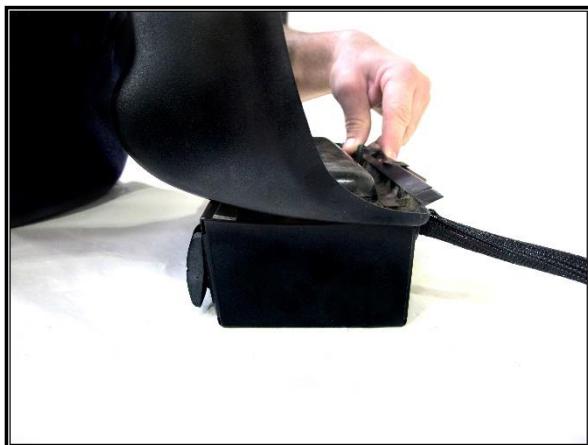
Step 34: With the **Switch Panel** still upside down line up the screw holes on the back of the **Instrument Panel Bezel** with those on the **Switch Panel**. If necessary, slightly bend the 3 tabs on the **Switch Panel** to insure direct contact with the bezel.



Step 35: Rock the Instrument Panel Bezel back and remove the backing from the double-sided adhesive.



Step 36: With the backing removed from the adhesive, keep the screw holes aligned, and rock the Instrument Panel Bezel forward. Press down with a bit of pressure to insure the adhesive sticks firmly to the bezel's surface. Again, it may be necessary, slightly bend the 3 tabs on the Switch Panel to insure direct contact with the bezel.



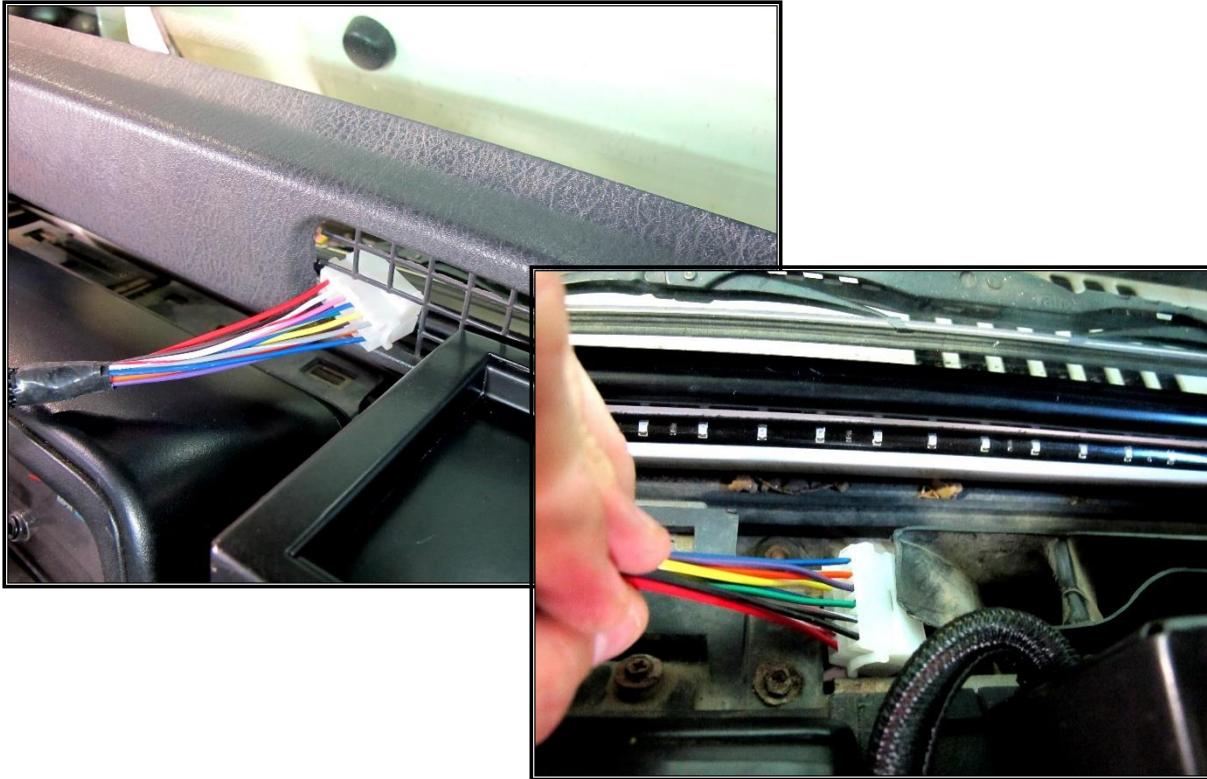
Step 37: Reinstall the Instrument Panel Bezel with the Switch Panel attached.



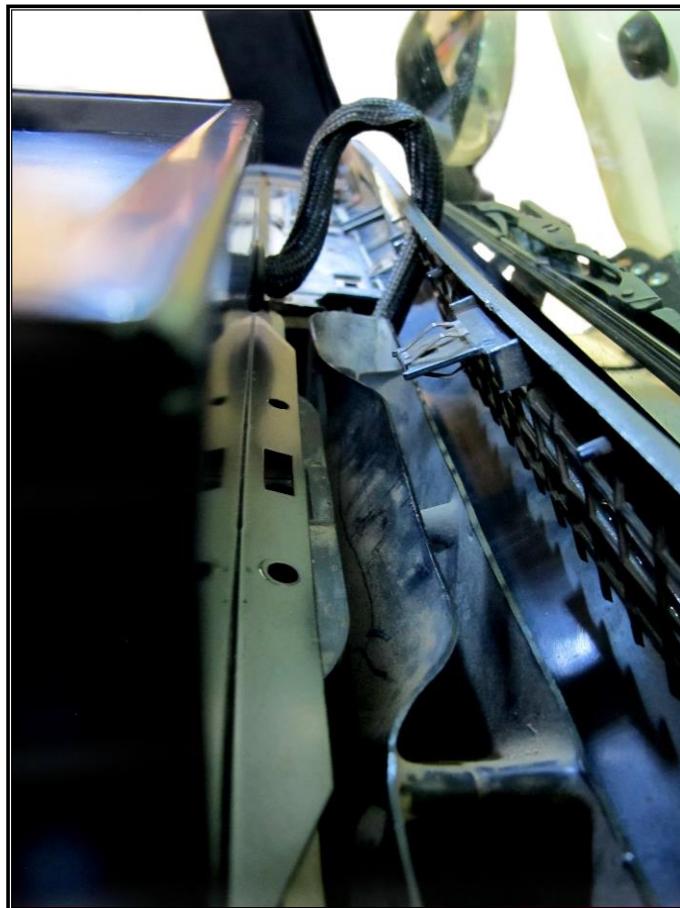
Step 38: Place the Defroster Duct Panel behind the Switch Panel to be reinstalled later.



Step 39: Pass the Switch Panel wire connector through the hole in the Defroster Duct Panel you made in Step 29. Then pass it down through the dash.



Step 40: At this point your Trail Rocker System should appear as it does below with the Switch Panel wires passing through the Defroster Duct Panel first then the dash.



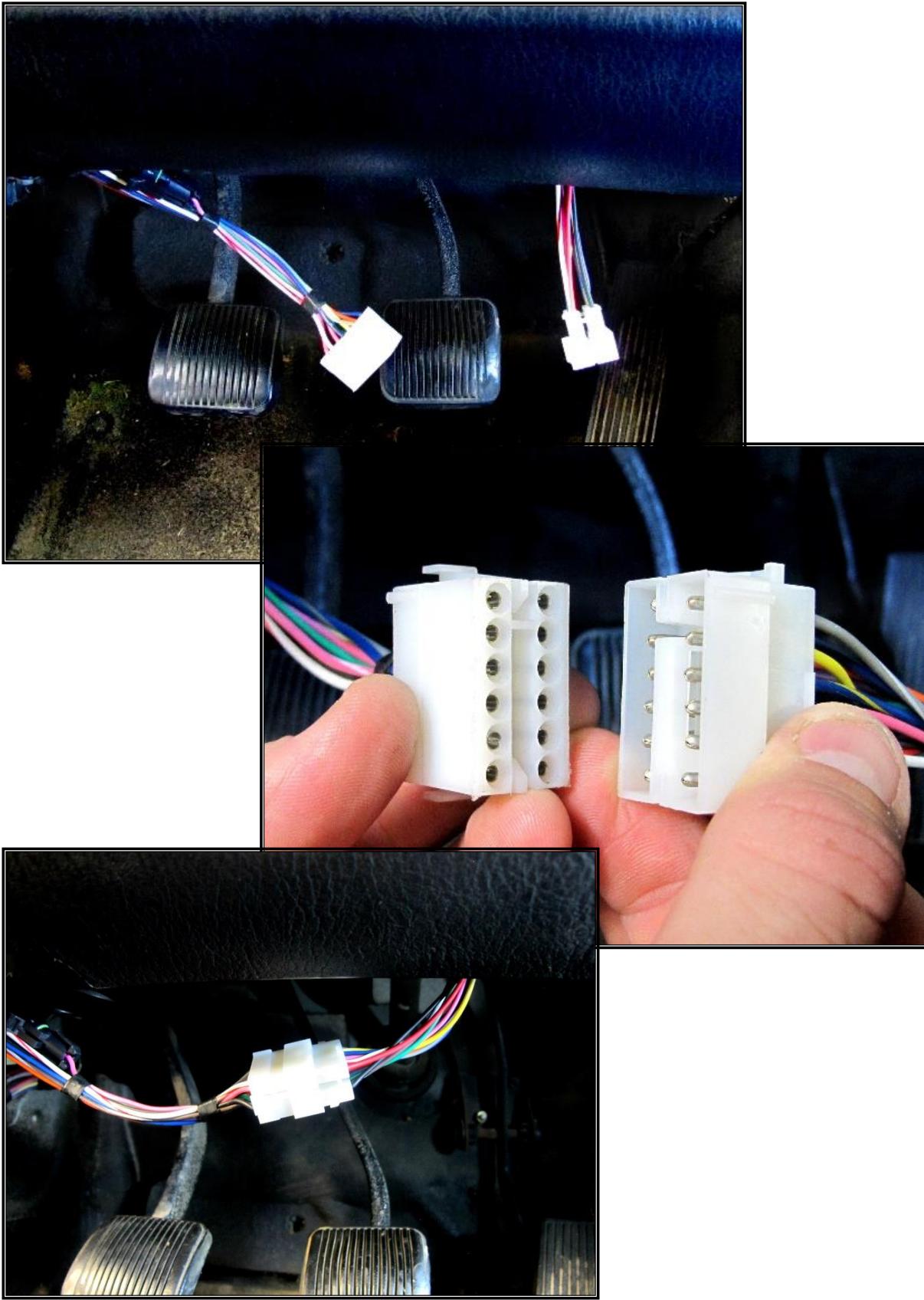
Step 41: Secure the Switch Panel and bezel with the screws you removed in Step 30.



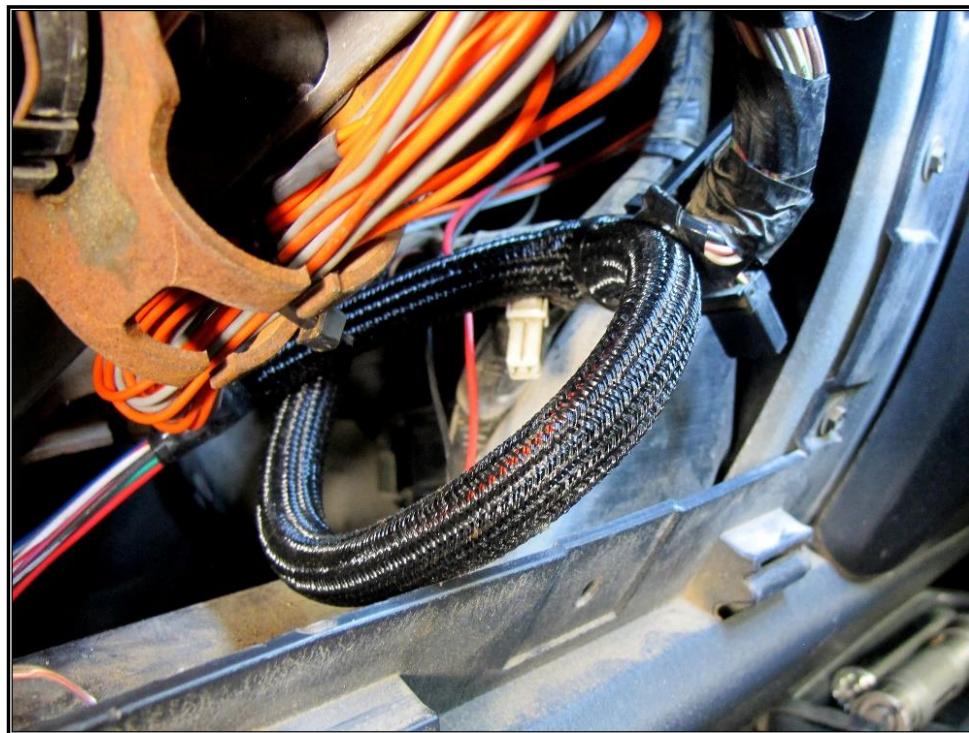
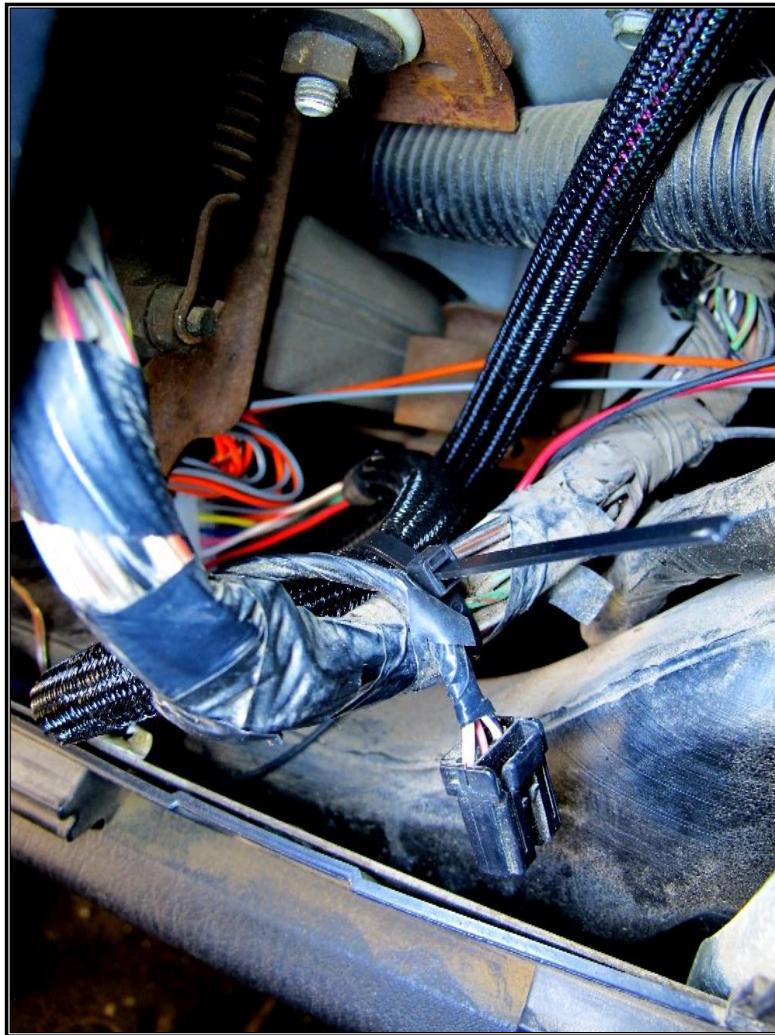
Step 42: Reinstall the Defroster Duct Panel.



Step 43: Connect the Switch Control wires and the Switch Panel wires.



Step 44: Secure the wires using the provided zip-ties.



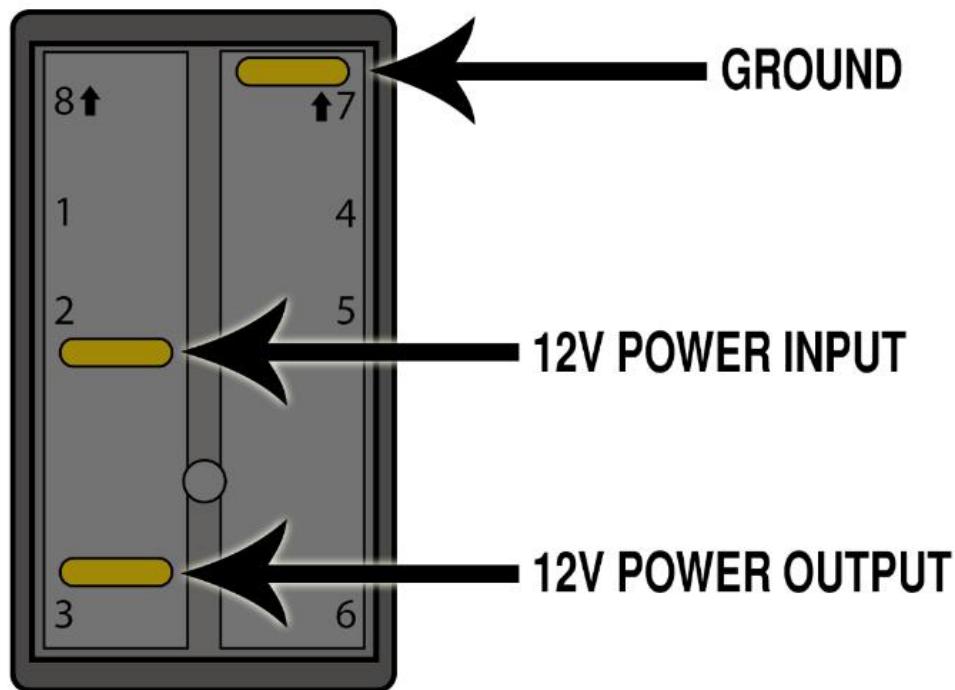
Step 45: Reinstall the access panel you removed in Step 27.



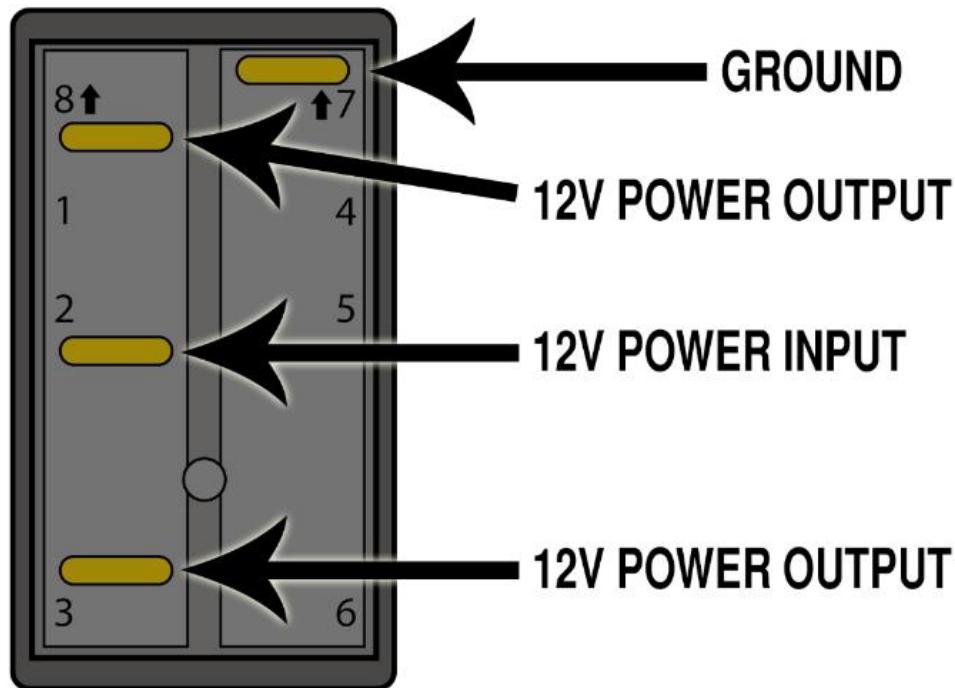
SWITCH WIRING

The lighted rocker switches included in your kit are wired as shown in the diagram below.

Lighted Off-On Rocker



Lighted On-Off-On Rocker

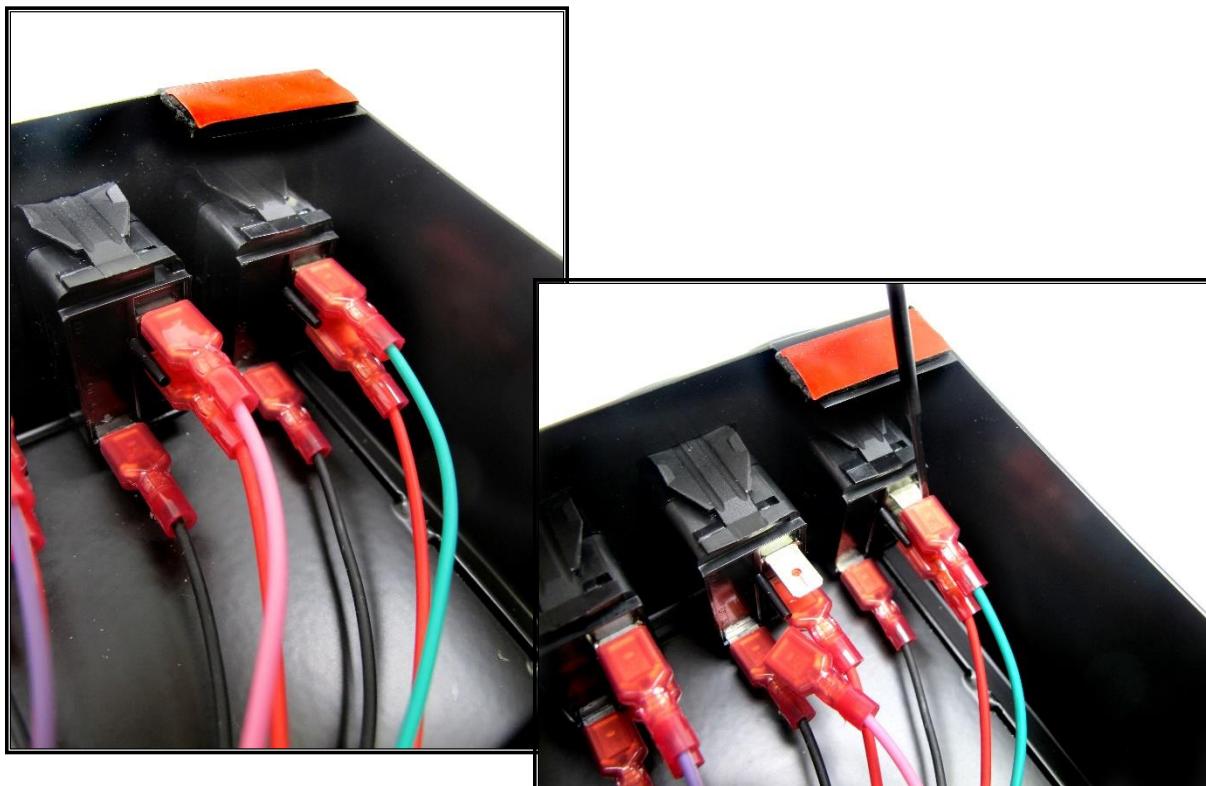


DOUBLING SWITCH CONTROL WIRES

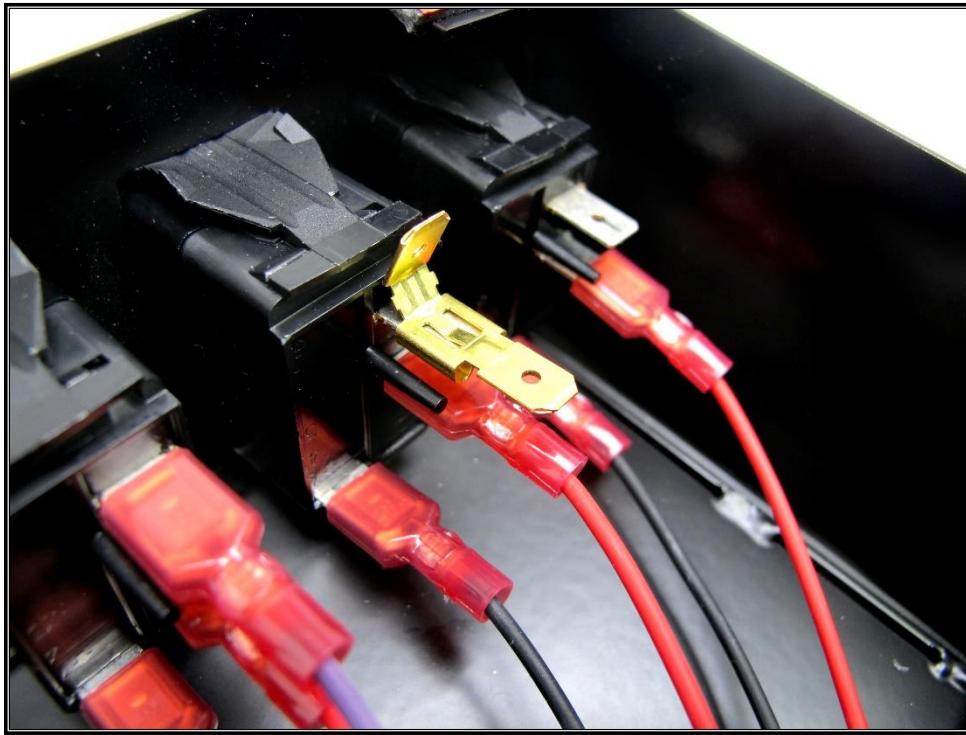
Steps 46 – 48 are optional and only for those who wish to control multiple functions for one switch. Provided in the kit are some **piggyback terminals**, similar to those shown below.



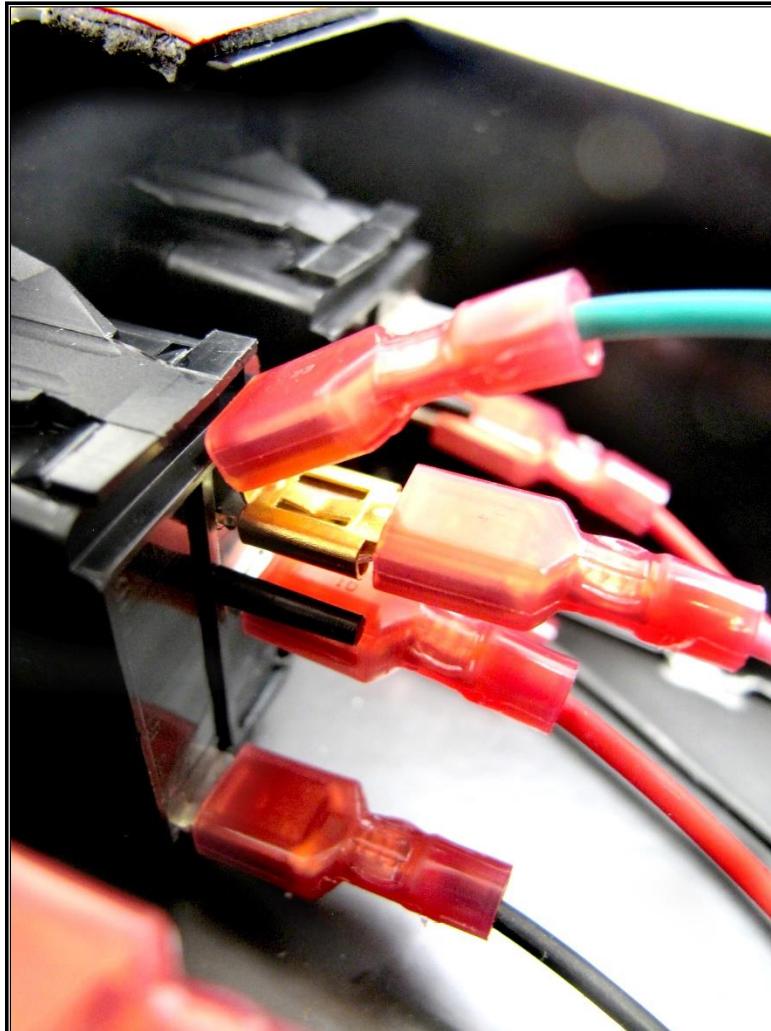
Step 46: Choose which switch you want to control multiple functions with, and which switch you want to disconnect. Remove the **Switch Panel wire** from the terminal on the bottom of each switch (**terminal #3**).



Step 47: Place on the piggyback terminal.



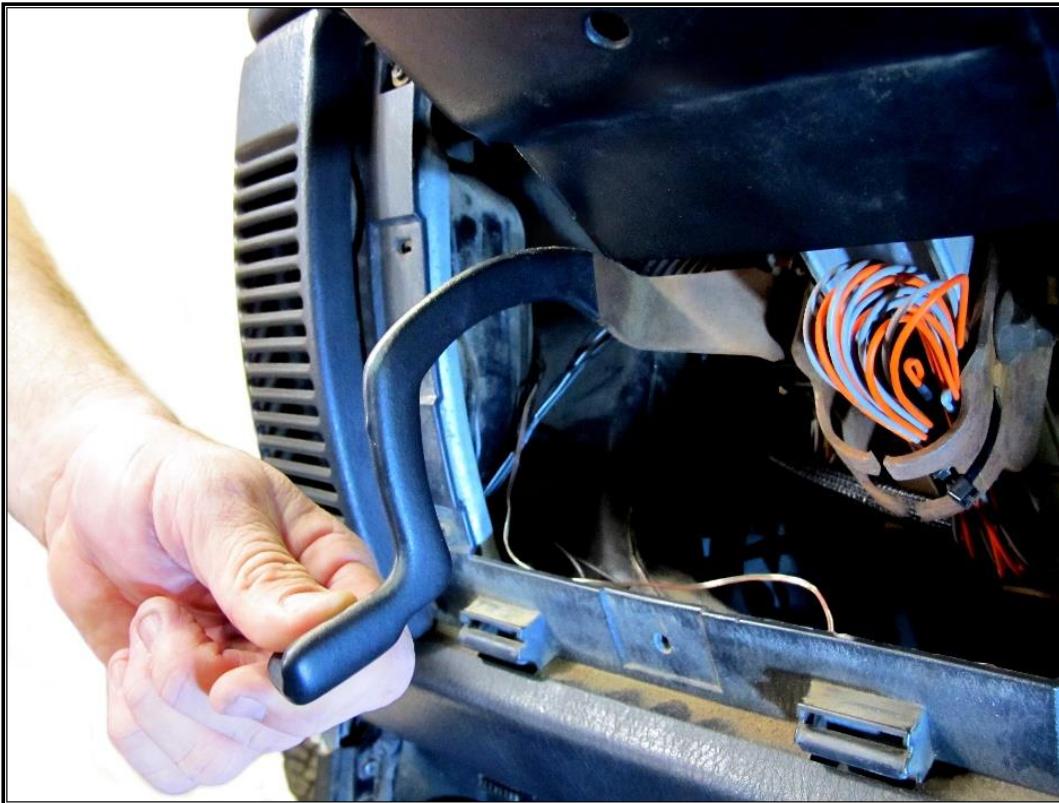
Step 48: Take the Switch Panel wires you just removed and connect them to the piggyback terminal.



IF YOU WANT TO OPERATE YOUR SWITCHES WITH A CONSTANT POWER (AS SHIPPED), SKIP STEPS 49 – 64. THESE STEPS ILLUSTRATE HOW TO HOOK UP YOUR TRAIL ROCKER TO IGNITION SWITCHED POWER AND ARE COMPLETELY OPTIONAL.

IGNITION SWITCH CONNECTOR INSTALLATION

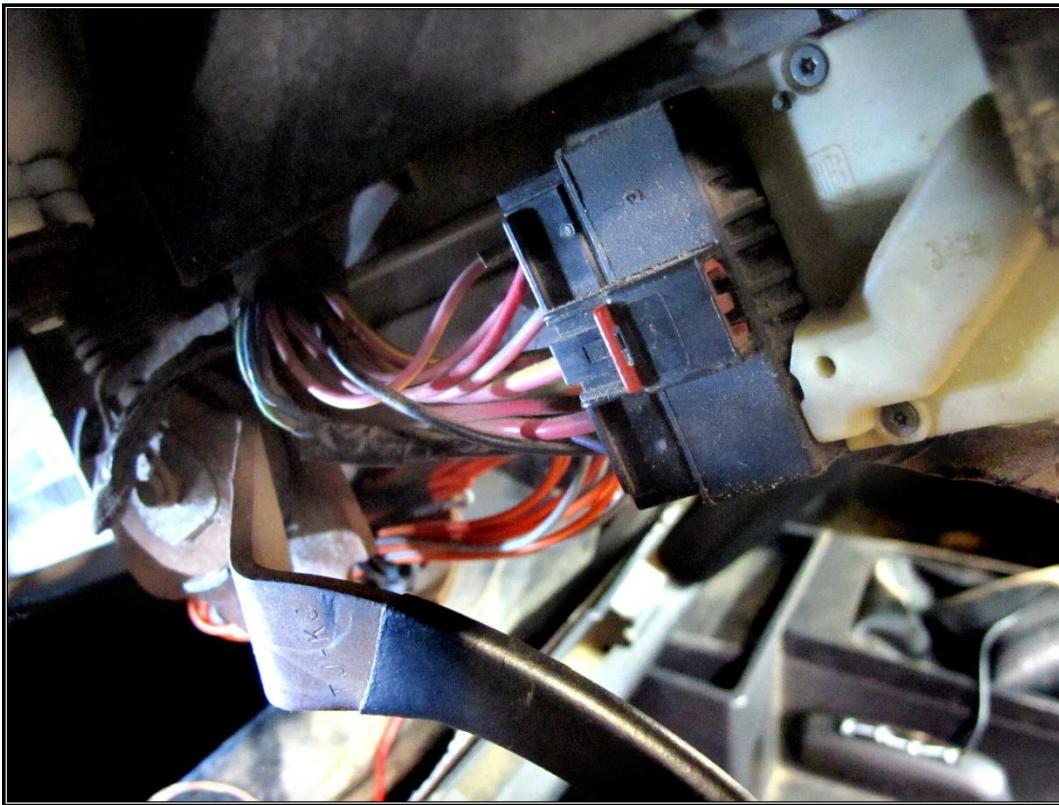
Step 49: With the access panel still removed, release the steering column lock.



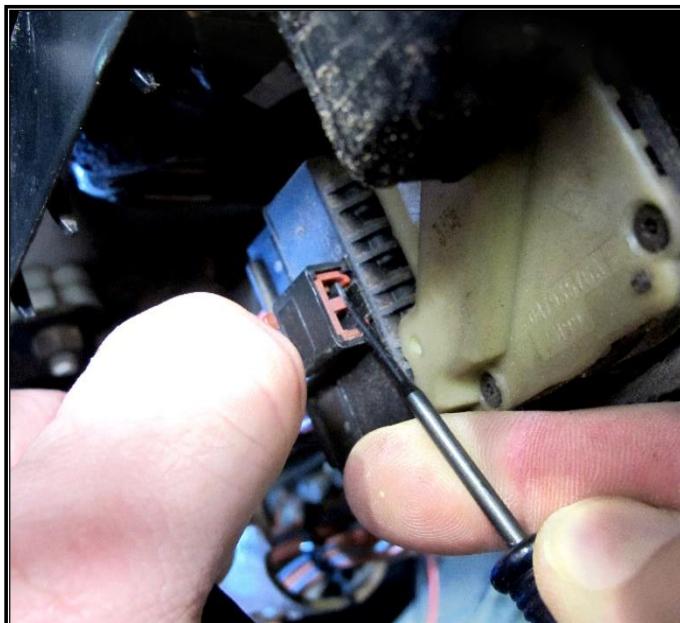
Step 50: Use a [Philips-head screwdriver](#) to remove the steering column cover.



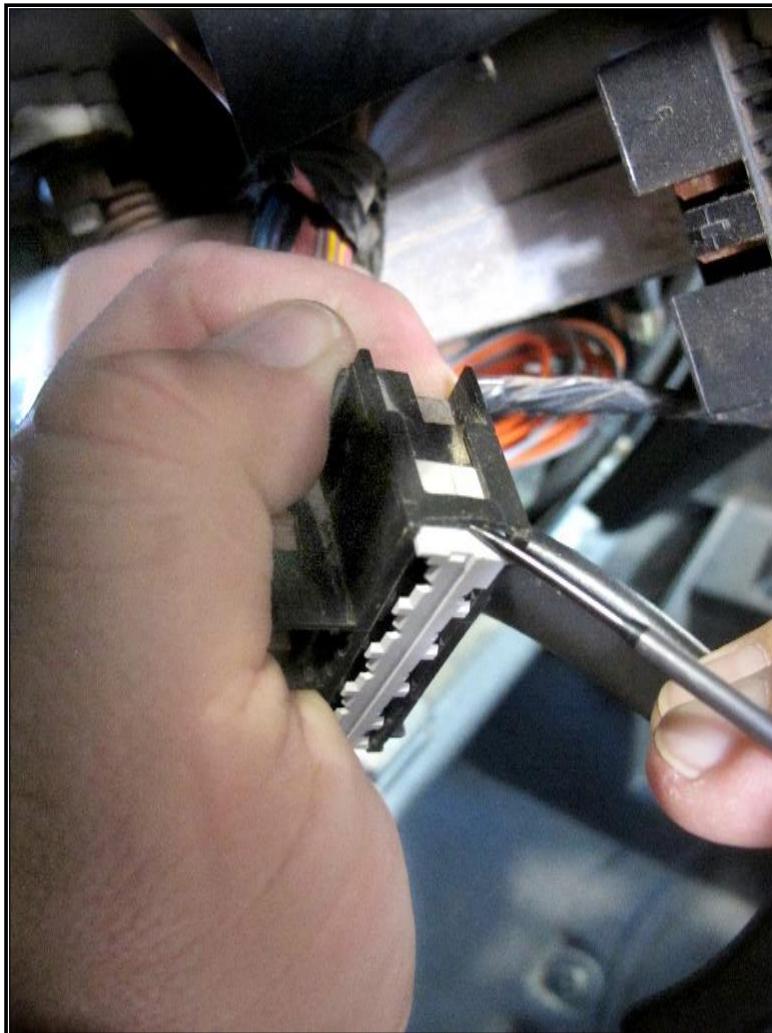
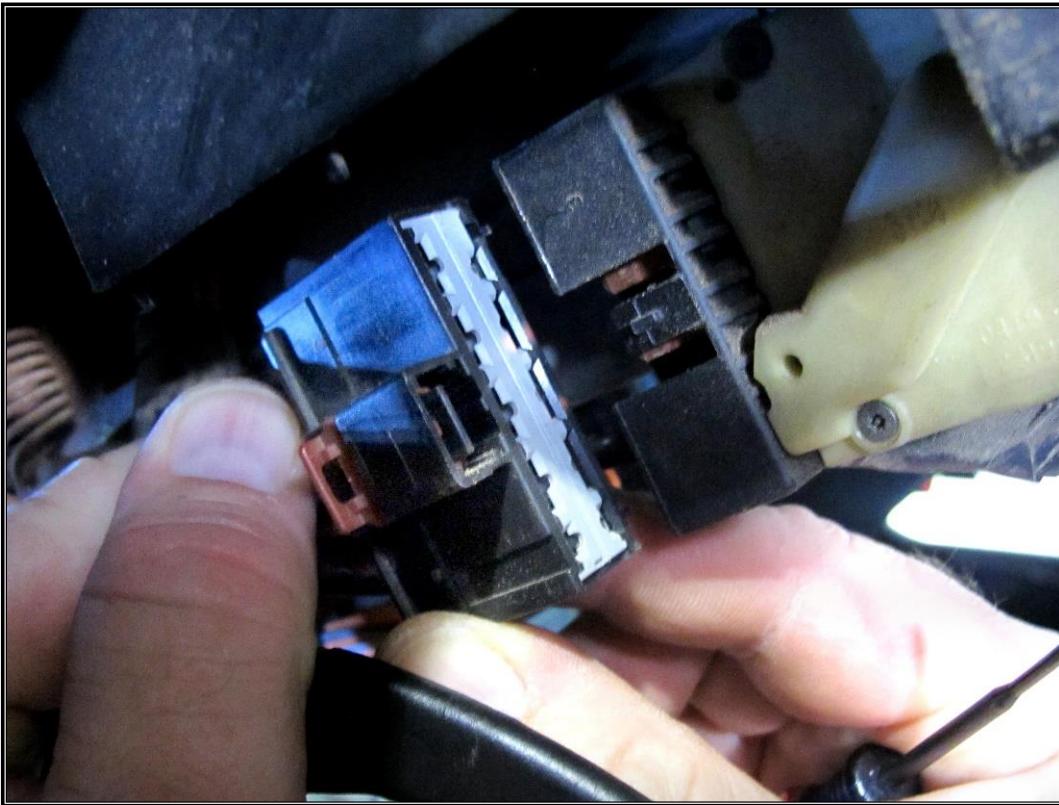
Step 51: You will now locate the ignition switch connector.



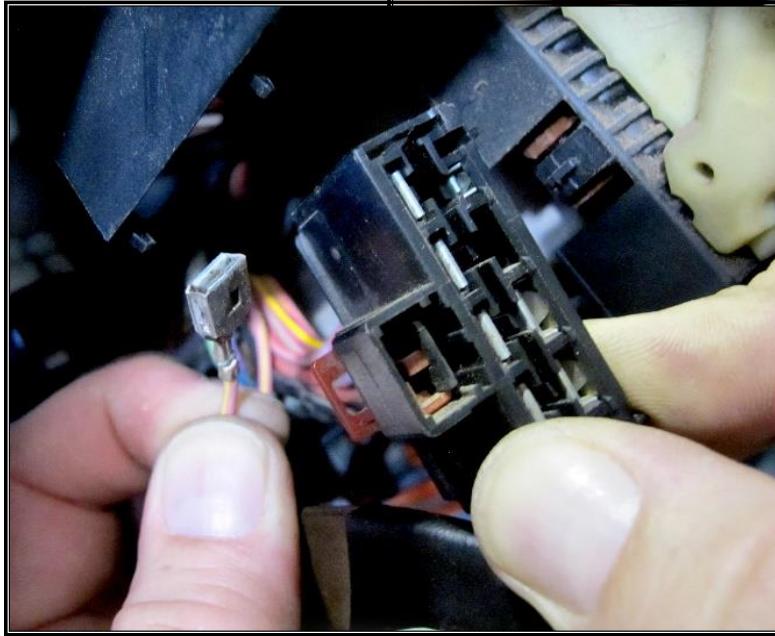
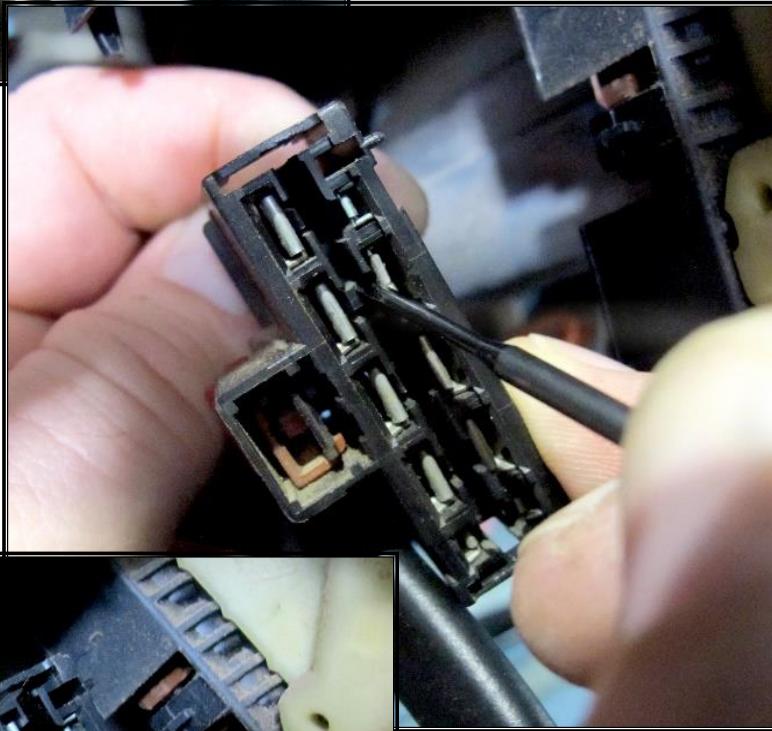
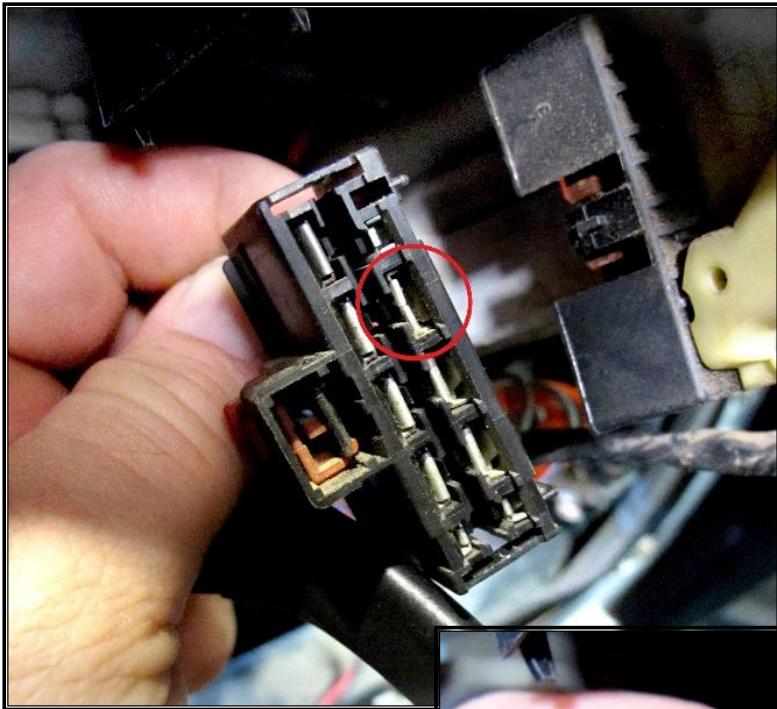
Step 52: Use a **small flathead screwdriver** to unlock the orange locking clip.



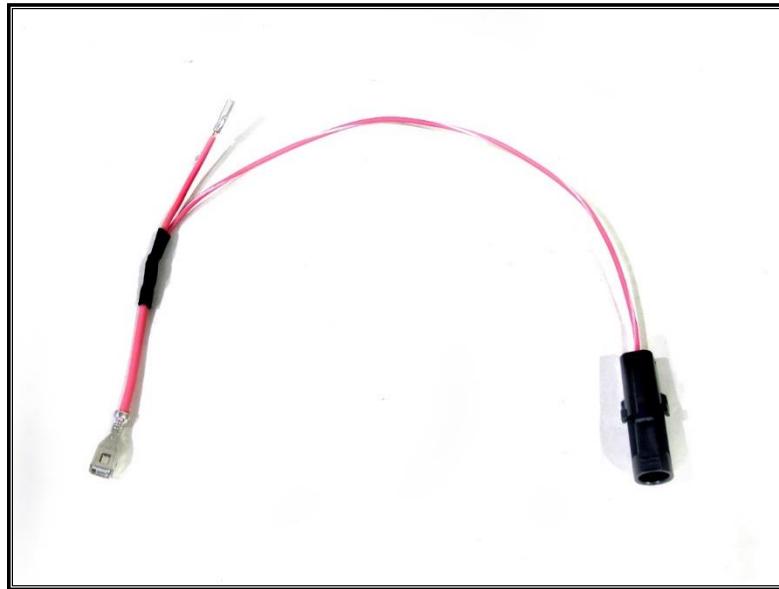
Step 53: Disconnect the ignition switch connector and use a small flathead screwdriver or a pick to remove the grey locking tab.



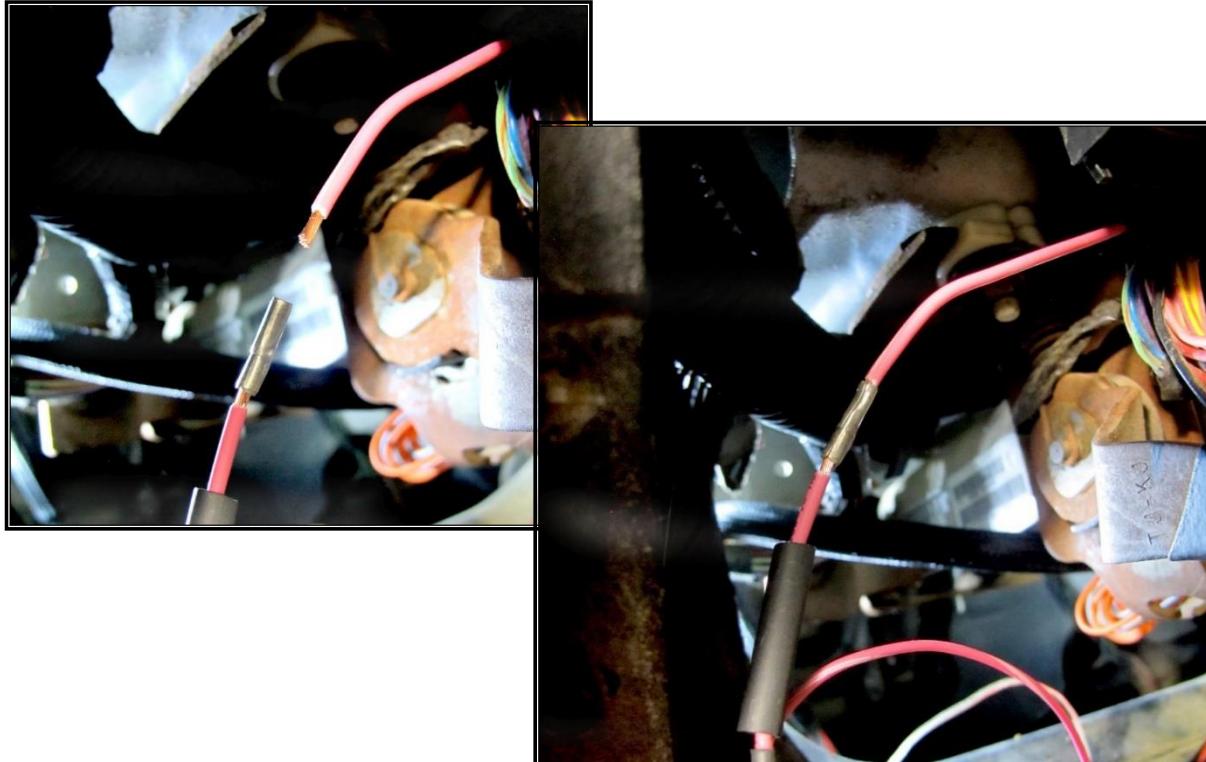
Step 54: With the grey lock removed, use a [small screwdriver](#) or pick to depress the lock underneath the second terminal on the right. With the terminal unlocked, pull the factory ignition switched 12V wire out of the connector.



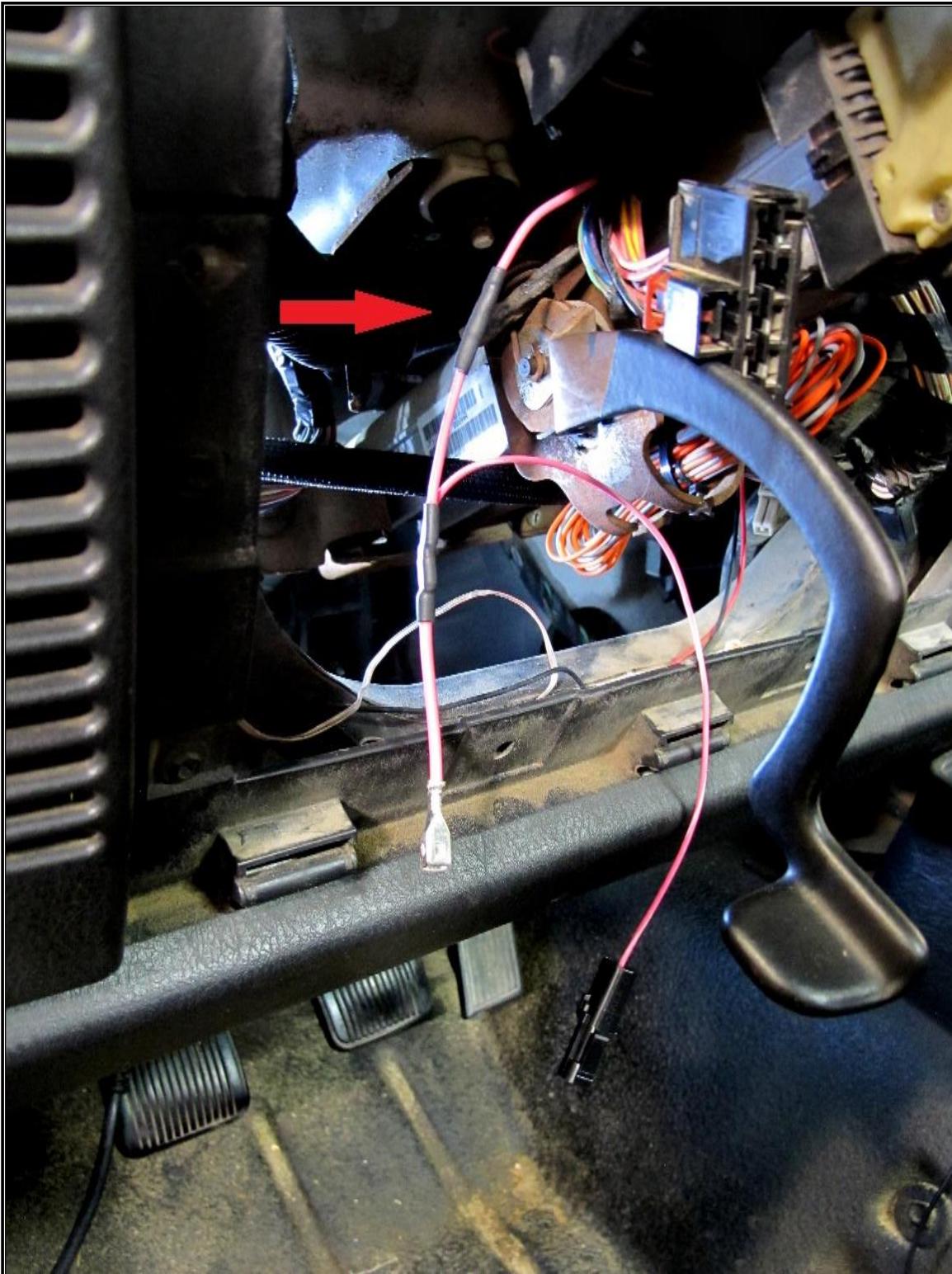
Step 55: Provided in your parts kit is a replacement **ignition pigtail** that will provide your **Trail Rocker** with ignition switched power while allowing you to terminate into the factory ignition switched **12V** wire.



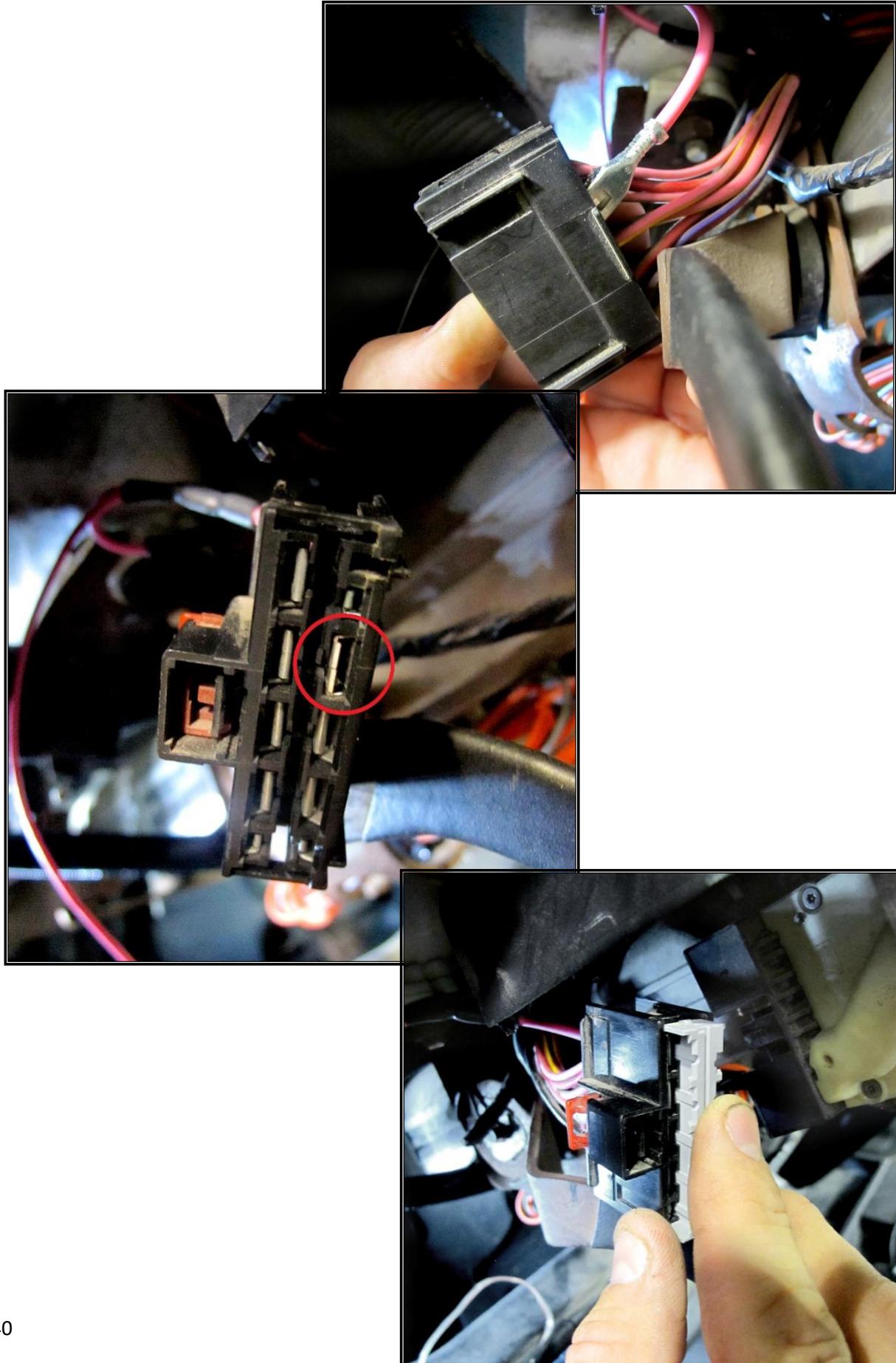
Step 56: Now, cut off the factory terminal and strip the **factory ignition wire** $\frac{1}{4}$ ". Once stripped, slide a piece of **heat shrink** over the **ignition pigtail**. Place the stripped **factory ignition wire** into the open end of the butt connector on the **ignition pigtail** and crimp it.



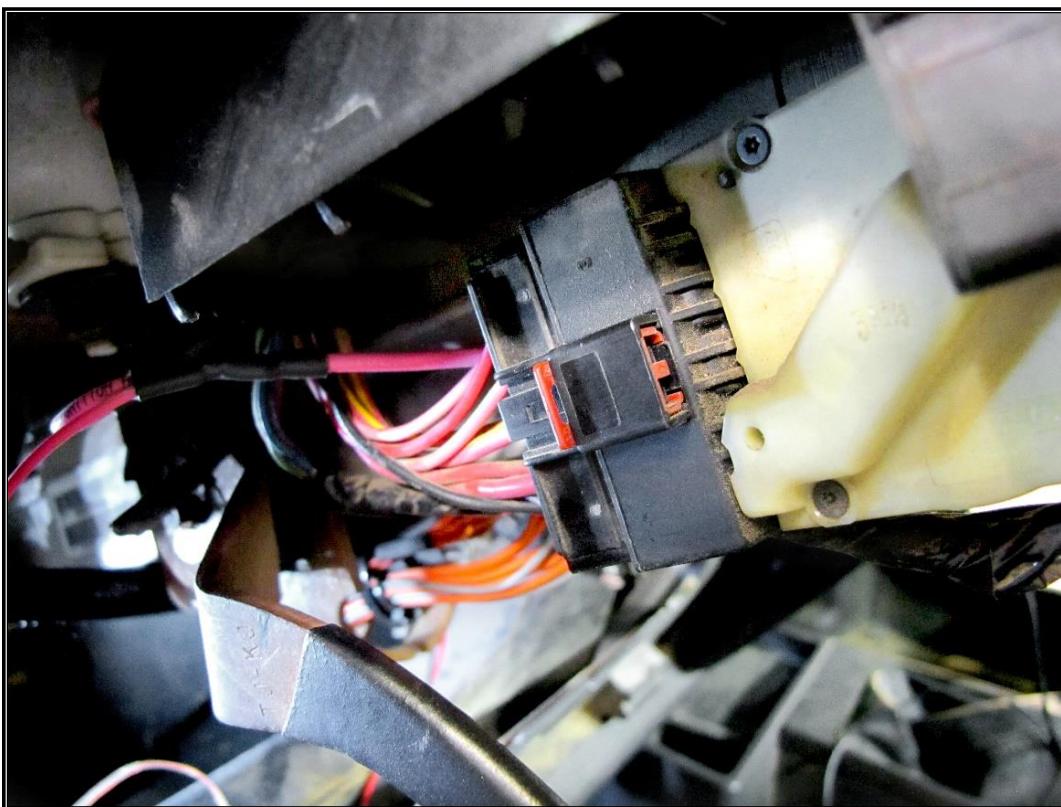
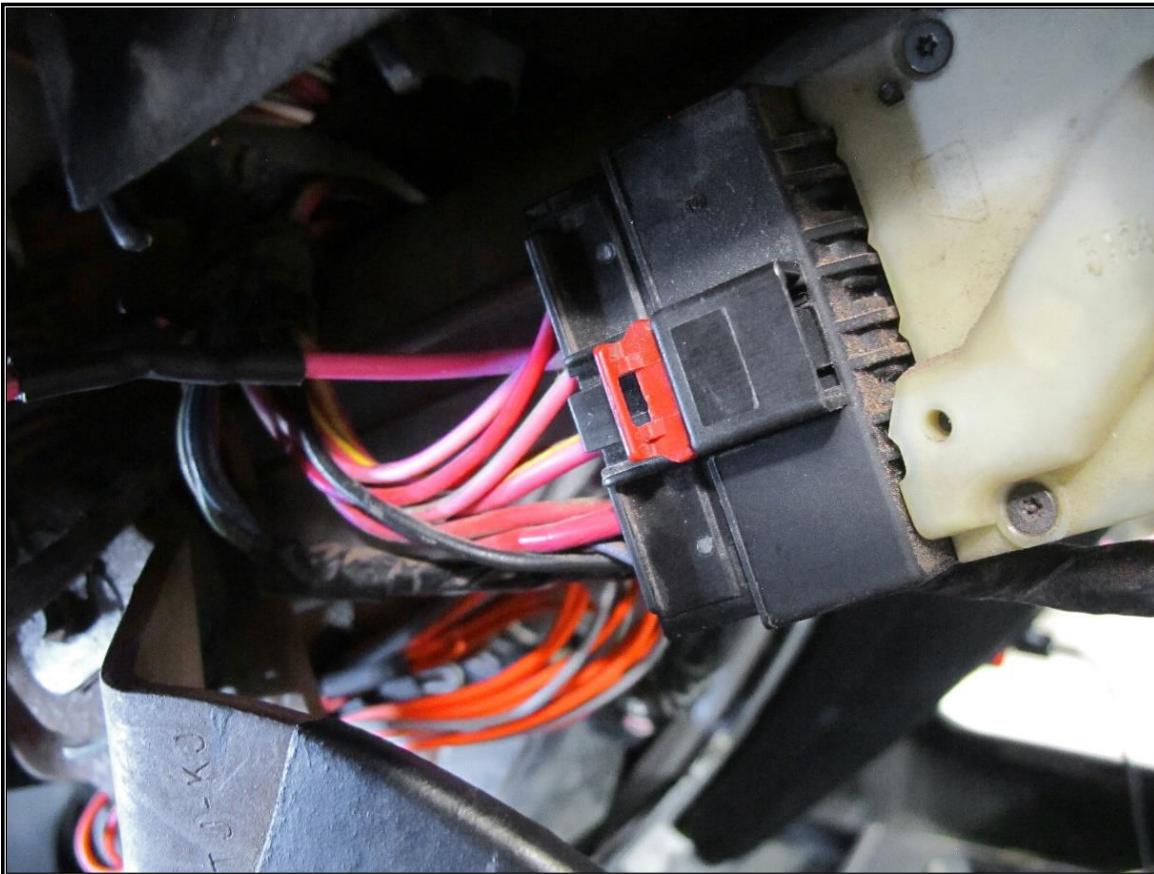
Step 57: After crimping, slide the **heat shrink** over the connection. Using a heat source, heat the **heat shrink** to seal and protect the connection.



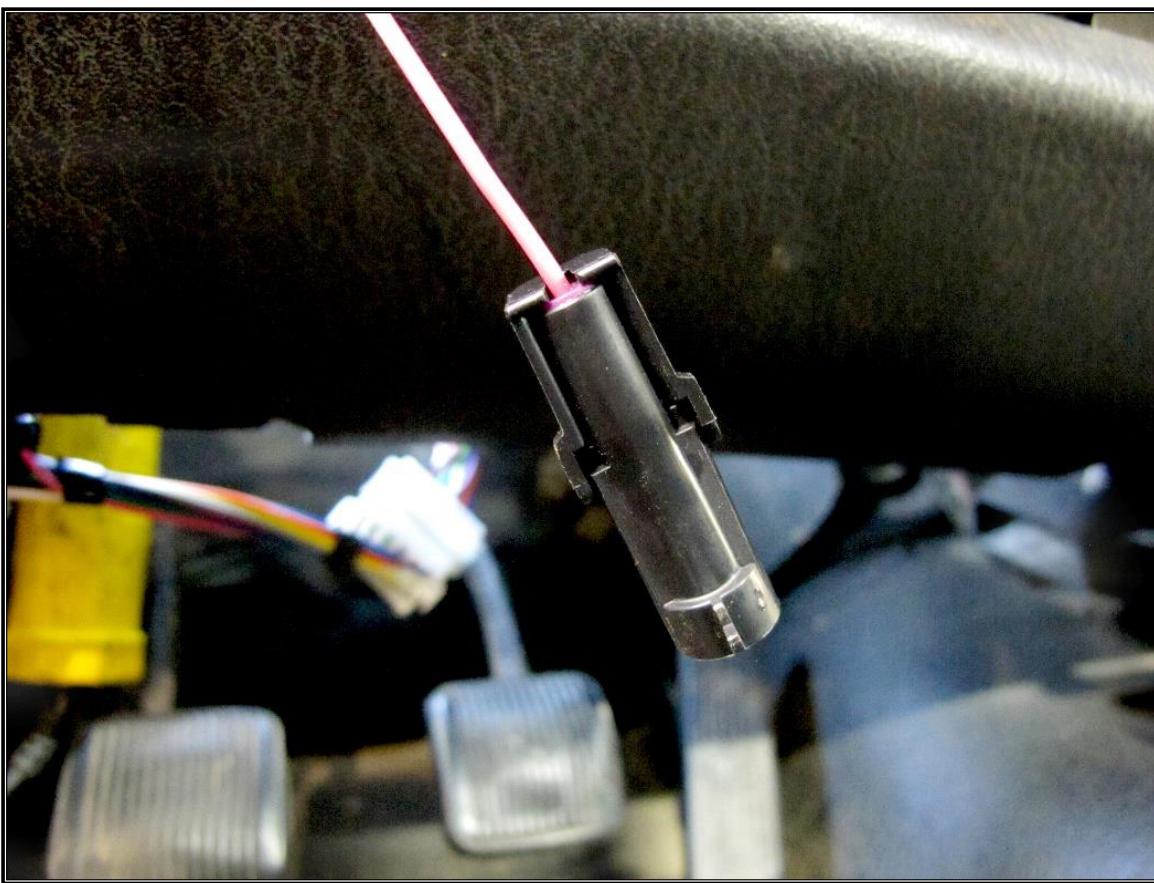
Step 58: Now, re-pin the factory ignition switch connector with the new [ignition pigtail](#). With the [ignition pigtail](#) fastened, reinstall the grey terminal lock.



Step 59: Reinstall the factory ignition switch connector and lock it into place. You may wish to apply some dielectric grease before reconnecting the factory ignition switch connector.



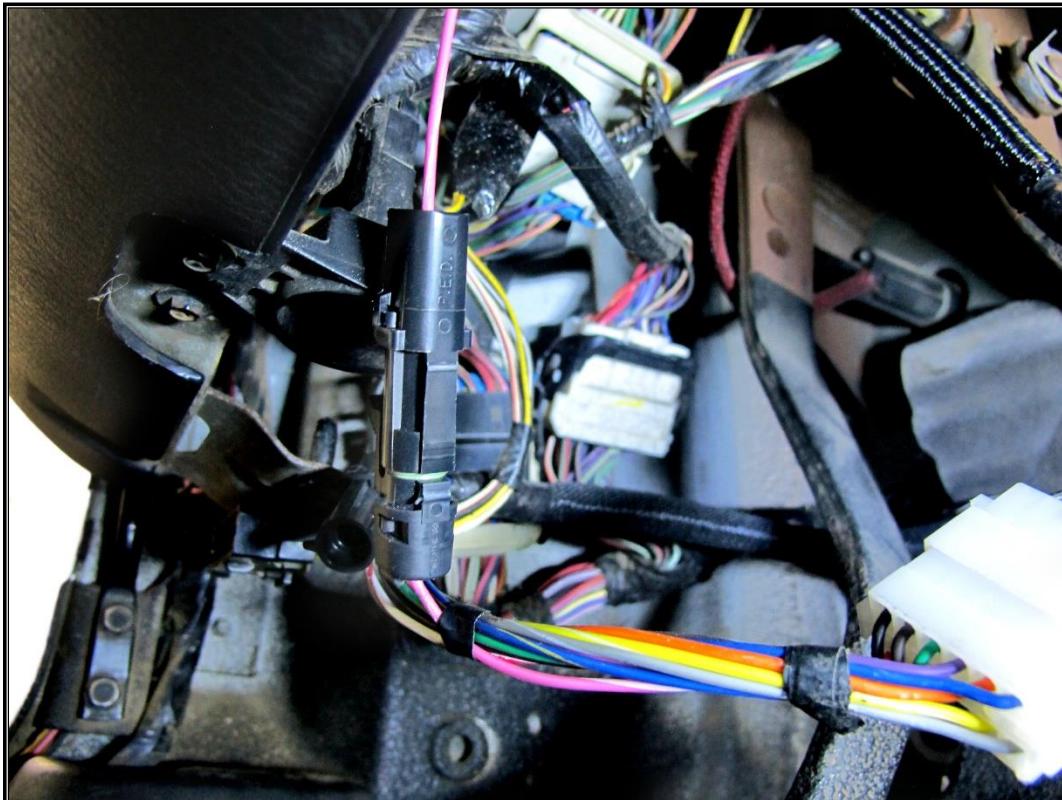
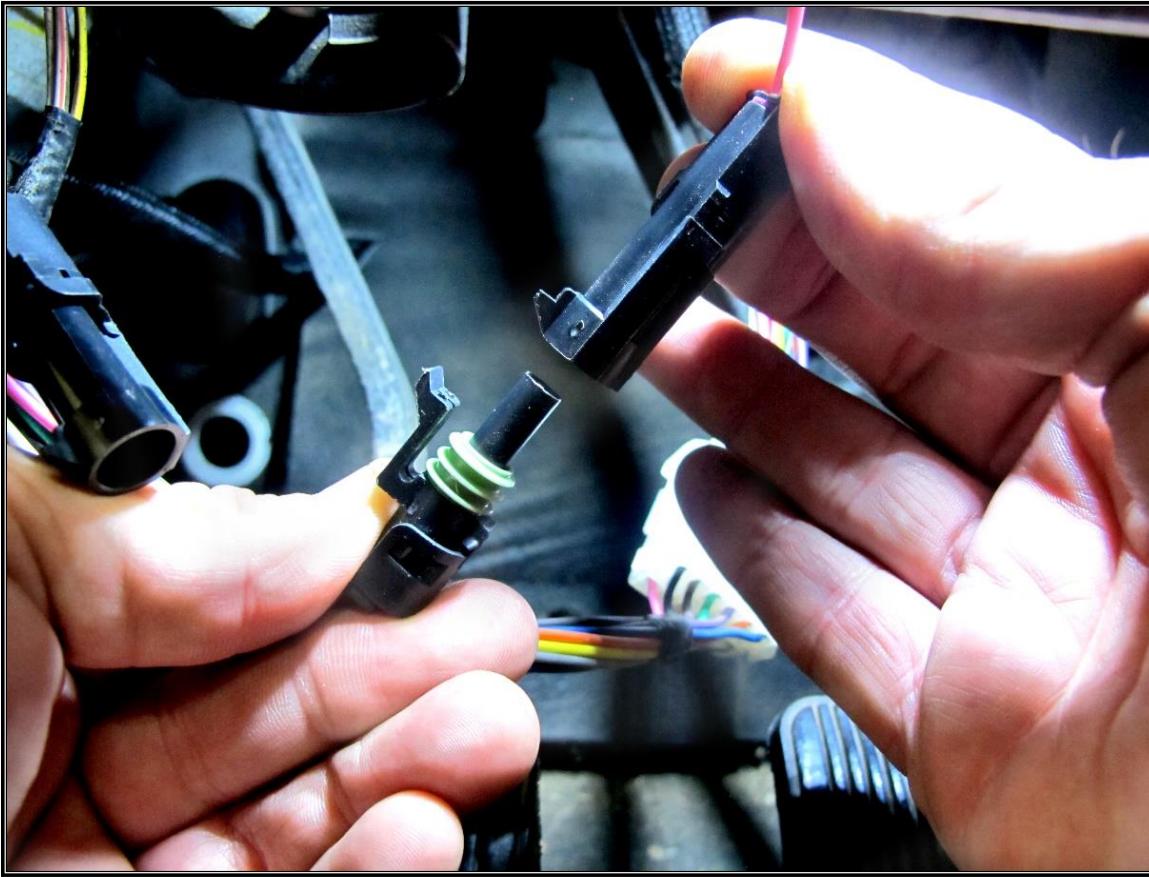
Step 60: Locate the weather pack connector on the ignition pigtail.



Step 61: Then locate and uncap the weather pack connector on the Switch Control wires coming from the Fuse/Relay Center.



Step 62: Now, connect the weather pack connector from the [ignition pigtail](#) to the weather pack connector on the **Switch Control wires**.



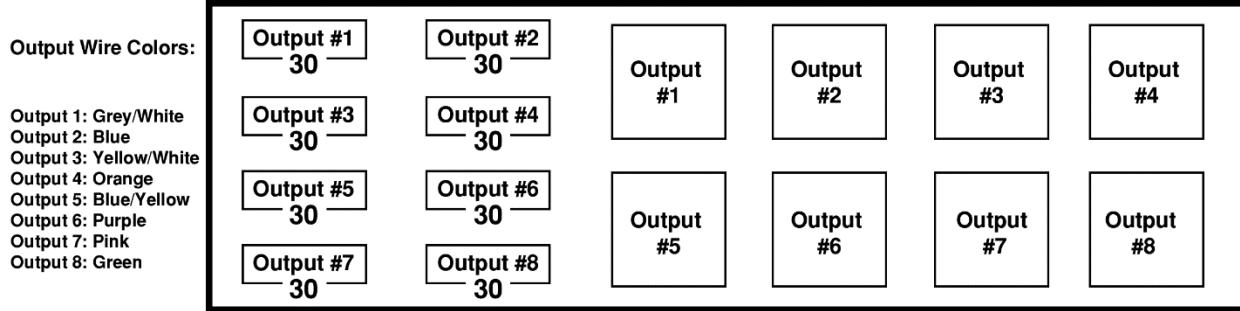
Step 63: Reinstall the steering column cover.



Step 64: Reinstall the access panel you removed in Step 27.



RELAY OUTPUT WIRES



Route these wires to the location of your components. Ensure to route them safely and avoid high heat areas, moving parts, and sharp edges. Painless recommends using grommets for any wires passing through metal to avoid wearing through the wire insulation and causing a short circuit. Make sure any accessories and/or components you install are properly grounded.

See Steps 65 – 68 starting on [page 46](#) for a common example on connecting the **Relay Output wires** to most accessories.

Relay Output Wire Color Diagram:

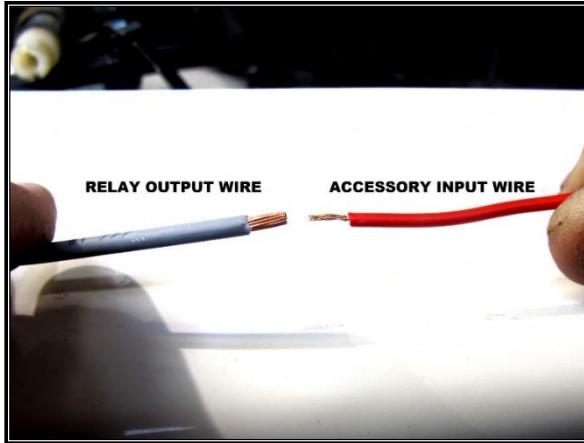
- Switch #1: Grey/White
- Switch #2: Blue
- Switch #3: Yellow/White
- Switch #4: Orange
- Switch #5: Blue/Yellow
- Switch #6: Purple
- Switch #7: Pink
- Switch #8: Green

Winch Control wires:

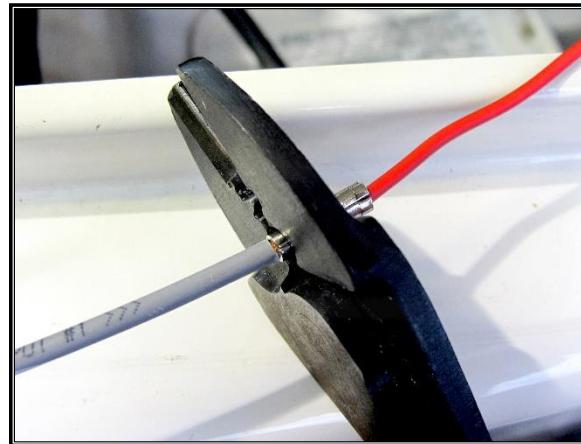
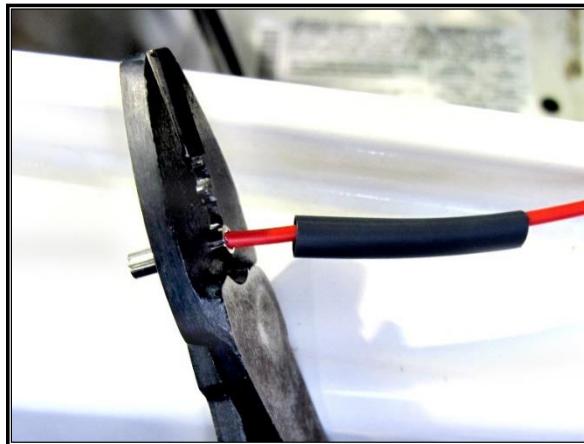
- Winch Control In: White/Red
- Winch Control Out: Brown/White

OPTIONAL: If you wish to double the **Switch Panel wires** on a single switch, thus allowing you to control two accessories with one switch, then see [pages 32 – 33](#) for a step-by-step tutorial on achieving this. For winch switch installation, see [page 48](#).

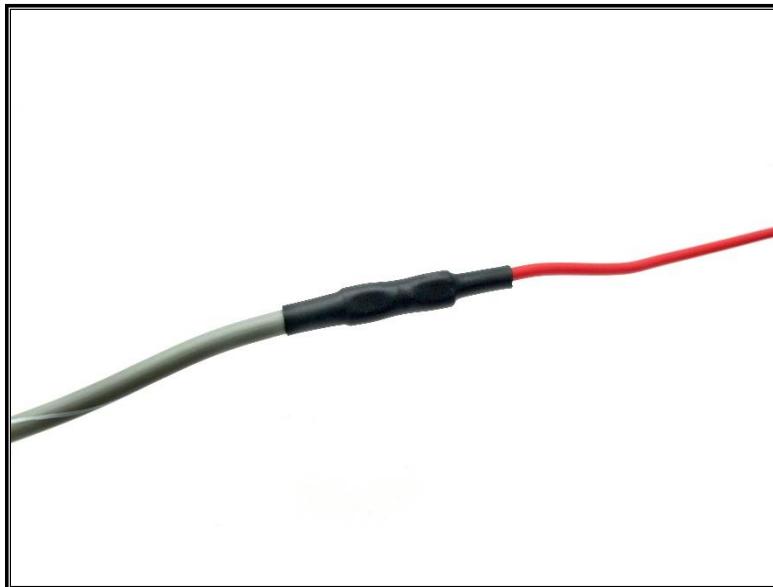
Step 65: Locate the **Relay Output wire** you wish to use. Then, locate the **input wire** on the accessory you are installing. We provide **12 ga. Relay Output wires**. Therefore, it may be necessary to double up the accessory's input wire if it's too small.



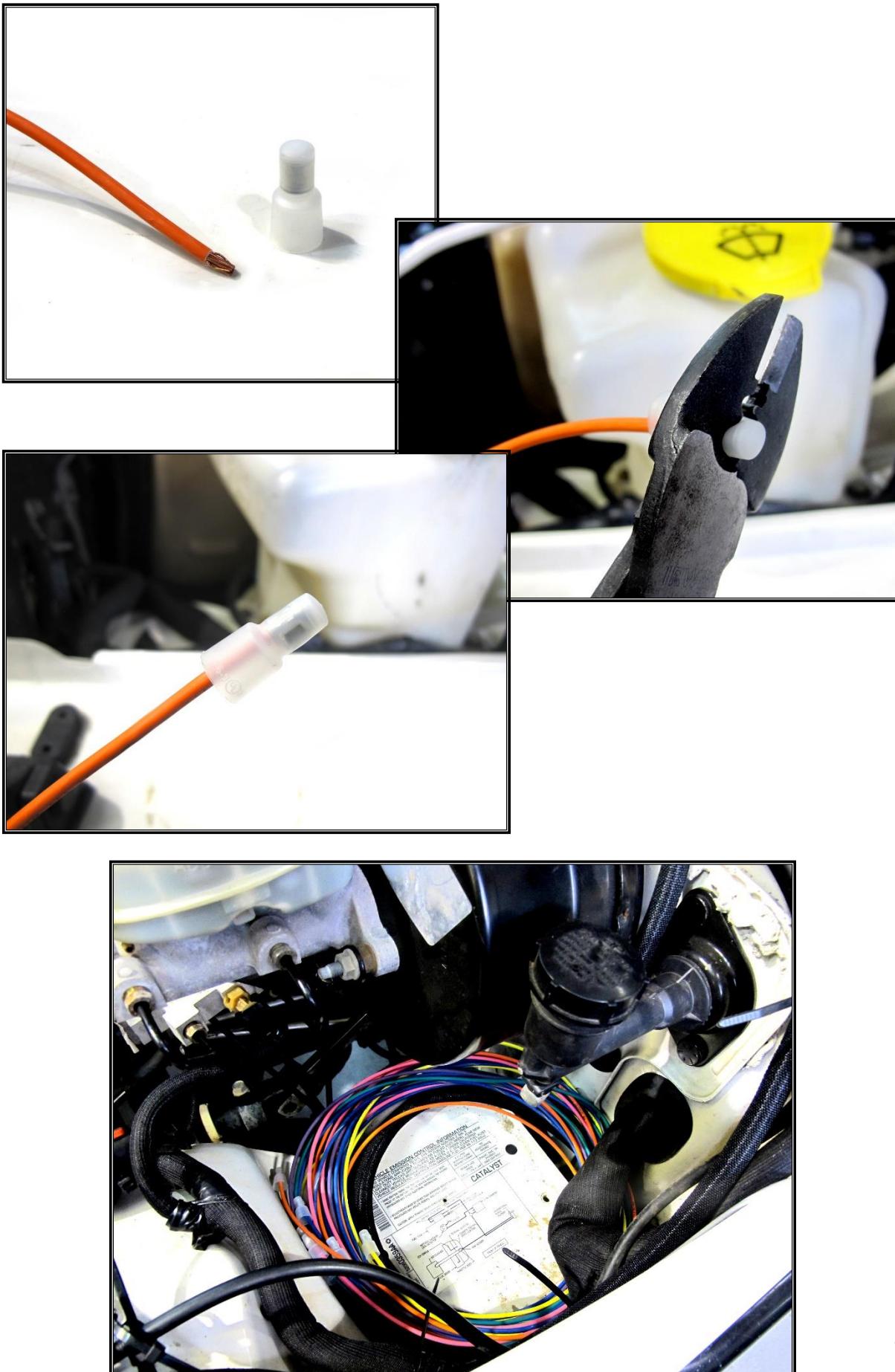
Step 66: Slide a piece of **heat shrink** from the included part kit over the **accessory wire**. Then, use an **un-insulated butt connector** to crimp together the accessory wire with the **Relay Output wire**.



Step 67: Secure the **heat shrink** over the connection.



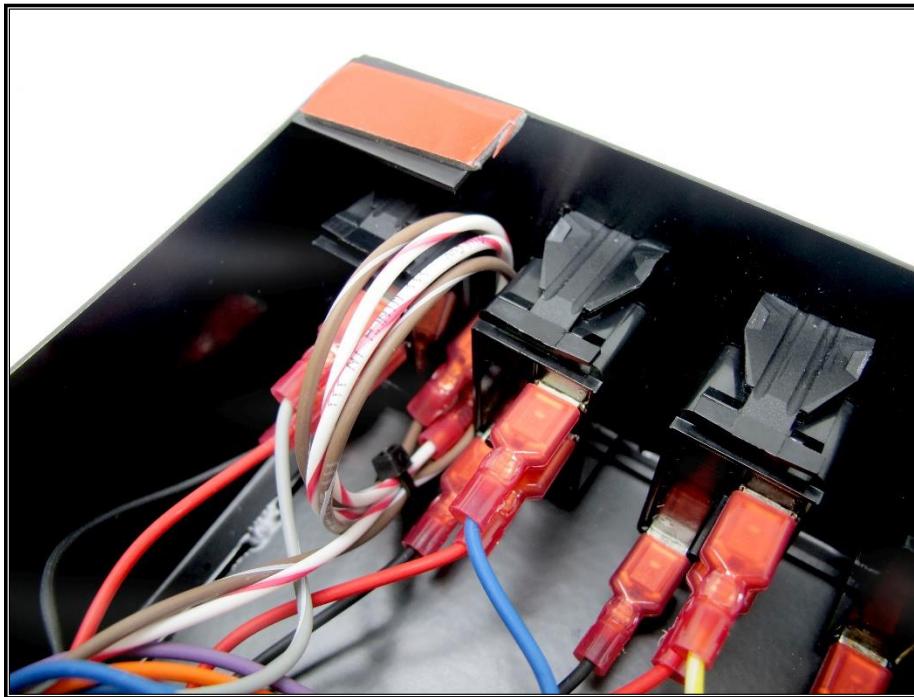
Step 68: Cap all unused Relay Output wires by crimping on the provided **insulated wire caps**. Then store the extra wires out of the way in the most convenient way possible.



OPTIONAL: PAINLESS PART#: 57150 - WINCH

CONTROL ADD-ON KIT

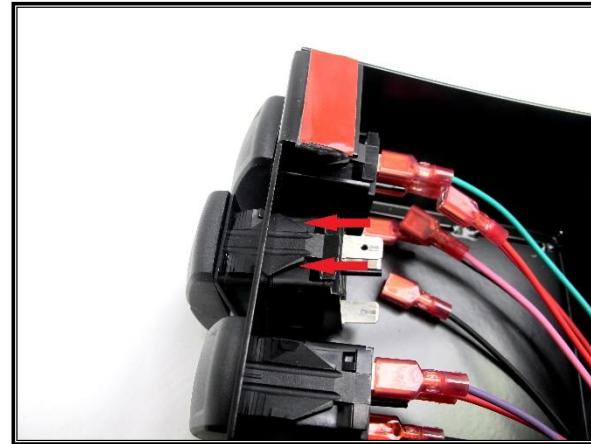
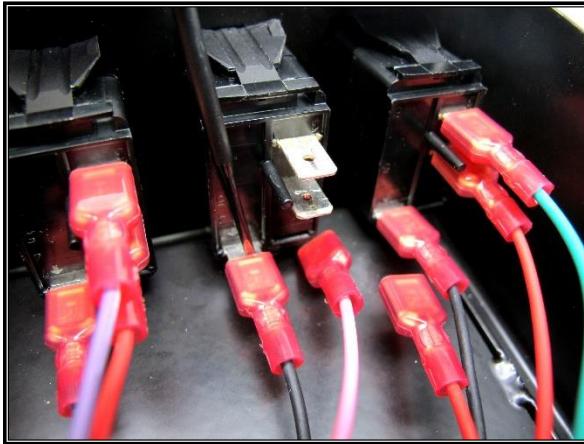
As part of your **Switch Panel wiring harness**, there are 2 optional winch control wires: a **WHITE/RED (IN)** and a **BROWN/WHITE (OUT)**. These wires control the in and out functions of a winch when it is installed.



These control wires can be connected to a winch switch (not provided in the kit). If you do not have a winch switch, Painless offers a **Winch Control Add-on Kit** ([Painless Part #: 57150](http://www.painlessperformance.com), available online at www.painlessperformance.com). **Steps 69 – 73** show you how to install a **Winch Control Add-on Kit** to your Trail Rocker Switch Panel and connect the control wires to the switch.



Step 69: Remove the switch panel, power, and ground wires from the switch you are replacing with the Winch Control Add-on Kit. Then, locate the tabs at the top and bottom of the switch. These tabs lock the switch in place. To remove the switch, squeeze the tabs in and slide it out of the bracket.



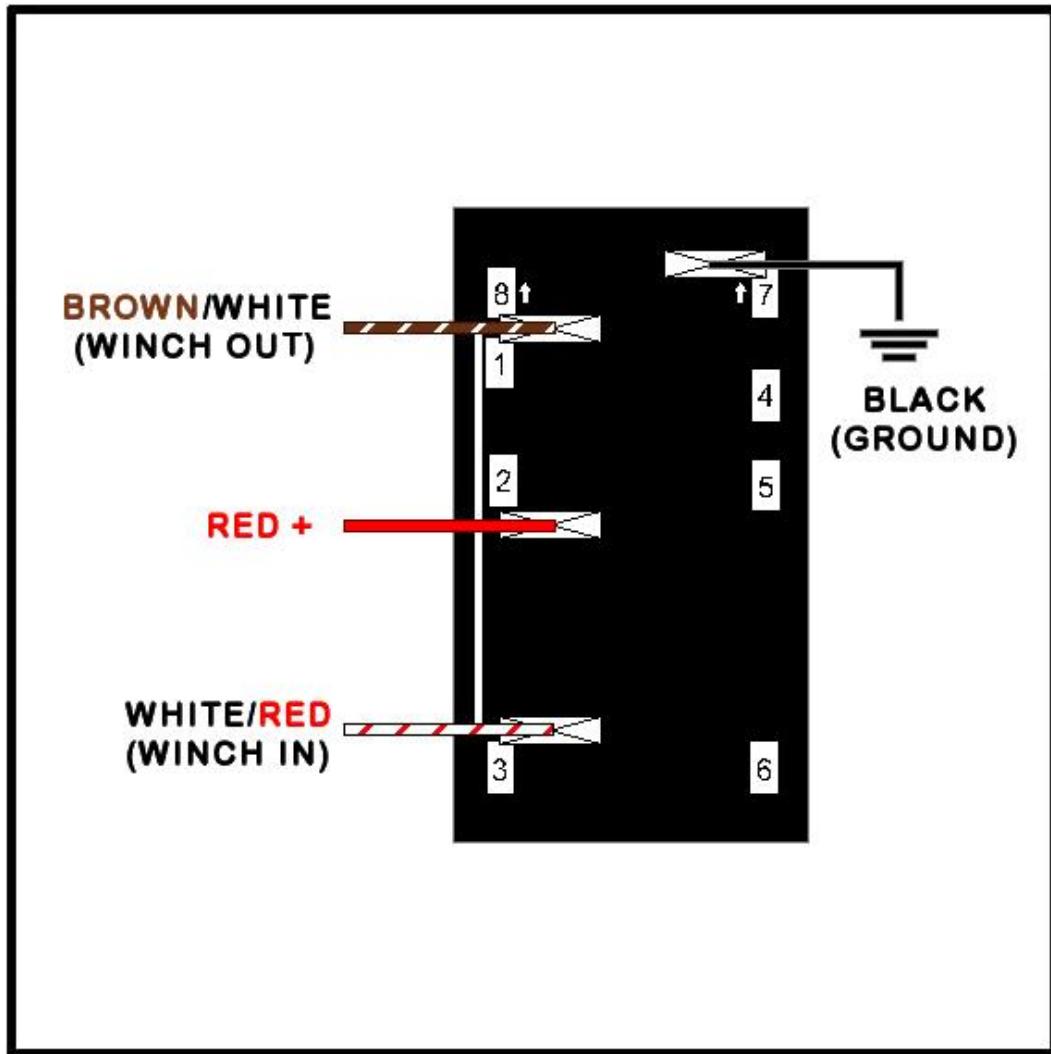
Step 70: The tabs on the top of the switch may be difficult to get to. First, push in the tabs on the bottom of the switch and push the switch out of the panel as far as it will go. Then, use a **small screwdriver** to depress the tabs on top of the switch enough to create a gap between the panel and the switch. Turn the **Switch Panel** back over and use the **small screwdriver** to depress the tabs on the switch and remove it from the panel completely.



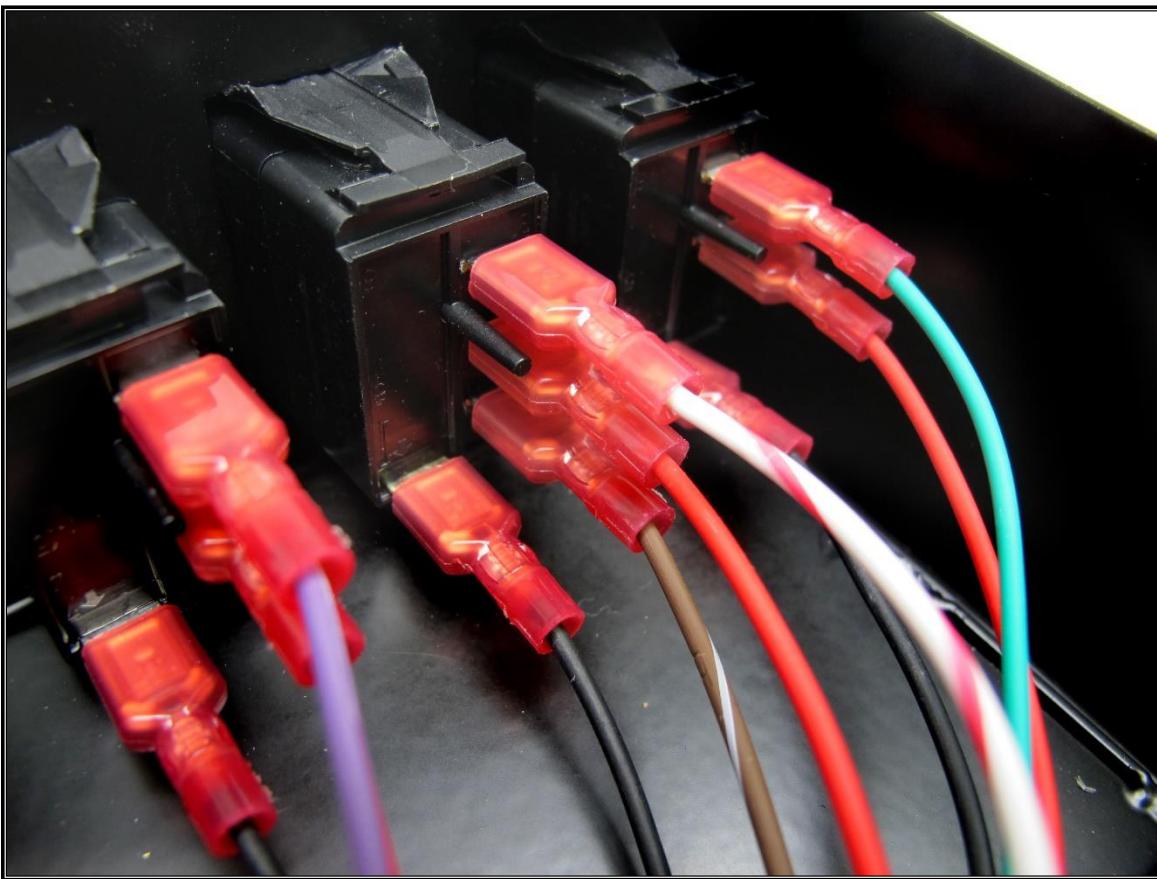
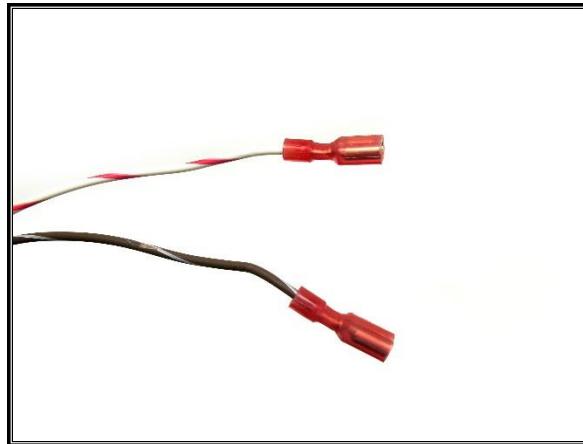
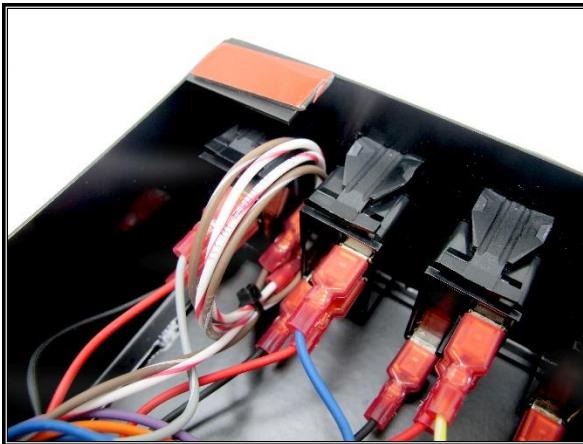
Step 71: Insert the Winch Control Add-on Kit into the empty socket of the bracket.



Step 72: Before connecting the wires to the Winch Control Add-on Kit, take time to familiarize yourself with the wiring diagram below.



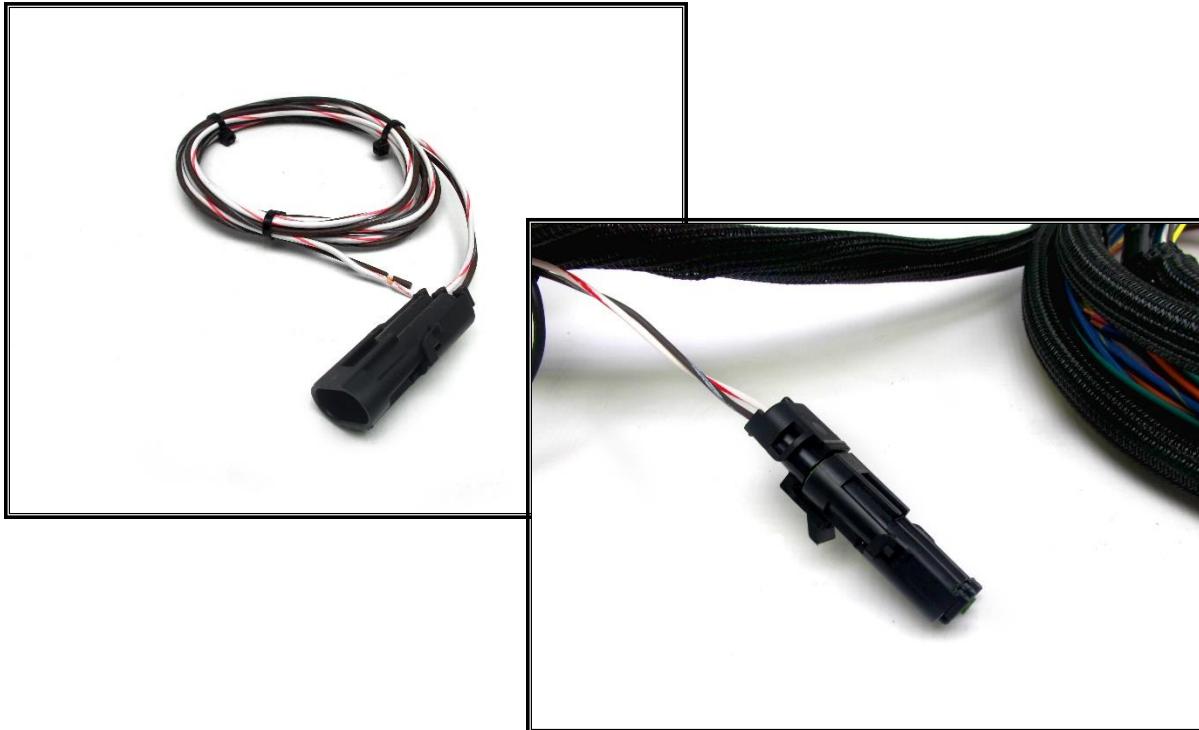
Step 73: Locate the Winch Control wires coiled up in the Switch Panel. Uncoil them and econnect the power, ground, and Winch Control wires to the Winch Control Add-on Kit as seen below.



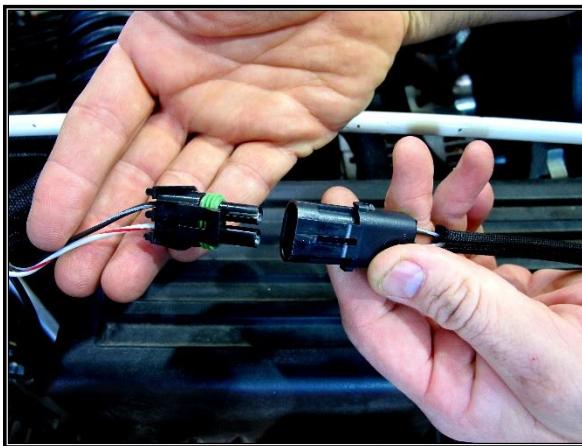
OPTIONAL: WINCH PIGTAIL

If you are hooking up your winch to your Trail Rocker System, read the following steps for attaching the included winch pigtails.

Step 74: Locate the **winch pigtails** included in your parts kit. Then locate the winch connector on your **Fuse/Relay Center**.



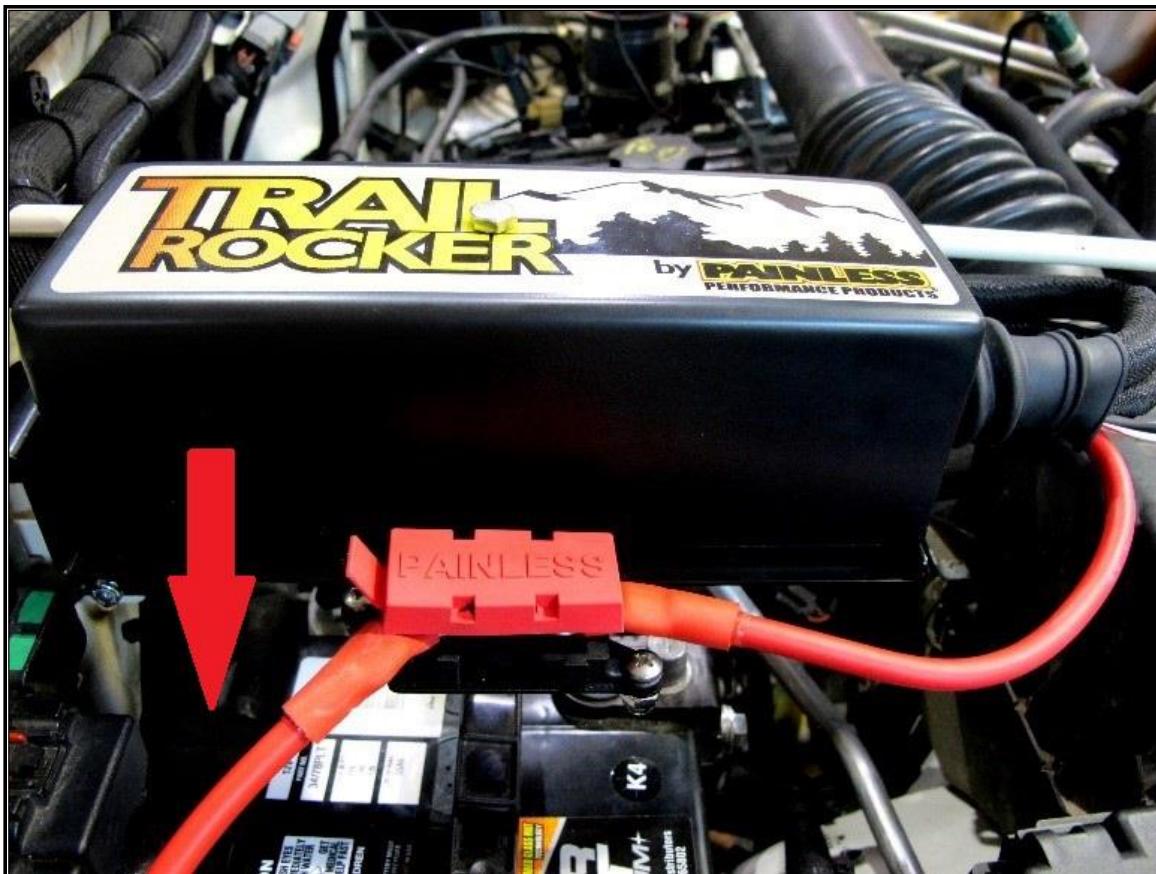
Step 75: Remove the cap from the winch connector on the **Fuse/Relay Center**. Then plug in the **winch pigtails** and route the wires safely to your winch.



Terminals for installing the **winch pigtails** can be found in the **Winch Installation Kit**. Wiring diagrams for specific winch set-ups can be found at <http://www.painlessperformance.com/schematics> under the **Trail Rocker** section.

FINAL STEPS

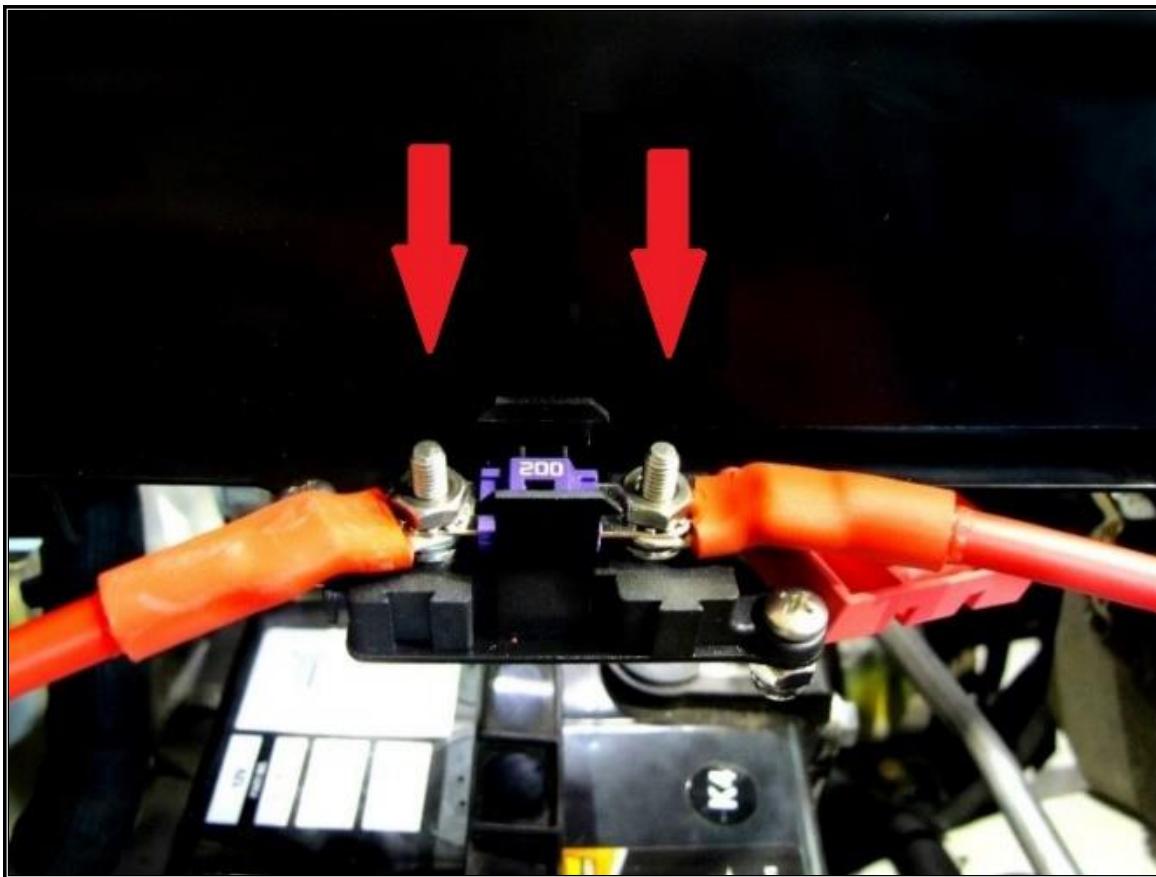
Step 76: Locate the **6-gauge, unterminated, red cable** coming from the **Fuse/Relay Center**, **heat shrink**, and the appropriate sized (for your particular application) **non-insulated ring terminal**.



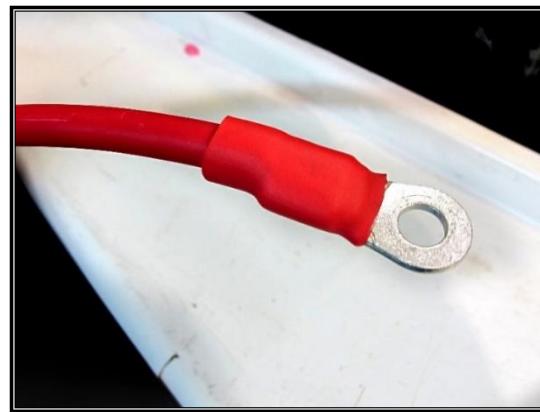
Step 77: Notice that the **6-gauge red cable** does not have an eyelet on one end. This is so you can cut the cable to the length you need for your specific application. Mark the length you need to route the cable to the positive terminal. Cut and strip the wire about $\frac{1}{2}$ ".



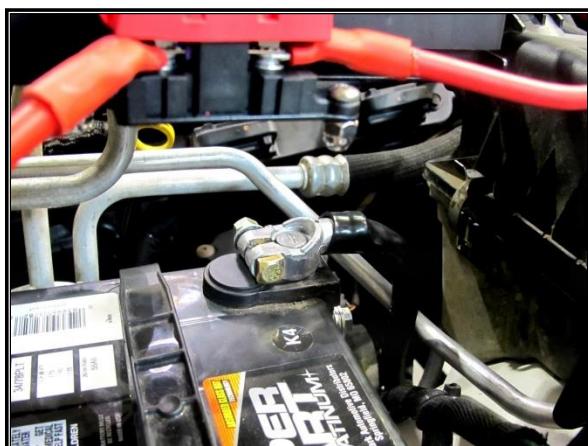
Step 78: Once the cable is stripped, remove it from the **Fuse/Relay Center** in order to crimp on the included **ring terminal** from your parts kit. To remove the cable lift up the fuse cover on the **Fuse/Relay Center bracket**. Then, remove the **2 nuts** and **200-amp MIDI fuse** holding the cable in place.



Step 79: These **ring terminals** can be difficult to crimp. It can be done with a chisel and hammer or with a crimping tool like the one below. These crimping tools can be found at your local parts store or online. Once the terminal is crimped secure it with about 1" of heat shrink.



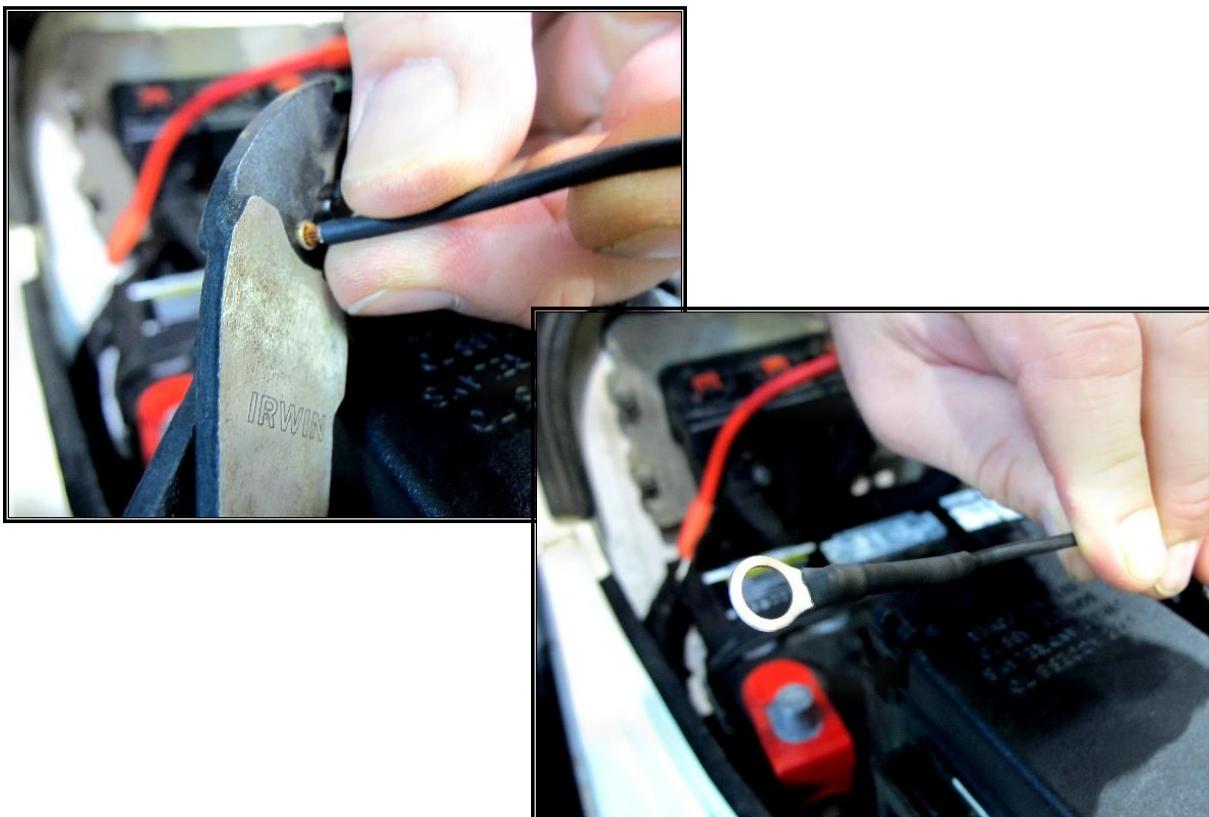
Step 80: Next, re-install the cable and **200-amp MIDI fuse** to the **Fuse/Relay Center** and connect it to the positive battery terminal. Then, route the ground wire coming from the **Fuse/Relay Center** to the negative battery terminal



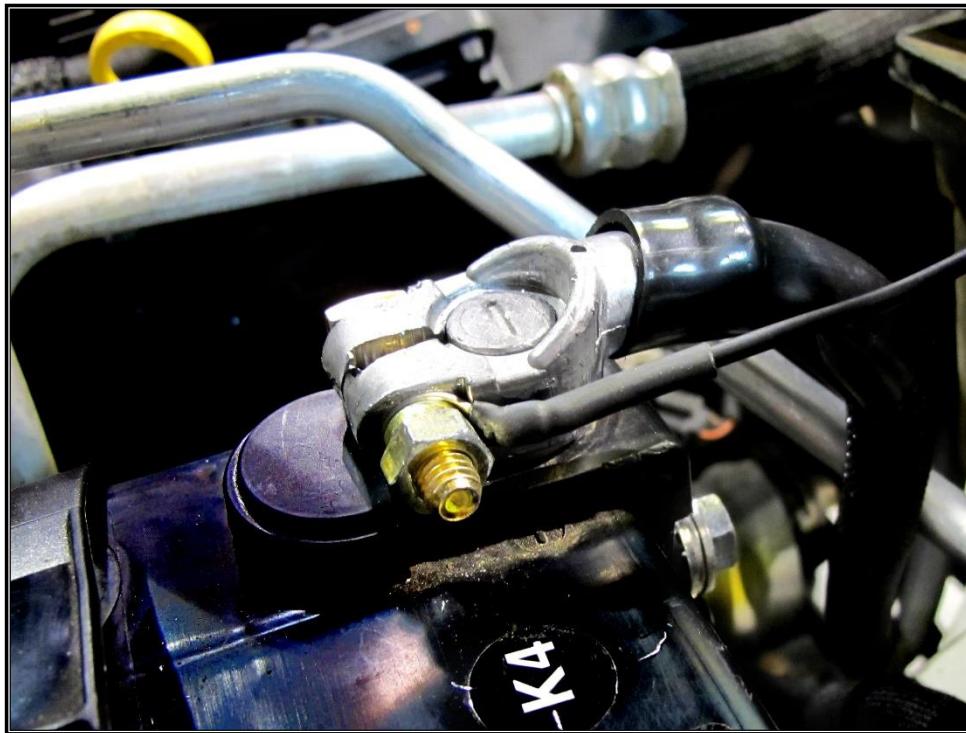
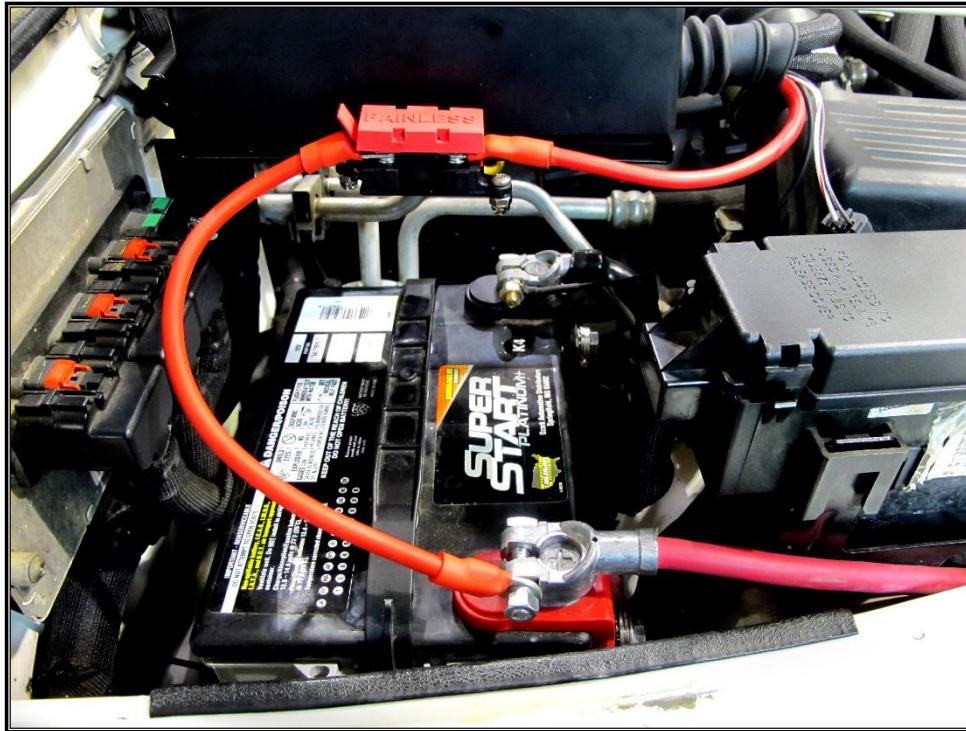
Step 81: Locate (1) $\frac{1}{4}$ " black heat shrink and (1) 16-14 ga. non-insulated ring terminal. Strip the wire about $\frac{1}{4}$ " and slide the heat shrink over it.



Step 82: Crimp on the ring terminal and secure it with the heat shrink.



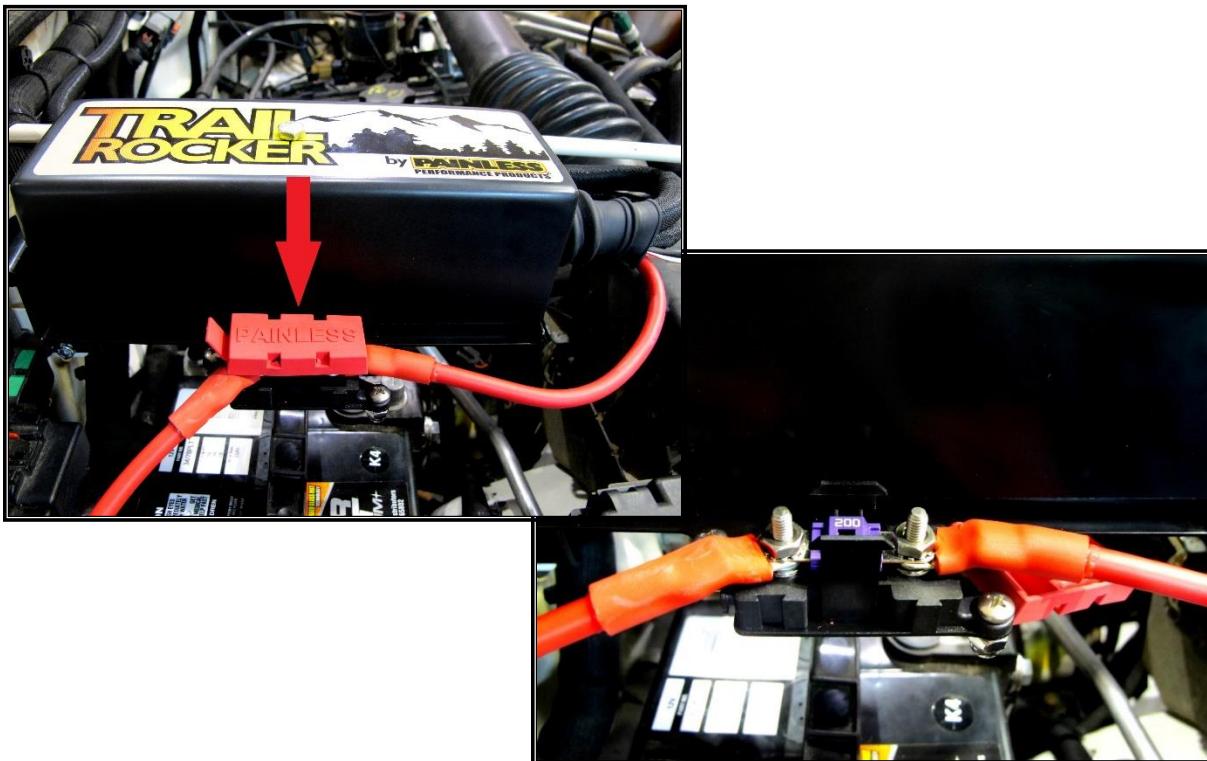
Step 83: Hook the terminals back up to your battery. Connect the red cable to the positive terminal and the ground wire to the negative terminal.



With the battery connected, you can now test out and enjoy your new Trail Rocker!

FUSE PLACEMENT

The **200 amp midi fuse** is located on the fuse block on the side of the **Fuse/Relay Center** mounting bracket.



The **Fuse/Relay Center** contains eight **30 amp ATO fuses**, and can be accessed by removing the lid from the **Fuse/Relay Center**.

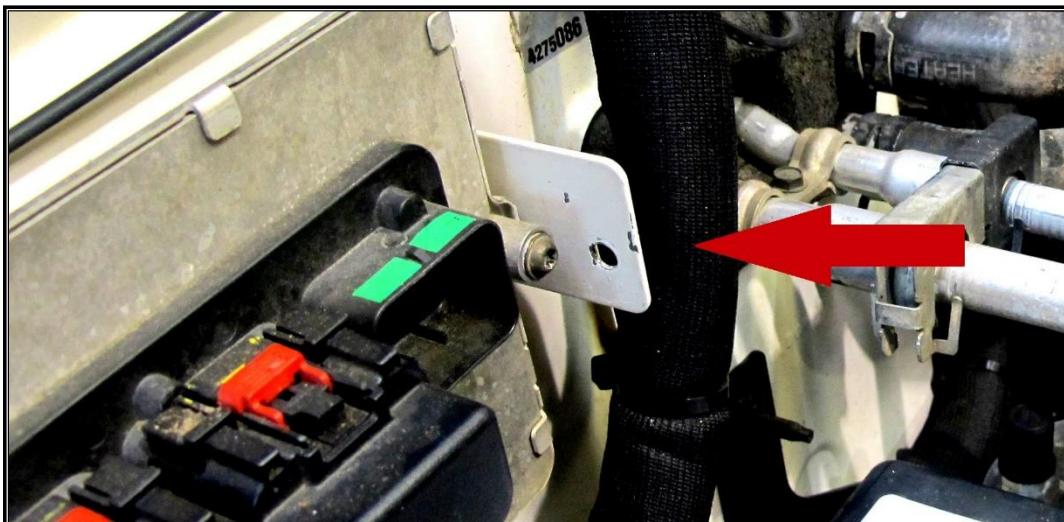


Trail Rocker Fuse Centers are equipped with 8 Indicator Fuses. These fuses are equipped with an LED light that will turns on when the fuse is blown, thus indicating when the fuse needs to be replaced.



APPENDIX A.

In the engine compartment, most Jeeps will have a mounting tab on the firewall. The tab is just above the battery on the passenger side of the vehicle, on the engine side of the ECM. Some TJ models, like the 2002 – 2003 Apex Editions, do not have this mounting tab.

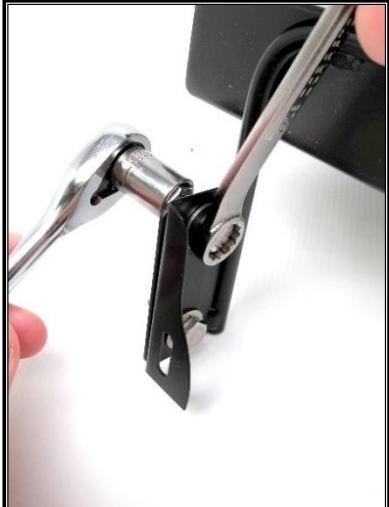


Step A: If your vehicle does not have a mounting tab on the firewall, you will need to mount the Trail Rocker Fuse/Relay Center Mounting Bracket to the ECM. To begin, use a **T25 Torx driver** to remove the bolt from the ECM.

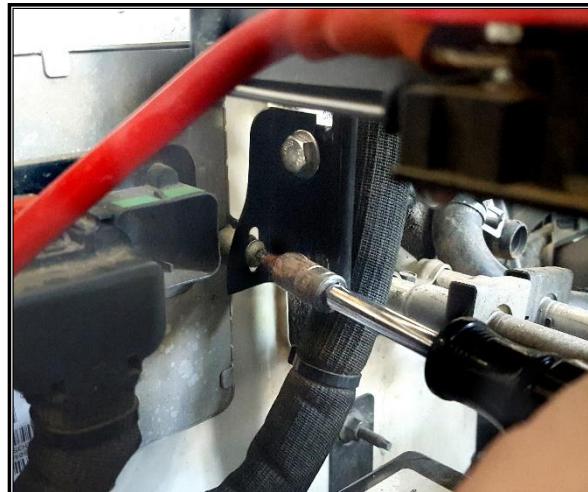


Step B: In order to mount the Fuse /Relay Center Mounting Bracket to the ECM, locate the **ECM Support Bracket**, **(2) 1/4"-20 stainless bolts**, **(2) 1/4" flat washers** and **(2) 1/4" nylon lock nuts**, included with this kit.

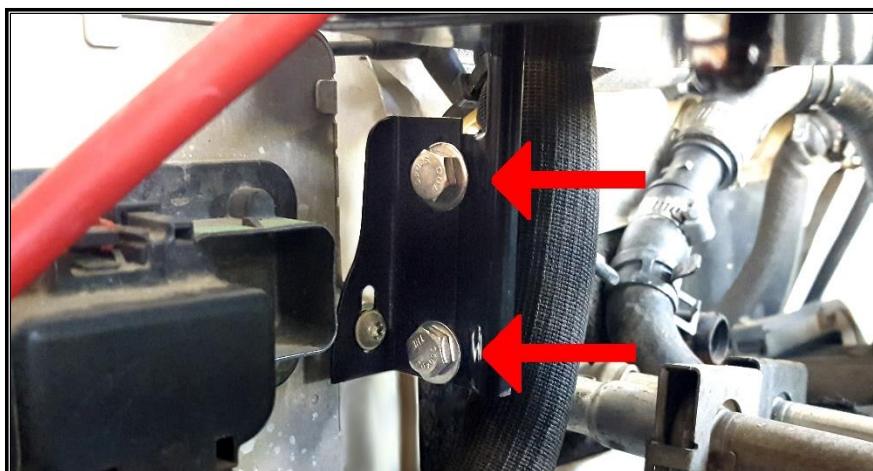
Step C: Use a $\frac{7}{16}$ " wrench and socket to secure the ECM Support Bracket to the Fuse/Relay Center Mounting Bracket exactly as seen in the image below. **Do not completely tighten the bolts yet.** The holes in the ECM Support Bracket are slotted so you can adjust its position as needed when mounting the Trail Rocker Fuse/Relay Center.



Step D: Mount the Fuse/Relay Center Bracket to the strut rod (see Steps 9 & 10). Then, use a **T25 Torx driver** and the bolt you removed in Step A to secure the Fuse/Relay Center to the ECM.



Step E: Finally, tighten the bolts from Step C that hold the Fuse/Relay Center Mounting Bracket to the ECM Support Bracket. Then continue on the Step 12.



Painless Performance Limited Warranty

and Return Policy

Chassis harnesses, fuel injection harnesses, and Trail Rocker units are covered under a lifetime warranty.

All other products manufactured and/or sold by Painless Performance are warranted to the original purchaser to be free from defects in material and workmanship under normal use. Painless Performance will repair or replace defective products without charge during the first 12 months from the purchase date. No products will be considered for warranty without a copy of the purchase receipt showing the sellers name, address and date of purchase. You must return the product to the dealer you purchased it from to initiate warranty procedures.

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