Honda Pioneer 1000 Turn Indicator Kit

Thank you for purchasing XTC Power Products Turn Signal System. Our Turn System is unique from the other kits on the market. Our Kit is plug and play with only power and ground to hook up and plug into the factory harness and use the factory rear brake lights. Since these vehicles are used primarily for off road use, we use a turn switch on the dash, instead of those cumbersome turn levers that break off.

Please read the instructions fully and familiarize yourself with the components before starting the install. Remember that these are basic instruction and you can install in other locations if needed.

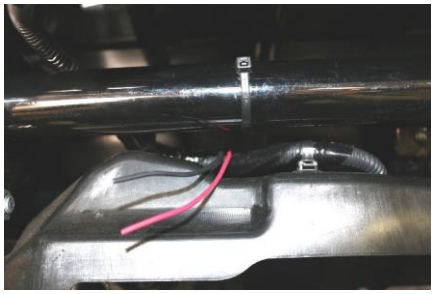
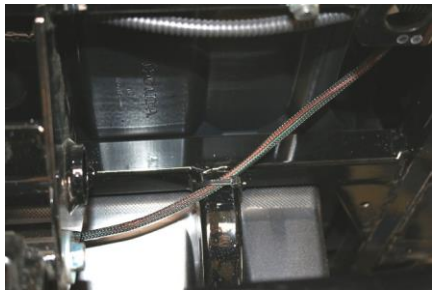
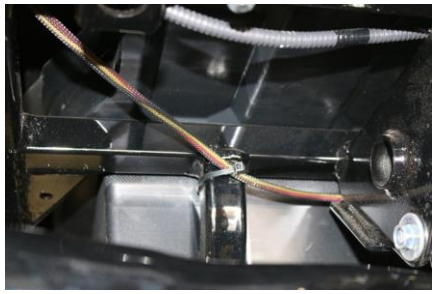
NOTE: When installing make sure that wires are run away from any hot or moving parts and properly secured.

1. Remove the hood and both tail lights. **Note: We found removing the front skid plate can make it easier to run the cable, but it can be installed without removing it by removing the seat.**

2. Using the provided screws mount the control box in the open Cavity **or** on the clear area on the right side.

3. Drill a 3/8" hole in the side of the opening and mount the horn using the nut provided. Hook the violet wire and black ground wire to the horn terminals.

4. Unroll the long cable. Start from the rear of the car and take the 4-pin connector and slide it into the engine area following the rear factory wires to over the engine, pull it all the way through until the license plate light wires are lined up with the rear wire harness. Run the longer cable with the green wire over to the right rear light and up into the rear light housing and secure with provided cable ties to the frame trunk supports. Run the short yellow set over to the left side and secure to supports.

5. Plug the factory light connector into the new harness then plug into light and reinstall light, do the same for the other side.


6. From the engine area run the long cable from the rear of the car to the front, keep it away from any **HOT or MOVING** parts. Take the 4-pin connector and run along the group of factory wires to the brake line. Follow the brake line to the center of the car under the seat, go across to the factory wiring and follow it to the fire wall and up to under the hood and plug into control box, secure the harness to the frame and brake line using the provided cable tie's.

7. Mark and Drill ¾" holes in the front fender and mount left and right turn lights **CAUTION: Verify there is proper clearance inside before drilling.**



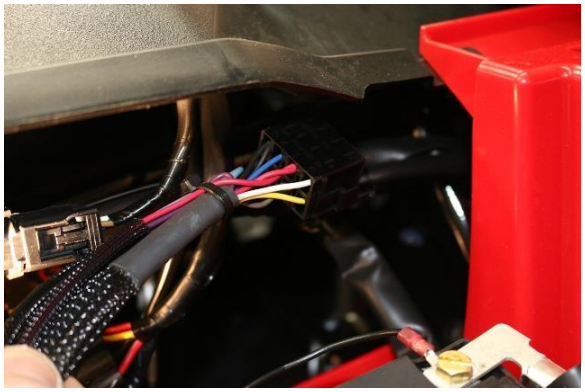
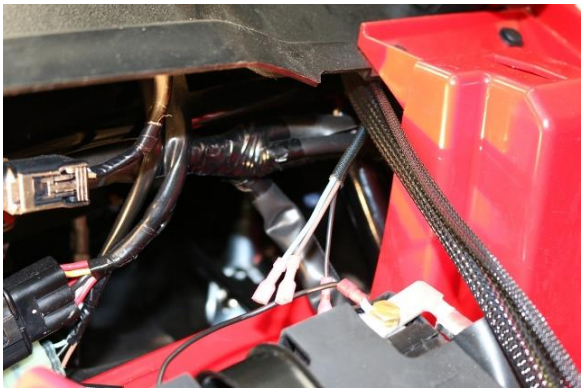



Insert the grommet into the hole, take the wires from the LED and insert into grommet, the LED has a TOP mark on it, insert it into the grommet with the TOP up.

8. Plug the front cable harness into the control box and run the cable with the Green and White wire to the right side, run the Yellow and White to the left side LED, Green and Yellow wires go to the black wires on the LED, White to White, bring excess wire back toward the control box, secure wires with cable ties.

9. Remove the cover under the steering wheel by removing the two fasteners, this will give you access under the dash to run wires, also remove the cup holder on the driver's side.

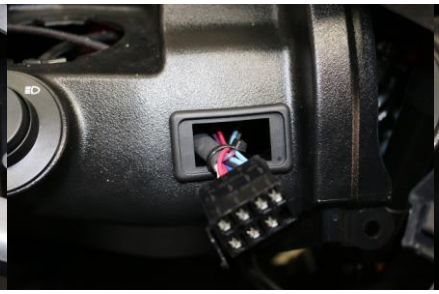
10. Remove the switches from the harness and run to the left side of the steering wheel, keep the wire away from the steering shaft.

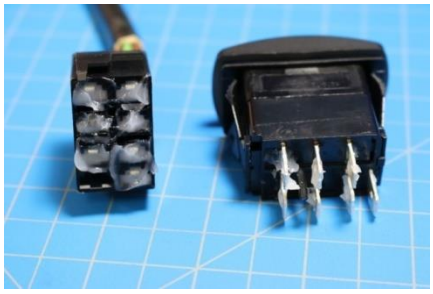
11. **Power Wire Options and Considerations.** The TSS can be attached to Power in two different ways, switched power so that the system goes off and on with the key or full time Battery direct Power. The TSS now comes with a Lit horn switch that would need to be disconnected if not using switched power. The Honda Pioneer does not have easy access to switched power. Honda Recommends if switched power is needed the best way is to tap into the accessory power wire in the fuse box. If you want to have the horn switch lit then continue to **step 12**, if you are going to the battery direct then go to **step 14** and remove the Light Power from the switch before installing in dash.

    CAUTION: Verify there is proper clearance behind dash for the switch before cutting!

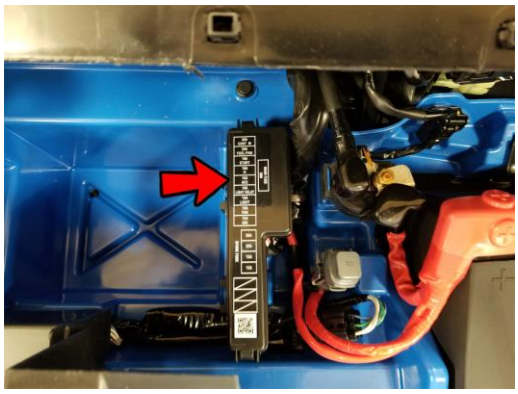
12. Install the Turn and Horn/Hazard Switches - Using the provided switch template, mark the rectangle for the turn switch and drill a hole in each corner, cut out the rectangle. Do the same for the vertical Horn/Hazard Switch. Install the switch mount into the cutout, run the switch connectors through the cutout and grease (see below) the switch terminals on both sides and attach and insert into cutout.

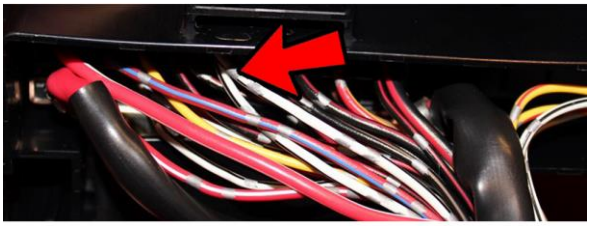



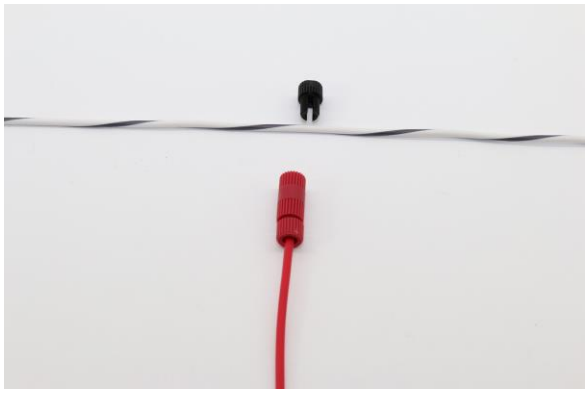

Dielectric Grease - LED flashers by design take very little current to activate. When water gets on the dash and lands on the top of the switch, it can trickle to the connector causing it to activate the flasher by using the switches LED indicator, the system will continue to operate and does not hurt the system but will continue clicking until the switch terminals dry. Just like the OEM we recommend using Dielectric Grease on all switch terminals, this keeps the water out and will stop the clicking, it also reduces corrosion and increases reliability! Open the grease and put on the switch terminals and the connector terminals, the more the better, also put some on the Horn/Hazard switch terminals. It should also be used on any extra switches that you may have installed.

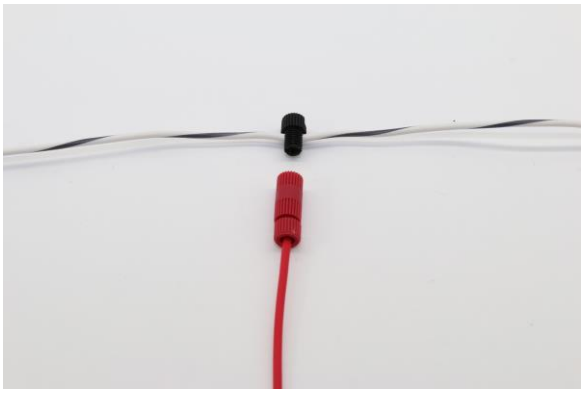


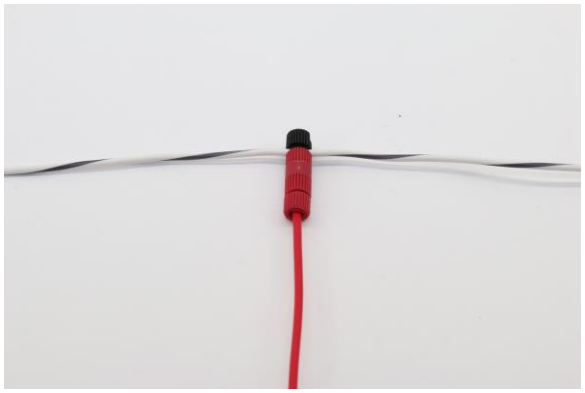
13. **Follow this step for connecting to switched power** – **Skip this step for direct battery hookup, see step 11 Power Options**. Locate the Fuse Block and unclip from mounting point as shown below. **No Crimping Needed to Tap in the hot wire using the Posi-Tap® provided.** It needs to be installed on the White wire with the Black Stripe coming out the bottom below the 15-amp accessory fuse, you will need to remove some of the factory tape to get to the wire. Cut the ring terminal off the TSS red power wire and Strip ¼" insulation off. Remove the Black Screw Cap from the Posi-Tap® and slip slotted end over the White with black stripe wire, screw the red body onto the black cap hand Tighten and Tap. Loosen the other side of the Posi-Tap and push the stripped Red wire in and tighten. Attach the Black wire with the Ring terminal to the negative post on the Battery



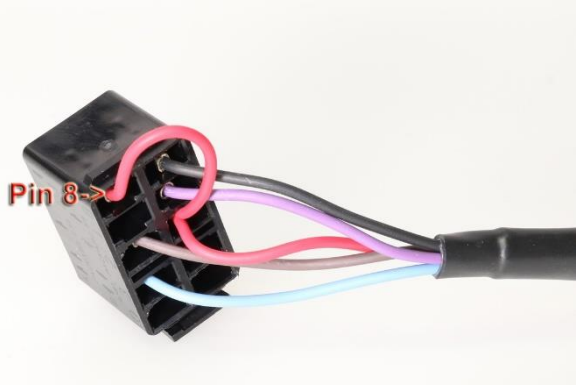


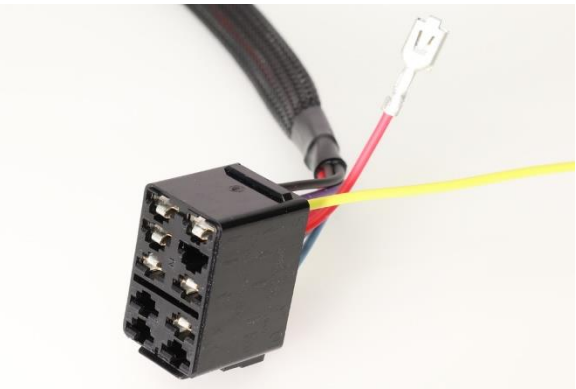


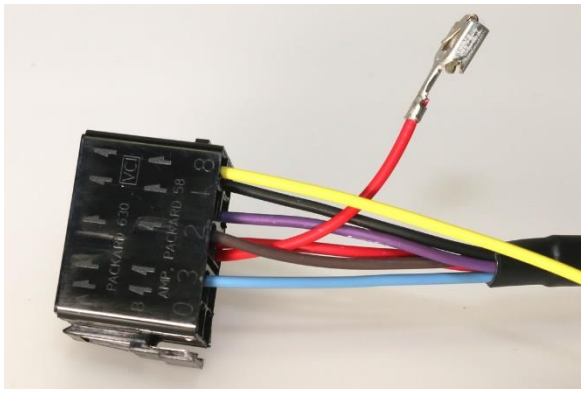




14. **Follow this step for Full Time Power Direct from Battery:** If running the TSS on full-time power the horn switch light will need to be disconnected. The **Red** wire going into pin 8 of the switch connector needs to be removed or **cut**. Cut the short red wire going into pin 8 **OR** using a very small screw driver on terminal 8 slide into the bottom rectangle, push down while pushing in until the red wire terminal comes out. Cover exposed wire or terminal with tape/shrink, it is power and needs to be kept from causing a short. **Go back to step 12 and install in dash**







15. **If switched power was connected skip this step - Attach the Red wire with the fuse to the Positive terminal on the battery and the Black wire to the Negative post.**

16. Verify operation of all lights and secure all installed cables with supplied cable ties and re-install vehicle parts

Optional - The Tan wire next to the Turn Switch is for an optional Dash Indicator. When the TSS is activated it will flash 12 VDC that can be attached to an Optional Dash Mounted LED Light. More Information can be found at www.xtcinstall.com

For more details on installation go to www.xtcinstall.com

We can also be reached by email at support@xtcpowerproducts.com

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*Disclaimer: This kit is intended for off road use only and XTC Motorsports claims no responsibility for its use. It is up to the purchaser to make sure it complies with all Federal, State and Local laws. R4