

# Wicked Warnings Auto Flasher

## Installation and Operation Instructions

**IMPORTANT:** Please read all of the following instructions before installing your new Auto Flasher. **WARNING:** Failure to install or use this product according to manufacturer's recommendations may result in property damage, serious injury, and/or death to those you seek to protect!

**PLEASE NOTE:** This instruction manual includes the general instructions for the basic Auto Flasher module **ONLY**. If you purchase an Auto Flasher Kit with a specific application, you will receive separate instructions for installing your kit.

The Wicked Warnings Auto Flasher Module is designed to be versatile and adapt to many different applications. The basic function of the module is to interrupt the wiring of a factory installed light on a vehicle and flash that light in an emergency style strobe pattern when needed. (Yes the lights still work normally when not flashing, you don't lose any function when not flashing). You **MUST** actually cut the positive wire on the light to completely interrupt it, and then the wire is routed through the module and back to light via the "input & output" wires. With circuit board mounted electronics and an epoxy waterproof coating this module is exterior rated and ready for action.

### NOTES

- We DO NOT support using this on BRAKE lights.
- The module is waterproof, however care should be taken to waterproof all wire connections.
- Modules should be fused at 10amps independently.
- Each module has 2 isolated channels, (#1 and #2) max 4amp load each.
- To install properly you will need to CUT your OEM wire that powers the light and connect the wires to channel #1 or channel #2 via the INPUT and OUTPUT wires of each channel. You will not be "splicing" into the OEM wire, you need to CUT it completely.
- The white wire function will "steady on" the 2 output channels, useful as a scene lighting option.

**SEE PATTERNS, SWITCHING & OPERATION INSTRUCTIONS & WIRING DIAGRAM ON THE FOLLOWING PAGES.**

**WICKED WARNINGS**

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Pattern	Description	Lamp Synchronize
P1 - Default	Triple 75 Alt.	yes
P2	Triple 75 Ph1 .SYN	yes
P3	Triple 75 Ph2 .SYN	yes
P4	Quad 75 Ph1 .SYN	yes
P5	Quad 75 Ph2 .SYN	yes
P6	Quad 75 Alt.	yes
P7	Double 75 Ph1 .SYN	yes
P8	Double 75 Ph2 .SYN	yes
P9	Double 75 Alt.	yes
P10	Single 75 Ph1 .SYN	yes
P11	Single 75 Ph2 .SYN	yes
P12	Single 75 Alt.	yes
P13	Quad 150 Ph1 .SYN	yes
P14	Quad 150 Ph2 .SYN	yes
P15	Quad 150 Alt.	yes
P16	Double 120 Ph1 .SYN	yes
P17	Double 120 Ph2 .SYN	yes
P18	Double 120 Alt.	yes
P19	Single 120 Ph1 .SYN	yes
P20	Single 120 Ph2 .SYN	yes
P21	Single 120 Alt.	yes
P22	Double 150 Ph1 .SYN	yes
P23	Double 150 Ph2 .SYN	yes
P24	Double 150 Alt.	yes
P25	Triple 150 Alt	yes
P26	Single 375 Alt	yes
P27	2 Double & 2 Triple Alt.	no
P28	4 Single & 2 Quad Alt.	no
P29	Steady Burn	no

## OPERATION

### Apply BLUE wire to NEGATIVE:

- Between 0-1 sec. for next pattern
- Between 2-4 sec. for previous pattern
- Between 4-6 sec. for Default pattern
- More than 6 sec. Last pattern

## SWITCHING & WIRE CONTROLS

(Located all on the same side of the module)

- **Red Wire:** Positive Flash Activation (10amp Fused)
- **Black Wire:** Negative
- **Yellow Wire:** Synchronization MAX 8 Modules (To Sync, connect yellows together only)
- **Blue Wire:** Negative Flash Pattern
- **White Wire:** Positive Steady (10amp Fuse)

## CONNECTIONS TO THE VEHICLE WIRES

(Located on the opposite side of module from control wires)

- **Yellow Wire: #1 Input**  
(After you cut the OEM wire, connect #1 input to the wire NOT leading to the actual light)
- **White Wire: #1 Output**  
(After you cut the OEM wire connect #1 output to the wire that IS leading to the actual light)
- **Orange Wire: #2 Input**
- **Green Wire: #2 Output**  
(Follow same as #1 but with the 2nd OEM light wire)

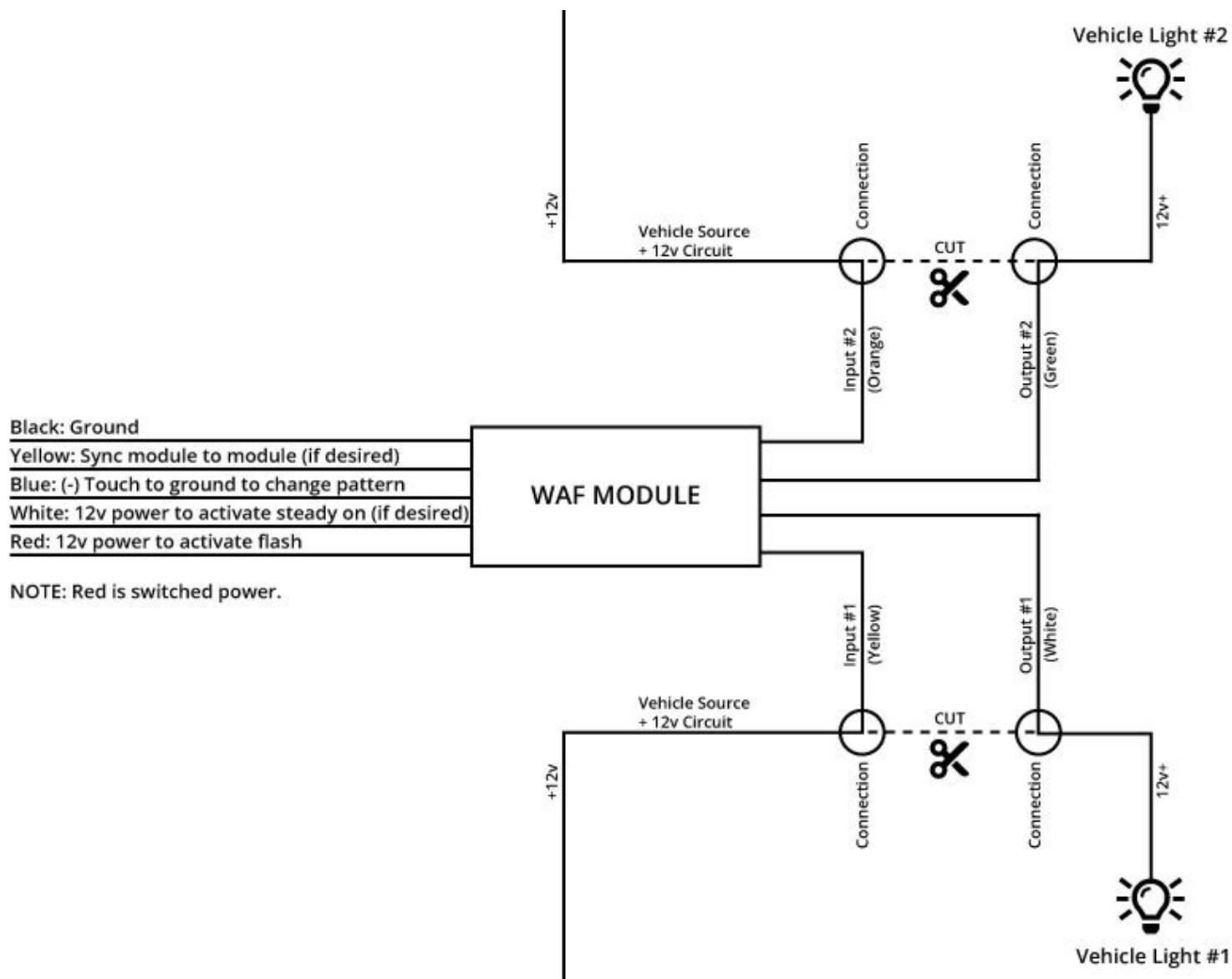
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### WIRING DIAGRAM



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