



# INSTALLATION GUIDE

## UNIVERSAL HEADLIGHT ASSEMBLY FOR PETERBILT 357, 365, 378 & 379

(TLED-H100, TLED-H101, TLED-H102, TLED-H103)

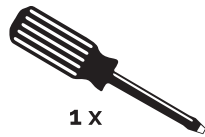


### TOOLS REQUIRED:



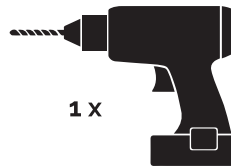
1 X

PHILLIPS SCREWDRIVER



1 X

FLAT SCREWDRIVER



1 X

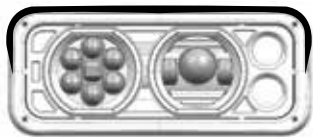
DRILL



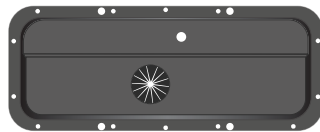
VICE GRIP

### BOX CONTENTS:

1 X



UNIVERSAL HEADLIGHT ASSEMBLY (DRIVER OR PASSENGER)



1 X

TRUX HEADLIGHT HOUSING BUCKET



1 X

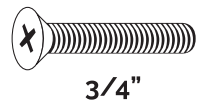
MALE SPADE CONNECTOR



1 X

CAPS FOR ADJUSTMENT SCREWS

8 X



3/4"

#8-32 (3/4" LONG) PHILLIPS FLAT HEAD MACHINE SCREWS

8 X



#8-32 MACHINE SCREW NUTS (HEX)

8 X



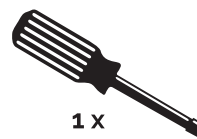
#8 FLAT WASHERS

4 X

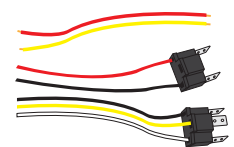


STAINLESS STEEL VISOR SCREWS

1 X



4mm SOCKET DRIVER



EXTENSION WIRES (RED, YELLOW) & PLUGS (3 PRONG, 2 PRONG)

## 1) REMOVE CURRENT BEZEL, HEADLIGHTS & OEM HEADLIGHT BUCKET

Unscrew the bezel to access the OEM headlight bucket. Drilling may be required to remove the OEM headlight bucket due to corroded screws. Once the OEM headlight bucket is removed, unplug the current headlight's wiring from the truck.



Due to corrosion, it is common for the screws holding the OEM headlight bucket in the housing to break off. Should this occur you will need to either use a vice grip, screw extractor or drill the old screws and re-thread the holes with a tap. Should this problem occur, Trux recommends seeking professional services to drill and re-thread the housing holes for a safe and secure installation of your new Trux Universal Headlight Assembly.

## 2) DETACH THE HEADLIGHT VISOR FROM THE TRUX HEADLIGHT ASSEMBLY

Unscrew the headlight visor from the headlight assembly and place the screws in a secured area.

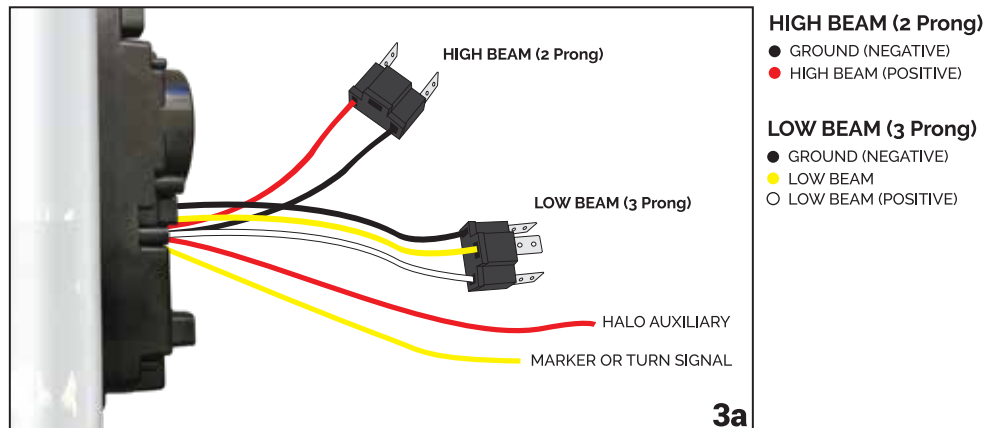


## 3) WIRING THE HEADLIGHT ASSEMBLY

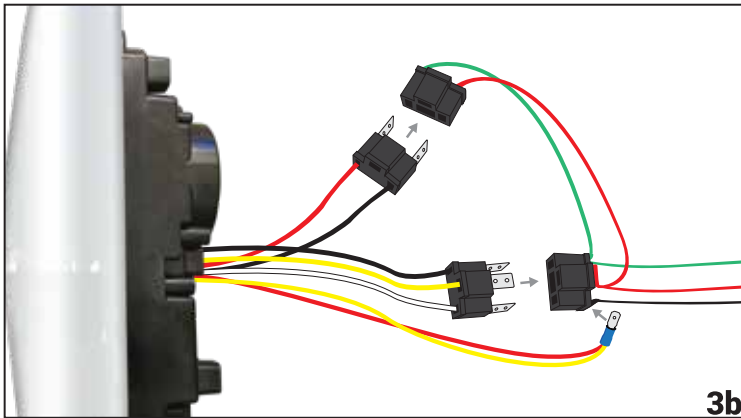
Test the wire connections by plugging the Trux Headlight Assembly connectors into the headlight plugs as shown in the diagrams below. The clear amber lights can function as a marker or turn signal, see below for optional connections. (Diagram 3a) **NOTE:** If required, Trux has provided an additional wire harness to replace any OEM damaged wires.

**MARKER & HALO FUNCTION WITH LOW BEAM CONFIGURATION:** Combine the separate yellow wire (Marker function) and red wire (Halo function) to the provided Male Spade (MS) electrical connector. Plug the MS connector into the black wire socket of the 3 wire OEM plug. (Diagram 3b)

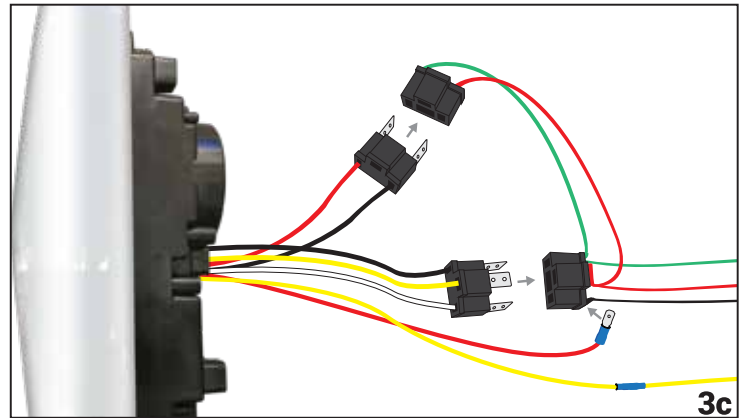
**HALO & TURN SIGNAL FUNCTION WITH LOW BEAM CONFIGURATION:** Daisy chain the yellow wire to a turn signal light (eg. The side light on the headlight housing). Attach the MS electrical connector to the red wire (Halo function) and connect the MS into the black wire socket of the 3 wire OEM plug. (Diagram 3c)



MARKER & HALO FUNCTION WIRING CONFIGURATION

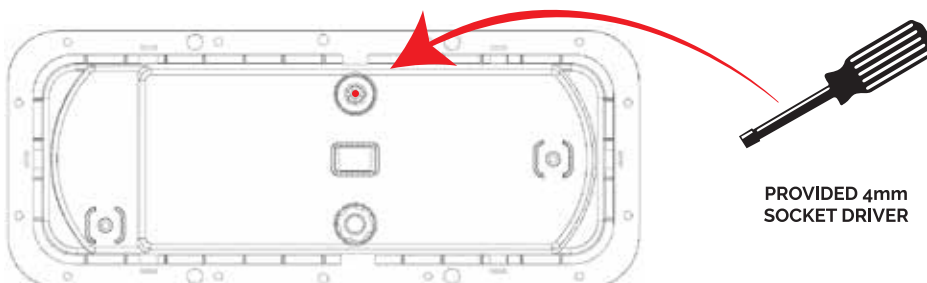


TURN SIGNAL & HALO FUNCTION WIRING CONFIGURATION



## 4) ADJUST THE HEADLIGHT BEAMS

The headlight beam can be adjusted with the provided 4mm socket driver. Adjust the pin clockwise or counter clockwise at the location shown below. **NOTE:** Because the aiming pin cannot be accessed once the headlight is fully mounted, we suggest mounting it temporarily using only 2 screws so that it can be easily removed often to enable you to make the necessary adjustments.



### UP/DOWN HEADLIGHT ADJUSTMENTS



## 5) MOUNT THE HEADLIGHT ASSEMBLY

Once you configured the wiring, tested the functions and adjusted the beam, position the Trux headlight assembly to the Peterbilt headlight housing holes. Once positioned, screw the new flat screws into the 8 screw holes located above and below the Trux Headlight Assembly.



5a

## 6) ATTACH THE HEADLIGHT VISOR

Align the headlight visor to the front of the headlight assembly and use the provided screws to tighten the visor into place.



6a



6b

## TROUBLESHOOTING TIPS:

PROBLEM	SOLUTION
1- Weak or improper lighting 2- Error on the dashboard 3- Light flickering	You may need to install a load resistor on each light that is experiencing these issues. Trux offers the TU-1039 for LED headlights (80W). Load resistors are used often for vehicles that originally came with Halogen bulbs. The truck's computer is programmed to expect a higher wattage draw from halogens and may sometimes send errors to the light if it is drawing the lower wattage draw of LEDs. These errors can present themselves in different ways such as intermittent flashing. The TU-1039 load resistor is the first line of defense for these issues. It will compensate for the low power wattage of the LED to make sure there is no error message on the dash so that no re-programming is required. Once installed, it will 'trick' the vehicle's computer and allow it to send the proper current needed for the LED.
4-My high beam is not working 5-My low beam is not working 6-My Halo and/or marker is not working when connected to the low beam	Switch the 'black' ground (negative) wire with the 'white' low beam (positive) wire on your 'low beam' 3-wire H4 connector. 'White' will become ground (negative) and 'black' will become low beam (positive) (see page 3 illustration 3a). If the H4 plug is the sealed version, you can switch the wires on your truck. These are universal headlights and each of the different trucks/years that they fit may have their ground wire on different sides or colors. In some cases, you may need to switch the black and red wire on the 'high beam' 2-wire H4 connector in order to switch the ground of the high beam. [Note: Our LED headlights do not work on a double negative system].
7-The light doesn't work when I use the H4 extension	The H4 extension is designed to switch the ground (negative) to the opposite side. If you need the extra reach of the extension, please make sure the positive and negative of your vehicle match the positive and negative of the H4 extension.