

LINLink™ Module – Installation Instructions

1. Overview

The LINLink module is designed to interface with a vehicle's high beam LIN bus to control auxiliary lighting or other supported functions. These instructions guide you through a basic, safe installation. No advanced diagnostics equipment is required.

2. What's Included

- LINLink Module
 - Pre-wired T-harness
 - Mounting nut
 - Waterproof Butt Connectors
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3. Tools Required

- Wire strippers/Crimpers
- Screw Drivers
- Heat shrink and electrical tape
- Zip ties
- Socket Set
- Multi-meter

4. Safety Notes

- Always disconnect the vehicle battery before beginning installation.
 - Verify all power and ground connections with a multi-meter.
 - Never probe unknown vehicle wires with power applied.
 - Mount the module away from heat, moisture, and moving components.
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5. Mounting the LINLink™ Module

1. LINLink was designed to mount on the battery hold down stud behind the battery (Pictured below) using an M8 Nut. Installation area shown in Figure 5.1
2. If mounting elsewhere, but sure to secure LINLink with a screw/bolt or double sided tape and select a dry, vibration and heat resistant area.

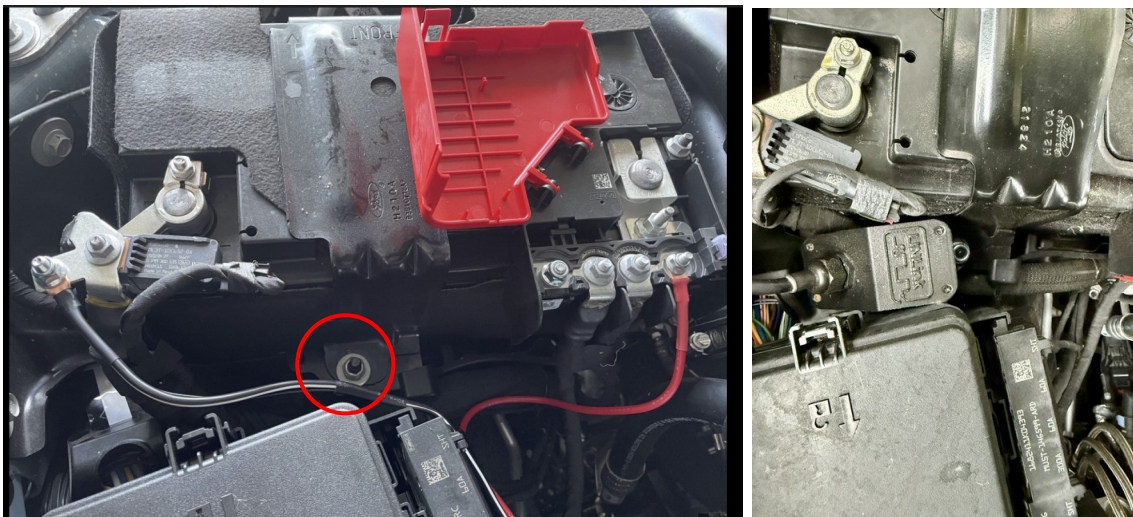


Figure 5.1

6. Wiring Connections

6.1 LIN Bus T-Harness Connection - Accessing headlight area.

- Remove drive side fender flare. This is done without any tools, by turning down the 5 plastic tabs which are approximately located in Figure 6.1 where the blue tape is.



Figure 6.1

- Pull the fender flare away from the body.
Note: There are plenty of YouTube videos showing this procedure if needed. Here is one example; <https://www.youtube.com/watch?v=eA4iQTAs9Qo>
- Remove the plastic rivet from the forward most part of the fender liner (Figure 6.2 circled in red). This is best achieved with the use of a 90° or hooked pic tool, by pulling up on the center screw and unthreading same. Once the center screw is out, the plastic rivet will easily pull out.
- Remove the 6mm bolt (Figure 6.3, circled in green). Pull back the fender liner to access behind the drivers headlight housing and associated wiring harness.

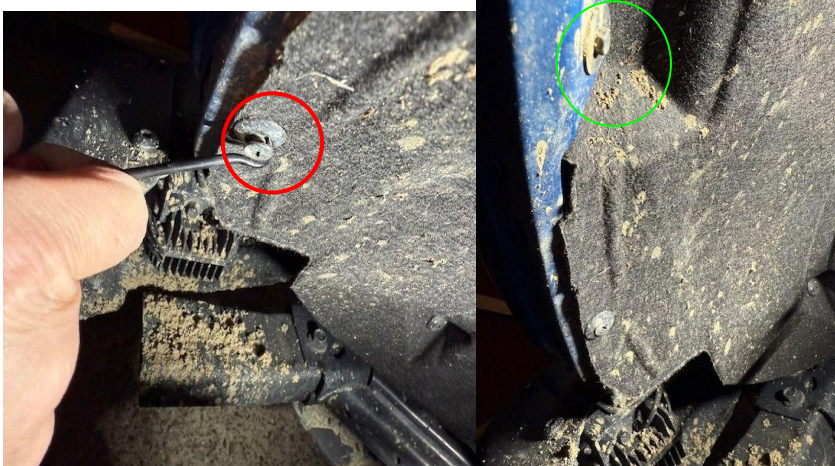


Figure 6.2

Figure 6.3

- In Figure 6.4 and 6.5, the liner is pulled back and a piece of blue tape is placed to indicate approximately where the headlight harness is located. Reach around the frame to find the connector which is behind the headlight housing. It has a tab that needs to be squeezed, then pulled back to release it from the housing.



Figure 6.4

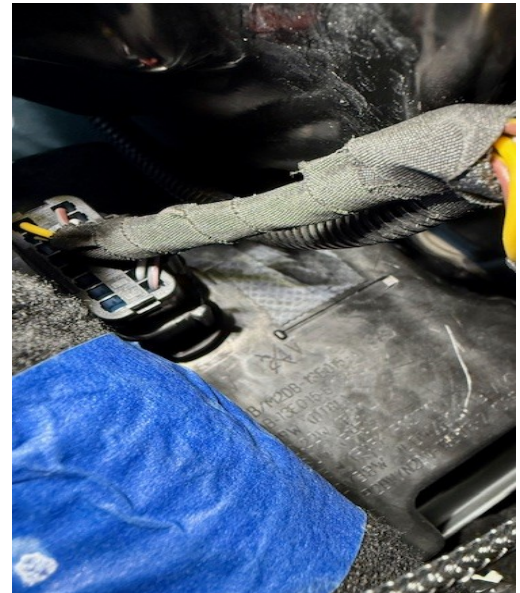


Figure 6.5

- The T-Harness has a 4 Pin connector attached which is to be brought up from the fender into the area in front of the battery tray, as shown in Figure 6.6. Once you have the 4 pin connector up near the battery, pull the black, yellow and red wires up with it. The harness is to be ran along the left side of the battery, on the drivers fender. The 4 Pin connector can be hooked to LINLink, then the others wires connected as instructed below.



Figure 6.6

- Connect the factory headlight plug into the mating side of the T-Harness as shown in figure 6.7, then the opposing end into the headlight housing connector. Tuck the wires up into the fender and reinstall the liner, fasteners and fender flare.



Figure 6.7

6.2 Power, Ground and output

- **Red Wire:** +12V Switched Power. Connect to the Ford Factory AUX. switch #1. This wire is located on the drivers firewall under the hood and is Yellow. Further AUX switch

wiring is pictured below. Please use the provided waterproof butt connector or solder with a marine grade heat shrink tubing.

Alternative wiring configurations: LINLink is able to handle 20Amps DC, so any AUX. switch can be utilized if it meets the amperage criteria of your lights. If you don't have the Ford AUX. Switch bank, a separate cab mounted switch should be utilized, however be sure to fuse properly. LINLink should be shut off when not in use, or the vehicle isn't running. The Ford AUX Switch output wiring is shown in Figure 6.6.

Relays are Coded as Follows:

Power Distribution Box	Wire Color	Wire Size	Fuse
AUX1	Yellow	1.5 mm ²	25A
AUX2	Green/Brown	1.5 mm ²	15A
AUX3	Violet/Green	0.75 mm ²	10A
AUX4	Brown	0.35 mm ²	5A
AUX5	Blue/Orange	0.35 mm ²	5A
AUX6	Yellow/Orange	0.35 mm ²	5A

Figure 6.6

- **Black Wire:** Chassis Ground
Connect the black wire to a clean chassis ground point. A solid ground stud is located near the battery on the drivers side fender, and is easily accessible. Note: This provides ground to LINLink, not your auxiliary lighting.
- **Yellow Wire:** +12VDC Output to auxiliary lighting. Can also be wired to a relay or solenoid if further ampacity is needed. Be sure to fuse the input of same for safety.

7. Final Securing, Testing and Information

- Zip-tie all loose wiring. The red wire can be secured to the hood latch cable which runs along the drivers side fender.
- Reinstall fender liner, screw, plastic insert and fender flare.
- Verify no wires are pinched.
- Once power is provided to LINLink, it will output voltage to your auxiliary lighting when flash to pass, manual or auto high beams are activated.
- Power is disconnected to the Ford AUX switches when the Bronco is shut down. If another type of switch is used, but sure to turn it off, or wire it's input to an ignition switched circuit. LINLink shouldn't be left on as a battery drain will occur.
- When you are using bright auxiliary lighting with the auto high beam feature, keep in mind that the threshold Ford uses is based on the brightness of the factory headlights. Many off road lights will reach further, so opposing traffic may be blinded if you're waiting for the sensor to shut down the high beams. Please be mindful when in traffic and either shut down LINLink, or turn off the auto high beam feature.

8. Support

Blue Water Response Systems

For support, contact: bwrsystemspro@gmail.com

Notes Section

(For installer use)