

I purchased the KC HiLiTES C-Series C2 Backup Flood Lights - Pair (87-18 Jeep Wrangler YJ, TJ, JK & JL)



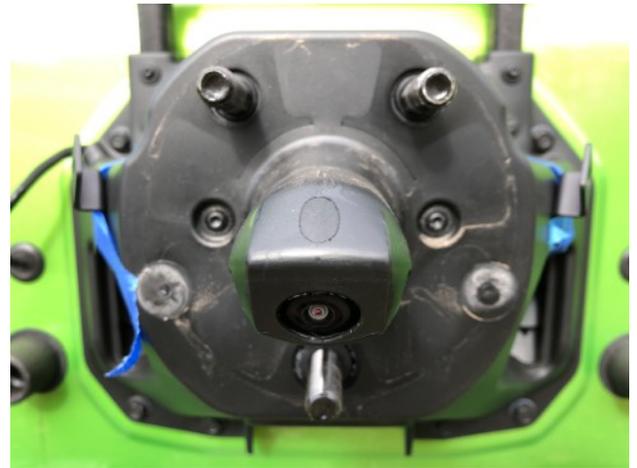
at <https://www.extremeterrain.com/kc-hilites-cseries-c2-backup-flood-lights-pair-8717-yj-tj-jk.html>

Then I laid out with the provided L mounting bracket where I wanted then.



I did this for both sides to see where the lights will lineup. It is a trial and error thing... I had to lift spare tire up from start to finish three times to lock down of spare.

I used the iPhone camera with the grid lines to make it happen and was a blessing to use the cross hairs grid.



Finally got it lined up.....

So now drilled one hole each side for these screws that I had laying around. It is a nice thigh spare tire holder so use a washer and sheet metal screws. I would latter drill another hold on each side to secure the bracket with an extra screw in the slot side.



I did have to hacksaw the 1 inch carriage bolts to 1/2 inch long and file to clean up treads.



Now with that one screw in let bracket hang down and bolt up light.



Now take the included wire harness and I chose not to cut and splice cable so used cable ties and wrapped it up.



OK with the spare tire still off I hooked up lights and put cables in top spare tire hold and the tested lights before put spare tire on.



It was all working and picked this place to run the cable into....



Put the spare tire back on as lights tested out good to go....





Now I snaked the wire along the current cable and used ties.

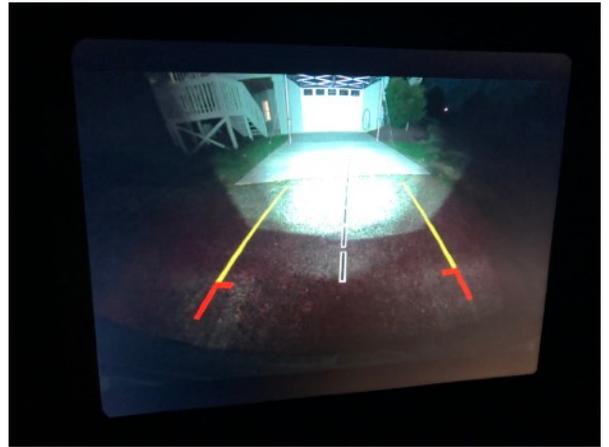
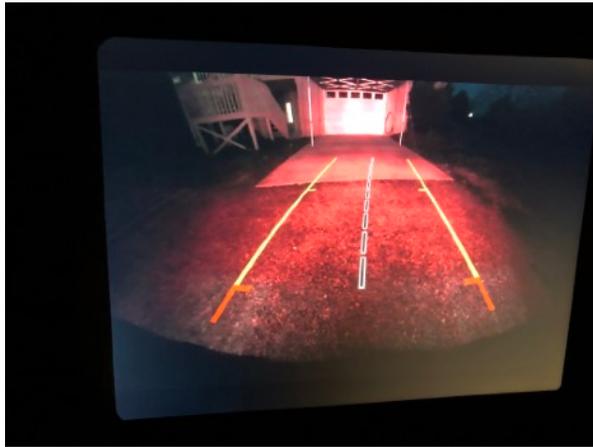
Then through the trim.... no need to remove trim, just lift below and fish it through.



Removed the trail rails by popping off the plastic caps and removing the three bolt in a 2 Door. Ran the wire under the carpet to the right.

Got to the seat belt area and just tucked wire under the plastic trim to the massager foot area . I did have a little leftover wire so a 4 door Jeep will just have enough. Ran wire up inside the passenger side foot trim and found the AUX light wire and grounded on the metal bolt for door stop. So I picked AUX 3 wire as I did not need the lights to come on all the time I backed up, only where it is really dark. I also wanted it to come on as a work light when using Jeep on the farm. Special note... AUX 3 wire is Orange/Pink BUT the Ignition wire (on all the time while driving) is Pink/Orange. Make sure you connect to the correct wire. I drove into town after installation and I notices that newly installed back lights still on as the Jeep was idling, what gives? Went home checked the book for wire colors and saw my mistake. So moral of story is test with meter your wire choices to make sure you are correct. All is good now and use the lights more as work lights.

So it is night and this is what it looks like on the 8.4 backup camera display and outside look next to Jeep....

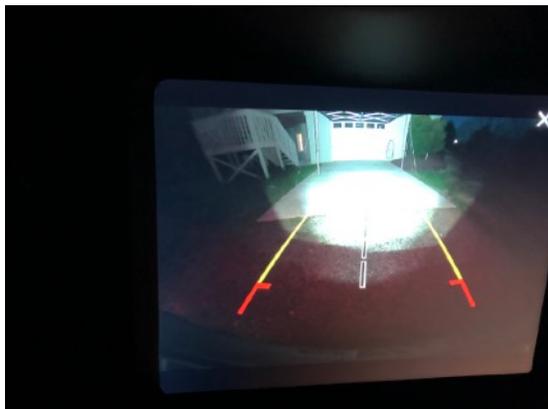
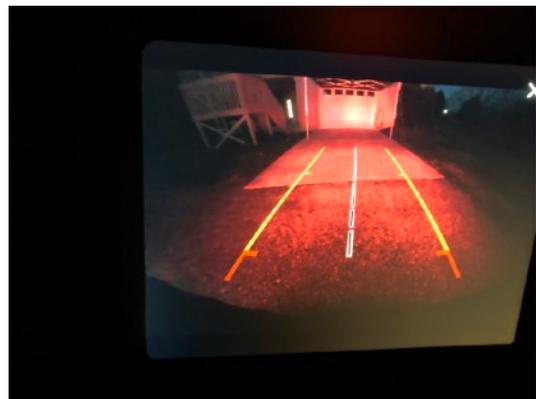
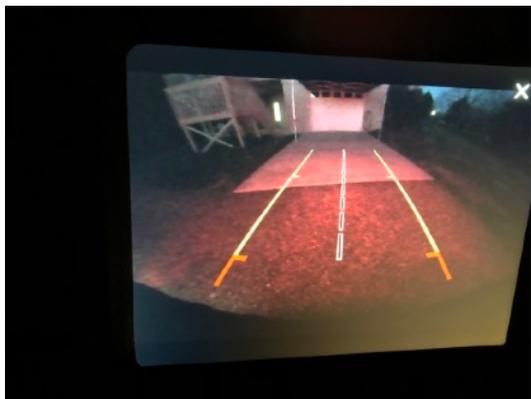


What do you think.....

The left photo is photo of 8.4 screen with LED backup lights and brake lights on as well....

The right is the new KC backup lights.....

Here is some more photos....



OK standing outside of drivers door by back tire and this is what I see...

With standard backup lights.....



With standard backup lights and brake light....



With new KC lights....



I'm happy and hope this helps others needing backup lights living in the county.....