Congratulations on the purchase of Trail Head Off Road's Jeep Cherokee XJ taillight guard/replacement light assemblies. **Please read these instructions completely before starting the installation.** Some steps may need prior preparation. **It is recommended that you paint or powder coat your new guards prior to installation.**

Tools required: #2 Phillips head screwdriver, drill motor, ¼" drill bit

Step 1: **Part Removal**

Remove the factory taillight assemblies.

On earlier models there is a bolt at the top, bottom and inside of the lights. Later models use a stud for the bottom mount.

Remove the interior trim panels on the left and right of the rear hatch area to gain access to the quarter panel.

Step 2: **Wiring the lights**

Cut a cross pattern in the rubber grommet located between the factory light box and the hatch gasket (figure 1).

Feed the LED light plugs through the grommet and pull through the factory light holes (figure 2).

Remember, on most LED lights, the white wire is ground and will typically have a connector already attached.

Make your connections using the main tail/brake wiring, turn and reverse lights. You will be cutting the factory wiring and replacing the bulb sockets with the new LED wiring. It may be helpful to make these cuts one at a time or pre-mark the factory wiring to avoid confusion. Leave all of the connections on the inside of the vehicle.

On some models you will have additional taillight socket as well as a side marker light. These are not used in the installation. Terminate these connections and cap off so they will not ground out. Leave inside the vehicle.


Figure 1


Figure 2

Step 3: **Guard installation**

When attaching the rear light portion of the guard on older models you will need to use one of the supplied washers on the lower light mount. On newer models it may be necessary to loosen the lower stud using a Torx driver.

Line up the side guards on the body line (figure3). You will need to loosen the fender flare as the guard is sandwiched between the flare and the body. This typically requires a 10 mm socket. Try lubricating the fender flare studs with penetrating oil prior to loosening if they are corroded or appear to be stuck

Drill your first mounting hole. The front is a good place to begin in order to support the weight of the guard as you progress through the installation. Tighten the first bolt only enough to hold the guard in place.

Figure 3

We recommend using an RTV type sealant between the guard and the sheet metal (figure 4).

Drill the remaining holes and using the supplied countersink bolts, interior fender washers and nuts, insert and tighten the balance of the hardware.

Figure 4

You may have to “massage” the sheet metal to fit the guards. This may be caused by manufacturer defects, trail abuse, prior accident damage, metal fatigue, etc. Typically, attaching the light portion and then adjusting the guard to the body line works well. Tightening the bolts tends to “pull” the sheet metal back to its original position.

When you have the guards mounted, holes sealed and all bolts tightened, feed the wires though the side notch in the guard (figure 5). Insert grommets into holes in light housing. Then route the wires to the appropriate light grommet hole (figure 6).

Figure 5

Figure 6


Figure 7

Press the LED lights into the appropriate grommets (figure 7).

Plug your lights into the previously wired harness and press them into the holes.

Test lights for proper operation.

Note: Some vehicles may require a new flasher relay.

For technical or installation questions, please contact us.

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Thanks again for choosing a THOR product to protect your rig. We expect you will have many years of satisfaction.

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