

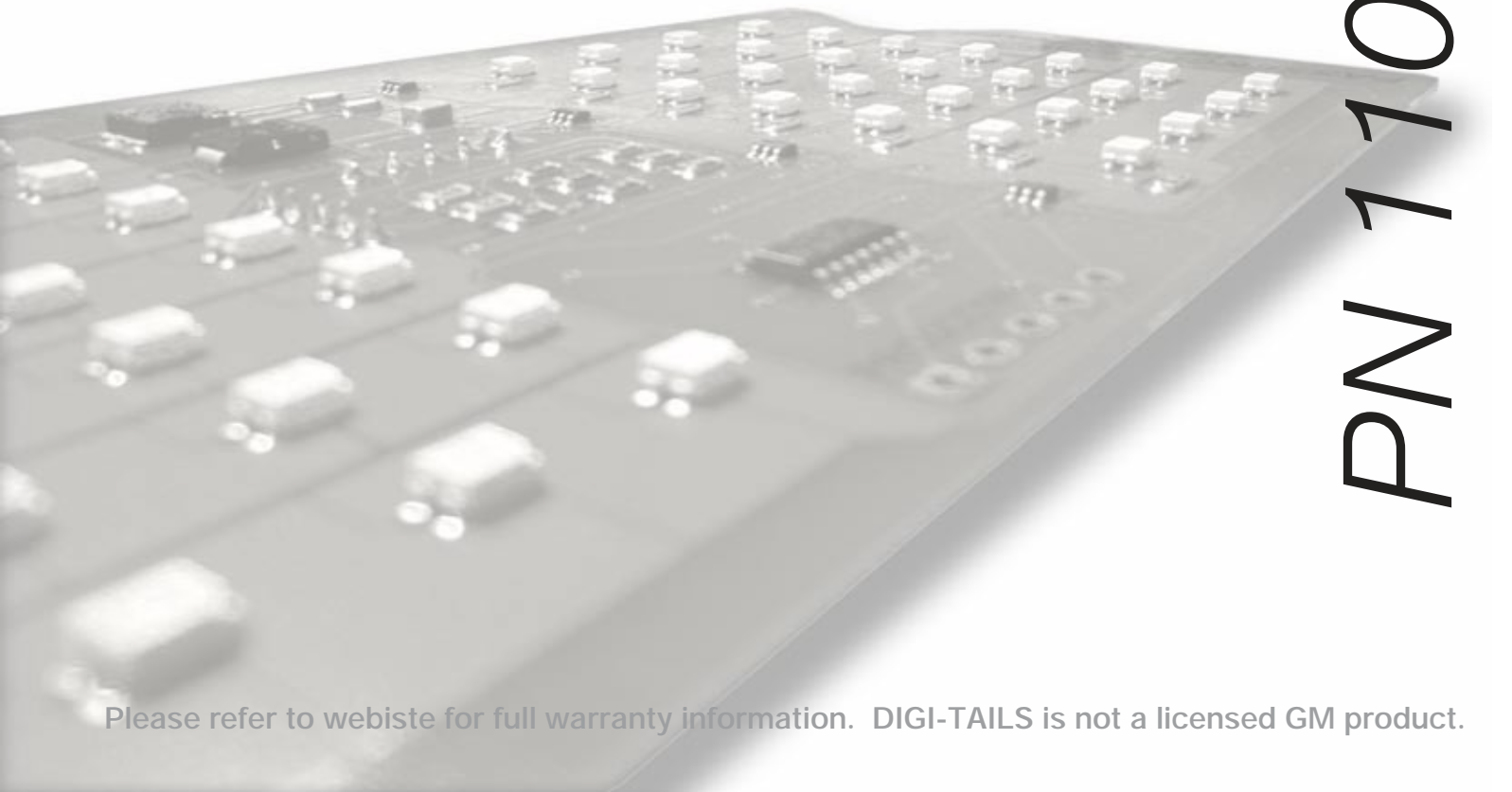


1969 PONTIAC FIREBIRD

4 Panel Sequential LED Taillight Kit Installation Guide

Kit Contents:

- **4** LED panels
- **4** rubber grommets
- **1** power wire
- **2** pigtail harness kits
- **2** crimp terminal kits

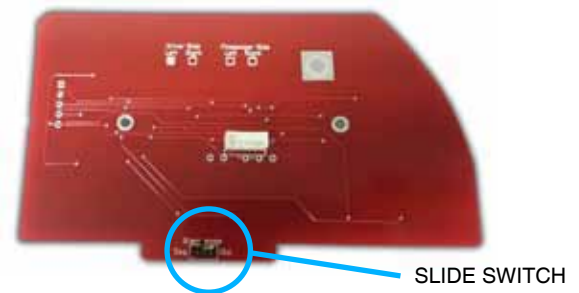


P/N 1100569

Note

The LED boards are shipped with the slide switch set to sequential mode. We recommend that all slide switches be set to the same setting (either standard or sequential).

Please follow all local laws concerning exterior lighting.



Hint

You may begin with the LED panel installation, however, you will need to complete the wiring modifications before the LED panels and housings are paired as one. Read over the entire instruction guide to determine the method that works best for you.

LED PANEL INSTALLATION

1. Cut off the power to your car.

Disconnect the negative terminal from the battery, which will cut off the power in your car. To verify that the power is disconnected, press the brake pedal; your brake lights should not turn on.

2. Remove the current taillights.

Turn the light sockets counter-clockwise to remove them from the taillight housings. As a safety precaution, remove the bulbs from the sockets. Put them aside since they will no longer be needed. Remove the taillight housing assembly from the car and separate the lens from the housings.

3. Identify the LED panel orientation.

Each LED panel has 4 check boxes imprinted on the backside. The location of each LED panel is determined by which check boxes are filled with ink. The panel shown below is marked PASSENGER SIDE, LEFT. This means it will be placed in the passenger side housing in the left section (closest to the center of the car).



Driver Side
Left ☒ Right ☐

Passenger Side
Left ☐ Right ☐

4. Prep lenses for drilling.

Remove the Lens from the housing. Unscrew the chrome bezel from the lens. 4 holes need to be drilled through each lens. Cut out the included templates and place them on the backside of the corresponding lens. Mark the locations of the 4 holes, then double check to make sure you have marked the holes in the correct position.



5. Drill the lenses.

Carefully drill each mark with a 3/16 inch drill bit. Using a sharp drill bit will be more forgiving to the plastic and lead to less chance of cracking.



Important Note

DO NOT PRESS HARD WHILE DRILLING. Be very careful not to press too hard while drilling. It takes very little effort to drill through the plastic. Let the drill bit do all of the work and use a low speed setting.

6. Mount the LED panels.

Loosely screw on the LED panels onto the lens with the included hardware. Leaving the LED panels loose will allow them to perfectly align themselves when they are placed in the housing.

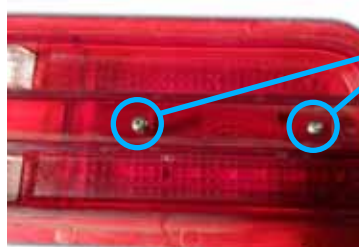


7. Secure the LED panels.

Place the lens/LED panel assembly into the housing and align the LED panels so the assembly fits snug into the housing. Now you can tighten the screws to secure the LED panels. A good snug is all that is needed. Place the lens trim back on and screw in place.



1. Slide the lens/LED assembly into the housing.



2. Once positioned, tighten screws to secure the LED panels.

8. Plug in extension wires, grommets.

Feed the extension wires through the socket hole. Wrap the rubber grommet around the wires and press it into the socket hole. Once the LED panels are in place for good, you will still be able to easily plug and unplug the harness and remove the buckets.



Hint

It is best to use a small flat head screw driver to work the grommets onto the socket holes.

9. Access to LED panels.

The slide switch is accessible through the light socket hole. This allow you to change the LED setting to standard or sequential without taking out the LED panels.

WIRE SPLICING INSTALLATION

1. Review the wiring diagrams found on the last page.

All four LED panels need these five connections.

- ORANGE - Constant 12 volt power source.
- BLACK - Grounded to body.
- YELLOW - Driver side turn signal.
- GREEN - Passenger side turn signal.
- BROWN - Running light signal.

2. Find and access the taillight wires.

Pick a point in the rear body panel between the driver's side quarter panel and the driver's side taillight housing assembly and remove the cloth tape to expose the taillight wires.

3. Splice the LED panel wires into the original wires.

LED Panel	Original	Notes
 Dark Green	 Dark Green	The light socket ends on the car harness can be discarded.
 Yellow	 Yellow	The light socket ends on the car harness can be discarded.
 Brown	 Brown	The ends going to the side marker lights must be included in the splice for the side markers to remain functional.

4. Connect all the ground wires.

Connect all the ground wires together. Bolt them to the trunk latch support along with the original rear body harness ground. The ground connection must be secure in order to operate the LED taillights.

5. Tuck and secure the spliced wires.

Take the spliced sections and fold them over to one side and tape them in place. This will allow you to place the wiring into loom or wrap the LED panel wiring tightly away.



1. Fold wires to one side.



2. Secure with electrical tape.

6. Splice the **Orange** constant power wire into the T-Tap and the LED panel **Orange** wire.

An **Orange** power wire is supplied along with a T-Tap. The orange power wire must be supplied with a constant 12 volt battery supply for the LED circuitry to operate properly. The T-Tap connector is used to splice to the constant power source, like the dome light wire.

Splice the T-Tap connector into the constant power wire, then plug the orange wire into the T-Tap. The other end of the orange wire is spliced into the LED panel Orange wires.



1. Insert wire into T-Tap



2. Crimp with pliers



3. Plug connector into T-Tap

Note

A wire diagram of the LED panel spliced into the car's original harness is on the last page.

Note

The LED light kits are designed for best performance when using an electronic no-load flasher. Shown here is an optional electronic no-load flasher (PN 200002) available from DIGI-TAILS.



The black wire must be grounded

If you decide to use a stock bi-metal flasher, we recommend a standard-duty flasher instead of a heavy-duty flasher. If your turn signal circuit includes front and rear LED turn signals, the circuit will not have enough resistance load to operate a heavy-duty bi-metal flasher, so the no-load flasher will be required for both the turn signal and emergency flashers.

