

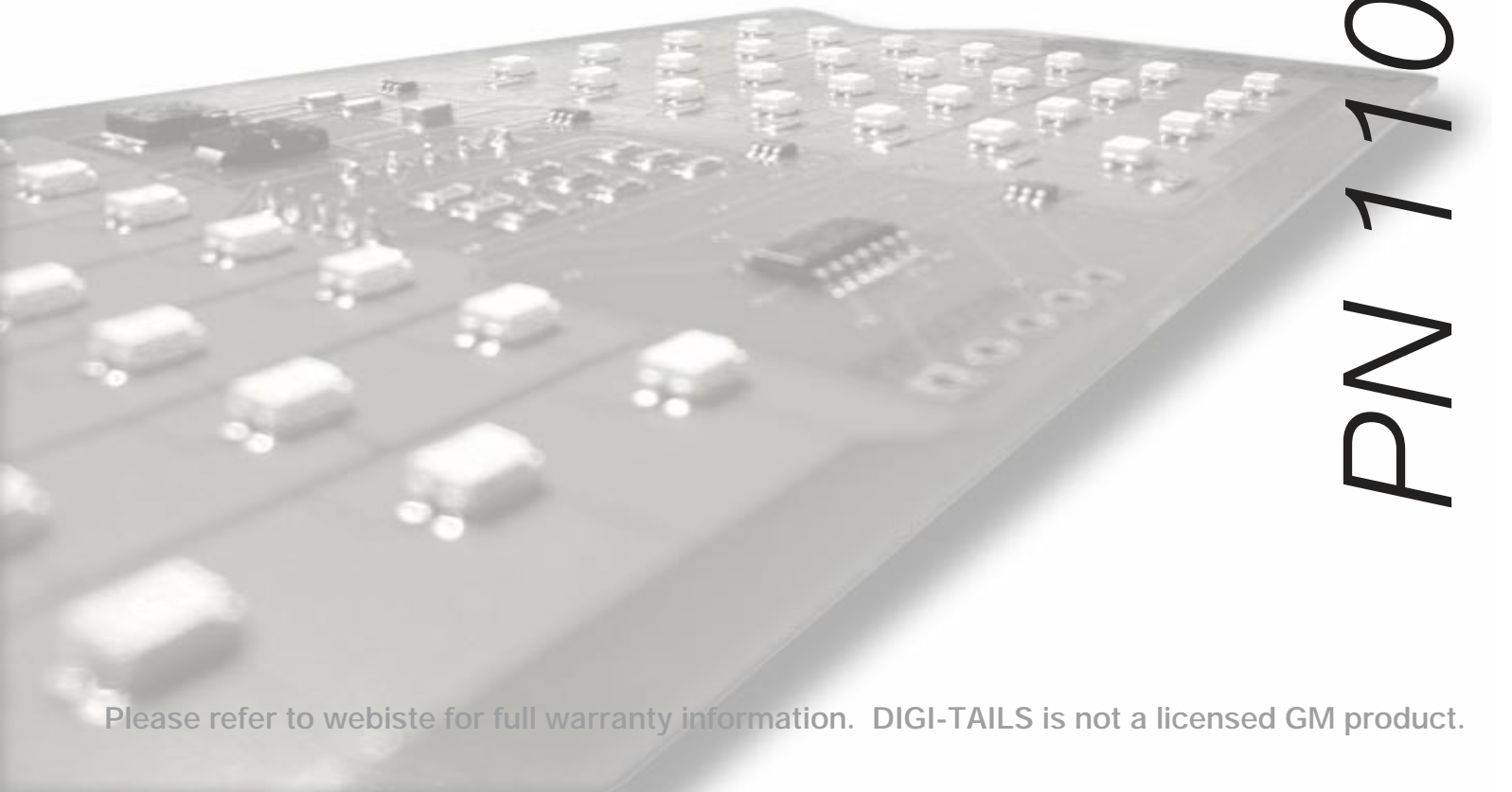


1965 BUICK GRAN SPORT

Six panel Sequential LED Taillight kit installation guide

Kit Contents:

- **6** LED panels
- **6** rubber grommets
- **1** power wire with t-tap
- **3** driver side LED harnesses, 24"
- **3** passenger side LED harnesses, 48"
- **6** LED extension harnesses, 12"
- **3** harness crimp kits

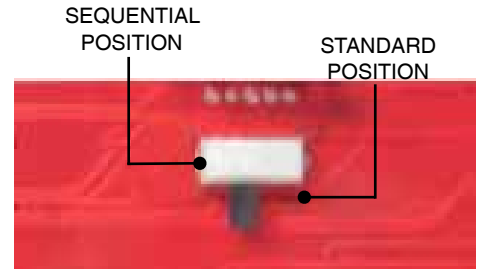


PN 1101165

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.



Shown in sequential mode

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.

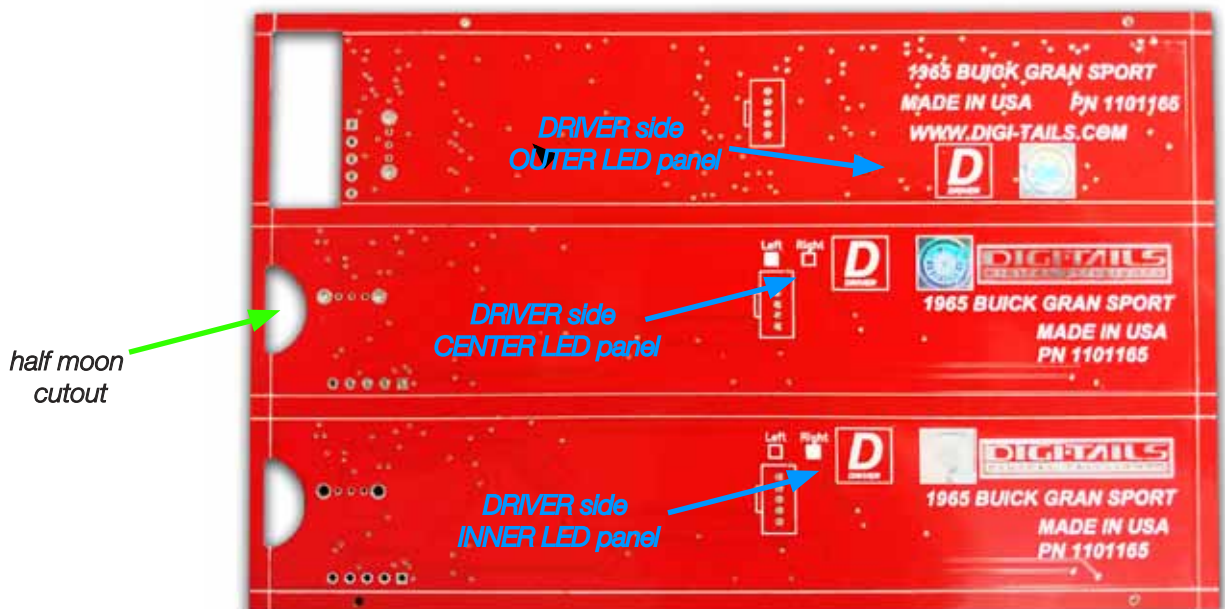
Disconnect the negative terminal from the battery to cut off the power in your car.

2. Remove and disassemble your taillights.

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

3. Identify the LED panels.

Each LED panel is marked on its backside, which identifies where each respective LED panel is to be mounted. As example, shown below are the 3 driver side LED panels. Starting from the middle of the car is the **DRIVER side RIGHT** panel. In the center will sit the **DRIVER side LEFT** panel. Furthest out will be the panel just labeled **DRIVER side** (there is no half moon cutout in the outer panel.)



4. 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.

Plug the extension harness into the LED panel.



Hint 2

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

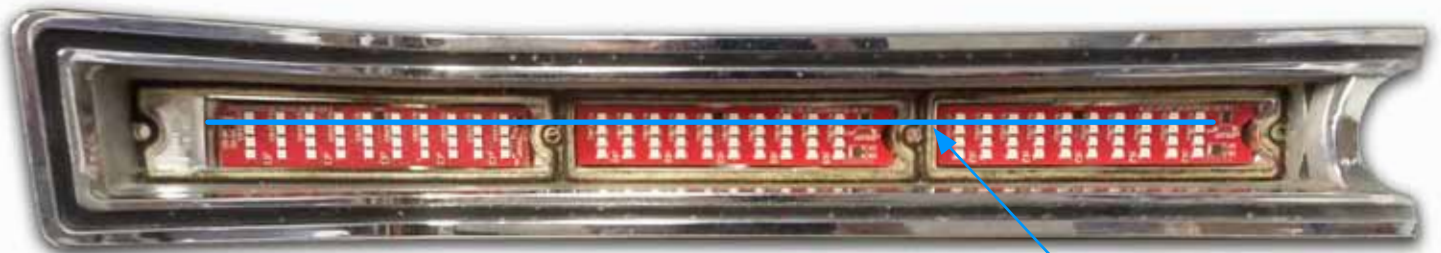
Hint 1

You may need to trim away part of the grommet so it fits properly into the socket hole.



5. Mount the LED panels.

Before permanently attaching the LED panels, set them into their respective places to check for proper fit. Each LED panel will sit in its respective panel and is held in place with silicone.



Be sure that the LEDs across all panels are in a nice straight line. This will ensure they look their best behind the lens.



Carefully apply the silicone so you do not cover up any of the LEDs.

WIRE SPLICING INSTALLATION

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









Each LED panel needs five connections. Listed are the LED harness colors and their respective function. Note: Depending on make and harness, colors may not match.

- ORANGE** - Constant 12 volt power source.
- BLACK** - Grounded to body.
- YELLOW** - Driver side turn signal.
- GREEN** - Passenger side turn signal.
- BROWN** - Running/park 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 SIGNAL wires into the stock SIGNAL wires. Match the LED harness to the corresponding stock harness as shown below.

LED Harness	Function	Stock harness	Notes
 Green	Passenger side turn signal/ Brake light signal	 Light Green	The light socket ends on the car harness can be removed.
 Yellow	Driver side turn signal/ Brake light signal	 Dark Green	The light socket ends on the car harness can be removed.
 Brown	Running/Park signal	 Gray	Running light wires.
 Orange	Constant 12 volt		Find power at fuse panel/trunk light/dome light/fused battery feed.
 Black	Ground		Ground to Body/chassis

Note about brake lights

There is no dedicated Brake light signal wire. When the brake pedal is pressed the brake switch sends power into the turn signal switch and then power through both the driver and passenger signal wires to activate the brake lights.

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 good in order to the operate the LED tail lights.

5. Supply the LED panel harnesses with a constant 12 volt feed using the included Orange power wire and T-Tap.

An Orange power wire is supplied along with a T-Tap. The orange power wire must be powered with a constant 12 volt battery supply for the LED circuitry to operate properly. You can use the included T-Tap connector to splice to a constant power source, like the dome light, trunk light, fuse box, etc.

Splice the T-Tap connector over the constant power source, then plug the orange wire into the T-Tap. The other end of the orange power wire is tied in with the orange wires of all the LED panel harnesses.



1. Insert wire into T-Tap



2. Crimp with pliers



3. Plug connector into T-Tap

6. 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.

Note

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

Note

The LED light kits are designed for best performance when use an electronic no-load flasher. Shown here is an optional electronic no load flasher available from DIGI-TAILS, (PN 20-F2)



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.

