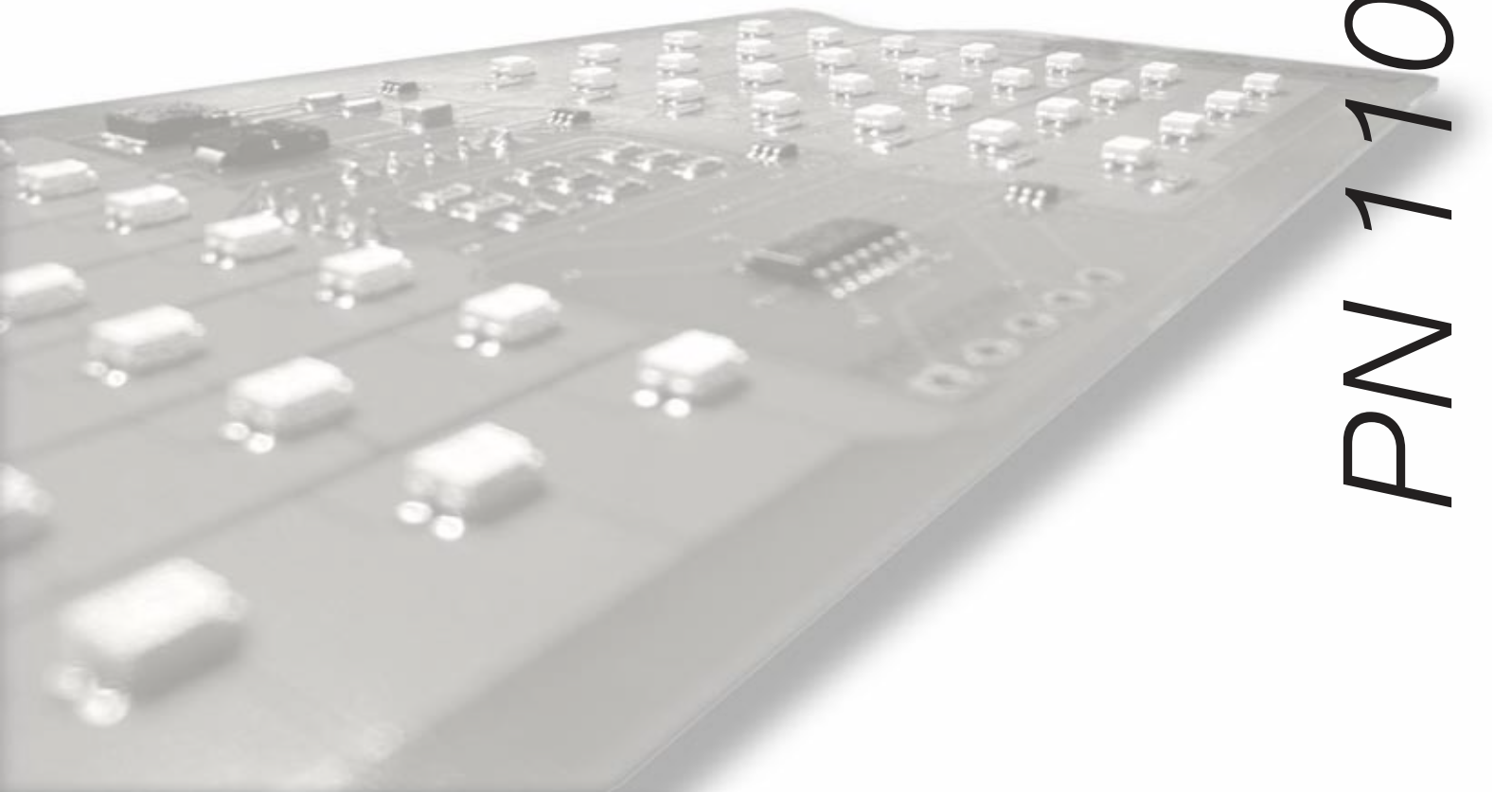


1969 CHEVY CAMARO

Four Panel Sequential [LED Tail Light Kit](#) Installation Guide

Kit Contents:

- **4** LED panels
- **4** rubber grommets
- **1** power wire with t-tap
- **2** driver side LED harnesses, 24"
- **2** passenger side LED harnesses, 48"
- **4** LED extension harnesses, 12"
- **2** harness crimp kits
- **4** LED panel mount templates

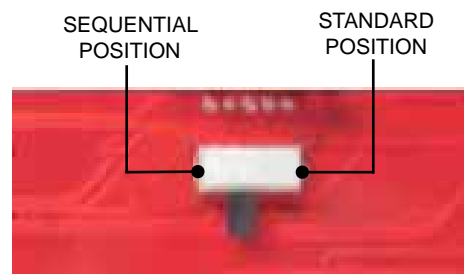


PN 1100169

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, 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. Drill mounting holes into housing buckets

Use the provided templates to drill mounting holes for the LED panel assemblies. The reproduction housings have slight differences to the original housing buckets. Select the correct set of templates for your housings. Each bucket must be drilled on the top and bottom side. All templates are marked to indicate where it lays on the bucket. We recommend that you drill small pilot holes and test fit the LED panel assembly before drilling the final mounting hole size to 5/16".



4. Plug in extension wires.

Plug the extension wires into all of the LED panels. 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.



5. Mount the LED panel assemblies

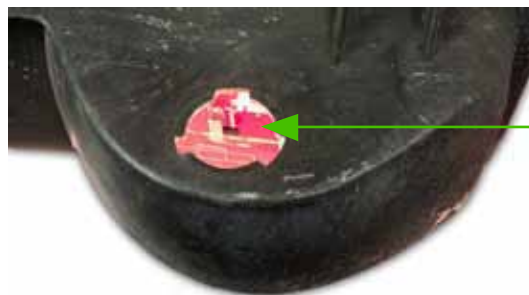
All housing buckets differ slightly, which make the final position of the LED panels up to you. Included are nylon washers which are used to adjust the final height of the LED panels.

Set the LED panels to what you feel is centered, turn on the running lights, and put on the lens. Now determine which way, if any, the LED panels must be moved. The closer to center the LED panels are to the center of the lens the better the final install will look. Once satisfied with the look use the included black clips to attach the LED panels.



6. Access to LED panels.

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



Slide switch.

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 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 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	 Dark Green	The light socket ends on the car harness can be removed.
 Yellow	Driver side turn signal/ Brake light signal	 Yellow	The light socket ends on the car harness can be removed.
 Brown	Running/Park signal	 Brown	The light socket ends on the car harness can be removed.
 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. 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.

7. Place the grommet around the wires and replace the lens.

Place the grommet around the panel wires and press it into the light socket hole. Test the lights to ensure correct function, then place the lens back onto the housing.

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.

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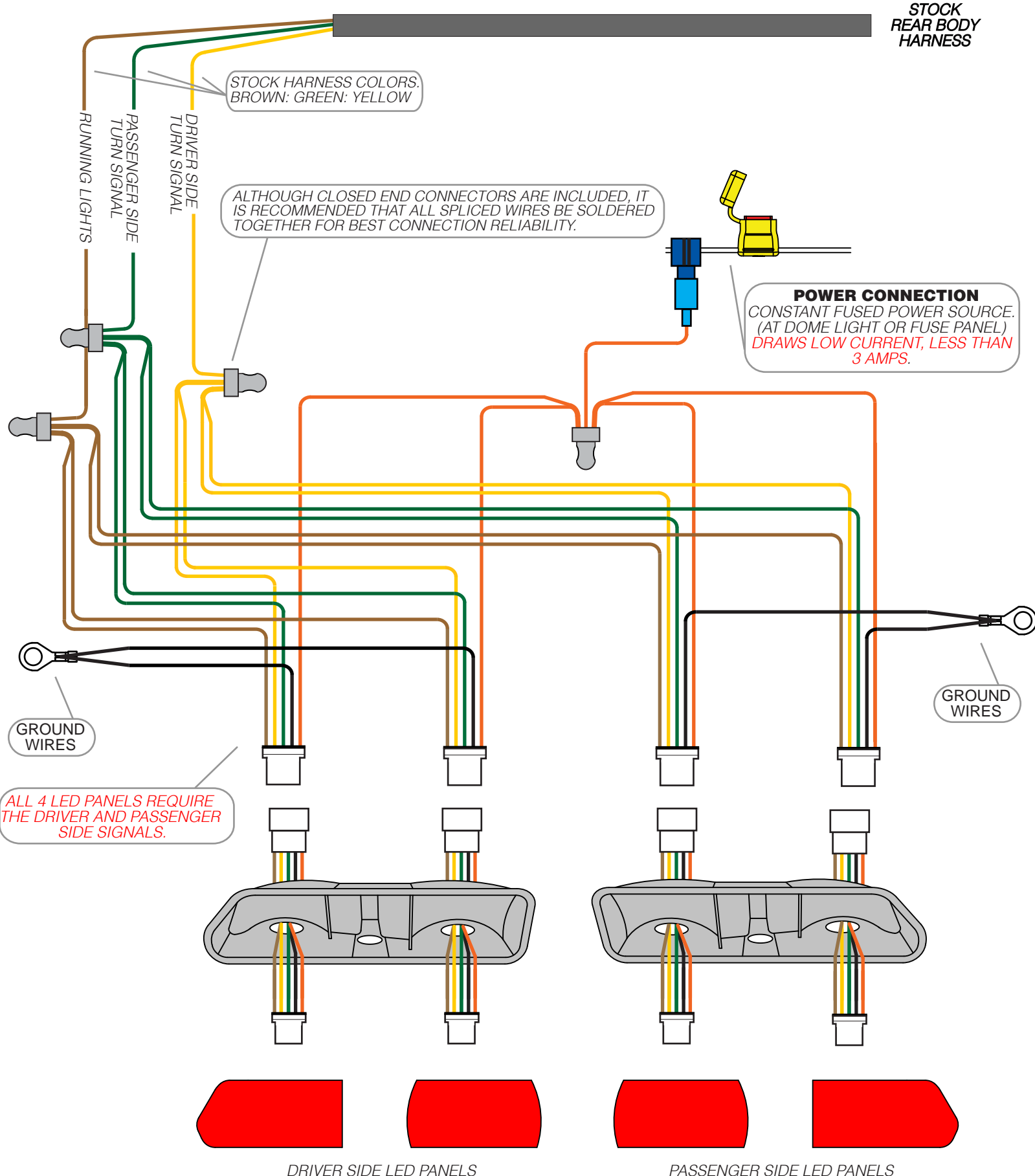
WIRE SPLICING INSTALLATION

STOCK
REAR BODY
HARNESS

STOCK HARNESS COLORS.
BROWN: GREEN: YELLOW

ALTHOUGH CLOSED END CONNECTORS ARE INCLUDED, IT IS RECOMMENDED THAT ALL SPLICED WIRES BE SOLDERED TOGETHER FOR BEST CONNECTION RELIABILITY.

POWER CONNECTION
CONSTANT FUSED POWER SOURCE.
(AT DOME LIGHT OR FUSE PANEL)
DRAWS LOW CURRENT, LESS THAN
3 AMPS.



DRIVER SIDE LED PANELS

PASSENGER SIDE LED PANELS