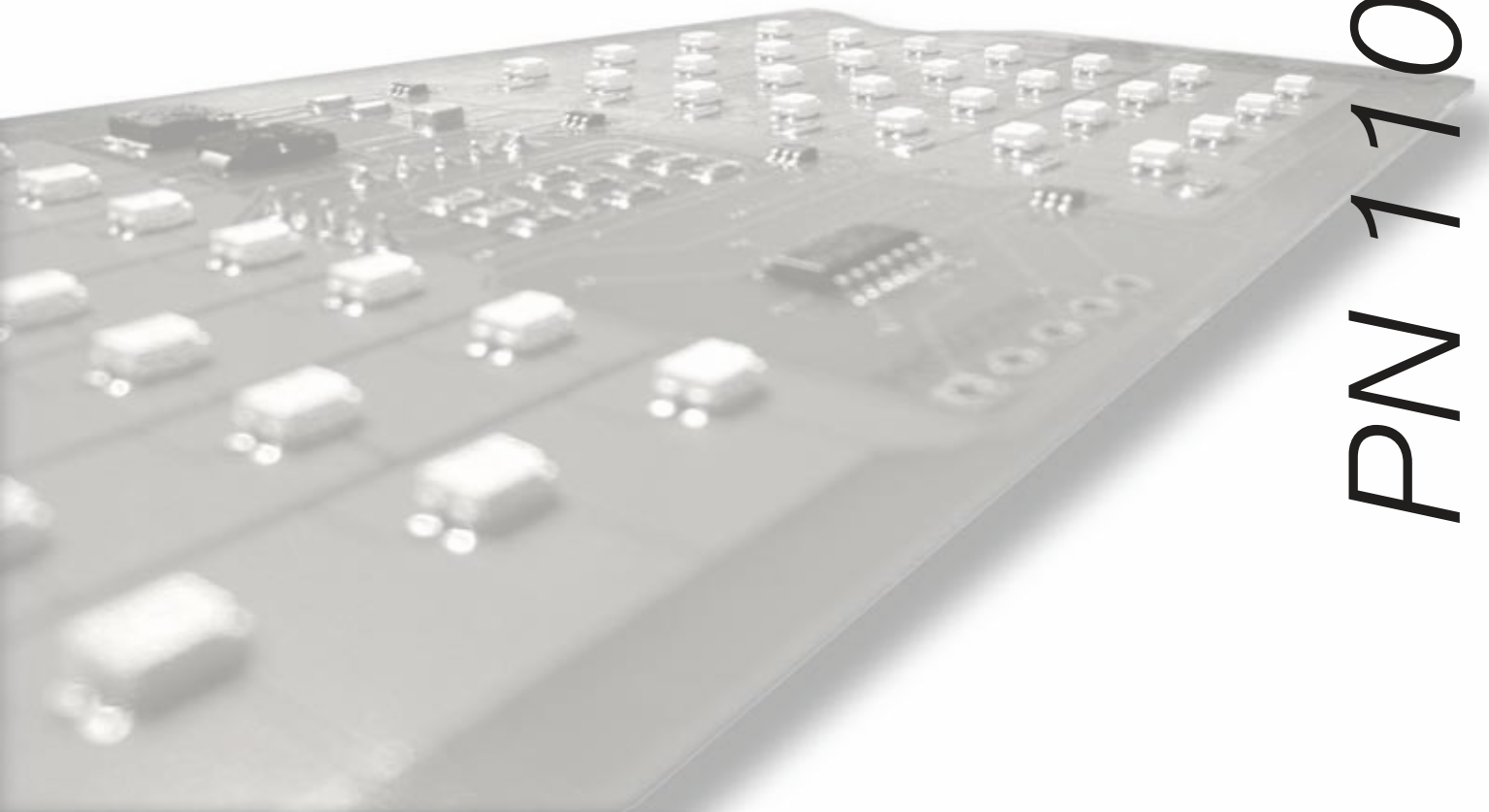


1955 CHEVY TRI-FIVE

Four panel Sequential [LED Taillight kit](#) installation guide

Kit Contents:

- **2** tail light LED panels
- **2** tail light turn signal LED panels
- **1** rubber boot/sleeve kit
- **1** power wire with t-tap
- **1** driver side LED harness, 24"
- **1** passenger side LED harness, 48"
- **1** harness crimp kit
- **1** bare connector kit

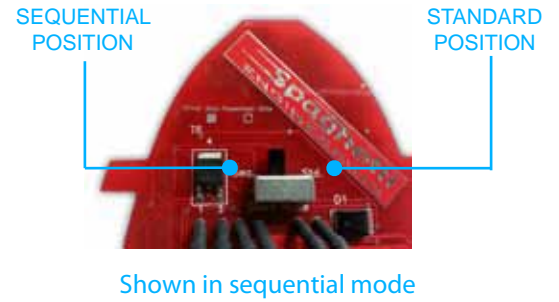


PN 1100655

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.

Open the hood of 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 taillights.

Unscrew the taillight housing assembly from the car. Once the housing is loose pull it forward and pull back the socket boot and twist out the light socket plug. The light housing should now be free to remove from the car.

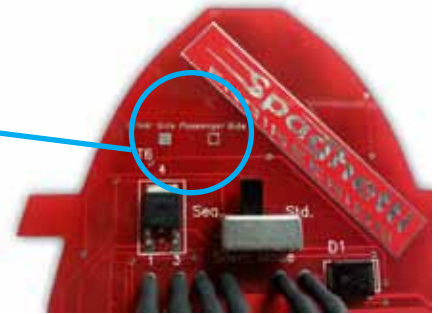
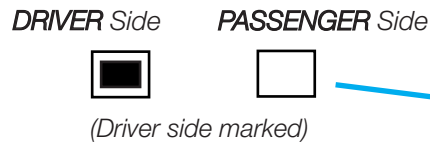
3. Disassemble the taillights.

Remove the upper and lower lenses. The flat red lens will not be used when the light is reassembled.



4. LED panel orientation.

Each LED panel is labeled marked **PASSENGER** and **DRIVER** side.



5. Insert the LED panels.

Feed the LED panel wires through its appropriate housing then through tube and grommet assembly. This tube assembly will replace the original assembly and taillight wires.

1. From the front of the housing, feed the wires through the socket hole so that the LED panel may sit inside the housing.



2. Slide the smaller boot over the wires and press it over the socket body.



3. Slide on the tube and body grommet over the wires. The tube ends should fit inside the ends of the boot and grommet for a sealed finish.



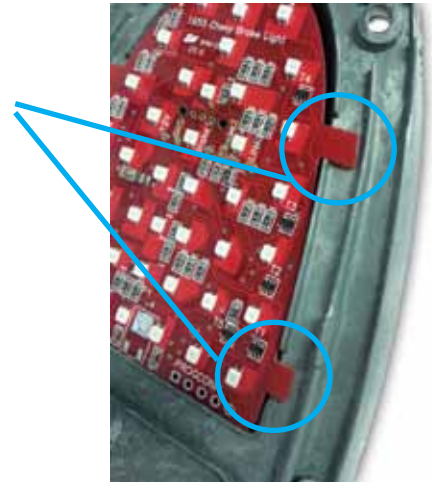
Important Note

Be careful when handling the wires that are attached to the LED panel. The connection where the wires meet the LED panel are sensitive to prolonged bends.

6. Position the LED panels.

Set the LED panel in place. The LED panel has tabs that will fit and lay on notches in the housing. Use a drop of silicone or glue under the tab to keep the LED panel positioned in place.

*Notch and tab alignment.
Place a drop of silicone or
glue under the tabs.*



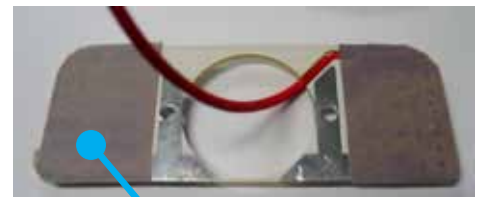
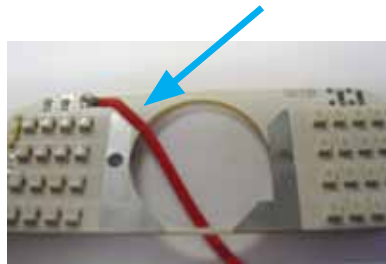
7. Install the turn signal LED panel.

Install the turn signal LED panels and wire them up to the main LED panel.

1. If your taillights are equipped with a reverse light unscrew it from the housing and remove it.
2. Line up the turn signal panel with the reverse light screw holes.



*Make sure the **RED** wire is
in the LED panel groove.*



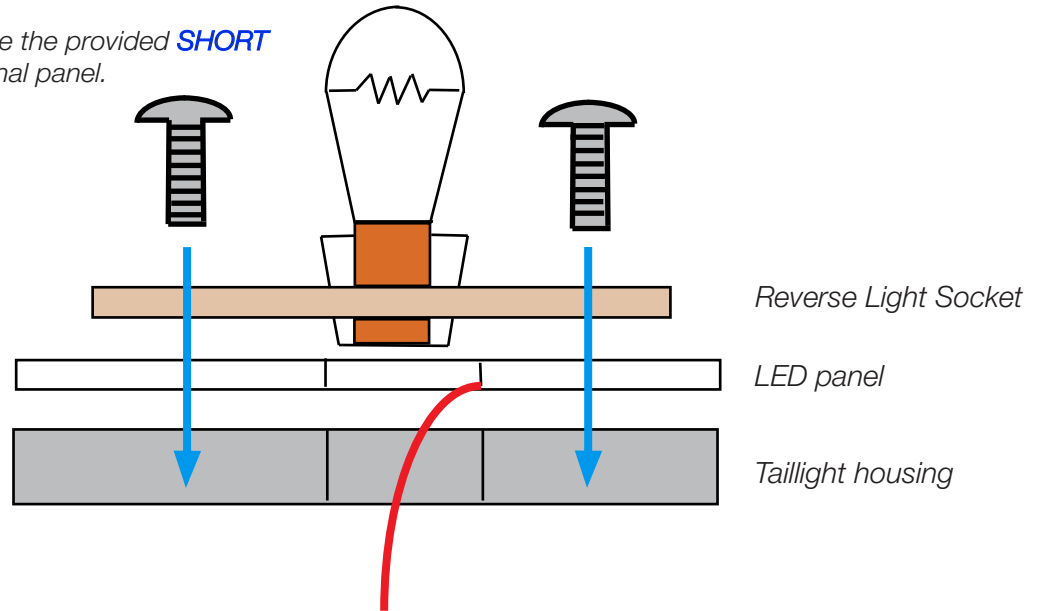
DO NOT peel off protective tape.

*The **RED** wire will feed through the reverse light hole and
will be pressed against the reverse light grommet.*



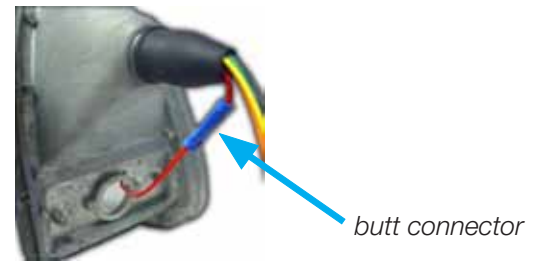
If applicable, mount the reverse light back on top of the turn signal panel using the provided **LONG SCREWS**.

If there are no reverse lights, use the provided **SHORT SCREWS** to attach the turn signal panel.



8. Wire in the turn signal panel.

Connect the RED wire from the brake panel to the **RED** wire of the turn signal panel and crimp them together with the provided butt connector. The wire can also be soldered together to make an even stronger connection. If there is any bare wire showing, make sure it is covered with tape or shrink tubing.



9. Re-install both lens assemblies.

Make sure both LED panels are sitting flat on the housing. Put the lens gasket in place and re-install the lenses and screw them into place. Be careful not to move around the LED panel when screwing down the lens.

Few Notes

The turn signal panel uses the light housing to get its ground connection, so be sure the turn signal panel is screwed tight against the light housing.

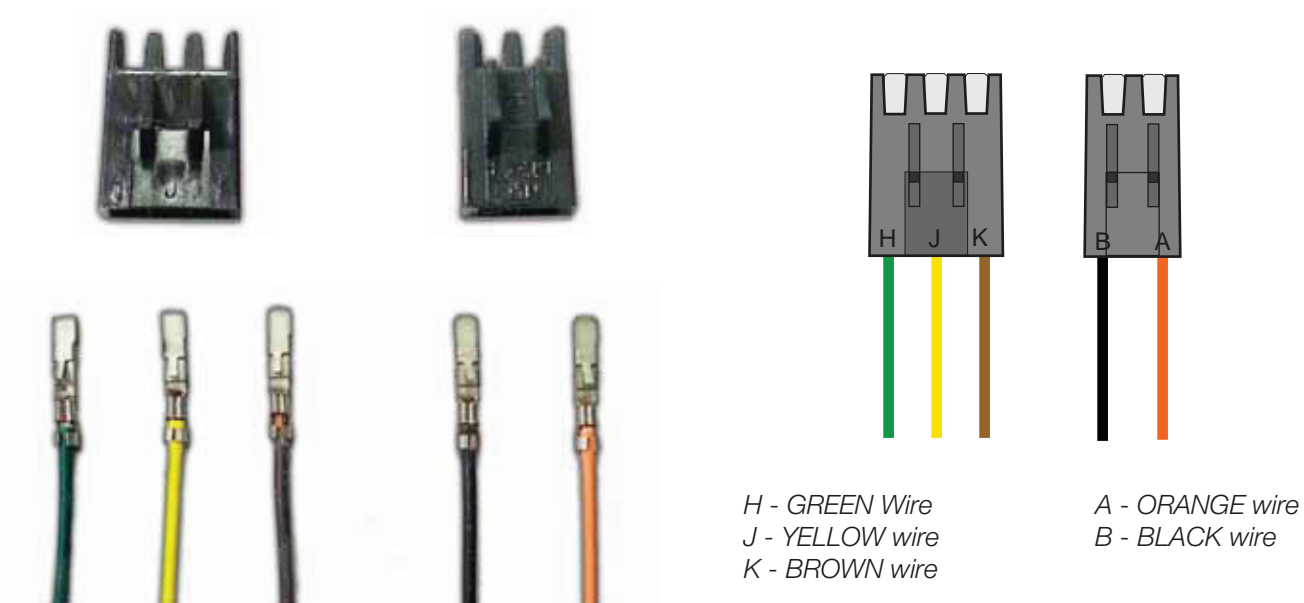
Double check connections and placement on both LED panels and be sure you have the slide switch in the position you want (either sequential or standard).



gasket in place

10. Press on harness plugs.

Once the wires are fed through, the plastic connectors must be attached to the wires. The 5 wires are shown in the photo below. They must be plugged into the appropriate locations for the LED panels to function properly. Failing to follow directions can result in LED panel damage.



Note

Go through the wiring hook-up procedures first before re-mounting the taillight housings and test all of the light functions.

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	 Purple	The light socket ends on the car harness can be removed.
 Yellow	Driver side turn signal/ Brake light signal	 Pink	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. 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.

1955 CHEVY TRI-FIVE

WIRE SPLICING INSTALLATION

STOCK
REAR BODY
HARNESS

