

DIGI-TAILS

DIGITAL TAILLIGHTS

Sequential LED Tail Light Kit Installation Guide

1969 DODGE DART

PN 1200469

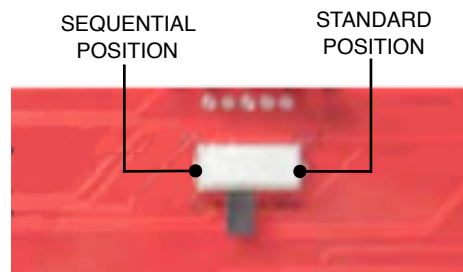


Please refer to Invoice for full warranty information
DIGI-TAILS is not a licensed MOPAR product

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

LED CIRCUIT BOARD 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 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 tail light lens. You may have to remove the tail light housing assembly from the car.

3. Test fit the LED panels.

Each LED panel is marked Driver or Passenger side. Test fit them into place. Once the fit is satisfactory, start wiring.



LED panel should fit snug and parallel against housing lip.

WIRE SPLICING INSTALLATION

1. Find and access the tallight wires.

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

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

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

3. 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.

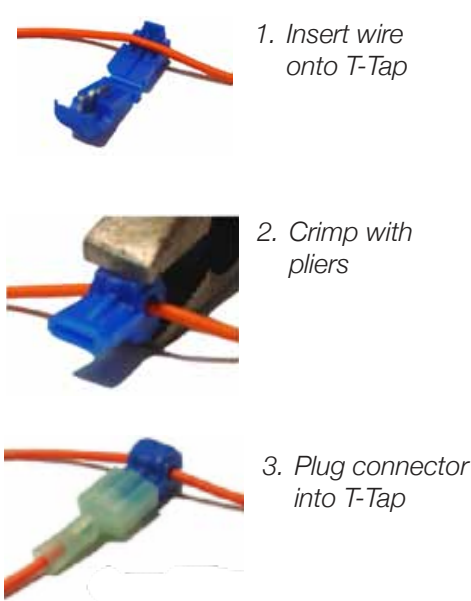
4. Splice the Orange constant power wire into the T-Tap and the LED panel Orange wire.

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.

Spice 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.

Note

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



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. Connect the LED panel and secure it to the socket.

After all the wires have been properly spliced together, feed the car harness connector through the light hole socket and plug it into the LED panel. Remove the film from the double sided tape and place the LED panels into their final position.



1. Feed the connector through the hole.



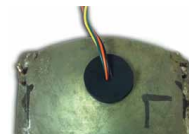
2. Plug in the LED panel.



3. Remove film from tape and secure.

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.



Grommet in position.

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.

