



1970-77 FORD MAVERICK

1971-76 FORD PINTO

2 Panel Sequential LED Taillight Kit Installation Guide

Kit Contents:

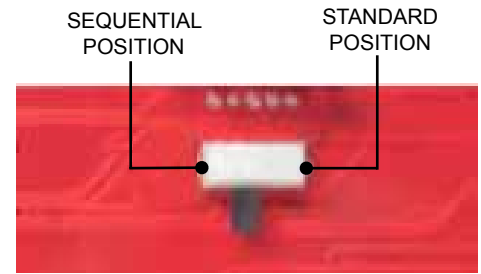
- **2** LED panels
- **2** rubber grommets
- **1** power wire with t-tap
- **1** driver side panel harness, 24"
- **1** passenger side panel harness, 48"
- **2** panel extension harnesses, 12"
- **1** harness crimp kit

PN 1300370

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 tail lights.

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.

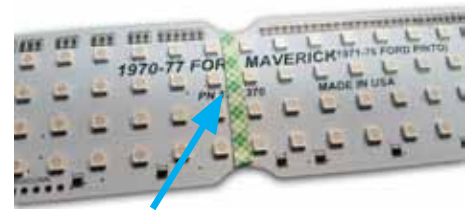
Each LED panel is shaped to match its respective housing and lens.



4. Attach the LED panels.

Clean your lenses well and test fit the LED panels into the lens before finalizing the mounting of the LED panels.

1. Remove the protective covering from the outer double sided strip.



Peel off protective strip

2. Lay the LED panel face down into the lens.
Be sure the LED panel fits into the lens groove.



NOTE

This is to position the LED panel in relation to the lens and is NOT meant to secure the LED panel into place.

5. 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.

6. Put together the light assembly.

Add silicone to the backside of the LED panel. This will ensure the LED panel is secure once the the lens is screwed back into place. Plug the LED extension harness into the LED panel before you attach the lens and housing together.



WIRE SPLICING INSTALLATION

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











Each LED panel needs six 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.
- BLUE** - Reverse 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 |  Orange w/ <small>Blue</small> <small>tracer</small> | The light socket ends on the car harness can be removed. |
|  Yellow | Driver side turn signal/ Brake light signal |  Green w/ <small>Orange</small> <small>tracer</small> | The light socket ends on the car harness can be removed. |
|  Brown | Running/Park signal |  Black | Running light wires. THIS IS NOT THE CAR'S GROUND. |
|  Blue | Reverse light signal |  Black w/ <small>Pink</small> <small>tracer</small> | 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. 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.

Note

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



1. Insert wire onto 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

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.

STOCK
REAR BODY
HARNESS

