

DIGI-TAILS

D I G I T A L T A I L L I G H T S

Sequential LED Tail Light Kit Installation Guide

1967/1969 PLYMOUTH BARRACUDA

PN 1200369

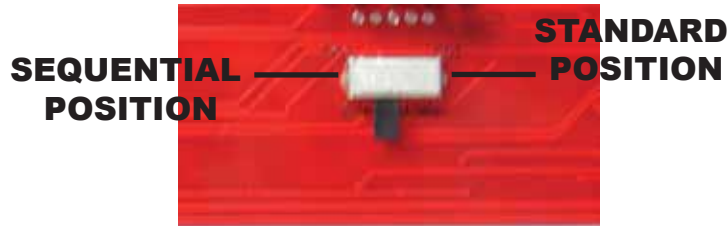


Please refer to Invoice for full warranty information
DIGI-TAILS is not a licensed MOPAR product

Note

The LED boards are shipped with the slide switch set to Sequential mode. It is recommended that slide switches on all the LED boards be set to the same setting. (either standard or sequential).

Please follow all local laws concerning exterior lighting.



(Shown in sequential mode)

LED PANEL INSTALLATION

1

Remove the negative terminal from the battery to cut off all power in your car. Press on the brake pedal to verify that your brake lights are not lighting up.

2

Remove the light sockets from the tail light housings (turn them counter clockwise). As a safety precaution, remove the bulbs out of the sockets and put them away, they will no longer be needed. Remove the tail light lens. Removal of the tail light housing assembly from the car may be required.

3

Each LED panel is marked Driver and Passenger side. Test fit them into place. Final Installation is done after wiring and operation is satisfactory.



WIRE SPlice INSTALLATION

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

Take the LED harness **DARK GREEN** wires and splice it with the original **DARK GREEN** wires.

Take the LED harness **BROWN** wires and splice it with the original **BROWN** wires.

The light socket ends on the car harness are no longer needed.

Take the LED harness **YELLOW** wires and splice them in with the original **BLACK** running light wires. The ends going to the side marker lights must be included in the splice for the side markers to remain functional.

Take the ground wires and connect them all together. Bolt them to the trunk latch support along with the original rear body harness ground.

Note: A good ground connection is essential to the operation of the LED tail lights.

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 or trunk 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 harness Orange wires.

The last page is a wire diagram of how the LED harness splices into the car's original harness.



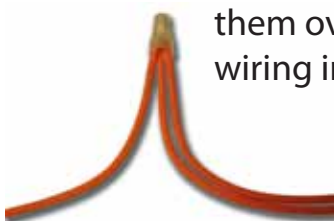
Insert wire onto T-Tap



Crimp with pliers



Plug connector into T-Tap



Wires spliced together.



Fold wires over to a side.

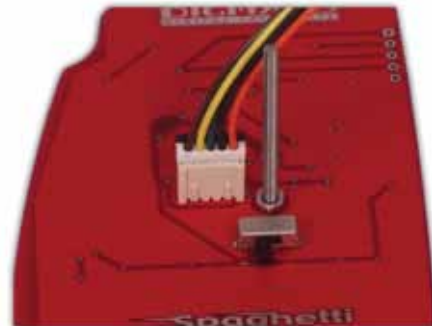


Wrap with tape to hold in place.

After all wire connections have been made feed the harness connector through the light hole socket and plug into the LED panel. Test the operation of the lights.

LED PANEL MOUNTING INSTALLATION

Attach the machine screw through the front of the LED panel and tighten secure with nut. Be careful not the scratch into the LED panel with the screwdriver.



Feed the screw through the light socket hole while holding the LED panel in place. Install the grommet into the socket hole. Keep the stud centered and wires alongside feeding through the notch.



Use the end of the screw to adjust the LED panel into its final position. Place the slotted washer on top of the grommet. Then slide on the nylon washer and screw it all together with the black wing nut. Tighten snug until the LED panel is fit snug in place. Make sure that the LED panel is not bending in from too much tightening force. You may want to use loctite or silicone to make sure the wing nut stays secure.
DO NOT OVER TIGHTEN WING NUT.



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.

When using a stock bi-metal flasher, it is recommended that a standard duty flasher be used instead of a heavy duty flasher. If your turn signal circuit includes LED turn signals in the front as well as the rear, the turn signal circuit will not have enough resistance load to operate an original bi-metal flasher and this no-load flasher will be required for both the turn signal and emergency flashers.



Black wire must be grounded

