



1967-68 CHEVY CAMARO RS

Two Panel Sequential LED Tail Light Kit Installation Guide

Kit Contents:

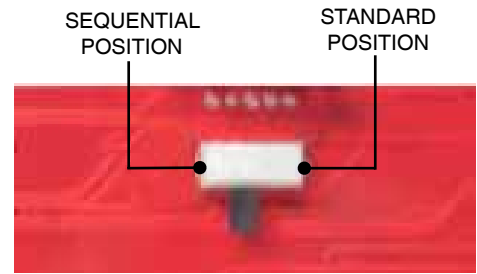
- **2** LED panels
- **4** rubber grommets
- **1** power wire
- **1** pigtail harness kit
- **1** crimp terminal kit
- **1** mounting clip kit

P/N 1100267

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.

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 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. Disassemble the tail lights.

Remove the tail light housing assembly from the car. Separate the lens from the housing. Be gentle when separating the two apart as the plastic lens is fairly fragile. Take your time separating the two apart and don't use excessive force to break the lens free. It is best to slowly separate the lens a little at a time around the perimeter of the lens.

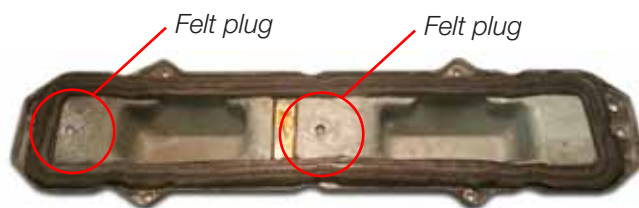
4. Trim the gaskets.

To ensure that the panels sit flat in the housing, it is necessary to cut and remove the section of the gasket that runs vertically dividing the two lamps.



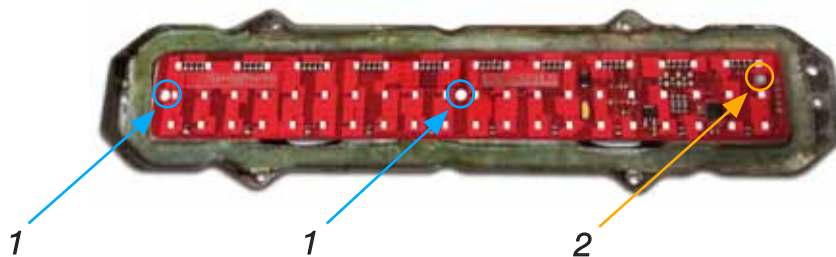
5. Prepare the housings.

Remove the felt plugs from the vent holes in the housings. These holes will be used to mount the LED panels.



PASSENGER side housing

Each LED panel is labeled marked **PASSENGER** and **DRIVER** side and have three mounting holes. Position each LED panel in its matching housing.



1. Line up the center and outside holes on the LED panel with the vent holes on the housing.
2. Locate the other hole and mark its location on the housing.

6. Drill the housings.

Remove the LED panel from the housing. Using a 1/4" drill bit, drill a hole on that mark. De burr the holes after drilling it.



Important Note

DO NOT DRILL THROUGH THE LED PANEL Make sure to not use the LED panel as a template when drilling through the tail light housing. This can easily permanently damage the LED panel.

7. Press in the grommets.

Plug up the socket holes using the included grommets. Make sure to put these on before you try to mount the LED panels.

First, take the grommet and wrap it around an extension harness and then plug it into the hole. Note the orientation of the harness. The male end of the harness plugs into the LED panel.



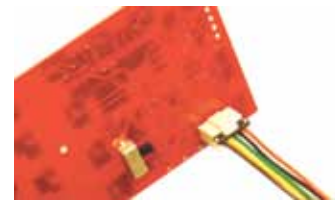
Hint

It is best to use a small flat head screw driver to work the grommets into the socket holes.

8. Mount the LED panels.

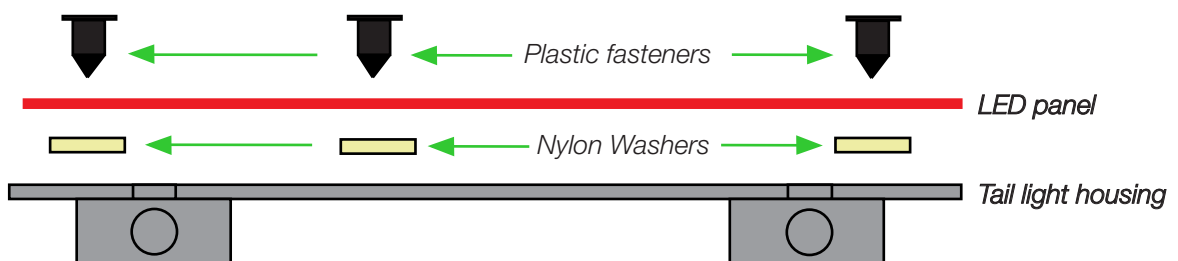
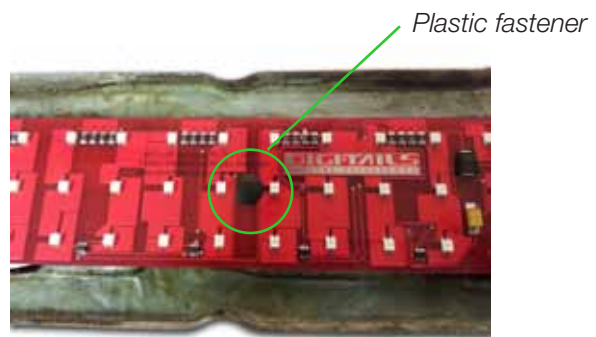
Plug the extension harness into the LED panels. Use the included fasteners to attach the LED panels into the housings.

Each LED panel uses 3 fasteners and 3 washers.



Note

The white nylon washers must be sandwiched between the housings and the LED panel to prevent the LED panel from making contact with the housing.



WIRE SPLICING INSTALLATION

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

Both LED panels need these five connections.

- 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 tail light 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.

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

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

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.

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.

