



1

Remove the light housing from the vehicle. Unscrew the lens from the housing. Take out the bulb and gasket. Replace the gasket if it is worn out.



2

Install the LED board by sliding the wires through the lamp socket hole. Fit the LED board notches onto the housing tabs. Dab adhesive onto the tabs to make sure stays secure.



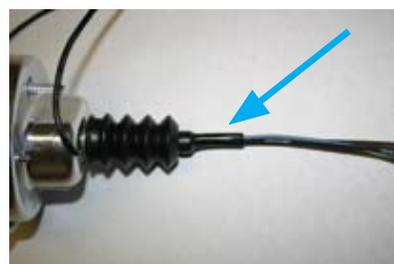
3

Reinstall the gasket and lens onto the housing. Be careful not to over tighten the lens.



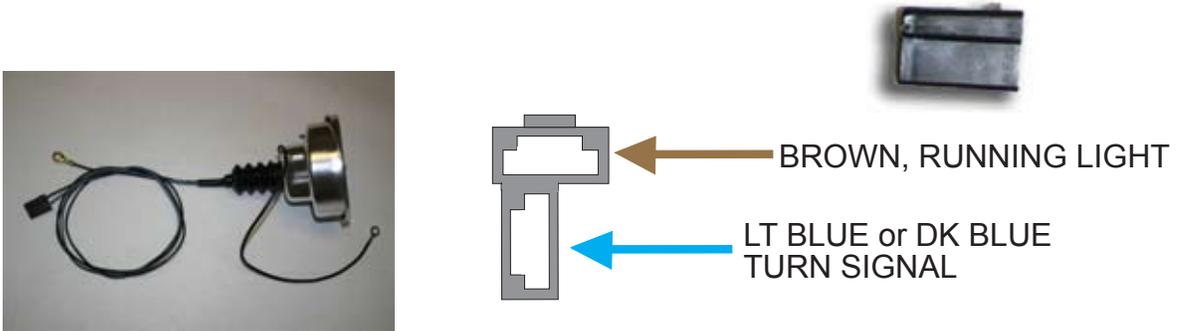
4

Slide the included accordion boot over the back of the lamp socket. Then slide the included 1/2 inch heat shrink tube on the end of the accordion boot. Heat shrink the tubing down with a heat gun taking care not to melt the accordion boot.



2

Attach the included silver female blade terminals on to the LIGHT BLUE, DARK BLUE, and BROWN wires. Attach the brass ring terminals into the included female connector as shown below



Male blade terminals and connectors are included in case your factory front light harness connector is missing or damaged. Re-install the light housing and plug it into the front light harness. Secure the ground ring terminal to a good chassis ground.

It is very important to get a good clean ground for proper operation of the LED lights.

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 Spaghetti Engineering.

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 hazard flashers.

