

# Vintage LEDs

## Installation Instructions for 69-70 Park/Turn LED Lights

### Before Start

I highly recommend that you install a new lens gasket and thoroughly clean your existing lens.

### Turn and Hazards Flasher Relay

Install the new flashers first and verify that they are hooked up correctly. This flasher will work with the existing 1157 bulbs. If the turn signals or hazards do not work correctly or the flasher module chatters, then try reversing the polarity on the wires. The X symbol on the flasher designates the hot side; the L symbol designates the Lamp or output side.

Note: The BF12L-CH that currently ships is not polarity sensitive and will work wired in any direction.

Locate and Replace the flasher modules. The turn and hazards flasher are generally located left and right of the radio, under the dash. Since the LEDs draw less current than the 1157 bulb, (0.8A vs. 2.3A) the stock thermal turn flasher will not work. You will need to replace this with an electronic or LED flasher unit.

**Note: The black wire on the LED flasher will need to be connected to chassis ground.**

### Board Setup

Remove the bulb and plug in 1157 pig tail from the LED board to the bulb socket.

Adding a little bulb grease or dielectric grease to the 1157 plug helps prevent corrosion and make the insertion of the plug easier.

There is slot for a flat blade screwdriver built into the back of the 1157 plug. This aids in inserting the plug.



Push in with a flat blade screwdriver and turn clockwise.



Install the gasket and lens. I have found it easier to assemble the lens, gasket board and screw as one assembly. The screws are a tight fit to the circuit board and can be drive thru with a screwdriver. Make sure that you do not pinch any of the wires under the board.

Assembly stack up:

LED Board

Gasket

Lens



Tighten the lens screws and you are done.



Here is a link to a You Tube video that covers the function and assembly of the light.  
<https://www.youtube.com/watch?v=ommsIDYDR7s&t=4s>

**Note:**

**Never disconnect the battery cable while the engine is running. This can cause a voltage spike in excess of 40V. This could damage the electronics in this light along with other electronics in your vehicle.**