Vintage LEDs
Installation Instructions for 64-77 F100 Cargo and Cargo/Brake Light

Consider ordering a new body gasket.
They can be purchased from various suppliers, such as Autocrafters.

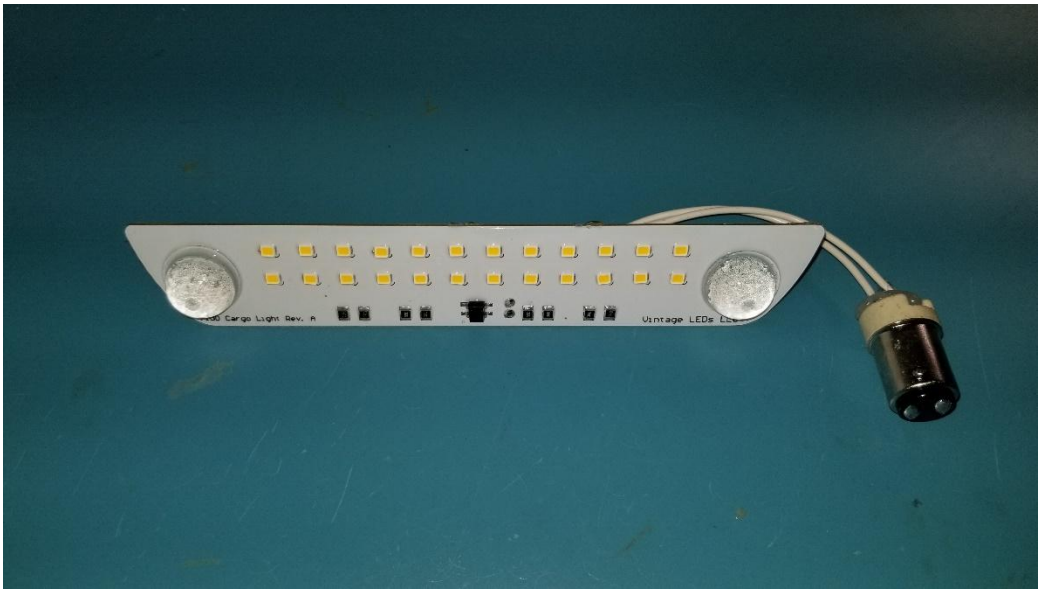
Cargo Light Removal

Remove the two screws that hold the lens and light assembly to the cab.
Remove light assembly and disconnect power connector.

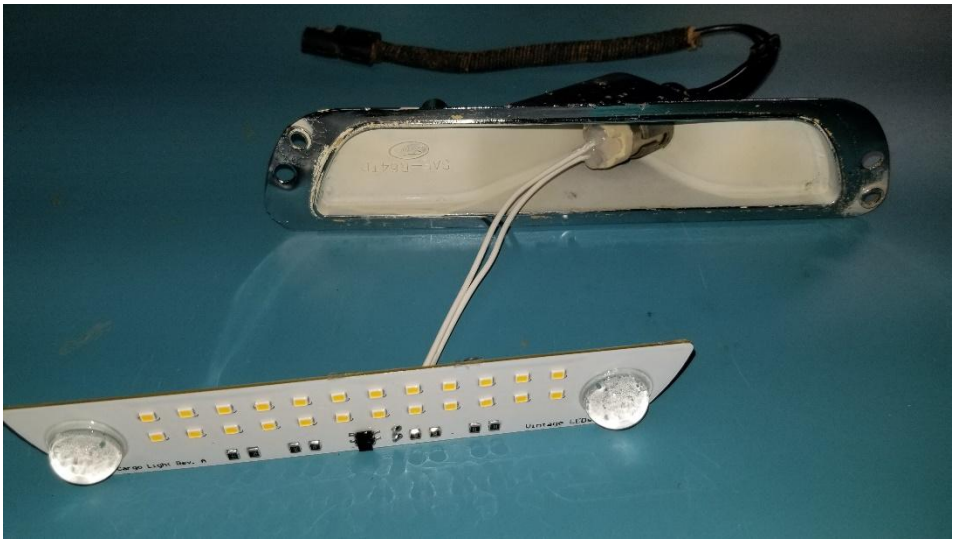
There are two screws on the back of the light assembly that hold the lens and lens cover.

Remove the cover and lens.
Remove bulb.

New cargo light uses come with an BA15d adapter plug.

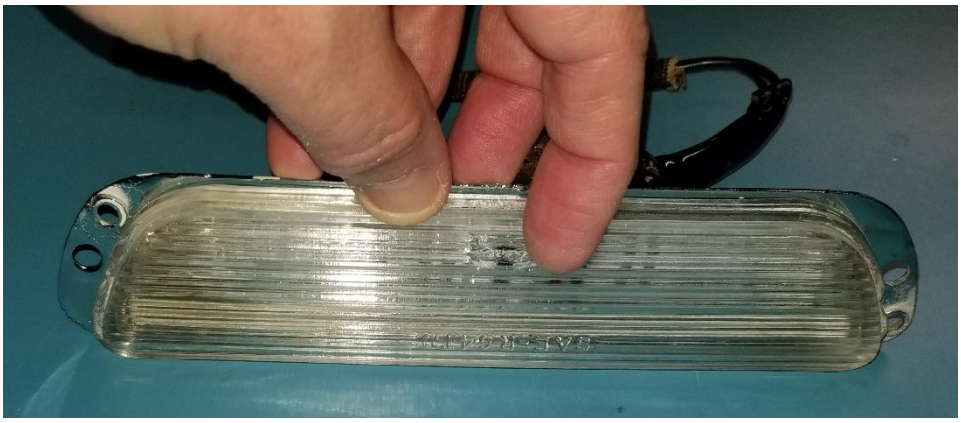


Insert plug into bulb socket.

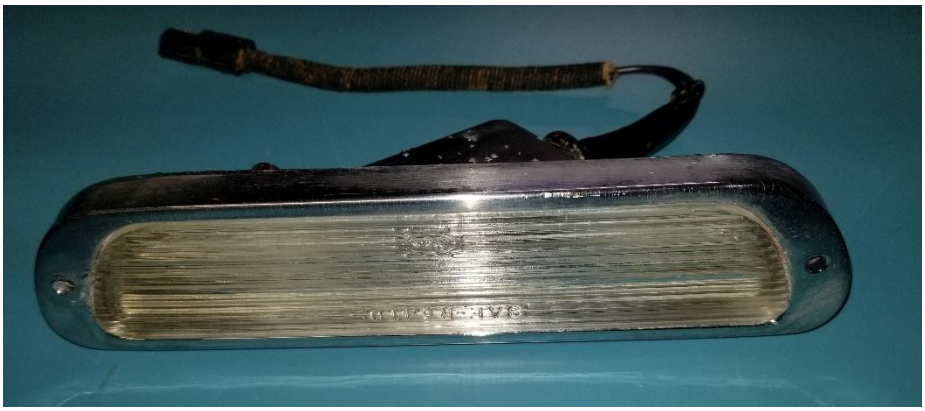


Fold excess wire into the space around the bulb socket.

Place lens over LED board. Insert screws to align Lens to LED board and light assembly.
The clear bumpers will press against the lens. This holds the board in place and keeps it from moving.



Install lens cover and secure with the two screws and reinstall light assembly.
Correct mounting is with the long side down. Writing on lens will be upside down.



Installation for 3rd brake light

You will need to drill a 3/8in hole bottom of the light assembly. Near the bulb socket.

Please consider the best option for your application where to drill the hole. If there is not enough clearance for the wires and the housing to fit back in the hole in the cab, consider drilling the 3/8in hole in the back of the housing like below. Make sure you can still route the wires without interfering with the socket and plug for the cargo light.

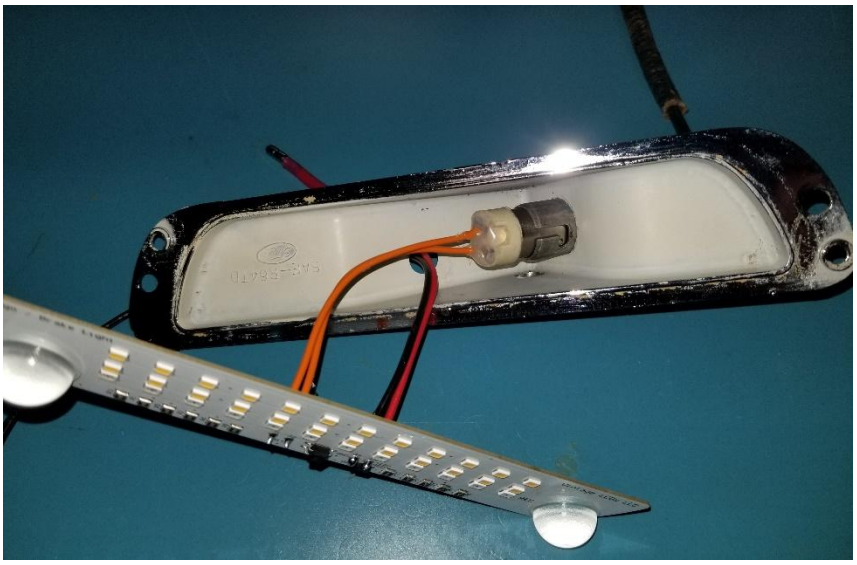
On the back of the assembly there is a part number. Drill the 3/8in hole using the middle 5 as a starting point.

Mark the spot with a punch.

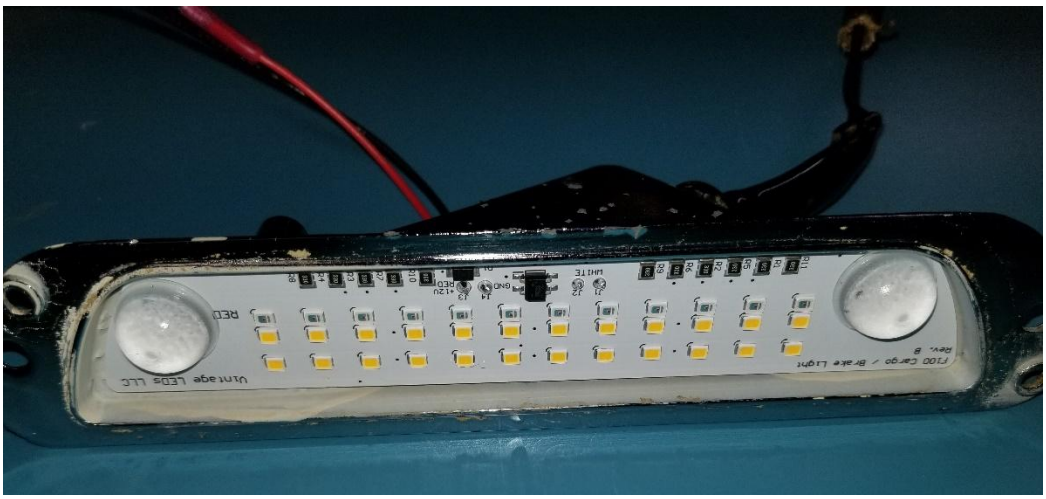
Using a small bit, drill a pilot hole.

Using a 3/8in drill bit or step bit, drill a 3/8in hole in housing. If using a step drill, be careful not to drill over 3/8in.

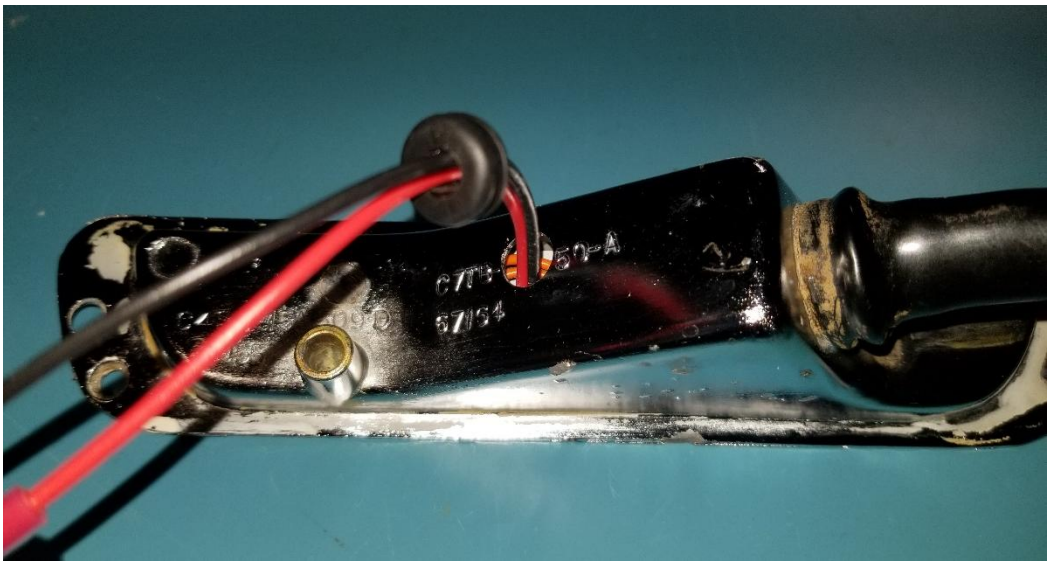
Pull the wires through the hole in the housing prior to crimping on the connectors.
Connect cargo light adapter to bulb socket and pull red and black wires through the newly drilled hole.



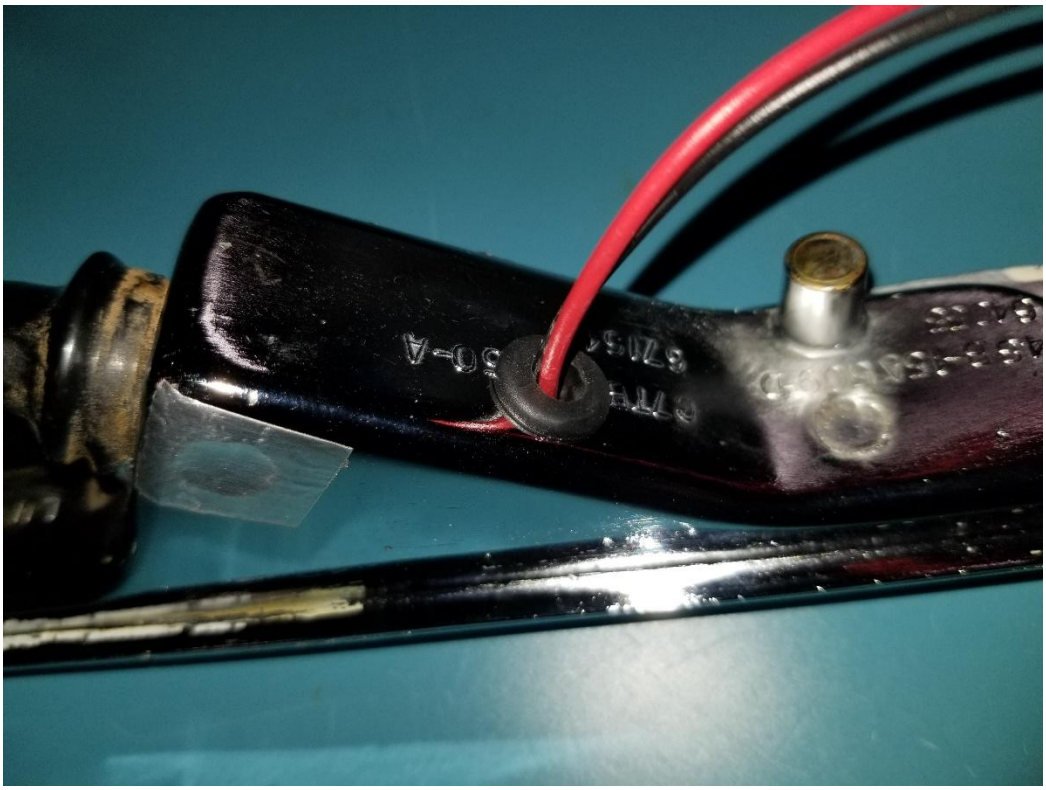
Push the board into light assembly, while gently pulling the red and black wires to take up the slack.



Slide the grommet over the red and black wires. It is best to install the grommet before adding the crip terminals.



Set the grommet in the hole.



Install lens and cover.

Wiring Brake Light

The kit comes the following:

3/8in grommet
Wire splice (for splicing red wire to brake wire)
Male bullet connector (Red wire from LED board)
Female bullet connector (Wire to brake switch/power wire)
Spade terminal lug (ground to chassis)
18awg red and wire ~10ft

Locate a good place to connect the spade terminal to chassis ground.
Crip the spade and male bullet connector to the black wire.

Route the red wire between the brake pedal switch and the cargo light.
Crimp the female bullet connector to the wire from the brake switch.
Crip the male bullet connector to the red wire from the cargo/brake light.

Locate the brake pedal switch.

Depending on the year, you will have one of two styles.

Using a voltmeter, locate the switched switch side of the connector. Make sure this wire only has power when the brake pedal is pressed.

Using the supplied splice, or one of your preferences, connect the supplied wire to the switched side of the brake pedal switch.

Cargo Sequential Turn/Brake

The installation process is the same as Cargo 3rd brake light.

Pull the wires through the hole in the housing prior to crimping on the connectors.

Please confirm the correct wires with the wiring diagram for your vehicle and double check with a volt meter.

The **Red** wire is connected to the Right brake light circuit.

The **Yellow** wire is connected to the Left brake light circuit.

The kit comes the following:

3/8in grommet

Wire Spices (2)

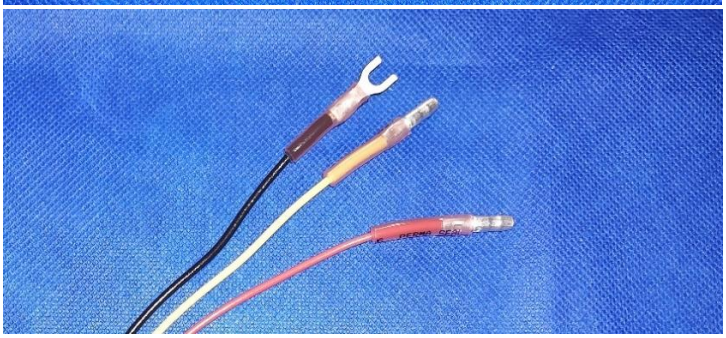
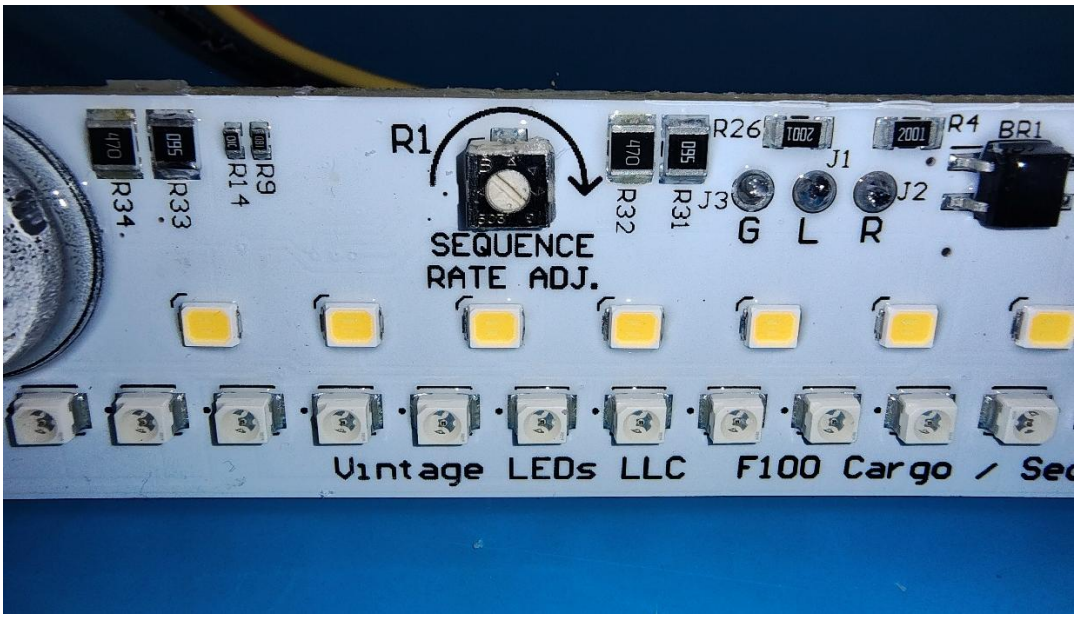
Male bullet connectors (2) These are crimped to the red and yellow wires on the LED board.

Female bullet connectors (2) These are crimped to the red and yellow wires that will be spliced to the taillight wiring.

Spade terminal lug (ground to chassis)

18awg red and yellow wire, ~10ft

Crimp the male bullet connectors to the red and yellow wires. Use a heat gun to shrink the connector insulation.



Potentiometer **R1** can be used to adjust the sequence speed. Turning the POT counterclockwise increases the speed. Clockwise decreases the speed. Leaving it in the middle will work in most applications.