

# DIGI-TAILS

## DIGITAL TAILLIGHTS

### 1968 CHEVELLE LED FRONT LIGHT KIT PN 2100468



### INSTALLATION GUIDE

Please refer to Invoice for full warranty information.  
Digi-Tails is not a licensed GM product.

*Note: Photos of housing may not reflect actual housing.*

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

Splice the plastic sleeve to allow the wires to slide out of the tube assembly. Be very careful with the razor. Pull the wires through the lamp socket end and cut off the light socket terminals.



3

Pull the wires out of the tube assembly from the connector end. Remove the factory grommet, you will need to reuse it.



4

Push the LED board wires through the housing and tube assembly. Apply a small amount of included adhesive to the face of the housing where the LED board sits. Press the LED board firmly against the housing and let the adhesive dry. Each board is labeled for driver or passenger side mounting.

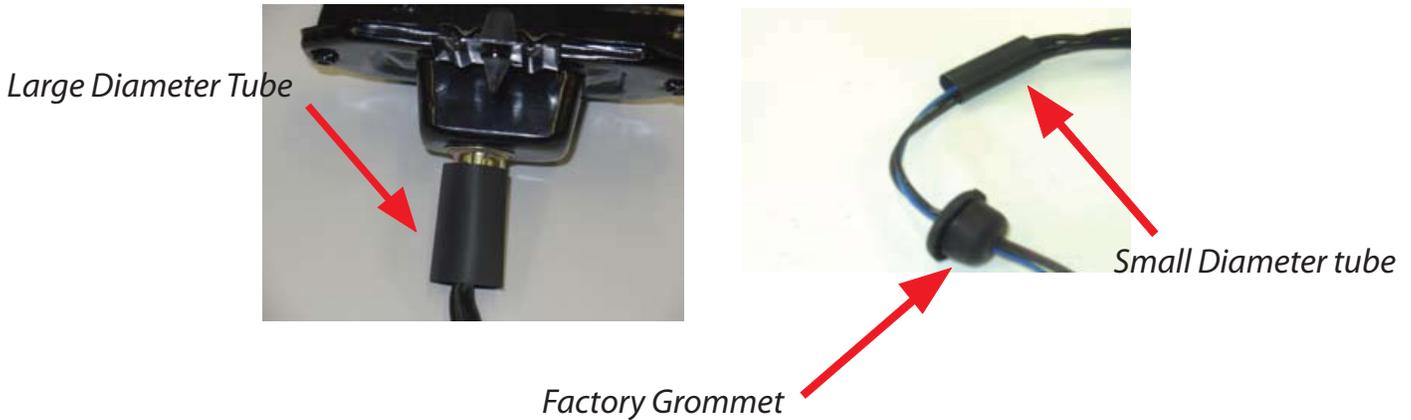
*Place adhesive*

*Place adhesive*



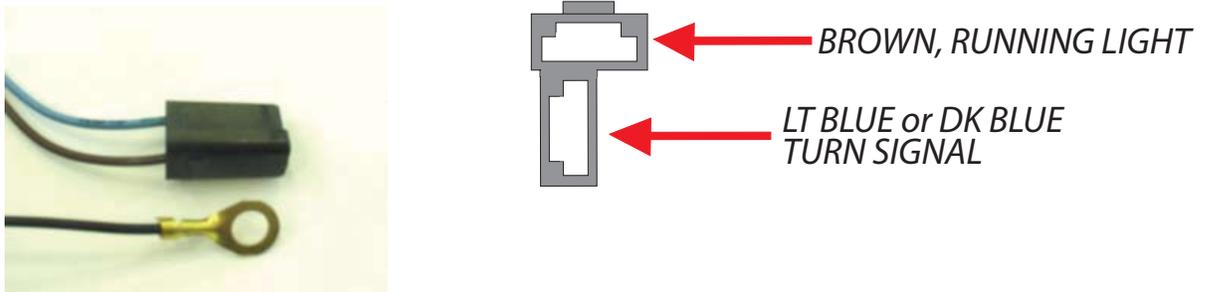
5

Slide the included heat shrink tubing over the factory tube assembly. The large diameter tube will go up by the lamp socket with the smaller diameter tube will seal the wires to the tube assembly. Re-install the factory grommet as shown below. Use a heat gun to heat shrink the tubing in place.



6

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.



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.



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