



150 Heller Pl. - #17W
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500891

1955 Chevrolet LED Front Light Kit



Installation Instruction Manual



Step 1

Remove the lamp housing from the vehicle. Remove the lens from the housing and the bulb from the socket. Remove the gasket and replace if necessary.



Step 2

Push the wires through the bulb end and cut off lamp socket terminals. This will allow you to slide the wires out of the back of the tube assembly.



Step 3

Slide the wires out of the back of the tube assembly and remove the tube assembly. Remove the lamp socket internals.



Step 4

If your lamp socket is damaged or missing, new lamp sockets are provided in the kit.



Step 5

Slide the wires from the back of the supplied LED board through the front of the light housing.



Step 6

Re-install the light housing gasket, the board will sit on top of the gasket at the ends as shown in the picture.



Step 7

Re-install the lens.



Step 8

To make re-installing the tube assembly easier, apply a liberal amount of light lubricant to the inside of the tube assembly.



Step 9

Slide the tube assembly over the wires and up over the back of the lamp socket.



Step 10

Apply the supplied male blade terminals on to the LIGHT BLUE, DARK BLUE, and BROWN wires. Apply the ring terminals to the BLACK ground wires.

Re-install light fixture and plug the male blade terminals into the connector on the front light harness. Secure ground ring terminal to good chassis ground.

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



Step 11

OK, you are now finished. Just be aware of the following:

The LED front light kit is designed for best performance when using an electronic no-load flasher. Shown here is an optional electronic no-load flasher (500832) available from American Autowire.

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 style bi-metal flasher and this no-load flasher will be required for both the turn signal and hazard flashers.