



**American  
Autowire**

150 Heller Pl. - #17W  
Bellmawr, NJ 08031  
800-482-9473

**500920**

**1957 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

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



### Step 3

Re-install the gasket and lens.



### Step 4

Using a razor blade, cut a slot in the space between the two holes on the supplied boot. This will make passing the three wires from the LED board easier.



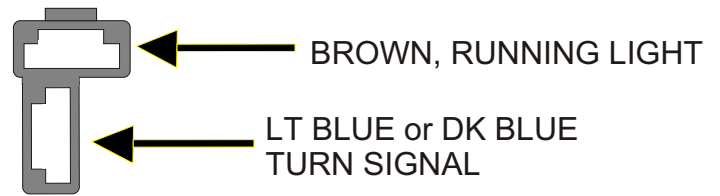
### Step 5

Slide the boot over the wires and up over the back of the light socket.



### Step 6

Apply the supplied silver female blade terminals onto the LIGHT BLUE, DARK BLUE, and BROWN wires. Apply the ring terminals to the BLACK ground wires. Plug the female terminals into the supplied female connector as shown below.



### Step 7

Cut the lamp sockets off of the front light harness. Apply the brass male blade terminals to the running and turn signal wires from the vehicle. Plug the male terminals into the male connector making sure to plug the wires into the cavities that correspond to the functions of the female connector applied in the above step. Install the lights and connect the female and male connectors. Secure ring terminal to chassis ground.



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



## Step 8

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.