INSTRUCTIONS

LED boards for Lucas L542 part No. RV-L542

General

This product is based on our range of LED light boards but has special LEDs to show amber through the L542 Red lens.
The small metal tabs that hold the trim to the lens are very fragile and these instructions are designed to preserve them at the expense of the backplate.

Installation

Warning- To prevent short circuits, disconnect battery before starting work..

a) **Preparation.**

1. Remove the lamp units from the car. (disconnect the cables and undo the two nuts)
2. Remove the rubber seal and light bulb and remove the screws that hold the lens and trim to the back plate
3. Loosen the end tabs of the trim, (do not loosen the four smaller side tabs.)
4. Carefully cut the two sides of the metal back plate near the middle so that the backplate is in two halves
5. Slide each half of the backplate out from under the metal tabs.
6. Tighten up the four small metal tabs so that the trim is held firmly to the lens (do not tighten the large tabs yet.)

b) **Fit the board.**

7. Slide the new circuit board into place under the two larger tabs. (the small tabs should miss the new board)
8. Tighten the large tabs and refit the screws
9. Refit the seal and Fit the board in position, fixing with the original nuts and washers.

NOTE - **The board fits with the 4 Led end behind what was the reflector and the 8 Led end behind the larger section of the lens which was originally the rear/brake light.**

c) **Make the connections.**

For Cars fitted with the Lucas DB10 Brake Light Flasher Relay

- BLACK - Connect to the OEM Earth (BLACK), or connect to the earthed bodywork
- RED - Connect to the OEM rear light feed (RED)
- GREEN - Connect to the OEM stop light wires, different colours on each side but usually white with a trace colour
- GREEN/PURPLE - This is the new brake light connection and will require a new wire to be run from one of two locations depending on the layout of your vehicle.

  Either

  disconnect the Green with Purple trace wire from pin 5 of the DB10 and connect the wire you disconnect to the new wire you will run to the lamp units.

  Or

  disconnect the Green with Purple trace wire from the brake light switch and connect your new wire to the terminal on the brake light switch you removed the wire from. Run your new wire to the new brake light connection.

c) **Flasher Unit.**

Older Flasher units use the current flowing through the indicator circuit to heat and bend a bi-metal strip. The rate at which it bends and therefore the flash rate is affected by the current. Since the LED lamps use less current, the flash rate will be incorrect. It is advisable to fit either ballast resistors to increase the load to approximately the same as the original lamps, or to fit a flasher unit that does not rely on current to determine flash rate.
The original flasher unit would almost certainly be a two pin flasher. A Hybrid replacement unit will have three pins, the third being a ground connection.
For reference, Modern Flashers use the code

L (49a) - [load] to indicator switching
E (31) - [Earth] to negative earth ground
B (49) - [Battery] to a +12V when the ignition is on

When a DB10 is in the circuit, (49) connects to +12V (49a) will connect to DB10 pin 1 and (31) to ground