

Impala and Caprice Installation Instructions



Step 1

First remove the tail light assemblies from the vehicle. Remove the two plastic wing nuts from inside the trunk, remove the 10mm bolt located to the left or right of the license plate and the tail light assembly should pull out. This is shown in your owners manual page 6-31.

Note: put a towel on the bumper and rest the tail light on the towel to help protect your paint.

Step 2

Notice the small center lamp socket, this is what needs to be modified. (shown before any mods)
Remove the turn signal assemblies from the vehicle by removing the lamp sockets and wire keepers, we want to work on the assemblies on the bench, floor, kitchen table or as I did on my lap.



Step 3

There it's out and ready for modifications.



Step 4

Here's a close up of the center lamp socket hole.
(before mods)

Step 5

You must enlarge this hole to accept the new lamp socket by using a round file. Some things you don't want to do:

- 1) DO NOT - scrap the inside of the dome, it's coated with a reflective paint.
- 2) DO NOT - go too deep into the opening, you do not want to damage your lens.
- 3) DO NOT - make the hole too large, check the fit often with the lamp socket provided



Step 6

Here's the finished hole. Don't worry about the plastic shavings getting inside your lens, they can be easily cleaned out with compressed air or washed out with water, but – be sure to let it dry out before reinstalling.



Step 7

This is what it looks like with the lamp socket installed.

Step 8

Let's start wiring - reinstall the lamps on the lens assembly and rest it on the bumper. (use a towel to avoid scratching the paint) Shown is the original lamp socket.



Step 9

Cut both wires close to the socket.

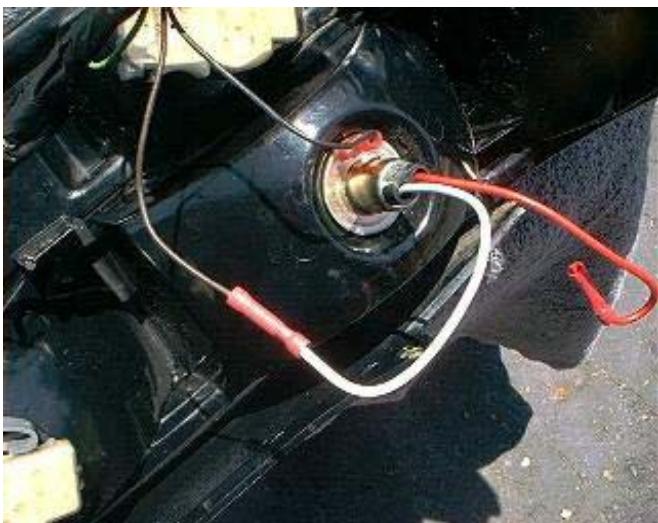


Step 10

Strip the black wire removing 1/4" of insulation and crimp the 1/4" female quick disconnect connector in place.

Step 11

Attach black wire (ground) to terminal on lamp socket.



Step 12

Attach brown wire to white wire - this can be done several ways, my first choice would be to solder these two wires together and add shrink tubing or liquid tape, if your not comfortable with soldering they can be crimped. Both crimp connectors and shrink tubing are supplied. This step wires in the driving lights. Repeat these steps for both the left and right sides.

Note: At this point the car can be driven after installing a #2057 lamp.

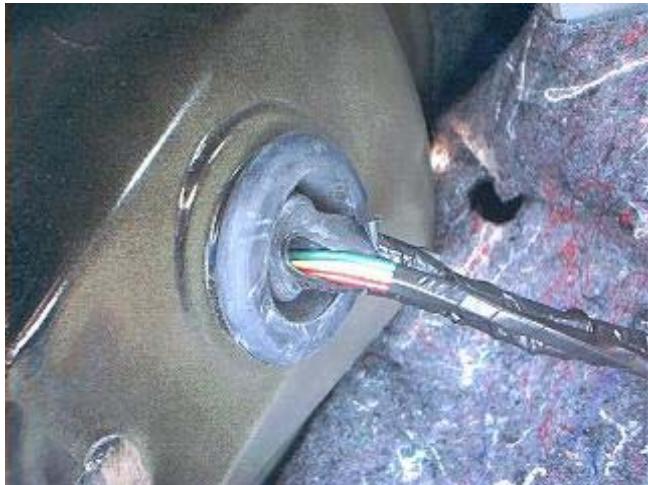


Step 13

Behind the left tail light you will find the factory wiring harness entering the body thru a large rubber grommet. Notice the electrical tape wrapped around the wiring harness and the grommet (used to seal out the weather), remove just enough tape to allow the new wires to pass through the grommet. (picture shown with tape removed)

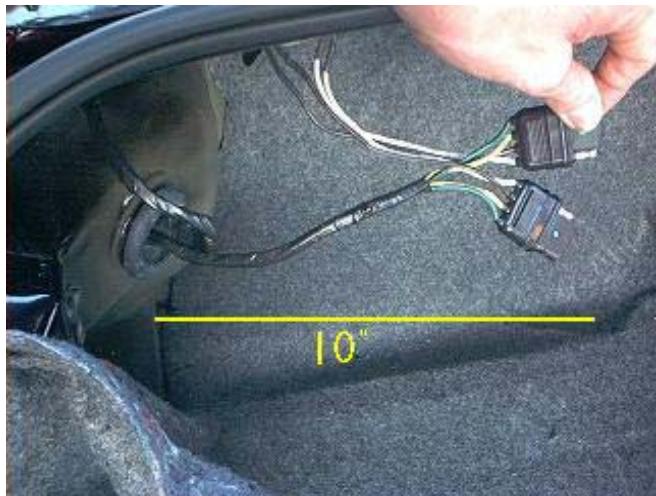
Step 14

Locate this tail light wiring harness supplied in the kit. (this picture is of the older style harness, the new harness is similar),



Step 15

Move inside the trunk - this is the same grommet but viewed from inside the trunk, gently pull on the factory harness to expose this existing hole, and pass the new tail light wiring harness through this hole (longest wires first). Keep pulling the new harness through until the rubber connectors extend 10" into the trunk.



Step 16

Shown is the new wiring harness, it should extend 10" into the trunk.

Step 17

This is what it should look like on the outside of the grommet, wrap some electrical tape around the grommet and wiring to help prevent water from infiltrating into your trunk.



Step 18

Wrap the new wiring harness a couple times around the factory harness. The shorter wires are for the left turn signal and the longer wires for the right turn signal. Route the right turn signal wire along with the factory wiring harness between the bumper and body.

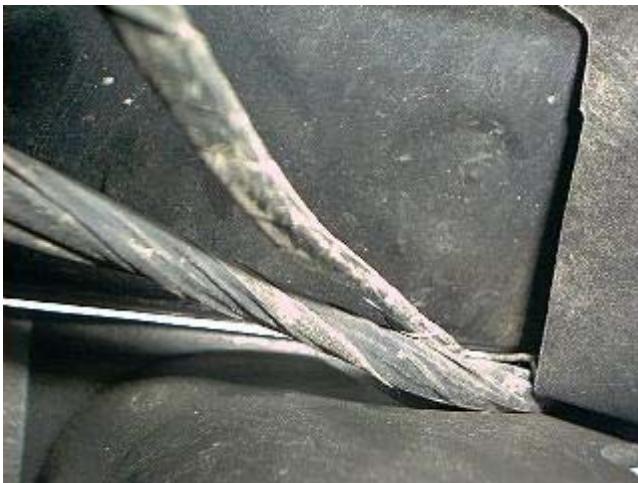


Step 19

Shown is the new wiring harness wrapped around the factory harness as viewed from under the car (drivers side). Be sure to wrap the new wiring harness around the factory harness to support it and prevent it from dangling under the car (do not over wrap - over wrapping shortens the overall length of the new harness, and the wire may end up being too short to complete the job properly).

Step 20

This part could test your patience. This view is the factory harness and the new harness passing through a small channel over the fuel filler tube. It's difficult to explain and photograph, but I believe you'll see it when you're under your car running the wiring. Just straighten the harness up a bit and feed it through, if you're having troubles consider using a stiff wire to fish it through (coat hanger).



Step 21

Here's a view of the new and factory wiring harnesses leaving that channel. Continue the new harness on and out to the right hand turn signal assembly.

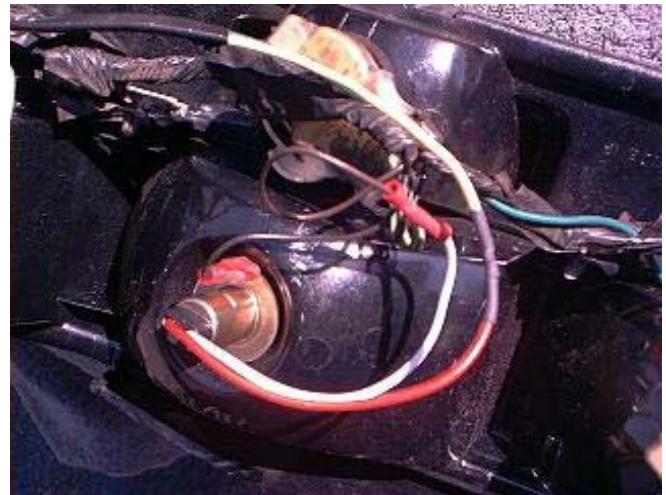


Step 22

Continue each harness (left/right) to its tail light assembly continuing to wrap it as you go, shown at right. The red wire feeds the new center lamp, the black wire feeds the inner most lamp and the outermost lamp will be powered from the existing factory harness.

Step 23

Attach the red wire to the red wire on the center lamp, Notice I soldered and installed shrink tubing on the red wire.



Step 24

Left: cut the yellow wire on the innermost lamp about 3 inches from the lamp socket, and attach the black wire from the new harness to the yellow wire on the lamp socket. (shown is old harness green wire)

Right: cut the green wire on the innermost lamp about 3 inches from the lamp socket, and attach the black wire from the new wiring harness to the green wire leading to the lamp socket. Tape off the unused ends of the factory yellow and green wires.

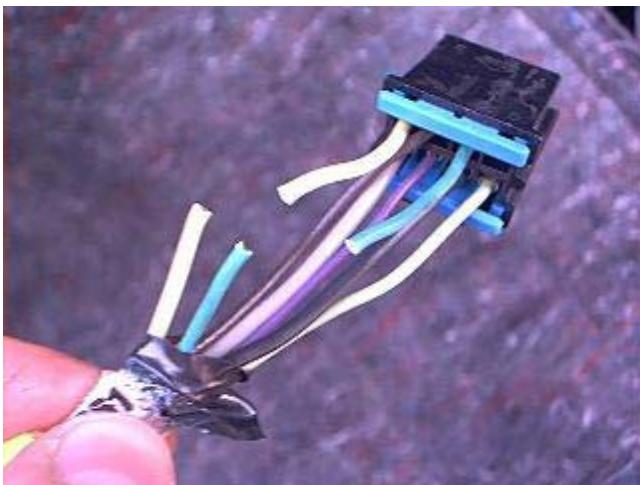


Step 25

Here's one side finished, notice the new wiring harness taped to the factory harness at several locations. Reinstall the tail light assembly back into the car (be sure to install the center bulb). The left and right turn signals are wired identically except for step 24, repeat steps 23 and 24 on the other side.

Step 26

Locate the factory tail light wiring harness inside the trunk, free it from its attaching point under the trunk lip.



Step 27

You can leave this factory connector together, or separate it as shown. Remove some of the electrical tape and cut the yellow and dark green wires approximately 2 inches from the connector (be sure you are cutting wires on the tail light side of the connector).

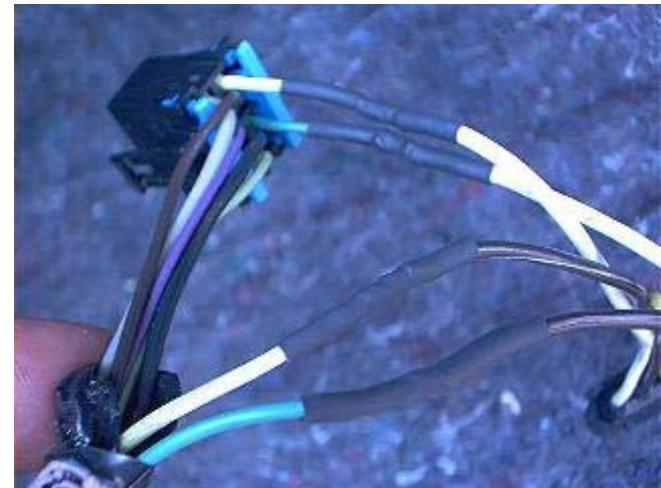


Step 28

Attach the yellow wire (from the factory connector) to the white wire on the left signal plug (blue dot on rubber connector indicates left, red dot for right) on the new tail light wiring harness. Notice the tight mechanical connection of these two wires prior to soldering, these can also be crimped or wire nutted. Attach the dark green wire (from the factory connector) to the white wire on the right signal plug (red dot) on the new tail light wiring harness.

Step 29

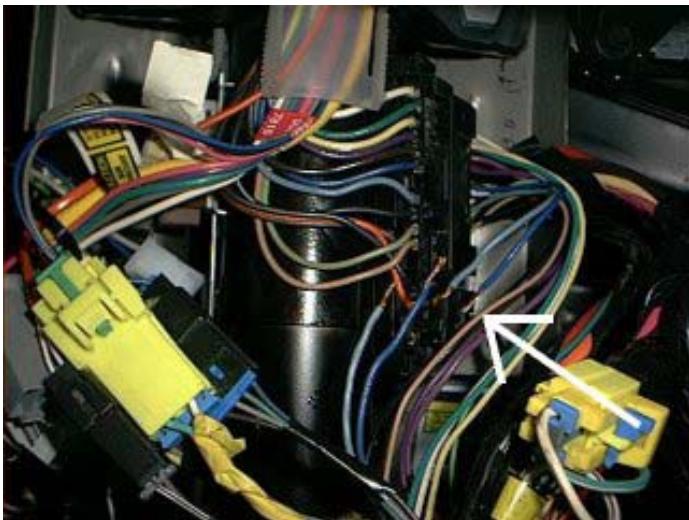
Attach the yellow wire from the tail light side of the factory harness to the blue wire on the left turn signal plug (blue dot). Attach the dark green wire from the tail light side of the factory harness to the blue wire on the right turn signal plug (red dot).



Step 30

After wrapping with some electrical tape, this is what it should look like. Plug the factory connector back together and secure the harness back under the trunk lip.

Note: The car can be driven now if you install the shorting/test plugs.

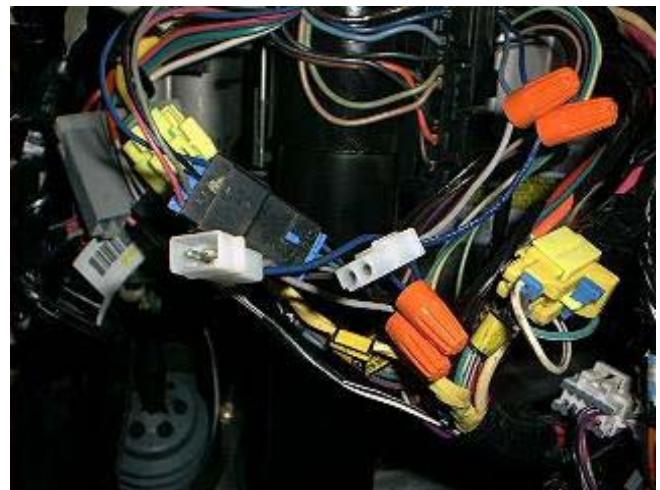


Step 31

Under the drivers side dash, look for this black connector attached to the steering column (arrow points to connector and cut wires). You need to cut and strip the light blue and dark blue wires approximately 6 inches from the connector as shown.

Step 32

Attach the 2-pin signal connectors to the wires you just cut using the wire nuts provided and as follows: the 2-pin female connector (the right most connector shown in photo) attaches to the wires that lead to the steering column connector - gray from the 2-pin connector attaches to the light blue wire from steering column connector, and the blue from the 2-pin connector attaches to the dark blue wire from the steering column connector. The 2-pin male connector (left most in photo) attaches to the wires leading into the wire harness as follows: gray wire from 2-pin connector to light blue, and the blue wire from 2-pin connector to the dark blue wire.

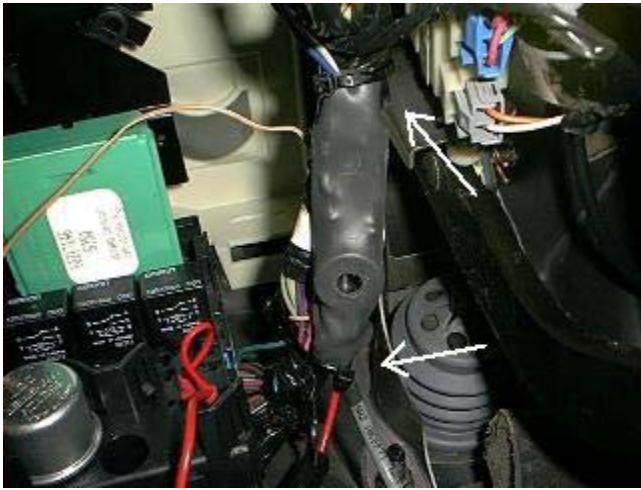


Step 33

Look under the drivers side dash and locate this relay/flasher panel. Remove the turn signal flasher, you see 2 flashers here (aluminum cans), the left one is for hazards, the right one is for the turn signals (this one has yellow strips), keep the flasher this is needed if you want to return to stock operation. Notice the arrow pointing to a wiring harness bundle this is where the signal PCB is going to mount.

mode enabled.

Note: replace the hazard flasher with the jumper supplied if you want the special show off/hazard

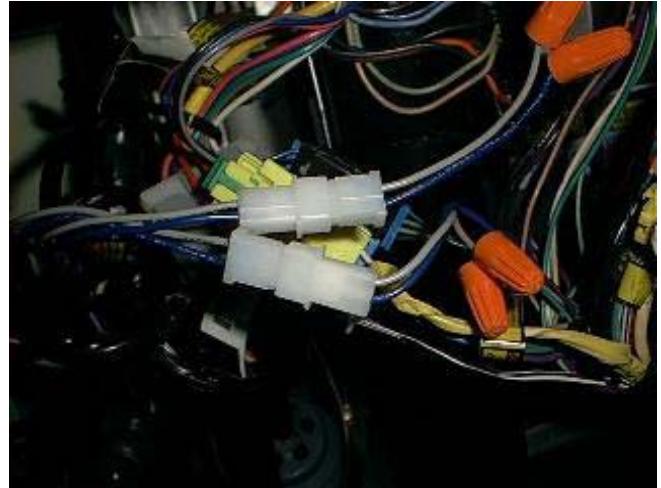


Step 34

Mount the signal PCB to this wiring harness bundle using the supplied tie wraps, the tie wraps need to be at each end of the signal PCB (actually around the wires, to help prevent damage to internal components) position the signal PCB so that the long gray wire and red power wire are closest to the fire wall as shown. Plug the 2 male red power plugs from the signal PCB into the 2 female sockets (where the turn signal flasher was) as shown (doesn't matter which plug goes where).

Step 35

Connect the 2-pin signal connectors from the signal PCB to the 2-pin connectors previously installed in step 32, they are polarity protected so you can't get them crossed.



Hint: before connecting the 2-pin connectors run the wires up and over some of the factory wires to avoid having the new wires hanging down under the dash.



Step 36

Now it's time to run the signal wire back to the trunk. The photo shows the gray signal wire running straight down and under the carpet.



Step 37

Next remove the front and rear door carpet retainers, raise the center pillar carpet retainer and remove the back seat. This photo shows the front retainer off.

Step 38

This photo shows the rear seat and rear door carpet retainer removed.



Step 39

Loosen the center pillar upper trim piece (it pulls straight out, but not off), this allows the lower panel to be raised a couple of inches.



Step 40

Next pull the front carpet back, lay the gray wire next to the large wiring harness. The factory harness goes into a plastic channel if you can open this channel run the gray wire through there, otherwise run the gray wire between the plastic channel and the seat, the wire is safe outside of the channel.

Note: be careful when feeding the gray wire through openings to avoid stressing the end connector wires.

Step 41

This photo shows the center pillar carpet retainer raised, notice the seat belt fastened to the floor, it's easier to run the gray wire with this removed, but it can be done without. If you don't remove it you will have to stuff the wire from the front floor board area and retrieve it from the rear floor board area.



Note: be careful when feeding the gray wire through openings to avoid stressing the end connector wires.



Step 42

Shown is the gray wire running into back seat floor board area, notice the gray wire running outside of the plastic channel.



Step 43

Continue running the gray wire back to the trunk, following the factory harness path. Stuff the connector end (gently) of the gray wire under the padding and up behind the rear seat back, retrieve it from inside the trunk and remove the slack from the wire inside the passenger area. Visually inspect the gray wire and connector for damage if none found reinstall all interior pieces.

Note: be careful when feeding the gray wire through openings to avoid stressing the end connector wires.

Step 44

Inside the trunk continue following the factory harness around the drivers side towards the tail lights,

Hint: don't tape the gray wire to the factory harness until trunk installation is complete.



Step 45

Now install the control box.



Step 46

Connect the tail light plugs to the control box, remember to connect blue to blue and red to red.

Step 47

Wrap the connectors around the top of the control box as shown.



Step 48

Stuff the control box back into this corner as shown, making sure the tail light connectors remain on top of the control box.



Step 49

Here's the control box in place. Connect the control wire connector together, remove excess slack from control wire (gray wire) any excess slack can be stuffed behind rear seat, and tie wrap or tape the control wire to the factory harness. The control box fits snug in the corner and will not come out on its own.

Note: The reasons I selected this place to mount the control box are: 1) You can adjust it while looking at the tail lights. 2) One of the easier spots to interface with the tail lights. 3) It

becomes almost invisible when complete.

Step 50

The black wire coming from the control wire is the ground wire. It follows the control wire back to the trunk hinge and connects to this grounding screw.



Step 51

Here's a close up of the ground screw connection.



Step 52

Now the control box is out of sight. You can turn the ignition on and test everything out - see users manual.