ClassicAutoLEDs.com info@bmcautos.com ***1-039***

Triumph TR7 and TR8
8-LED Board Set for
PARK, BRAKE, TURN& REVERSE
Lighting

Set of 8 Boards includes:
Upper Park/Brake Combo
Lower Amber Turn
Lower White Reverse

Parts List:	**Quantity:**
Plastic Cap Plugs, socket replacements	**8**
Inner Circuit Boards-BRAKE	**2**
(Driver side - No writing on back side of circuit board)	
(Passenger side - White lettering on the back side of circuit board)	
Inner Circuit Boards-SIDELIGHT (PARKING)	**2**
(Driver side - No writing on back side of circuit board)	
(Passenger side - White lettering on the back side of circuit board)	
Turn Indicator Boards	**2**
(Driver side - No writing on back side of circuit board)	
(Passenger side - Has white lettering on the back side of circuit board)	
Reversing Indicator Boards	**2**
(Driver side - No writing on back side of circuit board)	
(Passenger side - Has white lettering on the back side of circuit board)	

Recommended Materials:

Clear Silicone adhesive (Clear window caulk) or hot melt glue

-We prefer clear silicone as it holds exceptionally well, and blends in exceptionally well. This is oft considered 30-year window silicone sealer.

CIRCUIT BOARD INSTALLATION:

1) Remove one of the tail light assemblies from the vehicle. Remove the bulb socket and lens cover from assembly for each LED circuit board used.

2) Clean tail lights surface and around each cavity before installing circuit boards.

3) Insert one circuit board at a time in each section of the tail light. Feed the wires through the hole where the bulb socket assembly previously sat, remove the film from the adhesive tape on the back side of the circuit board. Align board in cavity and press. Finally, apply clear silicone adhesive (or hot glue) of approximately 1" beads in the four corners on the edges. Repeat process for each of the other light boards.

4) Allow the Silicone to dry for the allotted time specified by the manufacturer. We prefer to wait 24 hours.

5) Once dried, inspect to see that everything is placed correctly.

6) Pull wires through plastic Cap-plugs, then push these into to the appropriate light socket holes. We recommend using the silicone again to seal the outer edge of this as well as the hole the wires run through to seal dust out of the tail lamp assembly.

7) Refitting the tail lamp lenses and assemblies are, as they say- by reversing the original procedure.

Turn Indicator Wiring
The wires on the turn indicators follow the Lucas wiring colour direction. Connecting them should be fairly straight forward.

Reversing Lamp Board Wiring:
The wires on the Reverse (white light) boards follow the wiring colour of the original Lucas system and should also be fairly straight forward.

WIRING OPTIONS FOR BEST BRAKE LIGHTING… AND WHY:
For Sidelights (Parking light) and Brake light on the TR7/TR8, the Original system ran each tail light with one section for Sidelight, and a different section for Brake light.

GREAT OPTIONS WITH THIS SYSTEM:
The lights boards here produce a capability of using both of the upper sections for side light AND/OR Brake light.

A piece of relevant History in Automotive Requirement changed in the mid-1980s… Only a few years after the last TR8 rolled off the factory floor, the US Federal Requirement called for a middle "Third" Brake light that would simply have a BRAKE ONLY feature. No other indicator inside of this device- the "Parking" light wouldn't be dimly lit. Just a simple OFF to BRIGHT RED setting. This is what modern drivers see in all other cars. We recommend following the Completely OFF lights in one section of each car. It also helps because of the intensity of the lights being that much more is even that much MORE eye catching, in our opinion.

Back to the Replacement LED Boards for the TR7/TR8:
Both Red boards are set for dual use as Sidelight and Brake, but Our Recommendation is to use one of the two boards per side as sidelight with brake, with the second board per side simply is BRAKE ONLY, leaving this section to Brighten up the Entire tail of the vehicle with Brake. No questions- Brake Only. Besides for one of these boards (per side) being Brighter than anything else on the market (and the spread of light better because of the board using the entire taillamp volume/area), doubling to all brakes in both sections Specifically lights the entire tail of the vehicle.

Your Preferred Option for Sidelight (parking) and Brake wiring:

Option 1

For Factory type operation, connect a single board per side for Park (red/white to red/white) and single board for Brake (green/violet to green/violet).

Option 2

Using All Four lights for Park AND Brake, Use jumper wires and connect them to corresponding color, all red/white to red/white from all four Red circuit boards, and all green/violet to green/violet from the four circuit boards.

Option 3 -Our Preference-

Using one board per side for Parking and ALL FOUR FOR BRAKE,

Connect one boards worth of red/wire jumper per side to corresponding wires. Then Connect ALL FOUR green/violet wire to brake circuit boards.

On all the systems: Connect All the black Earth wires to wiring loom ground.

NOTES: Use Electrical Tape or Shrink Tubing to cover up any bare terminal when connecting wires to prevent shorting out lights.

Crimp type connections absolutely fail. Solder any wire that fits into a connector for decades of service free wiring.