

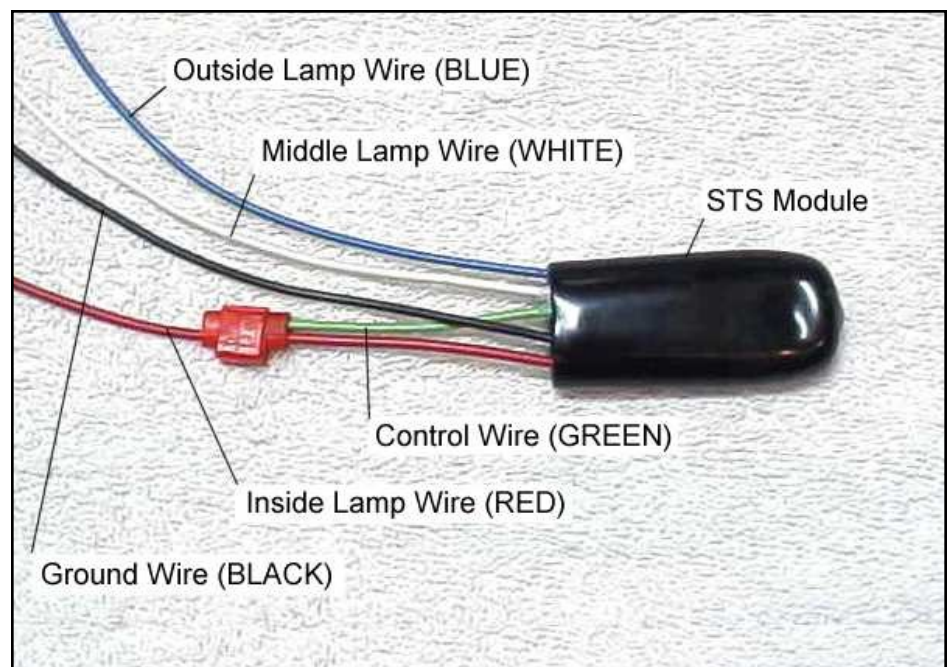
Adding Sequential Taillight Turn Signals to a 1964 Thunderbird

Do You have Sequential Taillight Turn Signal Envy?

Sequential Taillight Turn Signals did not arrive for the Thunderbirds until the 1965 model year. Now there is a very cost effective solution with minimal installation hassle from WebElectric Products. Their STS-1 Sequential Turn Signal System can add sequential taillight turn signals to your 1964 Thunderbird. You no longer have to take grief from the 1965 and 1966 Thunderbird owners about your lack of sequential taillights turn signals on your 1964 Thunderbird. The STS-1 kit contains two identical electronic modules (one for each taillight), wiring, connectors with free shipping and lifetime warranty. General installation instructions are provided with the kit and are also on the WebElectric Products web site. Below are specific installation instructions for a 1964 Thunderbird.

The module is a sealed unit with 4 wires that need to be connected and is very compact at 1 1/4" X 2 1/4" X 3/4". Installation is very straight forward. Start by removing the rear taillight wide polished aluminum trim. Remove the 4 bolts holding the taillight assembly on to the rear of the car. Hang the taillight assembly so that one end is resting on the ground.

Next step is to find a suitable place to mount the modules. WebElectric recommends mounting the unit in the trunk for a dry area even though the module is sealed. However, the space behind the taillight assembly appears to be a dry area. There is a recessed space located between where the back of the inner and middle bulb sockets fit when the taillight assembly is mounted into place. I mounted the module in this recessed area in this space making sure that the wires were pointed down coming out of the module. This module orientation was used to make sure that if any moisture got in this area, it would not collect in the bottom recessed area of the sealed module. I used tie wraps to secure the module, drilling a hole for a mounting point for one of the tie wraps.



Now you need to find the correct wires on the taillight bulb sockets that you will need to make connection with the module wires. Each lamp socket has two wires, with one being the wire for the turn signals and brake. This is the wire we must identify for each of the three lamp sockets. On my 1964 Thunderbird, both wires were black. With the key turned on, turn your turn signals on, for the taillight side you are working on. Connect a 12 volt test light ground lead to the car body for ground, and use the pointed probe of the test light to determine which one of the two wires on each of the three taillight socket is activated by the turn signal. When the correct wire is found, the test light will flash with the same cadence as the turn signal does. Mark this wire with tape or paint and repeat for the two other lamp sockets. You should end up with three marked wires, one for each taillight bulb socket.

Now disconnect the battery!!!

Now we connect the four wires. Make sure the battery is disconnected. Crimp a ring connector on the black wire from the module, and using a self tapping screw, connect the black wire to the body. This wire is for ground. I used a hole that already was present in the area behind the taillight assembly. Using the supplied quick connector, connect the red wire from the module to the wire marked on the inner most taillight socket. No wire cutting of wire is necessary if you use the supplied quick connector.



Cut the marked wire on the middle bulb socket about a 1 1/4" from the socket. Using a butt connector, connect the white wire from the module to the cut wire still connected to the middle socket. Use electrical tape to seal the other end of the cut wire as it still will be active when the turn signals are on. Cut the marked wire on the outer bulb socket about a 1 1/4" from the socket. Using a butt connector, connect the blue wire from the module to the cut wire still connected to the outer bulb socket. Use electrical tape to seal the other end of the cut wire as it still will be active when the turn signals are on. Please note that the butt connectors, screw and ring terminal are not included in the kit. The kit did include wire nuts, but I felt these were not suitable for a car installation and preferred the butt connectors. Reconnect the battery and test the signals.

Reinstall the taillight assembly, bezel and outer trim. Repeat process on the other side. You may have to get a heavy duty flasher as the flash rate may be too fast and the last light bulb doesn't get lit. WebElectric mentioned this in their instructions. I picked up a heavy duty electronic flasher at NAPA as I had this problem, and this solved it.