INSTRUCTIONS

LED Board (Caterham / Westfield) part No. RV-SPRITE

General

This product is based on our range of LED light boards

Please read through the instructions carefully before starting, and take it one step at a time. If you find an error in the instructions, or have an easier way to do part of the install, please let us know so that we can pass on the information !

Important

The indicator circuit is designed to be powered approximately half of the time the indicators are on, in other words a 50% duty cycle. Leaving them continuously powered on for more than 5 or 10 seconds may damage the LEDs through excess heat.

The boards need a good 12V at the rear of the car to function fully. This should not be a problem when the alternator is charging but does require the wiring to be in good condition. Problems can usually be traced to poor connections with a multimeter.

Installation

a) Remove the lens (the screws will be replaced by the stainless ones in the kit)

b) Remove the four mounting bolts (keep for re-use)

c) Disconnect the original wiring

d) Remove the original steel back plate

e) Make the connections to the new board.

- 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 indicator wires, different colours on each side but usually green with a trace colour of red (left) or white (right)
- GREEN/PURPLE - Connect to the OEM stop light wires, usually green with a purple trace colour

f) Fit the board and replace the original four mounting bolts in the corners, they should only be just over finger tight

DO NOT OVERTIGHTEN – THE ALUMINIUM BOARD WILL DISTORT AND DAMAGE THE CIRCUIT

you may wish to add some nut lock or glue to prevent them coming undone under vibration.

g) Refit the lens using the new stainless screws (they are a different thread to the old screws.)

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. Additionally, the heater coil inside the flasher adds resistance to the indicator circuit, reducing the voltage available at the rear. It is advisable to fit a flasher unit that does not rely on current to determine flash rate, and has low "on" resistance. 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 switch
E (31) - [Earth] to negative earth ground
B (49) - [Battery] to a +12V when the ignition is on

Note - Ballast resistors can also correct for flash rate, in which case a standard flasher can be retained