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### Installing the Hotronics LS-6 Tail light sequencer.

The Hotronics LS-6 is a Universal 12v taillight sequencer, and connects to all existing single bulb-wiring systems and installs at the rear of the vehicle in the trunk.

Mount the LS-6 keeping it away from water, leaky rear windows, trunk lid seals or leaky gaskets. The LS-6 will respond to what ever comes down the wire from the steering column, meaning when you step on the brake without the signals applied the brake lights will sequence once and stay ON until you let off the brake pedal. (Really cool looking too).

When the signal is ON and the brakes are applied, one side will sequence over and over for signals and the other side will sequence once and stay ON for brake.

So let's get started.

Each light will be separated and become independent from each other, so cut loose the center and outer bulbs, only leaving the first bulb connected to the original wiring.

The existing wiring that comes from the steering column now (L&R) will remain connected to the first bulb in the series. (See wiring chart).

The LS-6 will have a L&R input wire for each side that also will be connected to the first bulb in the series. Each of these inputs will trigger the LS-6 and turn ON the sequencer for that particular side.

Out of the sequencer will be wires connecting to the remaining bulbs for each side, follow the simple wiring chart supplied.

Whenever the directional signals are applied the first bulb will light and turn on the input of the LS-6 and sequence the center and outer bulbs. Each light will come ON in series and stay ON until the last bulb lights, then the flasher in the fuse panel turns OFF and back ON and the cycle repeats.

Hotronics design has taken the extra bulb loads off the column and brake switch contacts so they will not over load or melt the switch contacts. (Unlike Ford designs did)

So the LS-6 will have a Hot wire you will need to fuse and run to a separate Hot at the fuse box, battery or the power feed to the brake switch at the fuse box.

This will bring in the power to the remaining bulbs, so only the single inside bulb will run current thru the signal switch contacts keeping them cool and prolonging the life of the column and brake switches. (That's a good thing)  
The last wire will be a ground wire and will be connected to a clean body ground.

Now it's time to test and adjust.

Start the engine and turn on the signal. If your column has Emergency 4 way flashers, they can be activated and both adjustments can be done at once and timed to match, if not just use the signal lever. Do this with the engine running so the voltage stays up to real world levels.

Never use a battery charger for testing the LS-6, always connect chargers to a battery first to bring voltage levels up to carry the lighting loads if the engines charging system is not used. Battery chargers are not filtered DC sources and give off an AC sine wave that damages or gives erratic operation to all electronics and semi-conductors.

Hotronics has designed in a sequence adjustment for each side that is accessed through holes in the end of the box for the sequencer speed, relative to the flash rate of the flasher in the fuse panel.

The flasher in the fuse panel dictates the flash rate (Turn ON turn OFF) that's what is turning OFF and ON the lights right now!

While the signal is on, use a small screw driver and begin to slowly and gently turn the adjustment for that side till each light comes ON making the last light come ON only momentarily, then the flasher in the fuse panel turns OFF and back ON and the sequence starts over.

Now turn the signal switch to the opposite side and adjust the sequence rate of the other side.

It's worth noting, Hotronics has also designed a special adjustable electronic flasher, the PG-3a (sold separately), used to slow down the flash rate so the LS-6 can be slowed even further if desired.

This is a complementary part designed exclusively to enhance the use of the LS-6, when desiring custom signal settings.

The PG-3a adjustable flasher is solid-state and a replacement for the standard 552 thermal flashers found in all early American cars of all makes.

Hotronics PG-3a has a trim adjustment so you can tailor the flasher speed to your liking. Standard 552 flashers will work fine, however they are fixed at a flash rate of 80 to 90 pulses per minute. The Hotronics PG-3a flasher adjusts from 40 pulses to 70 pulses per minute, so if we slow the flasher down, we can slow the LS-6 down even further for a much more eye-catching visual light show. Each time a PG-3a flasher adjustment is made, we go back and readjust the LS-6 sequence rate. This way you can set whatever sequence rate you would desire for a really nice special effect. If your fuse box and column have emergency 4 way flashers you will have 2 flashers, cause there are 2 separate circuits to the column. If you wish the emergency flashers to flash at the same rate as the signals, get a second PG-3a for that circuit as well. When you're done, you'll be the hit of your car club and all your buddies.

Watch out, it's a crowd pleaser.

