

## Installing LED Dash Lamps

**If you change the color of your lighting from BLUE or GREEN to any other color you must remove the plastic lenses inside of the gauge clusters.**

**69 and later lamps are polarized! If the lamp does not light simply rotate 180 deg. and reinstall!**

Installing the LED lamps is easy. Simply remove the gauge cluster as appropriate for your particular car and replace the existing lamps. A few notes to watch for as you do this installation.

- 1) Early 64.5 or 65 Cars with FALCON type long speedometer need a special turn signal indicator lamp. See these instructions for how to install.
- 2) Replace each lamp in your gauge cluster with the appropriate color.
- 3) If you change the color of your lighting from BLUE to any other color you must remove the plastic lenses inside of the gauge clusters.
- 4) Check your gauge lighting before installing these lamps to make sure all lamps are working and all wiring is sound.
- 5) See the attached wiring diagrams for the various gauge lamp positions.
- 6) Do not replace brake pressure or "brake" lamp indicators with the LED lamps.
- 7) Kits are designed to work with and without tach. So some LEDs may be left over after proper installation depending on your car model and options.
- 8) 1969 and later lamps are **POLORIZED**. If the lamps do not light simply remove the lamp and reinstall with 180 deg. twist.

**Kits are configured as follows: ( Note you may receive either green or white LEDs for turn signal indicator lamps. Both produce the same light output as the bezel contains green filters).**

**1966-77 Ford Bronco:** Kit includes six(6) total 1895 style lamps. 3 LED lamps in color ordered for instrument cluster lighting, 2 green LED lamps for turn signal indicators, 1 blue LED lamp for high beam.

**1964.5-66 Mustang with Falcon Style Speedo Gauge Lamp Kit:** Kit includes 5 1895 gauge lamps in color ordered, 1 turn signal indicator lamp(FALCON type) and 2 red lamps 1895 type ( oil/alt).

**1965-66 Mustang 5 Gauge Lamp Kit:** Kit includes 4 gauge illumination lamps (1895 type color specific), 2 \*turn signal indicator lamps (1895 type), and 1 \*\*high beam lamp (1895 type).

**1967-68 Mustang with and without optional tach Gauge Lamp Kit:** Included in the 67-68 kit are 9(nine) cluster illumination lamps (1895 type colored as ordered), 1 \*\*high beam lamp (1895 type), 2 turn signal indicator lamps (1895 type). The brake failure indicator lamp is not replaced.

**1969-70 Mustang Gauge Lamp Kit:** Included in the kit are 9(nine) cluster illumination lamps (194 type colored as ordered), 1 \*\*high beam lamp (194 type), 2 \*turn signal indicator lamps (194 type). The brake failure indicator lamp is not replaced.

**1971-1973 Mustang Gauge Lamp Kit:** Included in the kit are 7(nine) cluster illumination lamps (colored as ordered 194 type), 1 \*\*high beam lamp (194 type), 2 \*turn signal indicator lamps (194 type).

### MP-7173-AUX-(COLOR)

Cars equipped with Tach or Clock & the 3-gauge auxiliary cluster must use additional lamps P/N MP-7173-AUX This kit is exclusive to Mustang Project. Included in the kit are 3 1895 type lamps of the color ordered and 4 194 types of the color ordered.. Use the correct lamps for your particular car. Not all lamps are utilized for this kit.

- \*Turn signal indicator lamps may be either WHITE or GREEN

## Trouble-shooting loose sockets

Some of the early Mustangs utilize metal sockets for the so called 1895 incandescent dash lamps.

The sockets are very prone to wear and were made to relatively sloppy tolerances. They were later replaced by plastic and metal sockets which utilized a precision stamped metal piece to hold the lamp.

Early 1895 incandescent lamps were made to wide tolerances and were generally larger than a modern lamp so poor socket fit was tolerable in most cases. Ford eventually replaced the poor sockets as the Mustang product matured.

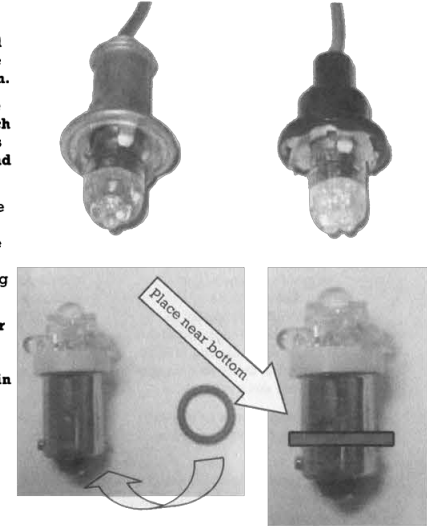
If you have troubles securing the LED lamps into metal sockets you should check the following:

- 1) **Make sure that the pins on the LED lamp are not pushed in or otherwise damaged.**

- 2) **Ensure that the socket spring moves freely and is not stuck inside of the housing due to corrosion.**
- 3) **If the socket is worn use the MP-SPA-GA kit which includes rubber spacers to be pushed over the end of each lamp as shown.**

If the pins on the LED lamp are crushed or damaged as received due to shipping please contact Mustang Project for a free replacement less shipping costs!

**Contact Mustang Project for information on purchasing new high quality reproduction lamp sockets or to obtain a MP-SPA-GA kit.**



**Lamp Types:** Depending on the vintage of your car you will receive lamps of various types. The lamps may have slightly shapes and LED configurations but they all will come with one of either two lamp base styles. The "1895" style is the push and twist type shown at bottom. The "194" just pushes straight into the sockets.

**Installation Notes:** Only replace the gauge illumination lamps, the turn signal lamps and the high beam indicator lamp. Indicator lamps which are used as tell-tale indicators of oil pressure, brake pressure, etc. may not work with LED lamps and should be left with incandescent lamps installed.

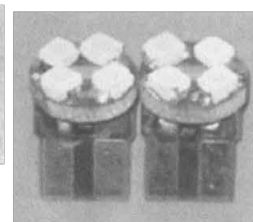
Refer to the appropriate shop manual for instructions on how to remove the instrument gauge cluster. Each car is a bit different.



"1895" Style Lamps



"194" Style Lamps



## Installing the Mustang Project turn signal indicator in "Falcon" style gauges

Because of the way the older Mustangs and Falcon's were wired it is necessary to remove the turn signal indicator in those older style gauges and replace with a special electronic version in order that your LED front turn signals operate properly.

Replacement of the turn signal indicator is not needed for Mustang Project's rear turn signal indicators. Replacement of the turn signal indicator is NOT needed in the later 6 gauge (round) style gauges.

Follow the steps below to replace the turn signal indicator.

- 1) First remove the six Philips head screws which secure the Falcon style gauges. You will need to remove any Rally Pac first if one is installed.
- 2) Next tilt the gauge

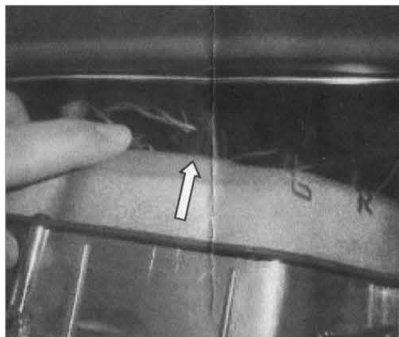
pane forward. You will not need to remove the gauge panel entirely just pull it down and forward enough to expose the turn signal indicator socket.

- 3) Remove the old incandescent lamp from the plastic socket. This is easily done by pulling the plastic socket from the back of the gauge set and then pushing and twisting counter clockwise on the bulb to remove it.
- 4) Now install the new electronic turn signal indicator. Push in and twist clockwise.
- 5) Place the plastic socket back in the housing. The ground wire will protrude past the socket once the socket is in place in the housing. This ground wire will be connected in the next step.

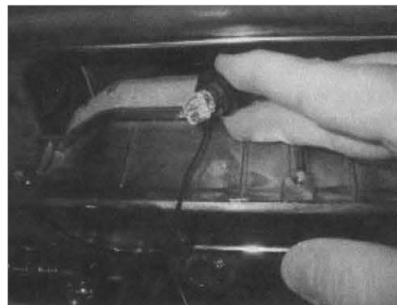
- 6) Loosen one of the screws that hold the gauge housing to the front gauge bezel and place the forked ground connector underneath the ground screw.
- 7) Align the socket so that the wires which protrude from it are parallel to the front of the car. This will align the LEDs in the turn signal indicator for best illumination of the indicator window.
- 8) Place the gauge set back into the dash but do not secure with the screws yet.
- 9) Now test the turn signal indicator with the key in the accessory position. Make sure it lights when the turn signal indicator is up or down. The gauge housing will have to be in contact with the dash metal for this to work properly.
- 10) Replace the Philips screws to secure the gauge set.



Step 1. Remove six Philips screws.

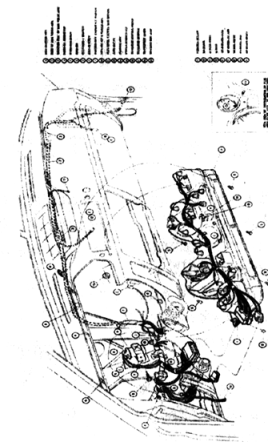
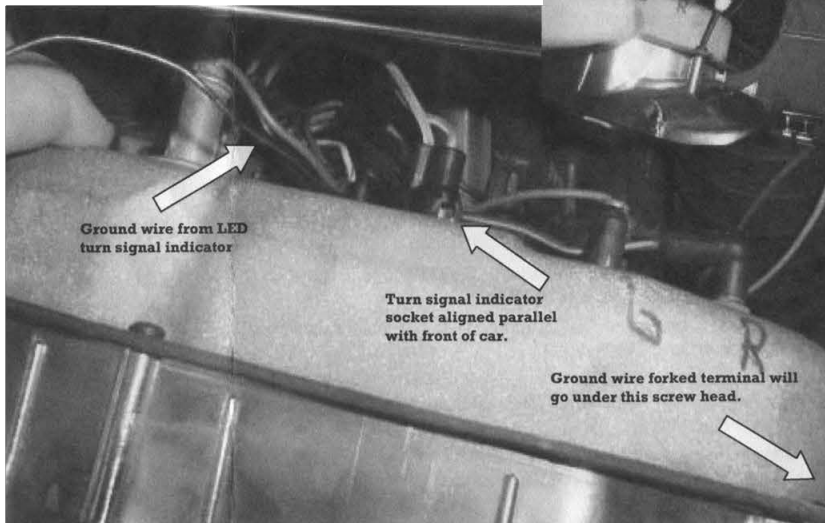


Step 2. Tilt the gauge panel forward. The turn signal indicator is on the right side in a black plastic socket.

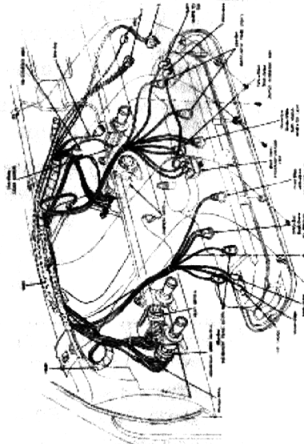


Steps 3, 4. Remove the old incandescent lamp and replace with the new LED indicator.

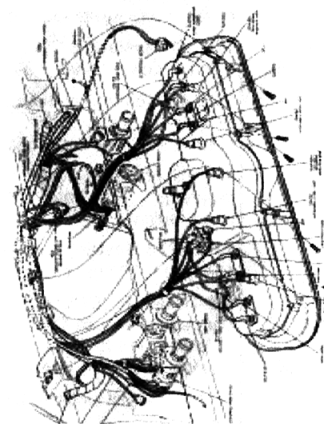
A new ground wire will protrude underneath of the socket once properly installed. Note: Align the socket so that the LEDs are parallel with the gauge set as shown below. Loosen screw as shown and secure the ground wire.



1967 MUSTANG INSTRUMENT PANEL



1965 MUSTANG INSTRUMENT PANEL WITH ALTERNATOR CHARGING SYSTEM



1965 MUSTANG INSTRUMENT PANEL