

LED Lights for Your Old Car

The stock lights on an old car are fine for a show car. But if you intend to drive in modern traffic, stock lights are wholly inadequate, if not outright dangerous. You may want to consider some, if not all, LED lighting for your antique automobile.

First, you need two brake lights, not one. The stock 21 candle power brake light is just too dim. Switch to LED tail lights! It's an investment well worth the money.

You will need turn signals, front and rear. If you think today's drivers know the meaning of your arm flapping out the window, you're sadly mistaken. You should not be surprised when they cheerfully wave back, while cutting you off at the turn.

Let those nice bright brake lights double for your rear turn signals. No one is looking for that wimpy little light stuck between the rear bumper bars. A 3rd brake light in the rear window is also a nice safety feature. Front turn signals work well, provided they are bright enough to be seen. Kits are available for both of these front turn signal options from your favorite parts supplier.

LED lights are super bright and draw much less power than standard incandescent lighting. Although LEDs certainly have their advantages, replacing turn signal bulbs with LEDs can cause what is called "hyperflashing", when the turn signals blink faster than your factory incandescent bulbs did. This happens because your new LED light draws such little power that the thermal flasher unit does not recognize the bulb.

To fix hyperflashing, replace the stock thermal flasher with an electronic module specifically for LED bulbs. They have metal pins that in most cases plug into the same socket as the original flasher unit. This is the easiest method. These units can be purchased at most auto parts stores, or online.

Electronic flashers function with both LED and incandescent bulbs, so even if you have LED turn signals in the back and incandescent bulbs in the front, you can use an LED flasher module with no problems.

****Mostly copied, with permission, from the Central Iowa Model A Club newsletter and rewritten by Don Christensen*