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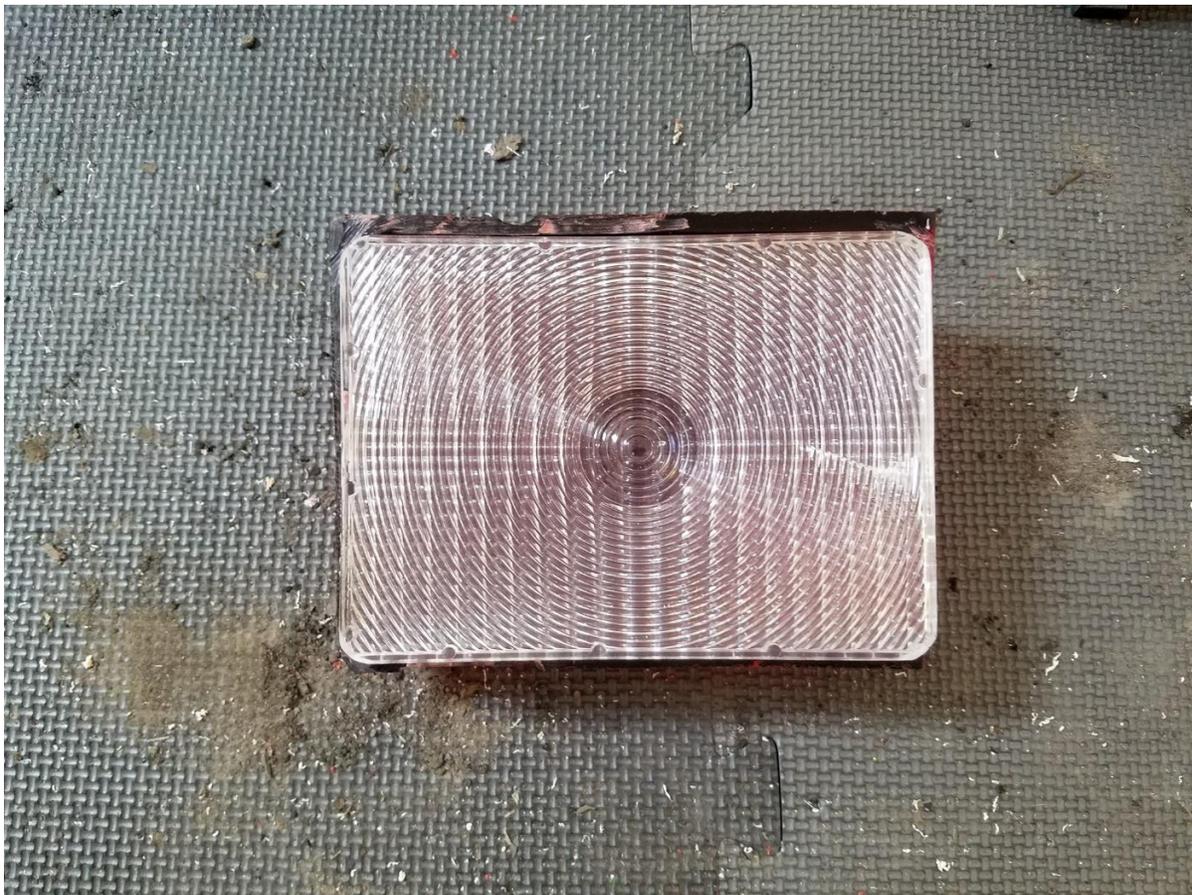
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This will be a post on making the all-red tail lights for our IIs, with LED lights. There are several ways to do it, but I am going to show you the way that will give you the best looking and most even and symmetrical looking version. However, this will also be the most difficult and labor intensive version, so be prepared to do some work.

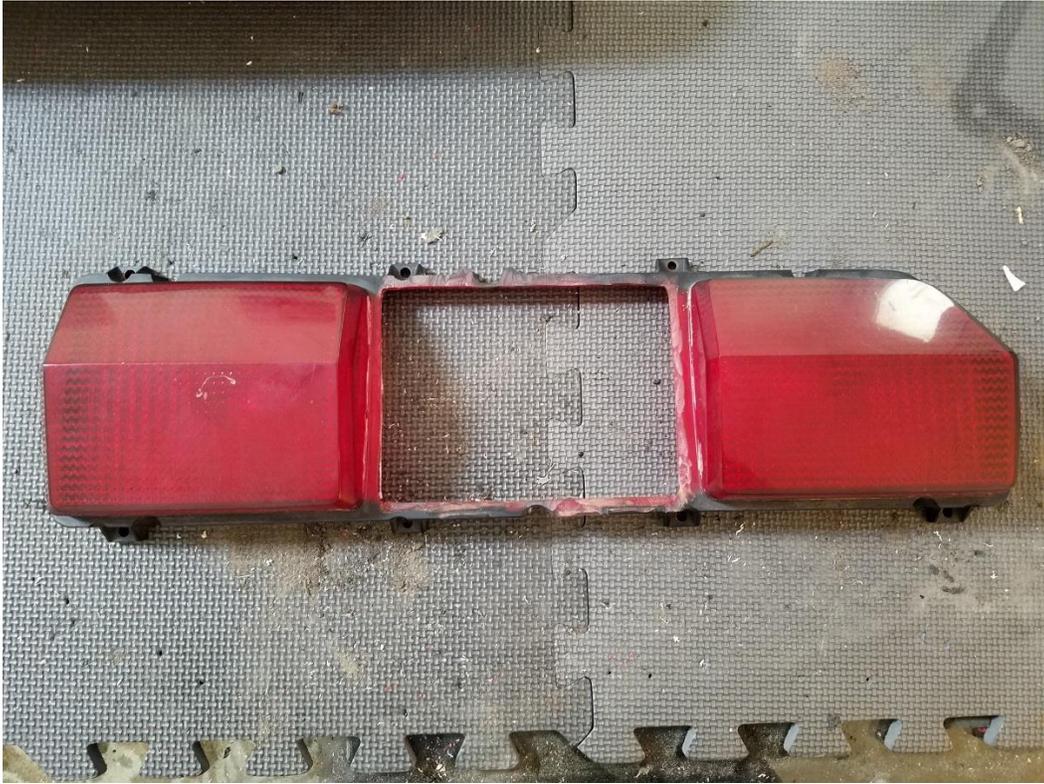
My plan originally was to also do sequential lights, however after fighting with getting them to work, I gave up on that for now. More on that issue below. I will edit this write up when I add them in at a later date.

You will need - two sets of tail lights, LED bulbs and flashers, trailer light converter, two extra three wire light sockets, some kind of STRONG epoxy that works for plastics, and a headlight restoration kit. I also suggest getting a set of new tail lens gaskets, available from classic auto reproductions. If you want working reverse lights, you'll need to add them back in somewhere on the car (my solution is below). It's up to you to decide what tools you will do for all the cutting and shaping, but most people use a Dremel with various attachments.

The first thing you want to do, is cut off the INNER most red section from your donor tail lens. This will be the new center portion for the lens going back on the car. You want to cut it so that you retain the clear diffuser part on the back. When cut and trimmed, it should look like this:



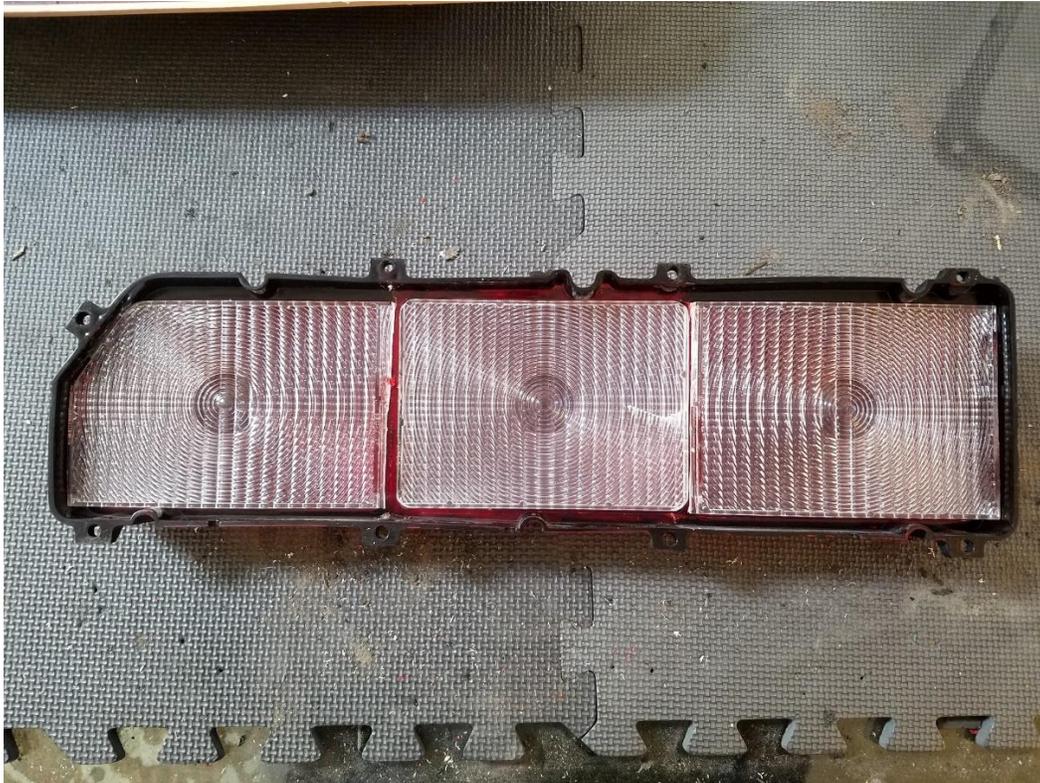
Then, take the good lens you plan to use on the car, and remove the amber lens from it. Once you have removed the amber lens, you need to trim both the good lens and the donor lens section, until the new section slips into the good lens and sits even with the other lenses, horizontally. The new lens will stick up a little over the other ones, but it's not noticeable once installed on the car.



Proper fit should look like this on the front....

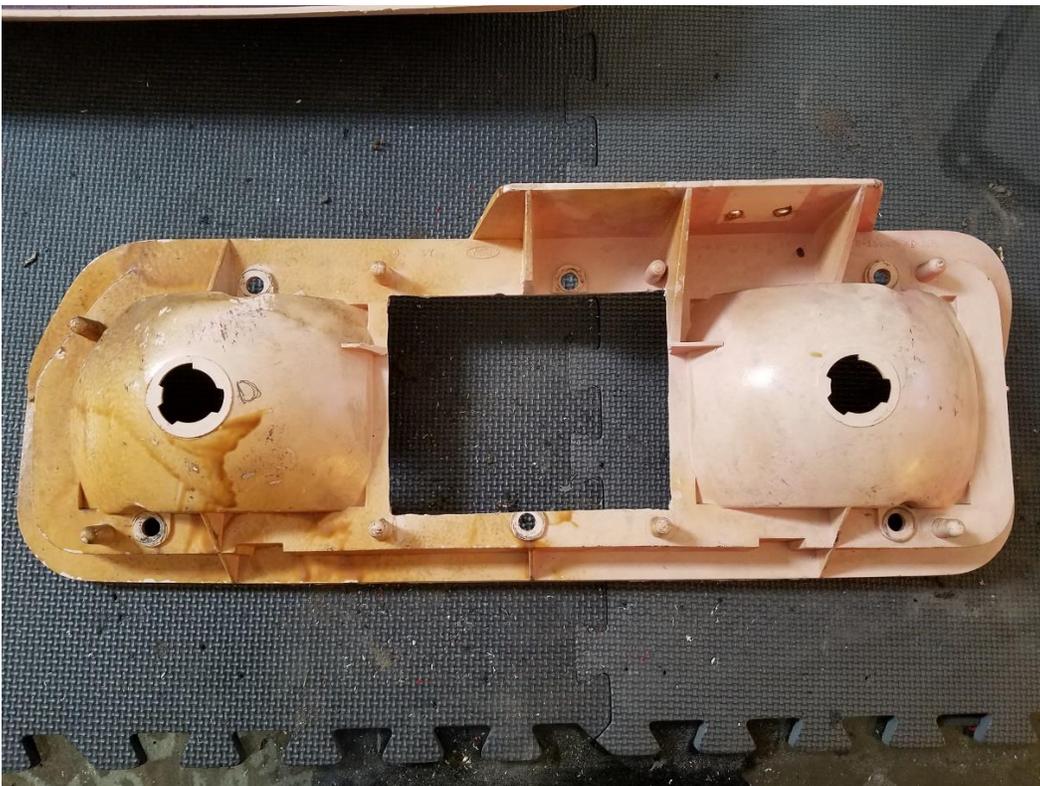


And this from behind....

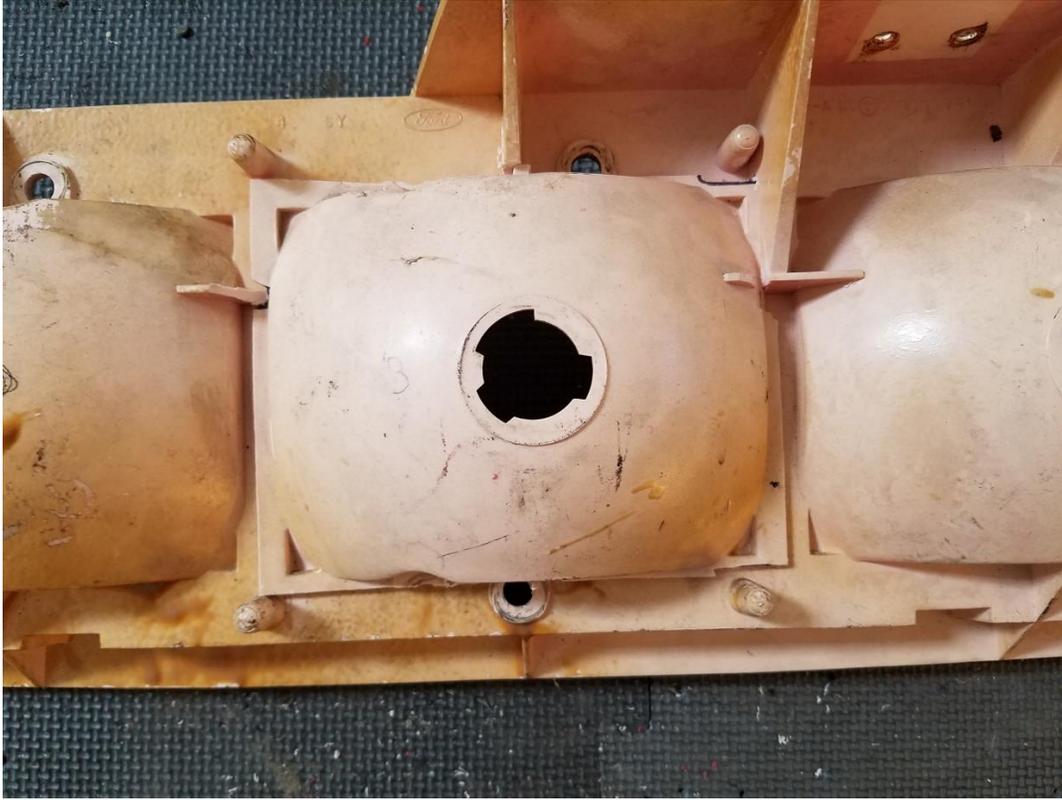


Next comes the most difficult part of this conversion, but the part that makes my method well worth the effort. You need to section out the dual bulb portion from the good tail housing, and then graft in a single bulb section cut out from your donor housings. Cut your donor sections from the inner most sections on the donor housing. Use my pictures below as a reference of how to cut out the donor sections, and how much to cut out of the good housings.

Here is the housing cut out, ready for the donor section...



Here is the donor section, placed into the good housing from behind. The bulb sections have a raised lip all the way around the front....this makes a great reference point for fitting the donor section into the new housing.



And this is what it looks like from the front. You now have three, symmetrical, bulb sockets, which will give you perfectly even light when lit up.



Once you've got your donor sections fitted properly, epoxy them into the lenses and housing. I have never been impressed with any kind of plastic epoxy. I used 3M Panel Bond to mate the donor sections. It's not cheap and it requires a special applicator gun, but this stuff is made to glue body panels together, and is about the strongest epoxy out there.

After your Panel Bond or epoxy has set for 24 hours, you can now safely bolt your lenses back to the housings, along with your new lens gaskets. I STRONGLY suggest polishing out the entire lenses, because you have just combined parts from two different cars, and the plastic can fade and discolor at different rates. A headlight restoration kit is a perfect way to polish the lenses. Then install back into the car.

For the LED lighting, I use these bulbs, available from [superbrightleds.com](http://superbrightleds.com). I have tried many different LED 1157 replacement bulbs, and IMO these are the best ones. Most other LED bulbs have very little difference between the low and high parts of the bulb. These bulbs here have perfect lighting for older cars.



You will also need an electronic flasher for both the turn signals and the hazards. Also available from [superbrightleds.com](http://superbrightleds.com). If you aren't converting your front turn signals to LEDs also, you might be able to get away with using the stock flasher.

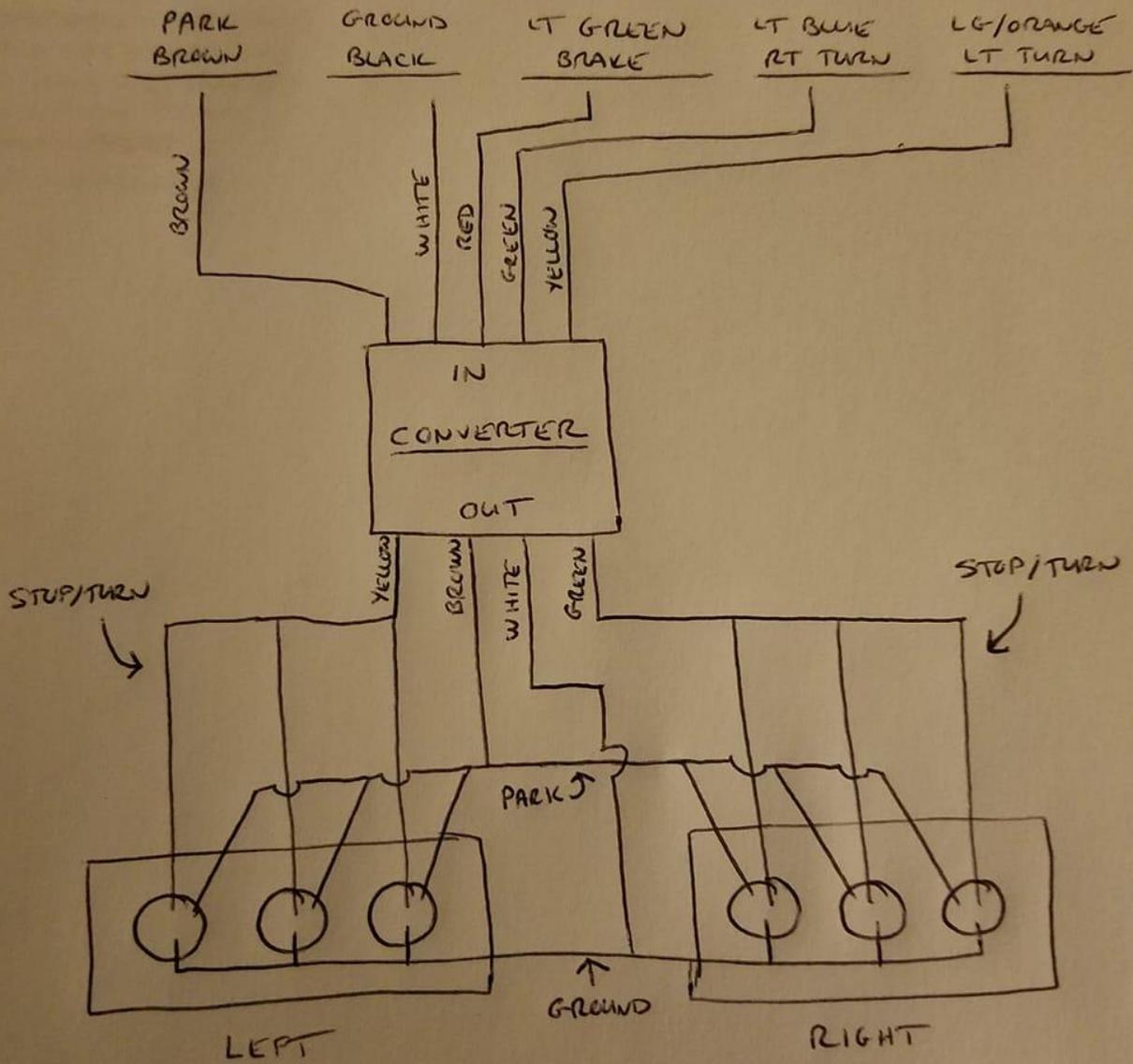


Because our cars have separate brake and turn bulbs, you need a trailer lighting converter. I used the Hopkins #48895 converter. It is made for LED bulbs. You can get these at most auto parts stores and they are about \$30. If you are going to do sequential lights as well, you still will need this converter.



To wire in your converter harness, use my diagram below. One thing to note about the light sockets. The Mustang 2 uses unique short light sockets for the tail lights in order to clear the interior panels. It is very difficult to find Ford light sockets that are this short aftermarket. The two options you have are to find right angle sockets where the wires come out at 90 degrees, or you can use the long style sockets, if you use them on the outermost sections of the tail housing.

# CAR



Here is what I used to add reverse lights back on. This is a chromed plastic license plate frame, with built in white LEDs. It is made by United Pacific and is sold all over ebay. I ran the wire through one of the rubber body bumpers behind the license plate, so you don't have to drill any holes. Then just wire to your reverse light wiring.



PLEASE NOTE! If you are planning to do sequential LEDs, do NOT use the \$50 United Pacific sequential kit, part number 90656, that is sold all over the internet. It is a piece of junk, and does not work properly. I fought with this kit for two weeks trying to get it to work, talking to their tech line (which is a joke), and nothing worked. Looking online, I found lots of other people having the same issues with this kit. If you want sequential LEDs, get the STS-1M kit from [webelectricproducts.com](http://webelectricproducts.com).

When you are all done, your new lights should look like this....

