

Late BJ8 LED bulb fitting-BJ8 (B)76138 ON

Before working on any of the electrics disconnect/isolate the battery.

The replacing of the bulbs in the headlights/taillights/side/flasher lamps is straightforward as removing these bulbs require basic tools-screwdriver for lenses for the tail/side/flasher lights and the same for the headlights.

For the tail/side/flasher lights remove the screws that hold the lenses to the light units.

For the headlights, remove the screw that holds the chrome headlight ring and remove the chrome ring, this will allow access to the screws that hold the inner headlight ring to the body that hold the headlight glass unit in place, remove these screws and lift out the headlight unit to gain access to the bulb-replace bulb with the LED version.

For the lights that illuminate the gauges, these bulbs can either be accessed with the gauges in-situ (this is not the easiest option) or by removing the gauges one by one by looking under the dashboard and unscrewing the knurled nuts that hold the gauge to the gauge bracket to then enable the gauge to be pulled out of the dashboard to gain access to the bulb.

For the flasher indicator lights on the dash, these are best left in-situ to avoid breakage trying to unscrew them, the bulb holders for these are a push fit-these are easier to access with the speedo and rev counter removed.



The flasher relay supplied in the kit has a pigtail wire with a forked connector, this needs to be connected to the 35-amp fuse in the fuse box, before removing the old flasher relay note which colour wire goes to each connector.

Note:

On the BJ8 you may get a bleed with the tell tales on the dashboard which can make them glow.

The reason the bleed happens is that the power comes to the warning lights from the P tap on the flasher and also in the reverse direction from the left and right indicator circuits themselves via the turn signal switch. This is only a small amount of current and not enough to light a filament bulb but is enough to just light an LED if you have them fitted on your dashboard.

The cure is quite simple:

Remove the Green and Purple wire from the P tab on the flasher unit and take it to a good earth. The warning lights are then driven individually by the left and right indicator circuits and controlled by the turn signal switch. In some instances, this reverses the left and right tell tales. If this happens, you need to swap over the telltale lamp holders.