

Sequential Directional Signals; *ITEM SDS*

The Corvette is low to the ground and especially on the highway you want to be sure folks notice you are there! Pulsing third brake light helps. Sequential Rear Directional Signals give the added advantage your intentions will be noticed. Since the Z51 stops on a dime its unlikely anyone following closely can stop as quickly!

I was always concerned about folks following my '88 and '93 Vettes. In fact was much more comfortable driving my truck when I had it and the '93. However with the 1934 Street Rod and the Vette in the garage there is no room for another vehicle (the wife has hers) so its drive the Vette wherever I go and hope folks see me! Any extra advantage is worth the price to me. Cheap when you consider the alternative.

The sequential taillight directional signal kit purchased is made by WebElectric Products LLC. Several aftermarket suppliers have the product. We bought ours from an eBay supplier, D&S Innovation Products.

The following are some pictures of the cover in use and being put on the car:

The kit comes with excellent hardware and instructions. They went out of their way to be sure you were comfortable plugging in the required parts. Though I would have to splice in the controller but they have a clever way to avoid any wire cutting or splicing!

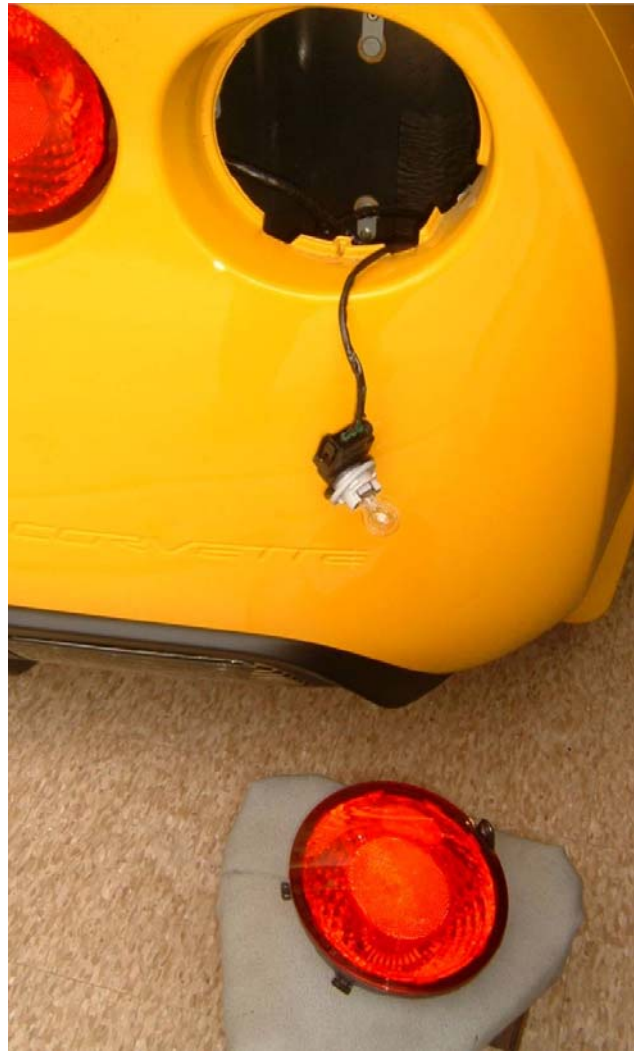


Before you start be sure you have a quality T15 Torx screwdriver or bit. Had a set of inexpensive Torx screwdrivers and on the '88 Vette twisted the #15 so purchased a Craftsman #15. It's small and you need a high quality tool-don't scrimp!



Use the Torx screwdriver or bit to remove the one screw that holds one of the outside taillights. Pull out the light and twist the bulb socket to release it from the housing. Now remove the bulb. To make installation simple they provide another bulb socket and you'll put the bulb in it. The electronic control that delays the outer bulb lighting thereby proving the sequential light pattern, simply plugs into the original socket! Cleaver way to handle the installation. They carefully show you how to identify the "ground" side of the socket and mark their product with an arrow. Just be sure they line up and aren't 180 apart! Simple.

One thing to watch for when installing the lens. The screw goes into a metal clip. That clip can move when removing the lens. Be sure it is lined up when you return the lens in position. Also DO NOT let it come off and fall down into the back of the bumper! You may have trouble getting it out!



To seal the original socket from water they supply a neat red rubber cover. Simply slip it over the original socket base as they describe and as shown here. It fits over the edge with a modest effort.

The only tricky part is putting the new socket into the red lens so that the wires point down. For a C6 the supplied bulb socket is NOT exactly like the one removed. There are three tabs but they are not the same size. One side fit fine the other took a few minutes to insert. Once inserted you could turn about 60 degrees and lock into the lens. On one side the wires hung down perfectly. On the other they were at a slight angles but down so water would not accumulate in their electronic control.



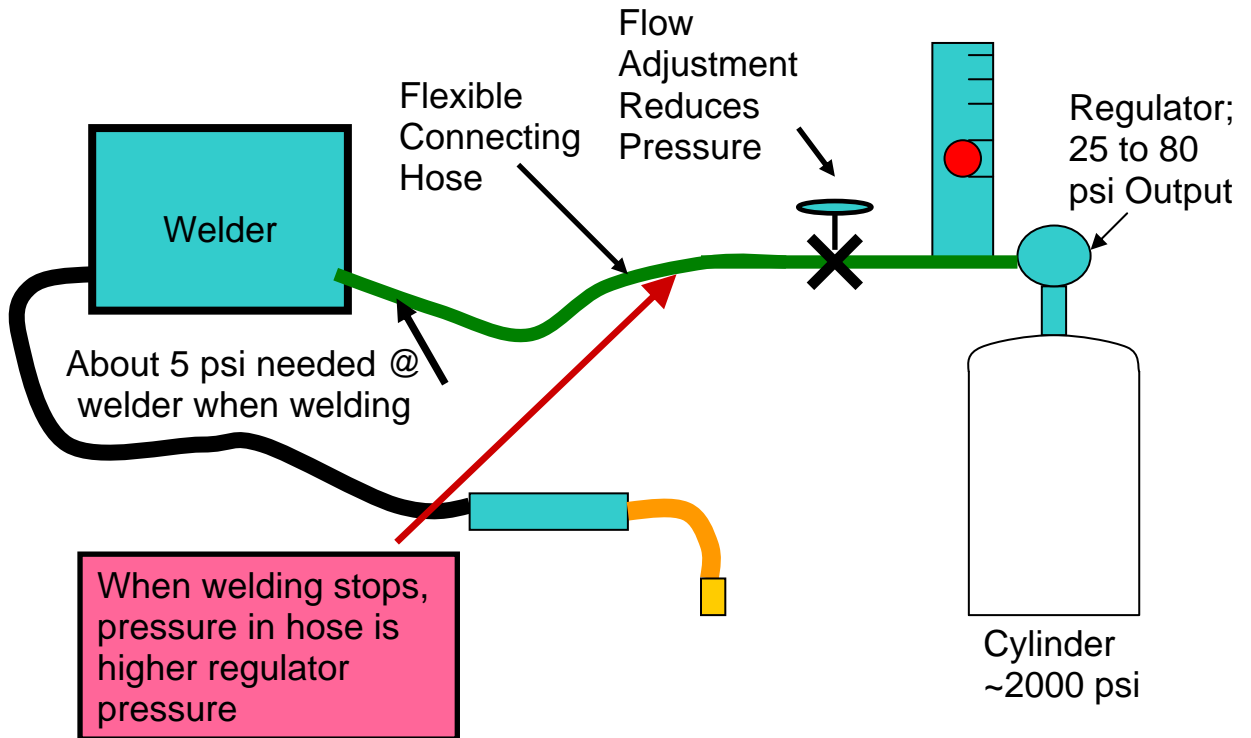
Hard to see the sequence working in a still picture. However this one and the one on the “buy ” page show the inside light on with the outer one off. The inner comes on first with a delay the outer. Looks good and definitely is more noticeable. Can't miss the sequential directionals and pulsing third brake light when you brake hard into a corner!



WA Technology

Have a MIG Welder?

Our Patented Gas Saver System not only cuts shielding gas use in half or more by reducing waste - it improves weld start quality.



The schematic shows why there is a surge of high gas flow at each weld start. Shielding gas pressure builds in the gas delivery hose when welding stops. When welding starts the pressure reduces to that needed for the low shielding gas flow rate. The extra gas surge at the start not only wastes gas but the high surge flow rate pulls air into the shielding gas stream. This air makes inferior weld starts in addition to wasting gas.

Our patented Gas Saver System (**GSS**[™]) solves both problems by limiting the volume of extra gas stored when welding stops and using a flow control restrictor to limit maximum surge flow. With thousands in use, some commercial applications have saved 60%! A small shop or home user will save even more since many short and small welds are made. The more often the torch switch is pulled the more gas is wasted and the more our **GSS** can save!

**Our Patented Product is Only Available from our Web Site.
It is "NOT Available in Stores."**

CUSTOMER TESTIMONIALS



Perry Thomasson Purchased a 50 foot Gas Saver System (GSS™) For His Home Shop

Perry has a very well equipped home shop. For a MIG welder he uses a Millermatic 175. However the small welder cart only held a medium size shielding gas cylinder and he wanted to reduce the number of times he had to have it filled.

He purchased the largest cylinder his distributor offered for sale and chained it to a wall in his shop. He needed a much longer gas delivery hose so he added a 50 foot conventional 1/4 inch ID hose. He found he was using a great deal of gas.

He bought our patented Gas Saver System (GSS™) and saved a significant amount of shielding gas while improving his weld starts by reducing the starting gas surge. Since his regulator/flowgauge had a hose barb on the output he used a splice connector we supplied him with the **GSS** (See Photo Right.) He simply cut the existing gas delivery hose close to the regulator and spliced in the GSS hose. The welder end uses a standard CGA fitting that is supplied with the system.



Perry emailed these pictures and said; ***" The system works great. Thanks for the professional service and a great product."***

A Professional Street Rod Builder Had This to Say: They use a 250 amp MIG welder with built in feeder and a 6 foot gas delivery hose. With their standard gas delivery hose the peak shielding flow at weld start was measured at 150 CFH, far more than needed and enough to pull air into the shielding stream. Air is then sucked into the gas stream causing poor weld starts and possibly porosity.

With the **GSS** replacing their existing hose, the peak flow surge at the weld start was about 50 CFH. **With the many short welds made and frequent inching of the wire at this shop, they used less than half the gas and had better starts.**

Kyle Bond, President, indicated a big benefit is the reduced time and effort changing cylinders since it's required less frequently. He quickly saw the improvement achieved in weld start quality as a significant advantage! Kyle, an excellent automotive painter, was well aware of the effects of gas surge caused by pressure buildup in the delivery hose when stopped. He has to deal with the visible effects in the air hose lines on the spray gun in his paint booth!

It's too bad we can't see the shielding gas waste as Kyle can the effects of excess pressure when he triggers his spray gun! The paint surge is visible and creates defects unless the gun is triggered off the part being painted! We can't do that with our MIG gun!