

## 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!



**Have a MIG (Wire) Welder?  
A Friend with a MIG Welder?  
Know Someone with a  
Fabrication Shop?**

**Do Them a Big Favor and Have Them  
Review the Shielding Gas Saving  
Information on Our Web Site:**

[www.NetWelding.com](http://www.NetWelding.com)

***If You Have a Home Shop -  
Have You Run Out of Shielding  
Gas on a Saturday or Sunday?  
We Have a Solution:***

**How Much Gas Can Be Saved??**

The best way to show the savings is with an example from one of our industrial customers who tested the system then bought them for all 35 of his MIG welders.



A Texas Truck Box manufacturer evaluated the system on a repetitive job, welding doors. With their

standard gas delivery hose they welded **236 doors** with a full cylinder of shielding gas. Just substituting their gas hose with our patented **GSS** maintaining the same flow settings they welded **632 doors!** That's a 63% reduction in shielding gas use.

**Weld Performance Improvement**

A small shop owner provided this feedback after he purchased a 3 foot **GSS** for his small MIG welder. Al Hackethal reported these findings:



*"Well, I can't believe it. I never thought a hose could make that*

*much of a difference. I had a small job that's been waiting for a while. The weld quality, and even penetration is considerable better. Almost no spatter! The weld seemed to be hotter and I turned my MIG down a notch.*

*Initially thought that my imagination had kicked in, but then realized that the gas I'm buying is actually working the way it's supposed to. Glad I found your website. This is one of the few things that really works better than any info could suggest. I understood the theory, though in practice I understood much better after the first couple of welds. Now I have better looking welds and almost no spatter, which means less grinding and finish work! In addition, the tip was cleaner after the job I just did.*

*This will provide savings in time, labor and maybe even consumables too. As a one man shop there's never enough time for anything.*

Al also has a TIG welder with 300 amp water cooled torch and bought one of our Leather Cable Covers. His email said this about it!

*Oh, the leather wrap for my TIG hoses worked very well and fits perfectly. I'd just replaced the hoses and was looking for something to protect them that was better than the nylon wrap that's available around here. Now I'm "TIGing" again too, and much safer. It's good to know the coolant hoses are well protected. Much better than using a 300 amp TIG and then realizing that I was standing in a puddle of coolant, which is what recently happened. Can't pay the bills if I electrocute myself!*

*Thanks for making products affordable".*

## Another Home Shop Writes About GSS System

Perry Thomasson has a very well equipped home shop. He uses a 175 amp MIG welder. However the small welder cart only held a medium size shielding gas cylinder and Perry



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 lot of gas.

He purchased a 50 foot long **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, we supplied Perry with a splice connection on the supply end of the **GSS**. 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 a picture and said;

*" The system works great. Thanks for the professional service and a great product."*

## A Professional Street Rod Builder Had This to Say About the GSS:

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 weld porosity.

With the **GSS** replacing their existing hose, the peak flow surge at the weld start was about 50 CFH and it quickly reduced to the 25 CFH setting. With the many short welds made and frequent inching of the wire, they used less than half the gas and had better starts.

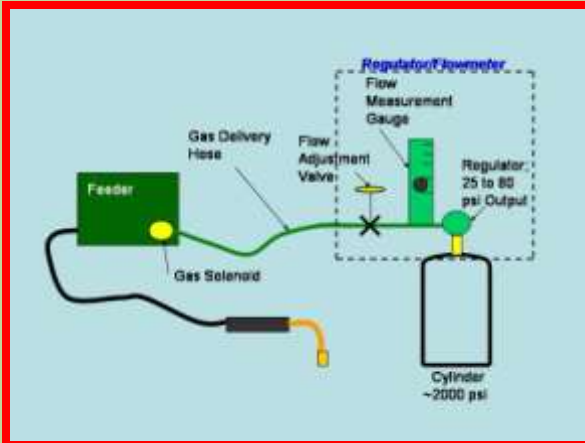


Kyle Bond, President, indicated a big benefit is the reduced time and effort

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! Kyle can manage the surge by triggering the paint gun off the part; unfortunately we can't start our weld with the MIG gun off the part! The **GSS** has a built in surge flow limiting orifice that keeps the peak flow from becoming excessive. So you not only save gas you improve your weld starts!

## How Does The GSS Work?

Gas waste occurs every time you pull the MIG torch trigger even if it's only to inch the wire to cut off the end.



To keep flow at the preset level the gas pressure in the cylinder regulator will be between 25 and 80 psi. Flowgauge regulators (those with a flow calibrated pressure gauge) operate in this pressure range as well.) However to flow shielding gas though the welder and torch typically requires 3 to 5 psi depending on restrictions. Therefore every time



welding stops the pressure in the gas hose raises to the regulator pressure of 25 to 80 psi. That stores up to 7 times the hose volume of gas in the hose. This is similar to your shielding gas cylinder which holds about 150 times the volume of gas as the physical volume of the cylinder due to the high pressure!

The patented **GSS** stores over 80% less gas than typical shielding gas hoses. In addition to the wasted gas (which you can hear when you pull the torch trigger) the high flow also

causes air to be pulled into the turbulent shielding gas stream! This is like starting with the gas cylinder shut off! You have probably experienced that before when you forgot to open the valve!

It takes a short time for the shielding gas flow to return to a smooth less turbulent (laminar) flow even when the start gas surge flow reduces. That can take several seconds so when making short welds or tack welds you're not getting all the benefits of the shielding gas you're purchasing!

## SUMMARY:

The **GSS** can cut your gas use in half or more. It also has a surge restriction orifice built into the fitting at the welder- wire feeder end. That limits peak flow (*but not your set flow*) to a level that avoids excess turbulence for better starts. It allows a controlled amount of shielding gas to quickly purge the weld start area.

All you need to do is replace the exiting gas hose from cylinder regulator to welder with our patented **GSS**. It is available in various lengths at [www.NetWelding.com](http://www.NetWelding.com).

There are more testimonials at:

[http://www.netwelding.com/product/on\\_test\\_results.htm](http://www.netwelding.com/product/on_test_results.htm)

Have more questions? See:

[http://www.netwelding.com/Overview\\_GSS.htm](http://www.netwelding.com/Overview_GSS.htm)

Or email us at:

[TechSupport@NetWelding.com](mailto:TechSupport@NetWelding.com)