

Thank you for purchasing our HID Lighting System. This retrofit kit is sold for off-road or show use only. Like all HID retrofit lighting systems, this is not DOT or TUV approved for highway use on public roads. It is the sole and complete responsibility of the buyer to ensure that their vehicles meet all federal, state/provincial, and local laws and regulations.

Prior to beginning the installation process, please check to ensure that your package contains the following parts in addition to these instructions:

- 2 rebased HID bulbs
- 2 HID ballasts
- 2 wiring relay harnesses
- 2 ballast mounting plates/cases
- 2 Velcro® patches
- Ballasts' attachment screws and zip-ties

All of our HID systems undergo a three-stage inspection: one during construction, one during assembly and a final inspection prior to packaging. These inspections guarantee that your HID system arrives in perfect condition, with all the required components, ready for installation. If any part is missing or appears damaged, please contact your dealer immediately and inform them of the issue.

**PRIOR TO AND DURING INSTALLATION, PLEASE NOTE THESE IMPORTANT POINTS!**

1. Always disconnect the vehicle's battery by disconnecting the ground (-) terminal from the battery prior to starting any work on the electrical system.
2. Never bypass a fuse on the wiring of this kit. Doing so may result in fire and/or severe damage to the vehicle's electrical system.
3. Always use high-quality electrical tape to cover and insulate any bare or exposed connections to avoid potential shorts.
4. Never touch the glass portion of the xenon bulb. Doing so may damage or shorten the life of the bulb and/or void the warranty. Handle the xenon bulb by the base only. If you accidentally touch the glass portion of the xenon bulb, clean it well with rubbing alcohol and lint-free cotton before proceeding further.

**Getting Started:**

1. Familiarize yourself with the kit by unwrapping and laying out the wiring harnesses, ballasts and bulbs. Study the wiring diagram and get a thorough understanding of how the kit works. Take note of which connectors should be paired with one another.
2. Treat each side as a separate component. This kit includes two of everything. It is a good idea to make two separate piles of materials.
3. Refer to the images enclosed in this document for connection assistance.

**Installation procedures:**

1. Disconnect the ground (-) terminal of the vehicle's battery.
2. Find a good location to install the ballast, keeping in mind the maximum length from bulb to ballast. For safety reasons, do not attempt to extend the length of the bulb to ballast wire. The location you choose should not be susceptible to moisture, water splashing or excessive shock, and should have a solid base for mounting screws or the Velcro® patches. Do not permanently mount the ballast at this time.
3. Disconnect and remove the factory halogen bulb from the housing. In some cases, the housing may require removal and disassembly. Remove the xenon bulb from the protective packaging and install it into the housing.

4. Plug the two blade shaped connectors of the xenon bulb into the connector(s) that originally went into the factory halogen bulb. The polarity does not matter. This will send a signal to the relay when you turn the light switch on. Carefully wrap electrical tape around this connection to ensure that it is properly insulated.
5. The following step is only necessary on some vehicles. If you had to remove a cover from the back of your headlights to gain access to your halogen bulb, then this step applies to you. You must locate a good area on the housing and drill a 25 mm hole. This hole is going to be used to pass the wires for the xenon bulb through. This hole should be close to the location of your new xenon bulb. A rubber grommet is provided to protect the wiring at the pass-through point (the hole you just drilled).
6. Plug the connectors from the xenon bulb to the matching connectors of the ballast.
7. Plug the remaining connector coming out of the xenon bulb to the matching connector of the relay harness.
8. At this point you will be certain as to where the ballast can and cannot go, so mount that ballast using either the screws or the Velcro® patch provided.
9. Plug the round oval connector from the relay harness into the matching plug on the ballast.
10. Take the black wire coming from the ballast connector and attach it to an appropriate grounding screw.
11. Run the red wire with the inline fuse from the relay to the positive (+) terminal on the battery. **For safety's sake, please do not remove the protective fuse module on our wiring harness lead at the battery terminal.**
12. Repeat all the steps above for the other side of the vehicle.
13. Make sure all wiring is neatly routed to avoid areas that would cause abrasion and shock. Be sure that the relays and ballasts are placed away from moisture, water splashing and excessive shock.
14. Check all connections and reconnect the battery.
15. Start the vehicle's engine and turn on the headlights.
16. Recheck all the connections and the ballast mounting. When you are sure everything is firmly secured, your installation is complete. Be sure to check all connections and ballast mounting conditions on a regular basis.

#### **Troubleshooting:**

1. One or both lamps fail to turn on: Check all fuses in the system. Make sure all connections are secure and correct.
  - Did you connect the two blade shaped connectors on the bulb side of the xenon lamp into the connector that went into the factory halogen bulb?
2. The lamps flicker briefly when the headlights are turned on: It is normal to have a brief flicker but excessive flickering is not normal.
  - Did you use a true grounding point? A good grounding point is the bare metal on a car's body. Bumpers or other parts of the car that might be isolated from the body of the car by plastic parts are not a good grounding point.
3. Two sides seem to have slightly different color output: This is normal and their color output will even out after the first 100 hours burn-in period.
4. The headlights do not seem aimed properly: Adjust the beam pattern of the lamps. You may want to have a professional do this for you.

