

LUMENS HIGH PERFORMANCE LIGHTING

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Single Beam HID Conversion Basic Installations

Installation Tips, Warnings and Notes:

- i. Never touch the glass on a headlight bulb - this goes for both halogen and Xenon HID bulbs
- ii. You should disconnect your battery from the vehicle to ensure that you don't electrocute yourself. The ballasts in the kits produce high voltage that can serious harm you if accidently powered without the bulbs connected.
- iii. The Xenon HID Lights should never flicker. If they are flickering, you may need additional components not included. Please contact us for more information and help to diagnose the issue with your vehicle. Do not turn on the Xenon HID Kit until the problem is resolved.
- iv. Additional Accessories may be required. Some hints to whether you may need additional accessories include (but not limited to):
 - a. The light bulb being changed is a DRL (daytime running light)
 - b. The vehicle has light out indicators (ie. a light comes on the dash telling you that your light is burned out)
 - c. The vehicle is equipped with a CANBUS type computer system (Dodge / Chrysler family, Ford, BMW, Audi, Mercedes, Volvo, etc)
 - d. There's a special bulb holder that holds the halogen bulb in place
 - e. Vehicles that may have oxidized wiring (vehicles older than 6 years)

Instructions:

*** Please note that these are basic instructions for vehicles that do not require additional accessories – contact the dealer you purchased the kit from for more information

1. Check the contents of your kit. You should have:



2 x Ballasts



2 sets of brackets



2 x HID Xenon Bulbs (may look different)

2. Remove your existing halogen bulbs from the vehicle (refer to your vehicle's owner's manual for instructions). Do not touch glass on bulb, and store properly in case you remove the Xenon HID Conversion kit, as these bulbs may be re-used.
3. Install and secure the Xenon Bulbs into the headlight housing (reverse of how you remove your existing halogen bulbs). Be sure to remove any protective packaging for shipping purposes without touching the glass burner.

4. Assemble brackets on to the ballasts:



5. Plug the 2 'AMP' Connectors from the ballast to the Xenon HID Bulb 'AMP' Connectors (there are a total of 4 pairs of connectors to plug). **DO NOT USE DI-ELECTRIC GREASE IN THESE TERMINALS.** Ensure that the pins inside of these two plugs line up properly when connecting (ie. Male pin slides into female pin properly).



6. Mount Ballasts. Ensure that the power connector hole on the ballast is facing down to ensure that moisture and condensation doesn't build up inside the plug. Keep the ballast and other parts from the kit away from moving parts, parts that produce heat, and excessive debris (dirt, water, salt, etc). One suggestion would be to bend the mounting bracket 90 degrees and mount bracket on radiator bar so that the ballast hangs off the radiator bar.



7. Plug ballast plugs from the harness to the ballasts. (Note that the clip from the plugs on the harness should clip to the angled notch on the ballast's power hole). On the harness, the wires to one of the ballast plugs is longer than the other. The plug with the shorter wire should be plugged into the ballast closest to the battery. The other plug will have to be runned across to the other side of the vehicle. We recommend adding di-electric grease (not included) to this connector to prevent corrosion. Secure all wires away from heat, moving parts, and weather.



8. Connect the other end of the connector from ballast to vehicle's factory headlight socket (the one you unplugged from the original headlight bulb). Some connectors are pre-pinned, but be sure to check and ensure that the black wire is connected to the ground wire on the factory harness and the red / blue wire is connected to the positive wire on the factory harness. If these wires are reversed, the HID's will not power on - simply reverse the pins.

9. Before packing everything away, be sure to test the installation with these pointers in mind:
 - a. Turn on headlight switch to test initially. Allow lights to warm up for 30 secs before turning off.
 - b. Turn on vehicle and ensure that the daytime running lights (DRLs) do not interfere with HIDs or flicker. Note that some vehicles may require you to put the vehicle in neutral and drop the handbrake before DRLs come on.
 - c. Turn on high beam and fog lights to ensure everything is working properly.
 - d. Test all turn signals.
10. If flickering occurs, contact us for more details on additional parts or accessories that may be required. Disconnect the HID Conversion Kit and re-install halogen bulbs (do not use the HIDs if they are flickering).

For Installs that require an additional HDRL harness:

1. Connect ground terminal directly to ground terminal on battery. Ensure that the point chosen on the battery / clamp is not shared with any other wires and is clean from any corrosion.
2. Connect the fused red power wire from HDRL harness directly to battery. If the vehicle has 2 batteries, always connect to the main battery. Jumping terminals and other power points may not provide adequate power for the ballasts to operate correctly. Ensure that the point that you choose on the battery / clamp is not shared with any other wires (especially Anti-Rust module eyelids) and is clean from any corrosion.



3. Mount the HDRL module from the harness away from heat, moving parts and weather. Ensure that the wires on the module are pointing down when mounted.