

# LUMENS HIGH PERFORMANCE LIGHTING

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## KxxH4HL Bi-Xenon 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. If using a harness, ensure that the **RED Power AND BLACK Ground** terminals are going directly to a non-shared point on the battery. Refer to diagram on Step 11.
- v. 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)
- vi. After market lighting may interfere with Chip programmers
- vii. Electronic Anti-Rust modules may shorten life of HIDs

### 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



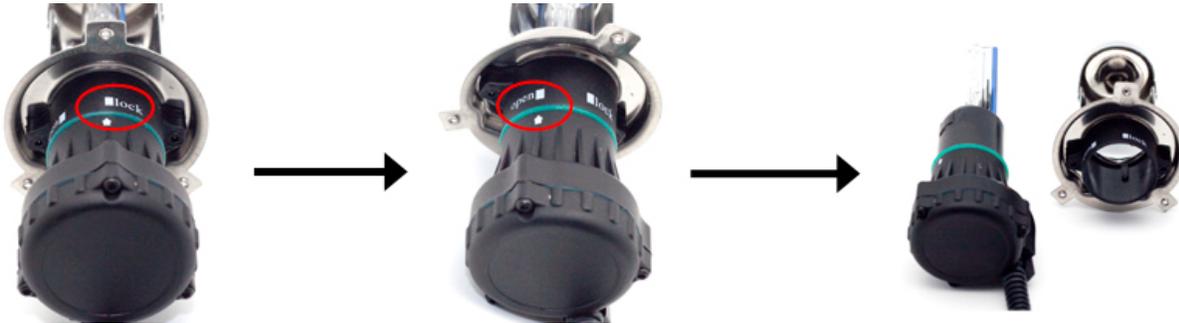
1 x H4 Harness



2 x H4 Bi-Xenon Bulbs

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.

- Install and secure the H4 Bi-Xenon Bulbs into the headlight housing (reverse of how you remove your existing halogen bulbs). The base and the actual bulb on the H4 Bi-Xenon Bulb can be split into 2 pieces to make your installation easier. We recommend you to split the 2 pieces apart when installing to ensure that you don't accidentally touch the glass on the bulb. Install the base first, then insert bulb back into base and twist lock.



Notice arrow pointing at 'lock'

Twist bulb counter clockwise from base

Remove bulb from base

- Assemble brackets on to the ballasts:



- Plug the 2 'AMP' Connectors from the ballast to the H4 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).



- 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.



- Note the side that the vehicle's battery is on. Plug the H4 plug from the harness in to the vehicle's headlight socket (that you unplugged from the original halogen bulb) closest to the battery. The other socket will not be used - please secure and insulate the opposite socket. We recommend adding some di-electric grease (not included) in the connector to help prevent corrosion.
- 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.



- Plug the High Beam / Low Beam control wires from the harness to the H4 HID bulbs (one on each bulb). **DO NOT USE DI-ELECTRIC GREASE IN THESE TERMINALS**



- Connect ground terminal directly to ground terminal on battery. Ensure that the point that you choose on the battery / clamp is not shared with any other wires and is clean from any corrosion.
- Connect the fused red power wire from H4 harness directly to battery. If the vehicle has 2 batteries, always connect to 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.-



- Mount the H4 module from the harness away from heat, moving parts and weather. Ensure that the wires on the module are pointing down when mounted.