



THE AUTOMOTIVE LIGHTING BENCHMARK

INSTALL GUIDE

C6 CORVETTE XB HEADLIGHTS



WARNING: IT IS THE INSTALLER'S RESPONSIBILITY TO CONFIRM COMPLIANCE WITH STATE AND LOCAL LAWS. BY READING THIS DOCUMENT, YOU AGREE IT IS ONLY TO BE USED AS AN EDUCATIONAL GUIDE. MORIMOTO LIGHTING NOR ITS DEALERS MAKE GUARANTEES ON ANY FINISHED RESULTS, NOR ARE THEY TO BE HELD RESPONSIBLE FOR ANY DAMAGE, MISUSE, OR PERSONAL INJURIES. IF YOU ARE UNABLE TO CLEARLY UNDERSTAND AND ADAPT THE INFORMATION BELOW, PROFESSIONAL INSTALLATION IS RECOMMENDED.

IMPORTANT: IF YOUR VEHICLE IS EQUIPPED WITH ANYTHING BUT MORIMOTO OR OEM TAILLIGHTS, SIDE MARKERS OR OTHER OEM EXTERIOR LIGHTING; YOU MAY EXPERIENCE A HYPER FLASH AND/OR PROBLEM WITH THE SEQUENTIAL SIGNAL SETTING ON THESE HEADLIGHTS. THIS IS NOT A DEFECT IN THE HEADLIGHT AND CAUSED BY UN-MATCHED IMPEDANCE WITH YOUR ORIGINAL VEHICLE SETTINGS.



C6 CORVETTE XB HEADLIGHTS

| TABLE OF CONTENTS | PAGE |
|-------------------------|------|
| DISASSEMBLY ----- | 3 |
| FUSE TAP INSTALL ----- | 9 |
| HEADLIGHT INSTALL ----- | 10 |
| REASSEMBLY ----- | 11 |
| AIMING ----- | 12 |

PACKAGE CONTENTS



PAIR OF HEADLIGHT ASSEMBLIES



FUSE TAP HARNESS



PAIR OF RESISTORS

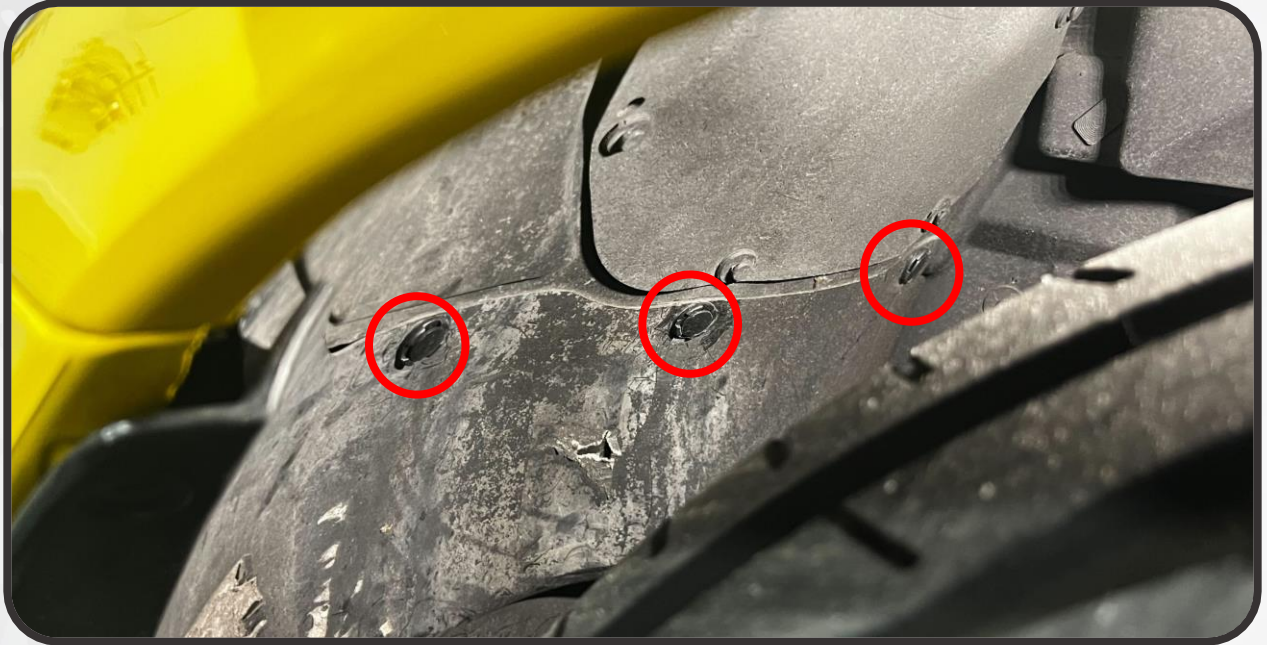
REQUIRED TOOLS

- RATCHET
- 10MM SOCKET
- 7MM SOCKET
- T15 TORX BIT
- PRY TOOL
- JACK AND JACKSTANDS, A LIFT, OR A RAMP
- LONG #2 PHILLIPS HEAD SCREWDRIVER



DISASSEMBLY

1. BEGIN BY JACKING UP THE CAR AND SECURING IT ON JACK STANDS, PUTTING THE CAR ON A LIFT, OR PULLING IT ONTO A SET OF RAMPS. REMOVING THE WHEEL IS NOT REQUIRED, THOUGH DOES HELP. IF YOU DO NOT REMOVE THE WHEEL, YOU WILL HAVE TO TURN THE WHEEL ALL THE WAY TO EITHER SIDE TO GET ACCESS TO THE FENDER LINER
2. REMOVE THE THREE PUSH CLIPS FROM THE TOP OF THE FENDER LINER BY PRYING OUT THE TOP PORTION OF THE CLIP, THEN PRYING OUT THE MAIN BODY OF THE CLIP



3. REMOVE THE FIVE T15 TORX SCREWS ALONG THE OUTER EDGE OF THE FENDER LINER

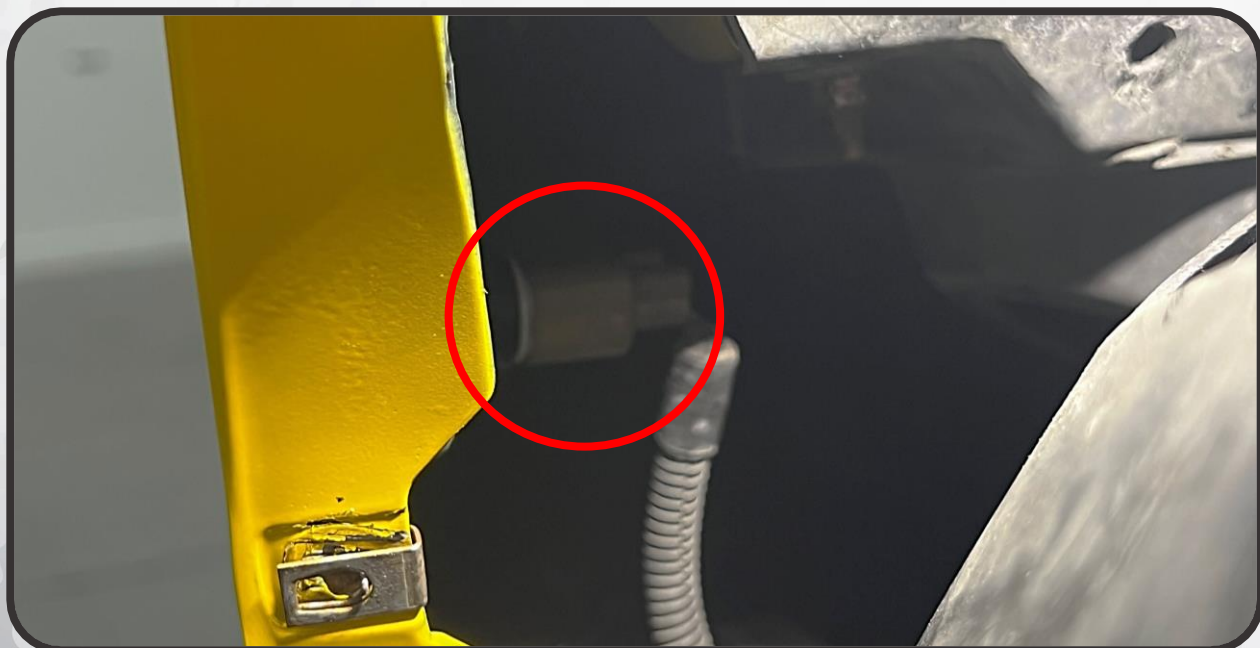


DISASSEMBLY

4. REMOVE THE TWO 7MM SCREWS (LEFT) AND ONE 10MM NUT (RIGHT). PULL THE TAB OFF OF THE STUD WHERE THE NUT WAS REMOVED, AND PULL THE FENDER LINER OFF OF THE CAR



5. WITH THE FENDER LINER REMOVED, DISCONNECT THE SIDE MARKER LIGHT CONNECTION



DISASSEMBLY

6. REMOVE THE SIDE MARKER ASSEMBLY BY SQUEEZING IN THE TWO TABS SECURING IT, AND PUSHING IT OUT

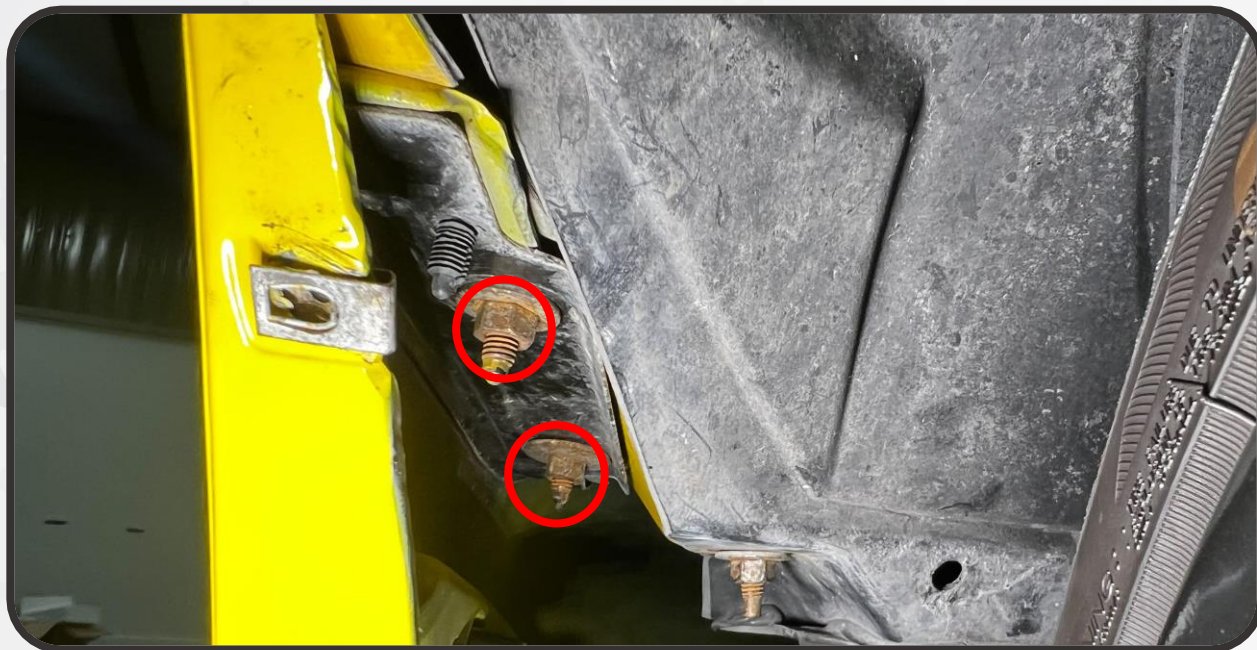


7. REACH BEHIND THE BUMPER AND UNPLUG THE FOG LAMP BULB



DISASSEMBLY

8. REMOVE THE TWO 10MM NUTS SECURING THE SIDE OF THE BUMPER TO THE FENDER

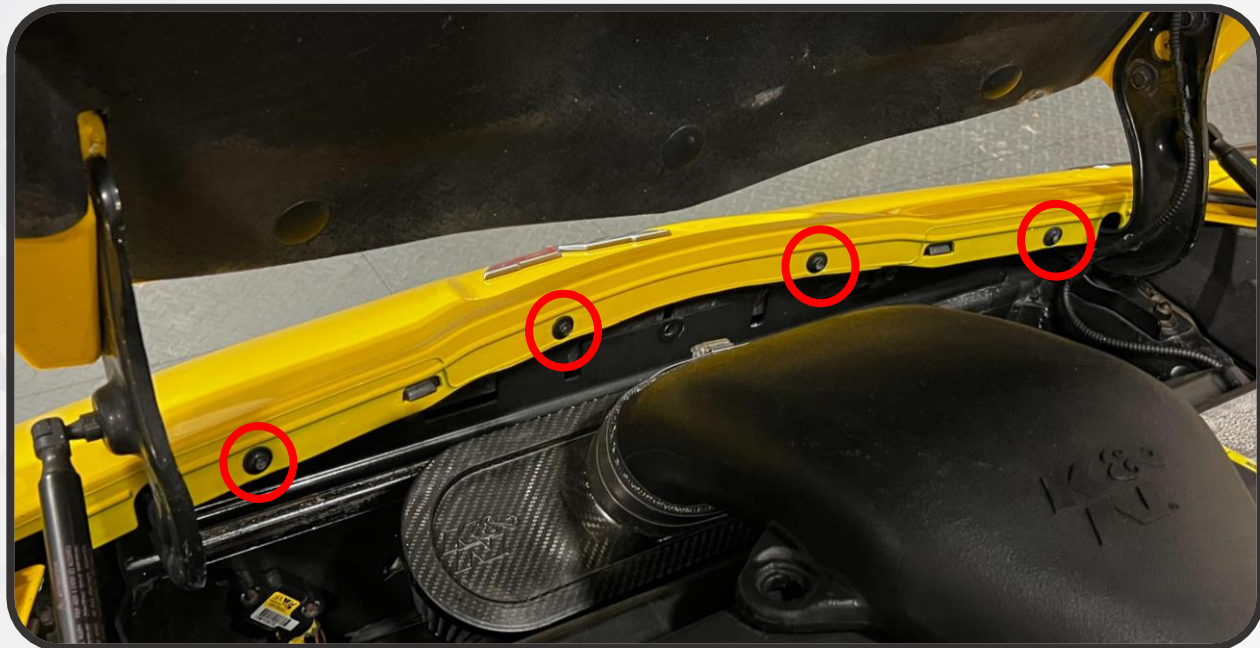


9. REPEAT STEPS 2-8 ON THE OPPOSITE SIDE OF THE CAR
10. MOVING TO THE UNDERSIDE OF THE FRONT BUMPER, REMOVE THE FIVE 7MM SCREWS SECURING THE BUMPER TO THE BOTTOM OF THE CAR, AND TWO 7MM SCREWS CONNECTING THE OUTER PORTIONS OF THE AIR DAM TO THE CENTER



DISASSEMBLY

11. OPEN THE HOOD OF THE CAR. REMOVE THE FOUR T15 TORX SCREWS FROM THE TOP EDGE OF THE HOOD. WITH THE BUMPER NOW FULLY UNBOLTED FROM THE CAR, LIFT UPON THE TOP EDGE BY THE HOOD, AND THEN PULL THE BUMPER FROM THE CAR



12. UNPLUG THE MAIN HEADLIGHT CONNECTOR SHOWN BELOW, AND REMOVE THE THREE 10MM NUTS SECURING THE HEADLIGHT TO THE CAR



DISASSEMBLY

13. REMOVE THE SIX T15 TORX SCREWS FROM THE TOP EDGE OF THE FENDER, AND THE ONE 10MM NUT FROM THE BOTTOM OF THE FENDER BY THE HEADLIGHT. THIS WILL ALLOW THE FENDER TO BE MOVED SLIGHTLY TO ALLOW THE HEADLIGHT TO BE REMOVED



14. WITH THE FENDER UNBOLTED, GENTLY FLEX THE FENDER UPWARDS AND OUTWARDS ENOUGH TO LIFT THE HEADLIGHT UP AND OUT OF THE HEADLIGHT CAVITY. BE CAREFUL NOT TO FLEX THE FENDER TOO MUCH AND CRACK THE FIBERGLASS, BUT THE FENDER WILL BE ABLE TO MOVE ENOUGH FOR THE HEADLIGHT TO CLEAR THE OPENING

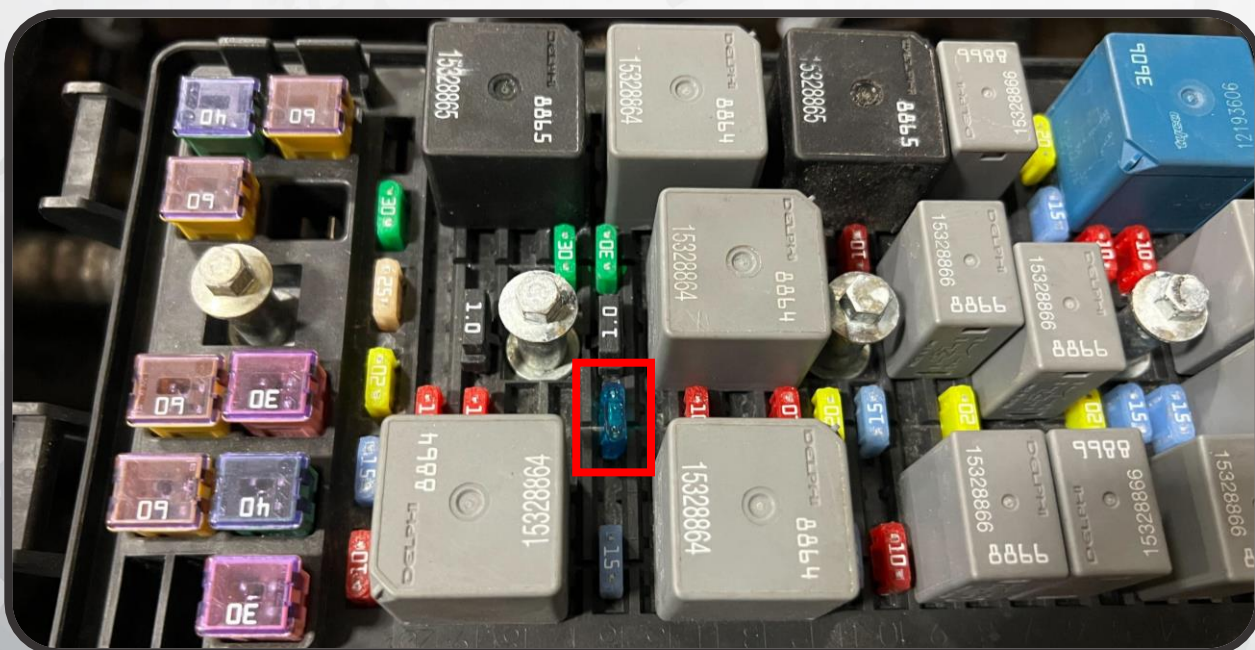


INSTALLATION

15. REPEAT STEPS 12-14 ON THE OPPOSITE SIDE OF THE CAR
16. DECIDE IF YOU WOULD LIKE TO RUN THE WHITE ACCENT LIGHTS IN THE HEADLIGHT AS A DAYTIME RUNNING LIGHT (ON ANYTIME THE CAR IS ON) OR SIMPLY AS A PARKING LIGHT (ONLY ON WHEN THE PARKING LIGHTS OR LOW BEAMS ARE ON). IF YOU WOULD LIKE TO RUN IT AS A FULL-TIME DRL, DISCONNECT THE WHITE WIRE SHOWN IN THE IMAGE BELOW AND FOLLOW THE INSTRUCTIONS BELOW TO INSTALL THE FUSE TAP HARNESS. IF YOU WOULD LIKE TO RUN IT ONLY AS A PARKING LIGHT, LEAVE THE WHITE WIRE CONNECTED, DO NOT INSTALL THE FUSE TAP, AND SKIP AHEAD TO STEP 20 ON PAGE 10

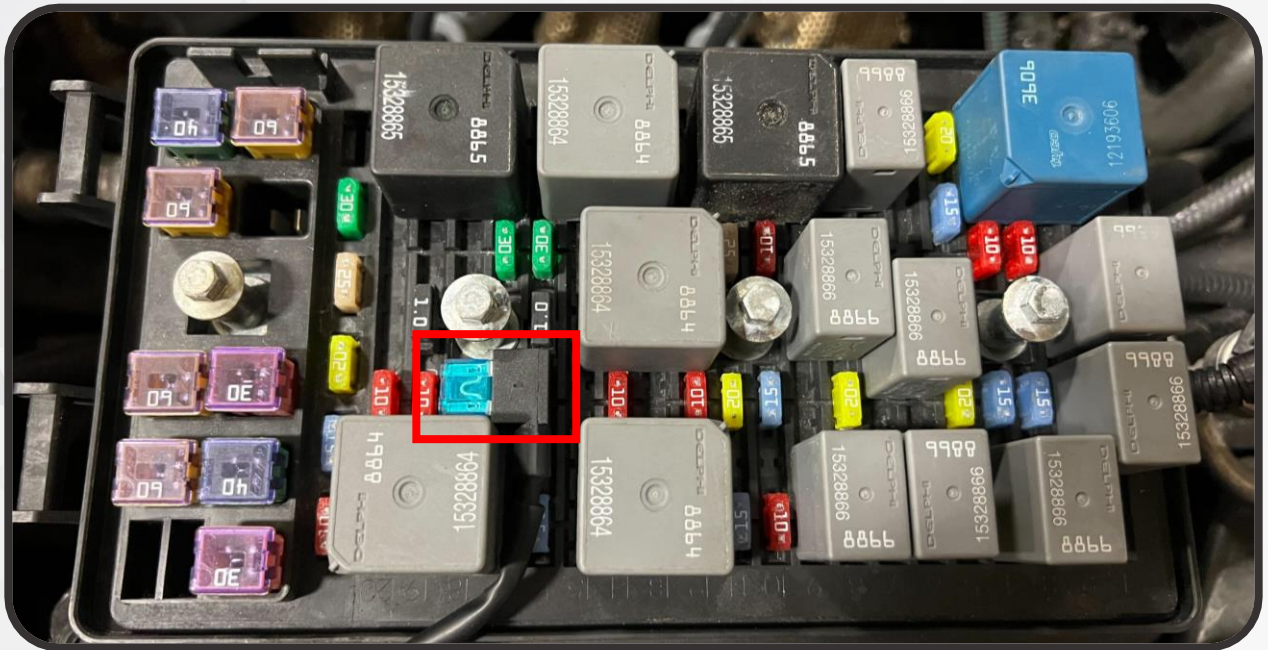


17. OPEN THE UNDER-HOOD FUSE BOX AND LOCATE THE 15A FUSE IN FUSE SLOT NUMBER 6

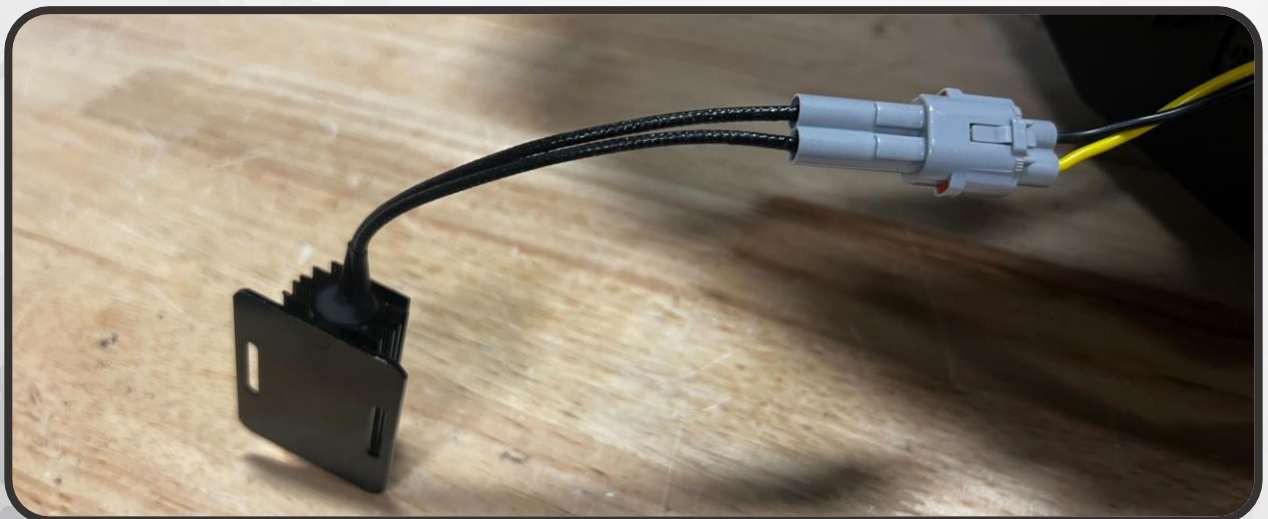


INSTALLATION

18. INSTALL THE SUPPLIED FUSE TAP HARNESS INTO THE NUMBER 6 FUSE SLOT YOU JUST REMOVED THE FUSE FROM

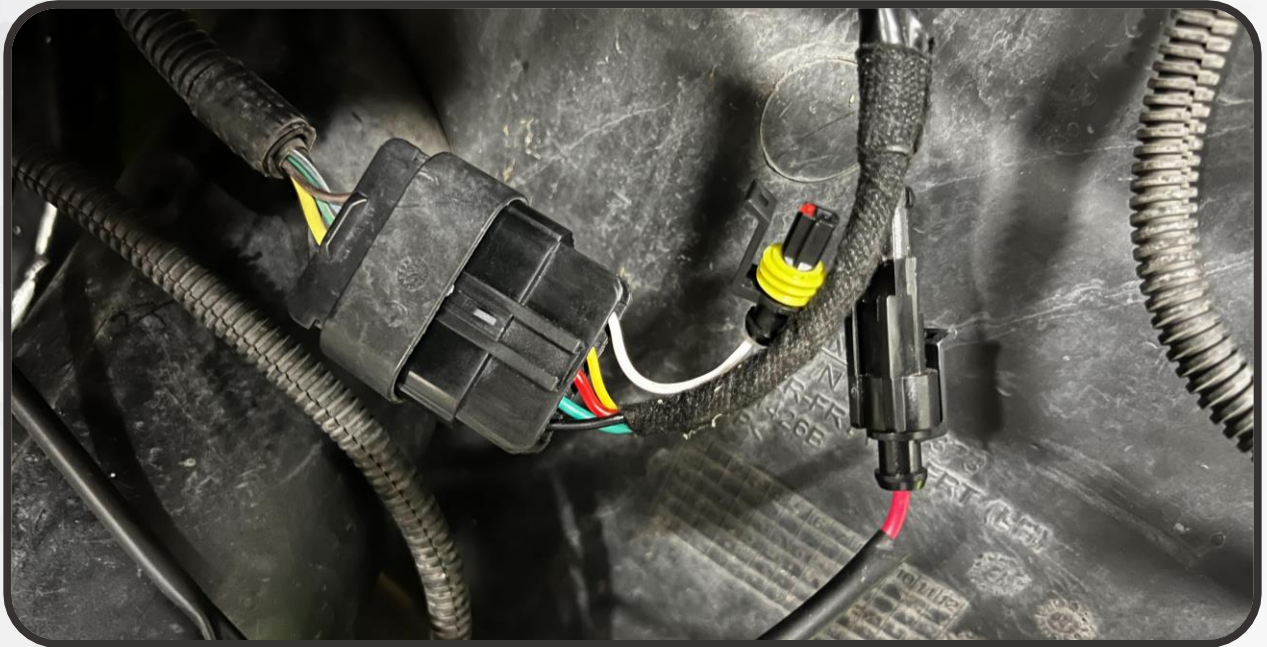


19. CLOSE THE LID TO THE FUSE BOX AND ROUTE THE HARNESS FORWARD TO THE PASSENGER SIDE HEADLIGHT SO THE SHORTER CONNECTOR IS BELOW THE HEADLIGHT CAVITY. THEN, ROUTE THE LONGER PORTION OF THE HARNESS ACROSS THE FRONT OF THE CAR TO THE DRIVER SIDE HEADLIGHT CAVITY. SECURE THE WIRES OUT OF THE WAY AS YOU GO
20. CONNECT THE SUPPLIED RESISTORS TO THE GREY CONNECTORS ON THE HEADLIGHTS AS SHOWN BELOW



INSTALLATION

21. FIT THE NEW HEADLIGHT INTO THE HEADLIGHT CAVITY BY AGAIN FLEXING UPWARDS AND OUTWARDS ON THE FENDER, AND SLIDING THE HEADLIGHT INTO PLACE
22. CONNECT THE MAIN HEADLIGHT CONNECTOR AND THE FUSE TAP HARNESS (IF APPLICABLE)

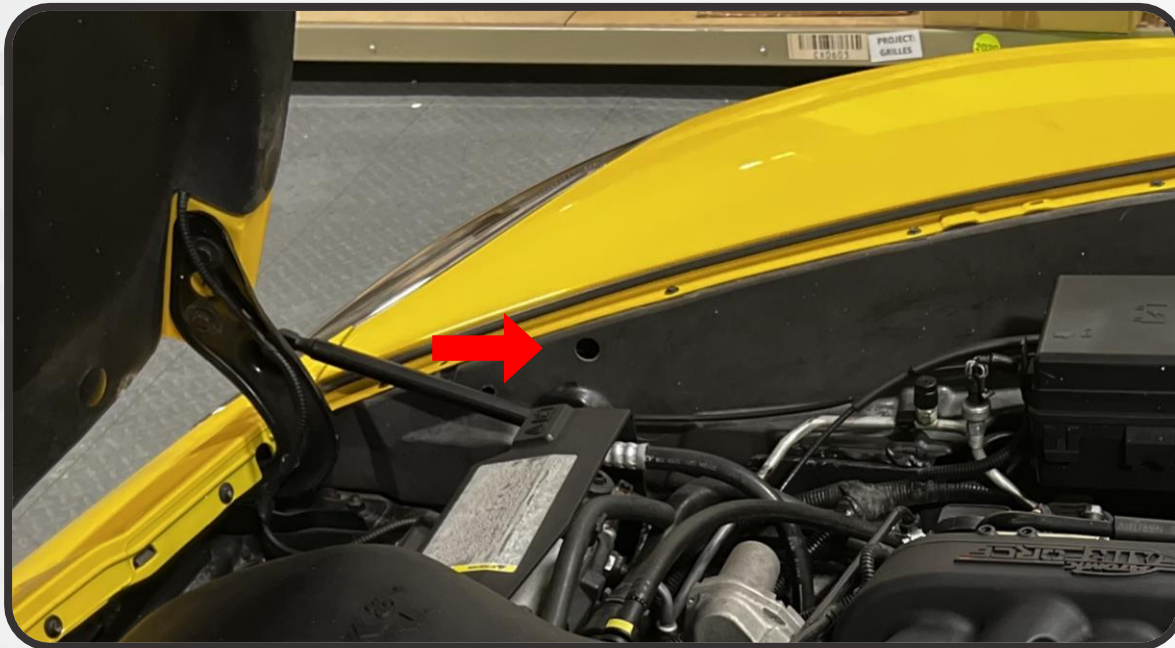


23. SECURE THE RESISTOR AND WIRING OUT OF THE WAY
24. LOOSELY REINSTALL THE THREE 10MM NUTS ONTO THE BOTTOM OF THE HOUSING, WITHOUT FULLY TIGHTENING THEM DOWN
25. LOOSELY REINSTALL THE SIX T15 TORX SCREWS AND ONE 10MM NUT ON THE FENDER
26. REPEAT STEPS 21-25 ON THE OPPOSITE HEADLIGHT
27. LIFT THE BUMPER BACK ONTO THE CAR. ALIGN THE HEADLIGHTS, FENDERS, AND BUMPER, AND TIGHTEN DOWN THE FENDERS, HEADLIGHTS, AND TOP AND SIDES OF THE BUMPER INTO PLACE
28. CONFIRM THAT THE AIR DUCTS ON THE UNDERSIDE OF THE BUMPER ARE ALIGNED WITH THE DUCTING BEHIND THE BUMPER, AND REINSTALL THE HARDWARE ALONG THE BOTTOM OF THE BUMPER
29. REINSTALL THE SIDE MARKERS AND RECONNECT THEM, AS WELL AS THE FOG LIGHTS
30. GET IN THE VEHICLE AND CONFIRM THAT ALL FUNCTIONS ARE WORKING PROPERLY
31. REINSTALL THE FENDER LINERS

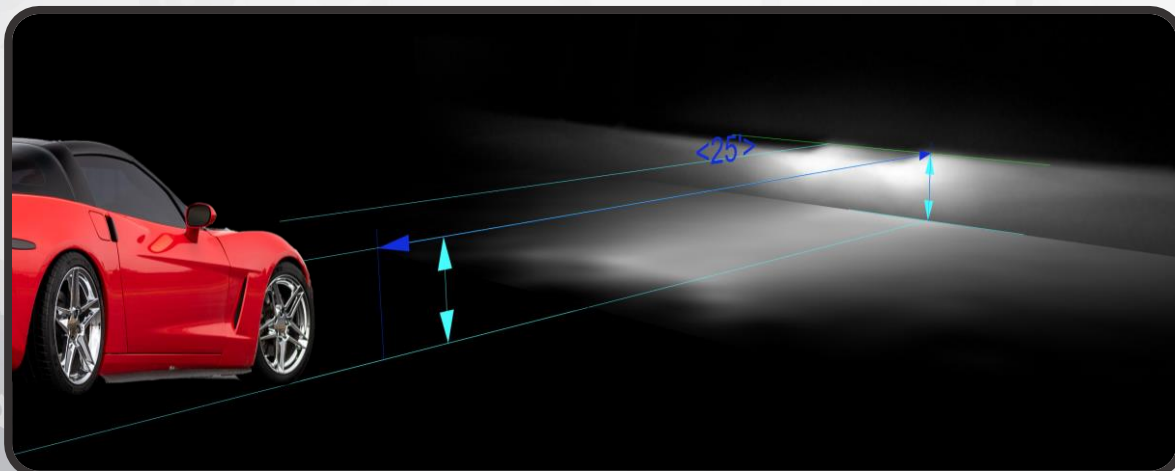


AIMING

32. USING A LONG PHILLIPS HEAD SCREWDRIVER THROUGH THE ACCESS HOLE IN THE ENGINE BAY, FOLLOW THE INSTRUCTIONS BELOW TO PROPERLY ALIGN YOUR HEADLIGHTS' LOW BEAM CUTOFF (THE UPPER HORIZONTAL EDGE OF THE LOW BEAM)



33. WITH THE VEHICLE PARKED ON LEVEL GROUND, 25' FROM A WALL, MEASURE THE DISTANCE FROM THE GROUND TO THE CENTER OF THE HEADLIGHT PROJECTOR
- IF THE DISTANCE FROM THE GROUND TO THE OPTICAL CENTER IS LESS THAN 34.5", ADJUST THE TOP OF THE HEADLIGHT CUTOFF TO THE SAME HEIGHT AS THE HEADLIGHT MEASUREMENT YOU TOOK
 - IF THE HEIGHT IS BETWEEN 35"-39", ADJUST THE CUTOFF TO 2" BELOW YOUR HEADLIGHT MEASUREMENT
 - IF THE HEIGHT IS GREATER THAN 39.5", ADJUST THE CUTOFF TO 3" BELOW YOUR HEADLIGHT MEASUREMENT



C6 CORVETTE XB HEADLIGHTS



- ENJOY YOUR NEW MORIMOTO XB HEADLIGHTS! -

