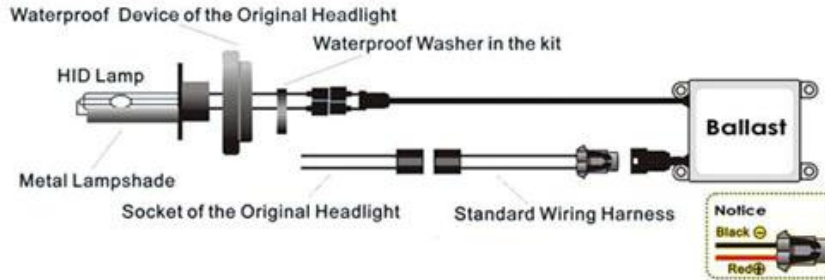
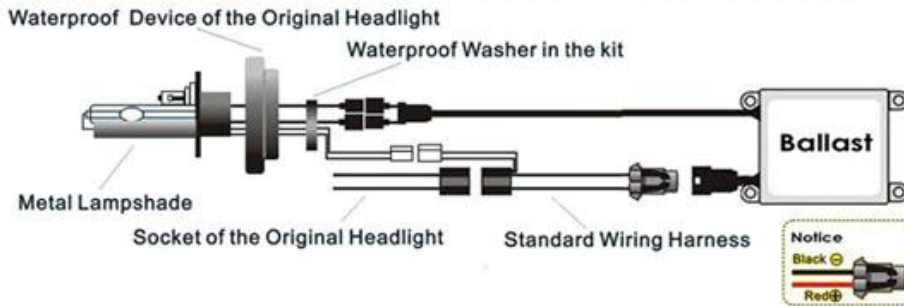


Single Beam Installation



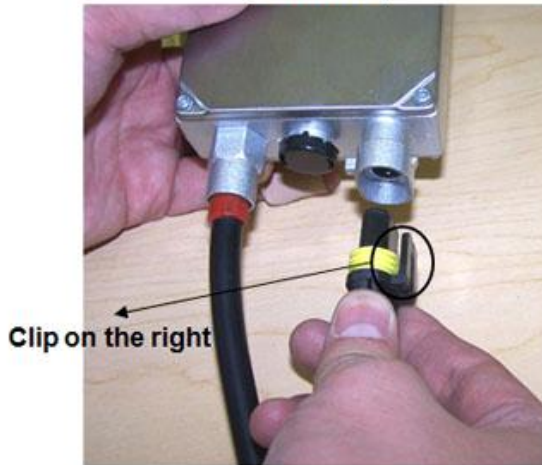
H4, 9003, 9004, 9007, 9008, H13 Hi/Lo Installation



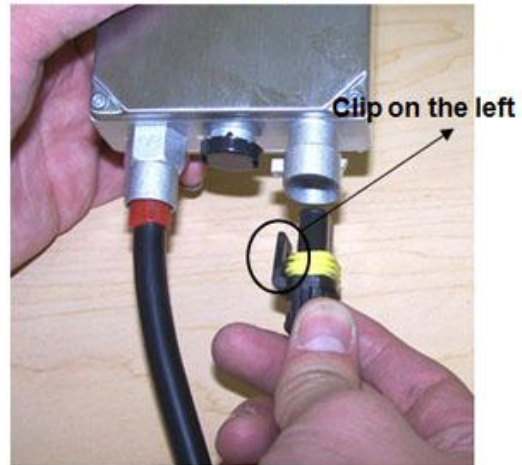
How to reverse the Polarity (positive/negative) for your HID Kit.

After installation of the HID system on your vehicle, if the HID light could not be turned on, you may need to reverse the polarity in order to have the HID system to work properly. Please try both method to make it to work.

Method 1



Method 2



Common HID Conversion Kit Troubleshooting

HID bulbs won't fit

Potential Solutions:

- The bulb size is incorrect for the headlamp assembly. Double-check to see if it is correct or not.
- A special bulb holder is required. See if it is possible to scavenge the holder from the stock halogen bulb, or if we carry the bulb holder for your vehicle.
- There is an alternate way to insert and secure the bulb. Exhaust all possibilities by trying to install the bulbs into the socket at different angles.
- The base of the bulb needs to be modified. Compare the base of the stock halogen bulb to the HID bulb; shape the HID bulb's base to match that of the stock halogen bulb via grinding, sanding, etc.

Wire(s) Won't Fit (Kit's Wiring Harness)

Potential Solutions:

- The bulb and/or wiring are the wrong one for the vehicle. Double-check to see if it is correct or not, especially if the vehicle is using an aftermarket headlamp assembly.
- The factory harness plug that the kit is being connected to is incorrect. Double-check to see if it is the one that plugged in directly into the rear of the stock halogen bulb.
- The pins or prongs of the kit's wiring harness or relay (that go into the vehicle's factory harness plug) need to be removed from their plugs and directly inserted into the factory harness plug.
- The pins or prongs of the kit's wiring harness or relay (that go into the vehicle's factory harness plug) need to be physically modified to fit.
- There may be splicing or hard-wiring required to connect the kit to the vehicle's headlamp electrical system.

One Side Consistently Doesn't Light Up

Potential Solutions:

- The headlight fuse is blown. Double-check either by inspection or plugging in the halogen bulb to see if it lights up (if it does, the fuse is okay). Replacing with a 15 amp fuse if needed.
- The polarity is incorrect. Make sure that the polarity setting is the same as the other side of the vehicle.
- There may be a malfunctioning part. To determine this, simply swap the ballast from the non-working side to the working side to see if the problem follows. Do the same for the bulb. Whichever part that the problem follows is the culprit.
- If even after swapping parts the problem persists on the same side, there is a voltage problem with the vehicle. Hook up a relay to bypass this problem.

Both Sides Consistently Don't Light Up

Potential Solutions:

- Both headlight fuses are blown. Double-check either by inspection or plugging in the halogen bulbs to see if they light up (if they do, the fuses are okay). Replace with 15 amp fuses if needed.
- The polarity is incorrect. Change the polarity and try all different settings until the lights turn on appropriately.
- If the fuses are okay and all polarity settings have been attempted but the problem remains, then there may be malfunctioning parts.

One Side Flickers, Flashes, or Works Intermittently

Potential Solutions:

- There may be a malfunctioning part. To determine this, simply swap the ballast from the non-working side to the working side to see if the problem follows. Do the same for the bulb. Whichever part that the problem follows is the culprit.

- If even after swapping all parts the problem persists on the same side, there is a voltage problem with the vehicle. Hook up a relay to bypass this problem.

Both Sides Flicker, Flash, or Work Intermittently

Potential Solutions:

- Turn off the daytime running lights and/or auto-light on feature to prevent those features from affecting the operation of HIDs
- A relay may be needed for specific vehicles to help regulate power for the kit so that the lights will stay on consistently.
- A pair of HID decoders may be needed for specific vehicles to help store power for the kit so that the lights will stay on consistently.
- If the HID Decoders and/or relay fail to resolve this problem, there may be malfunctioning parts.

Low or High Beams Don't Turn On (Hi-Lo/Bi-Xenon)

Potential Solutions:

- The polarity setting must be changed until the low and high beams turn on appropriately.
- If this is a Hi/Lo kit and all polarity settings have been attempted but the low beams still don't turn on, then the vehicle has a double ground. A relay will be required to power the low beams.
- If this is a kit with a relay and all polarity settings have been attempted but either the low or high beams don't turn on, then it is possible that there are malfunctioning parts.

Low and High Beams Are Switched (Hi-Lo/Bi-Xenon)

Potential Solutions:

- The polarity setting must be changed until the low and high beams turn on appropriately.
- If this is a Bi-Xenon kit, it is possible that the bulbs were installed up side down, such that the high beams are

projected further downwards compared to low beams.

- If all polarity settings are attempted, then there may be crossed wiring somewhere in the kit.

Light Out Indicator Turns On

Potential Solutions:

- A pair of HID Decoders may add the resistance to fool Onboard Computer into thinking that the HID kit is drawing the same as a 55W stock halogen bulb.
- If a pair of HID Decoders is insufficient, another pair of HID Decoders may be needed to overcome the Onboard Computer.

Car Fuses Keep Popping

Potential Solutions:

- Check if 15 amp fuses are being used, since 10 amp fuses are more easily blown. Never use a 25 or higher amp fuse.
- If the fuses are already 15 amps, it is possible that the particular attached ballast is causing feedback which is blowing the fuse.