

## Instructions

(version 01.06.2010)

### Type 2 - Hi/Low, Motorized HID kit

H4-M2 (9003), H13-M2 (9008), 9004-M2, 9007-M2

#### Items included:

- 2x Hi/Low, Motorized bulbs
- 2x Digital Ballasts
- 1x Hi/Low, Motorized HID harness
- 1x Instruction Booklet

#### Type 2 - Dual Motorized HID low & high beam



### BEFORE YOU BEGIN

- Some vehicles are not plug-n-play (mostly Chrysler and European); they do consist of more complex wiring. If you are unsure of the installation or have problems, please have your BEAMERS HID kit installed by a professional
- You need some or all of the following: vehicle disassembly tools, test light, multi-meter, wire strippers, wire soldering equipment etc
- Use dielectric grease on ALL connections. Some connections will have to be unplugged first.
- Do not mount ballast back to back
- Mount the ballast and/or control module/relay pack so that they are not exposed to excessive moisture or hot / moving parts inside the engine compartment
- Grounding concern; bad ground can cause bulbs not to ignite (turn on). Also a poor ground can kill any ballast because the current draw will be extremely high when the circuit is seeking ground and cause excessive heat in the ballast

### Extra Parts for Type 2 – Required for Chrysler/Dodge/Jeep or any vehicle with DRL (day time running lights) on the high beam circuit

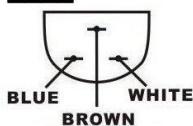
- 4x HID-LCM (load control module; if you have a 'LAMP OUT' warning in your dash)
- 1x 5 pin relay and harness (generic auto relay and harness). Used to solve DRL on high beam.

### Step 1- Remove factory bulbs and gain access to the vehicle's factory headlight plug

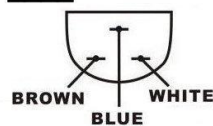
### Step 2- Determine plug type and match polarity – (HID side shown below)

Different vehicles have different pin configurations. **Reconfigure pins so they match.** Ground to ground, low beam to low beam etc. With a small sharp tool you can release the pins of the HID H4, 9004, 9007 plug. H13 plug you may have to cut and resolder.

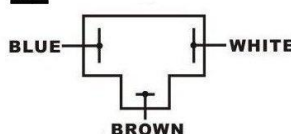
#### 9007



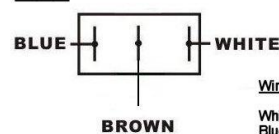
#### 9004



#### H4



#### H13



Wire Schematic for Hi/Low Motorized HID kit.

White Wire - Low beam of HID kit.  
Blue Wire - High beam of HID kit.  
Brown Wire - Ground of HID kit.

### **Step 3** - Daytime Running Lights (DRL)

1.) Determine what type of DRL you have in your vehicle.  
(1990 – Later vehicles have DRL's).

- i) High beam
- Or
- ii) Low beam

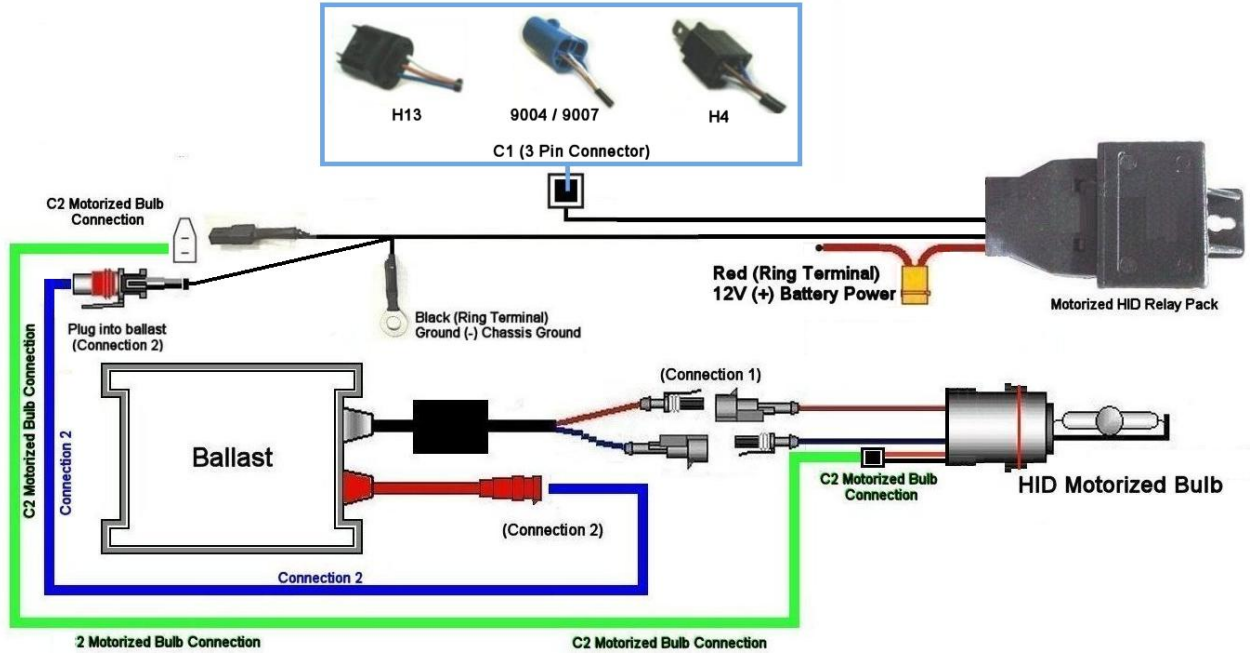
a.) If DRL is on the **Low Beam**, it may work without any modification, just plug and play. See **diagram 1**. However if you do encounter any problems with the Daytime Running Lights you will have to hard wire the **White (+) wire (low beam)** of the HID kit to Ignition power. See **diagram 2**. The end result; every time the vehicle is started the HID kit turns on as Low beam and retains your daytime running light

b.) If the DRL is on **High Beam** of the vehicle's factory harness; See **ADDENDUM 1**

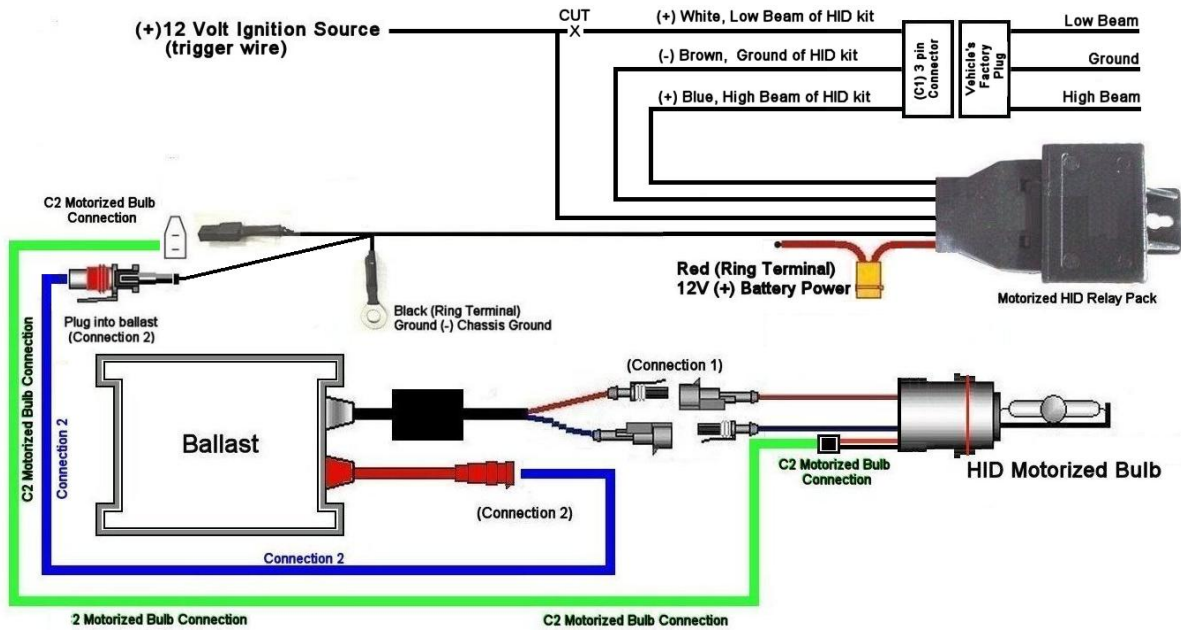
### **Step 4** – Wiring

1. Connect RED Ring terminal to vehicle's 12V Battery Power
2. Route the **LONGER** side of the Hi / Low Motorized wire harness to the HID Motorized bulb that has been installed already into one headlight housing. Also do the same for the **SHORT** side of the harness.
3. Ground the BLACK ring terminals to the chassis, ensuring that the contact point is to bare metal. There are 2 grounds, one for each side of the harness going to the HID Motorized bulb.
  - a.) **Grounding concern**; bad ground can cause bulbs not to ignite (turn on). Also a poor ground can kill any ballast because the current draw will be extremely high when the circuit is seeking ground and cause excessive heat in the ballast
4. Connect ballast to HID Motorized bulb (**CONNECTION 1**).
5. Connect **C2 Motorized Bulb Connections**.
6. Connect the Hi / Low Motorized wire harness to the ballast (**CONNECTION 2**).

# Diagram 1- Basic



# Diagram 2- Low beam triggered by ignition - Low beam will be on when ignition is on

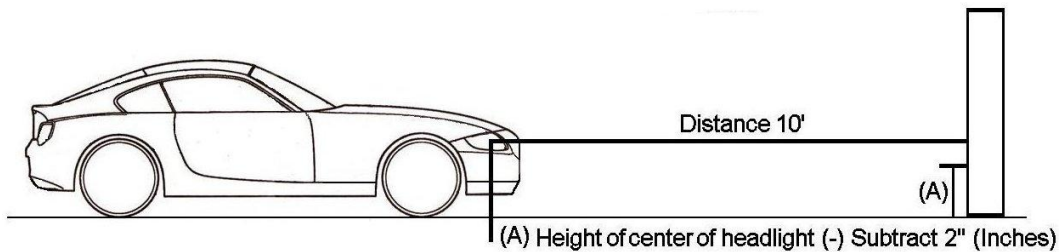


## **Step 5**      Headlight Adjustment

Park the vehicle on a level surface in front of a wall or solid object large enough to see the aim of the headlights.

- 1.) Adjust the headlight assembly by carefully adjusting the vertical and horizontal headlight adjustment knobs. (Note: Every vehicle has different adjustment knobs, refer to vehicles owners' manual for further information on location of the adjustment knob.)
- 2.) Adjust the headlight beam until each headlight beam lines up vertically and horizontally.  
(See *Headlight Adjustment Diagram* below.)

### **Headlight Adjustment Diagram**



## **ADDENDUM 1**

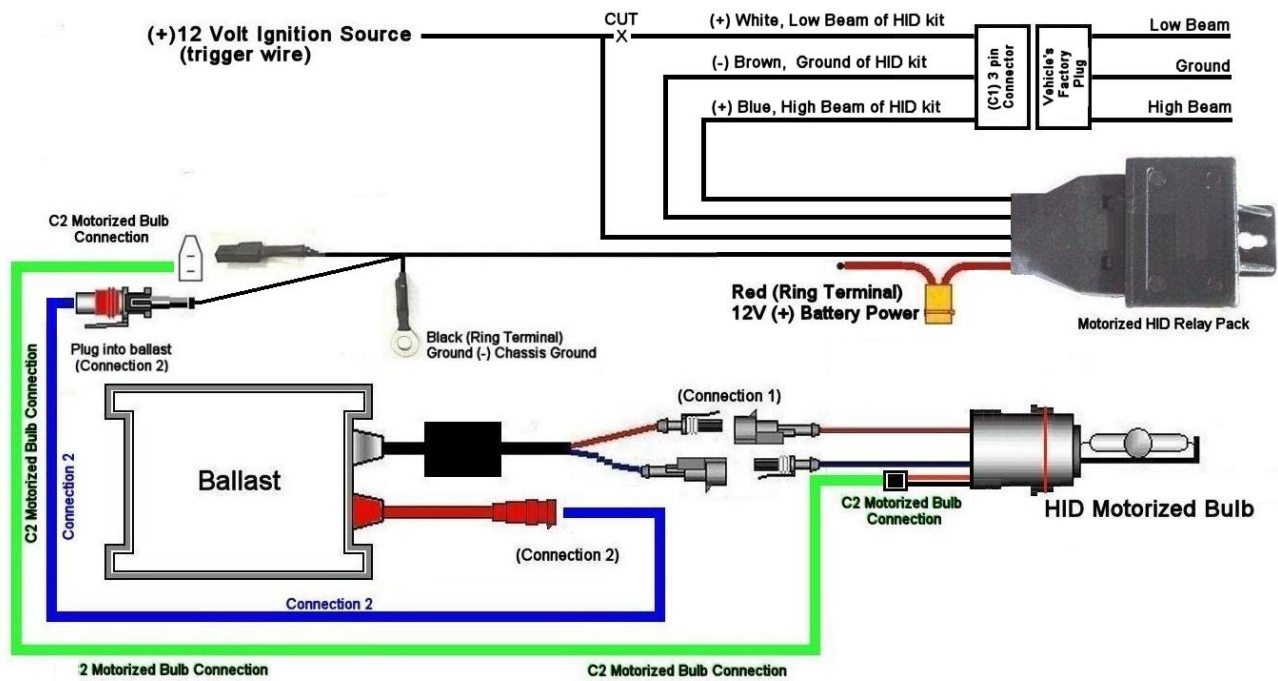
### **Day Time Running Lights on hi-beam**

**Problem:** Day time running lights are on high beam circuit (at reduced voltage). High beam circuit has voltage every time the vehicle is started. HID kits will not function properly. Please see solutions below.

**Parts Required** – Dodge/Chrysler/Jeep installations will still require 4x HID-LCM (load control module). See FAQ section for wiring diagram.

### **Solutions:** **Choose the best one suited for you. SOLUTION 2 is most common**

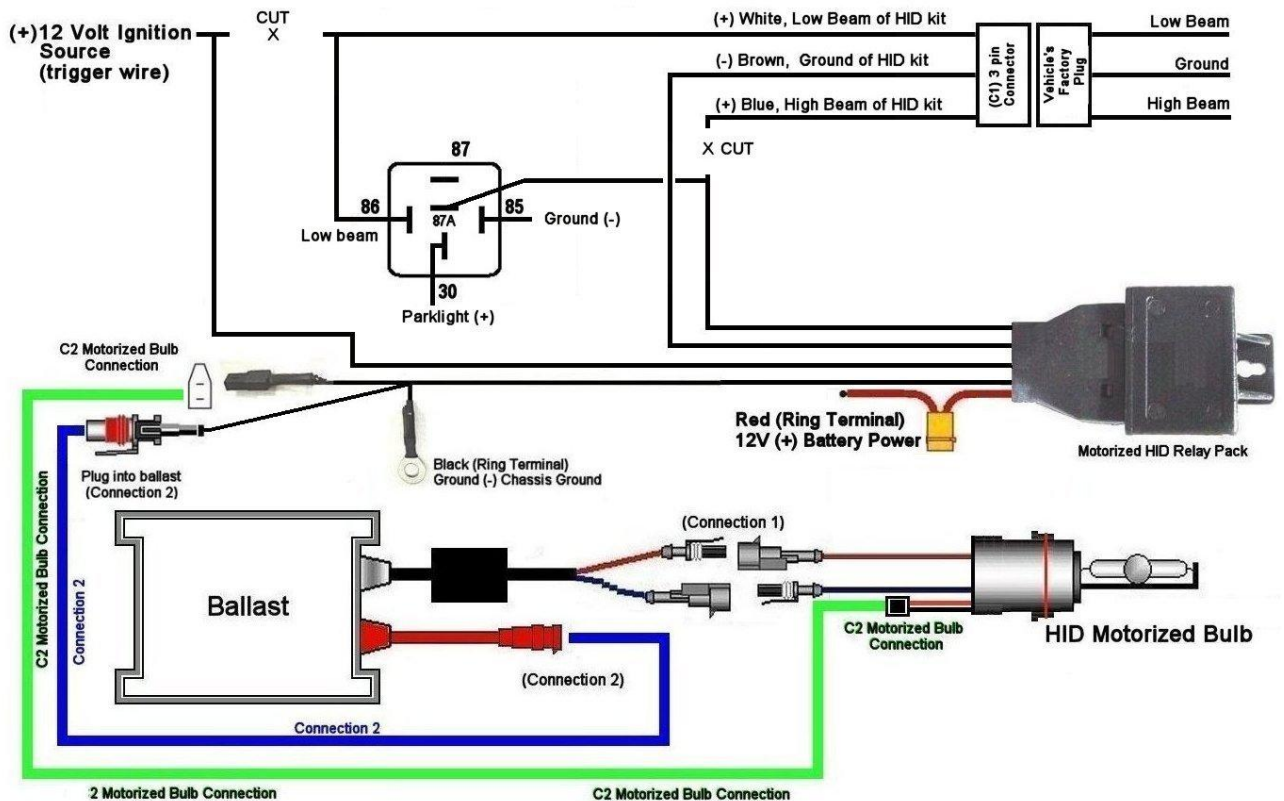
1. Disable factory Day Time Running Light (DRL) system and use the HID control module to operate DRL. This option, after install will make the vehicle work exactly like factory. NOTE: many new vehicles it is not possible to disable the DRL, you will have to choose between solutions 2-4.
  - a. Disable factory DRL by either;
    - i. Remove DRL relay
    - ii. Remove DRL fuse
    - iii. Deprogram the DRL
  - b. After DRLs are disabled wire as per below.



## Solution 2:

Operation will be just like factory with one exception; when light switch it put into park light position the high beams will turn on. Park light position is rarely used and this install is stable and problem free.

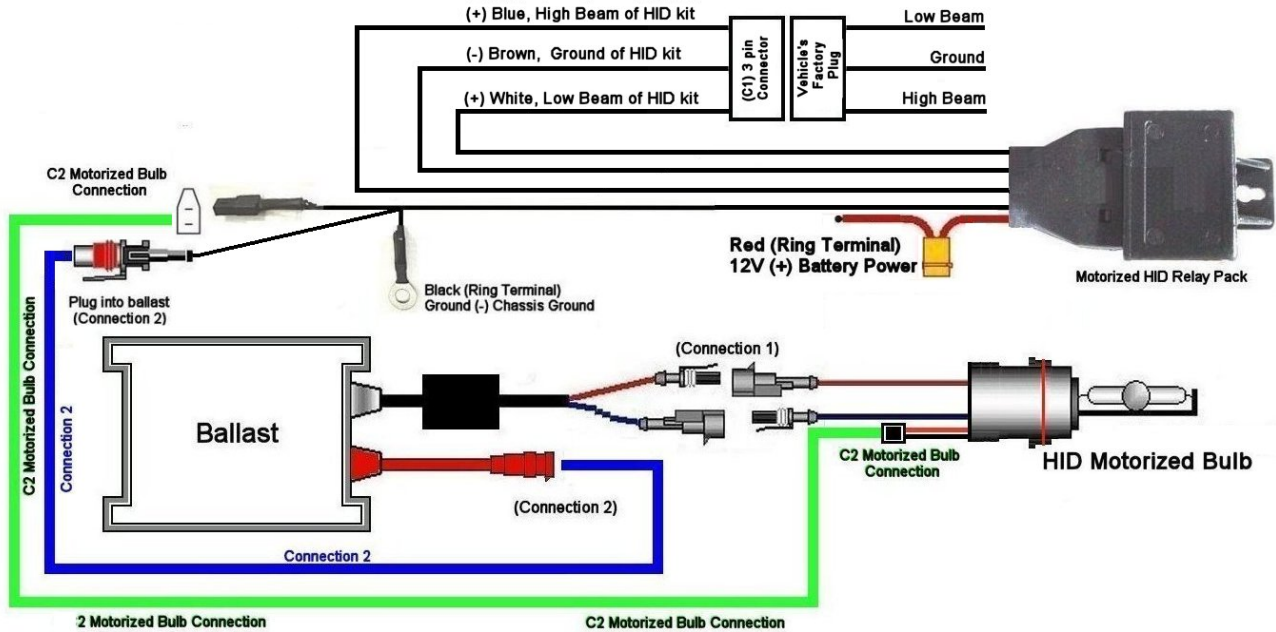
PARTS REQUIRED: 1x 5 pin auto relay and harness.



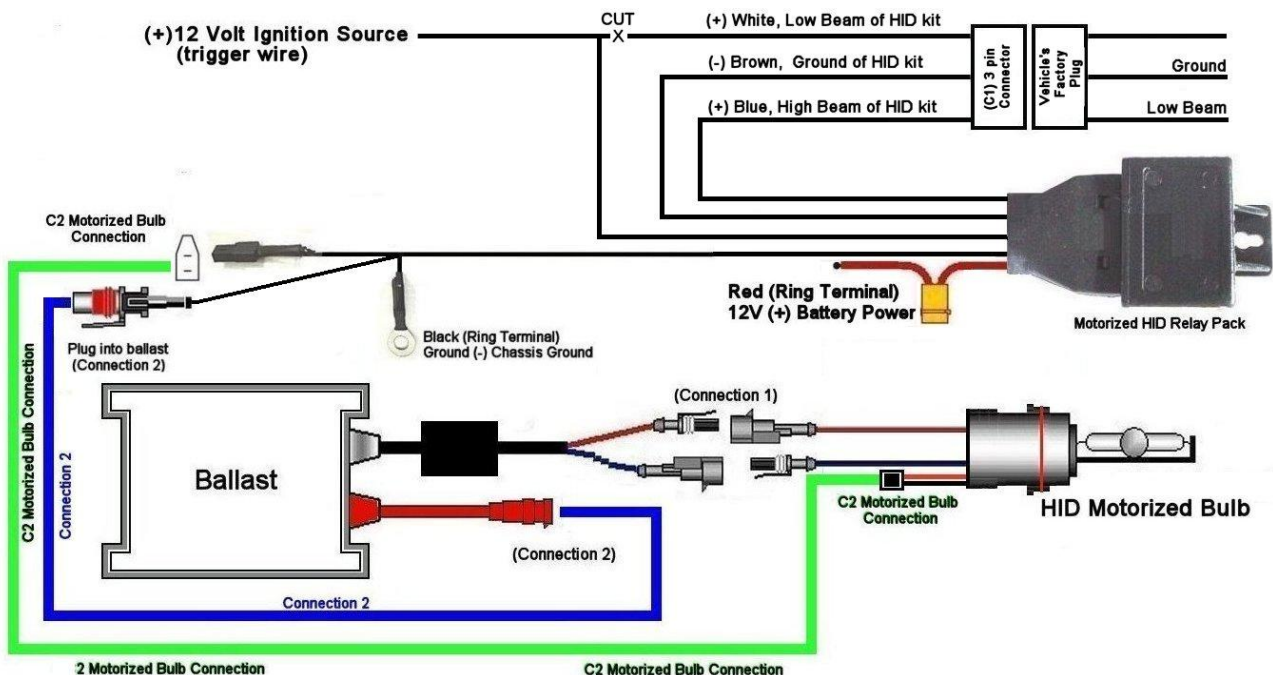


**Solution 3 and 4 will alter the way high and low beam function**

- 3 Exchange High Beam for Low beam. Your vehicle will now be opposite, when the blue indicator in the instrument cluster is on it will be low beam. High beam circuit from vehicle will operate low beam circuit on HID so low beam HID will now be your DRL and low beam circuit from vehicle will operate HID high beam.



4. HID Low beam is triggered by ignition source and turning light switch to on position will trigger HID high beam. This option will allow for fog light function to work with HID high beam.



## **FAQ's Frequently asked questions and Problems**

**Add dielectric grease to ALL connections, this will prevent corrosion.**

Q: Bulb too tight / will not fit into headlight housing.

A: The rubber gasket on HID bulb is slightly larger than some O/E bulbs, Solution: Exchange rubber gaskets from the O/E bulb to the HID bulb.

Q: Bulb too loose in headlight housing

A: To take up excess space; 1) Add rubber gasket from original bulb to HID bulb OR 2) Add a ring or 2 of electrical tape

Q: Lights do not turn on when HID kit is installed correctly

A1: Check the polarity of the factory vehicle's plug to make sure it matches the polarity of the HID harness. Car manufactures have different wire configurations on the factory harness.

A2: Check fuses, fuse holders, and relay pack to make sure all connections are good.

A3: Grounding concern; bad ground can cause bulbs not to ignite (turn on). Also a poor ground can kill any ballast because the current draw will be extremely high when the circuit is seeking ground and cause excessive heat in the ballast.

Q: Radio reception decreased or poor after HID kit installed.

A: Insulate HID ballast from metal of vehicle, use foam tape on back of ballast and zip ties to secure ballast. Do not use screws to install ballast

Q: High beam staying on in High beam position when Low beam is triggered.

A: Check polarity of HID plug (see Step 2) to see if they are matching the vehicle's factory headlight plug.

(Ford Truck) - Add 2x HID LCM (Load Control Module) to the vacant vehicle plug, where the bulb used to be, 1x for Low beam circuit, 1x High Beam circuit.

Q: Premature ballast burn out – only lasts a short time

A: Grounding concern; bad ground can cause bulbs not to ignite (turn on). Also a poor ground can kill any ballast because the current draw will be extremely high when the circuit is seeking ground and will heat up more than normal.

### **Flickering and Lamp – out**

Q: Hid kit installed correctly and is working properly, but I have a "Lamp out" light on my dashboard.

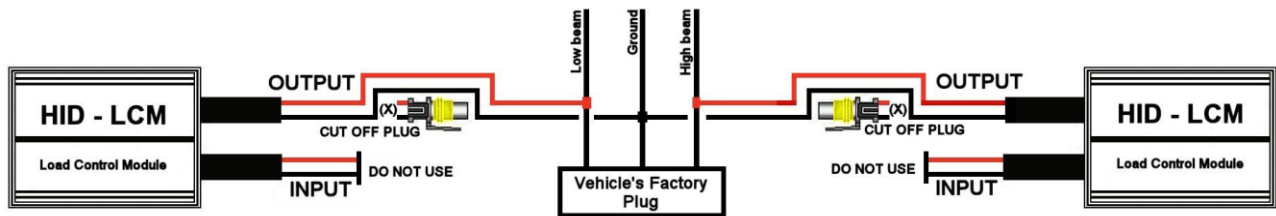
Q: Lights flicker when turned on. (Pulsing)

A: Install Load Control Module (Part Number: HID – LCM). This will stabilize power to stop flickering and correct LAMP OUT issue. One will be required for each headlight circuit on your vehicle's factory harness.

**NOTE:** Some vehicles do not have a true ground in the headlight circuit; it is a 'reference ground' only. In this case chassis ground will have to be used.

### **HID LCM (Load Control Module) Installation Diagram**

(Note: Only one side is shown only, BOTH sides must be installed)



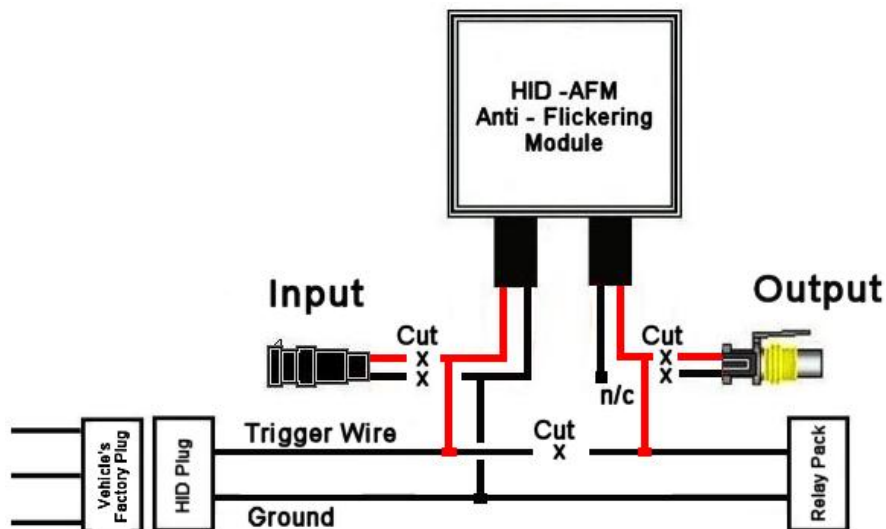
## Flickering #2

Q: Lights flicker when turned on even after LCMs have been installed

A: Install HID-AFM – Anti-Flickering Module

HID AFM (Anti Flickering Module) with wiring harness Installation Diagram.

*(Note: Must be installed to each trigger wire – Low beam or High beam)*



### Limited Warranty:

BEAMERS HID warrants to the original purchaser only (non-transferrable) that the HID kit shall be free from defects in material and workmanship for as limited 1 year, as the original purchaser continuously owns that vehicle in which the HID kit was originally installed (Proof of purchase is required). Only the faulty component will be replaced, not the whole kit.

This excludes defects resulting from misuse, abuse, neglect, alteration, modifications, improper installation, unauthorized repairs, submersion, theft, and vehicle crash or by any type of impact.

NOTE: Neither the manufacturer or distributor of this HID kit is responsible for damages of any kind indirectly or directly caused by this HID kit, except for replacement of this HID kit