



BRIGHT IS ONLY THE BEGINNING

# INSTALL GUIDE

## XB EVO HEADLIGHTS: CHEVROLET CORVETTE C6 (05-13)

LF2-460/LF2-460Y



WARNING: IT IS THE INSTALLERS 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.



# **XB EVO HEADLIGHTS: CHEVROLET CORVETTE C6 (05-13)**

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## **PACKAGE CONTENTS**



**2X (PAIR)  
HEADLIGHTS**



**2X INPUT  
HARNESSES**



**1X FUSE TAP**



**1X DRL HARNESS**



**8X MAGNET-MOUNT  
RESISTORS**



**4X RESISTOR  
BRACKETS**



**4X PAIRS OF MODE  
SELECTORS (EXCL.  
HYBRID MODEL)**



**2X MODE SELECTOR  
EXTENSIONS (EXCL.  
HYBRID MODEL)**

## **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

THIS DOCUMENT IS MEANT TO SERVE AS A GENERAL GUIDE FOR VEHICLE DISASSEMBLY AND PRODUCT INSTALLATION. WHILE WE TRY TO COVER THE PROCESS AS THOROUGHLY AS POSSIBLE, YOUR EXPERIENCE MAY DIFFER SLIGHTLY DUE TO DIFFERENCES BETWEEN YEARS, TRIM PACKAGES, OPTIONS, OR AFTERMARKET PARTS INSTALLED

VEHICLE USED IN THIS GUIDE:  
2006 CORVETTE C6 Z06

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

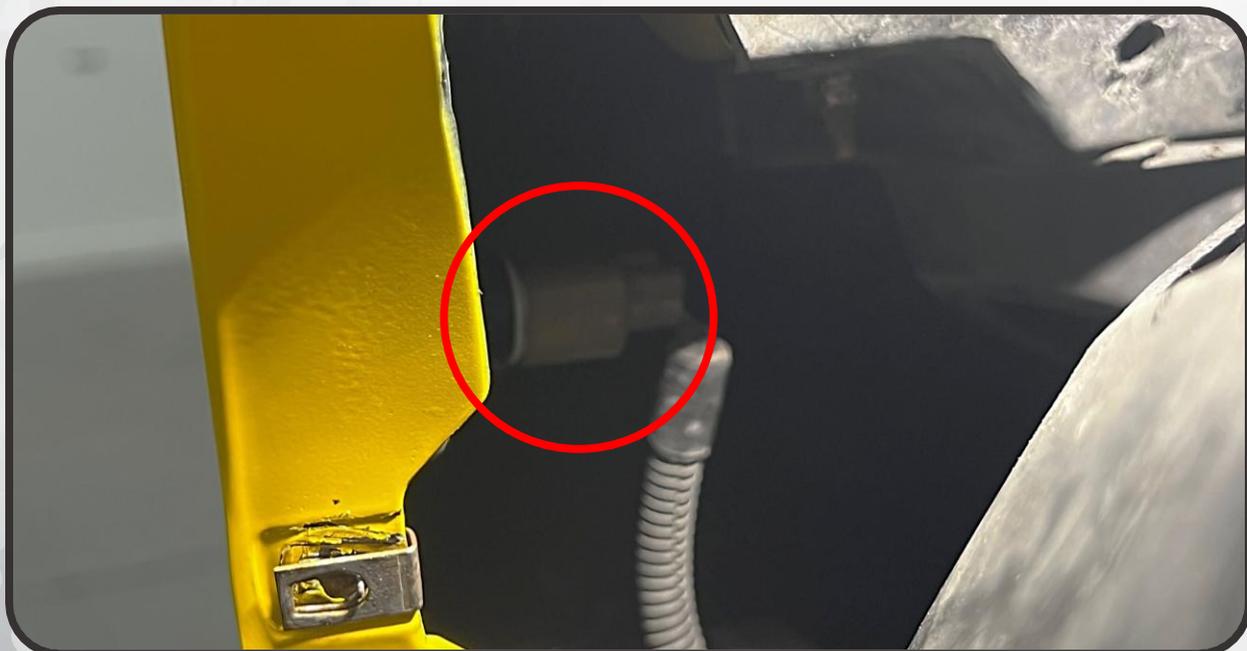


## DISASSEMBLY

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

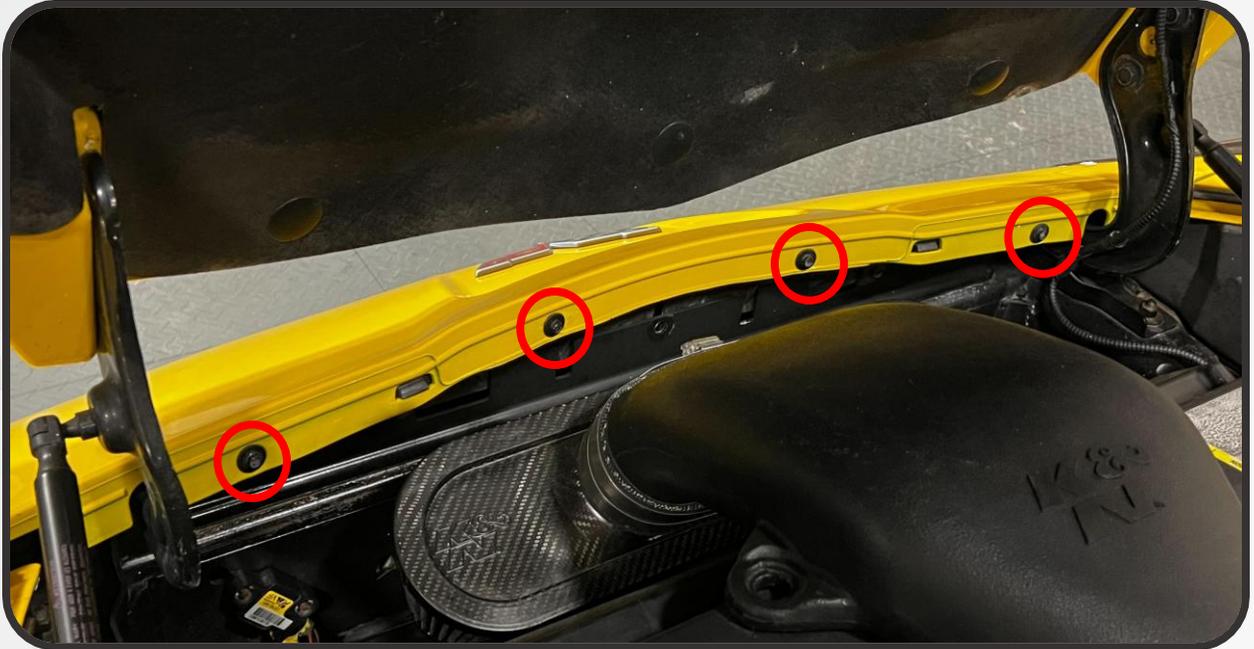


9. REPEAT STEPS 2-8 ON THE OPPOSITE SIDE OF THE CAR
10. MOVING TO THE UNDERSIDE OF THE FRONT BUMPER, REMOVE THE FIVE 7MM SCREWS SECURING THE BUMPER TO THE BOTTOM OF THE CAR, AND TWO 7MM SCREWS CONNECTING THE OUTER PORTIONS OF THE AIR DAM TO THE CENTER



## 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

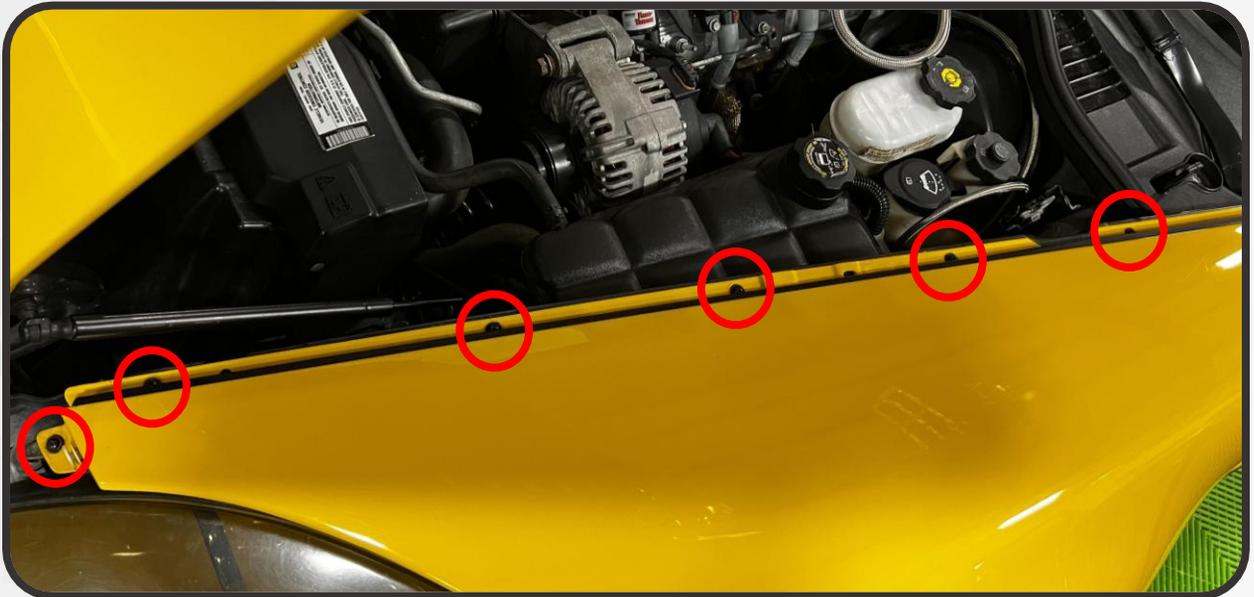


12. UNPLUG THE MAIN HEADLIGHT CONNECTOR SHOWN BELOW, AND REMOVE THE THREE 10MM NUTS SECURING THE HEADLIGHT TO THE CAR



## 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

15. REPEAT STEPS 12-14 ON THE OPPOSITE SIDE OF THE CAR



# HEADLIGHT SETUP

16. WITH THE MORIMOTO XB MODE SELECTOR KEYS, YOU CAN DECIDE WHAT STYLE YOU'D LIKE FOR YOUR DAYTIME RUNNING LIGHT AND TURN SIGNAL. CHOOSE FROM THE COLORCODED KEYS SHOWN BELOW FOR YOUR DESIRED STYLE

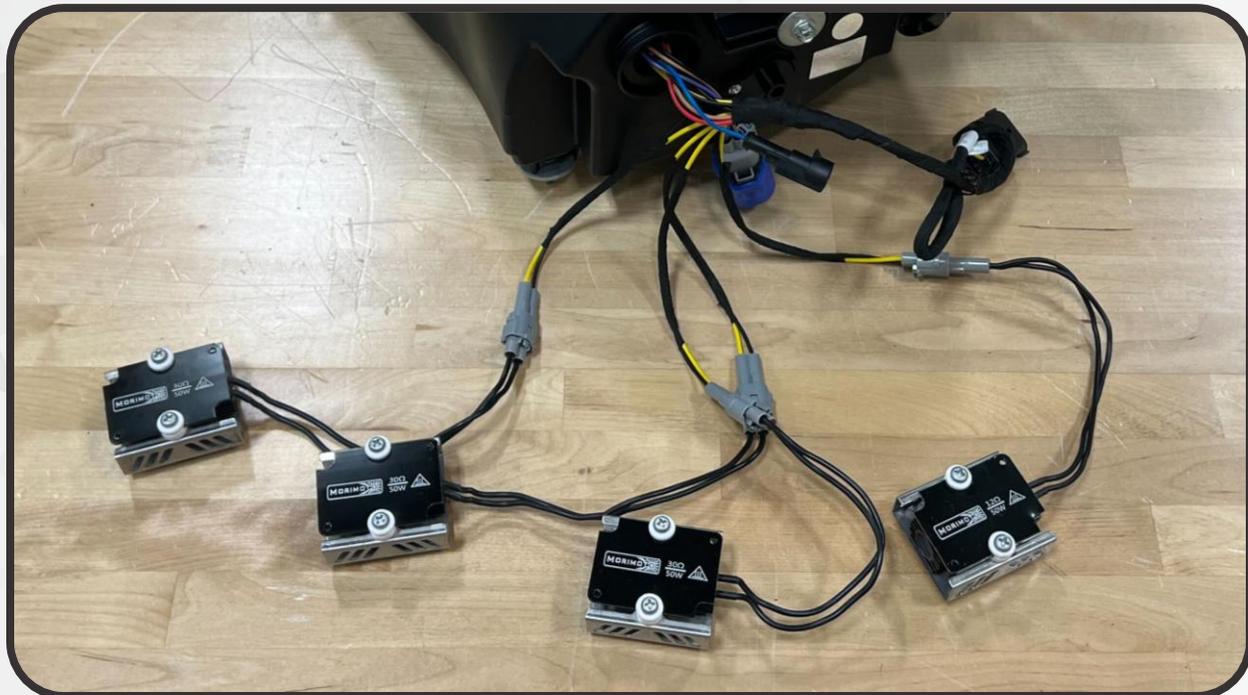
			
<ul style="list-style-type: none"><li>• DRL: WHITE</li><li>• TURN SIGNAL: FADE-OFF</li></ul>	<ul style="list-style-type: none"><li>• DRL: WHITE</li><li>• TURN SIGNAL: SEQUENTIAL</li></ul>	<ul style="list-style-type: none"><li>• DRL: AMBER</li><li>• TURN SIGNAL: FADE-OFF</li></ul>	<ul style="list-style-type: none"><li>• DRL: AMBER</li><li>• TURN SIGNAL: SEQUENTIAL</li></ul>

17. INSTALL THE MODE SELECTOR FOR YOUR PREFERRED MODE ONTO THE 3-PIN CONNECTOR ON THE BACK OF EACH HEADLIGHT. THIS CAN ALWAYS BE CHANGED AFTER INSTALL IF DESIRED. MAKE SURE THE VEHICLE AND HEADLIGHTS ARE OFF WHEN CHANGING MODE SELECTORS



## HEADLIGHT SETUP

18. EACH HEADLIGHT WILL HAVE FOUR (THREE MALE AND ONE FEMALE) GREY RESISTOR PLUGS. CONNECT THE SUPPLIED RESISTORS TO THE MATCHING CONNECTORS ON THE HEADLIGHTS AS SHOWN BELOW.



19. CONNECT THE HEADLIGHT INPUT HARNESS TO THE MAIN HEADLIGHT ASSEMBLY INPUT CONNECTOR ON EACH LIGHT

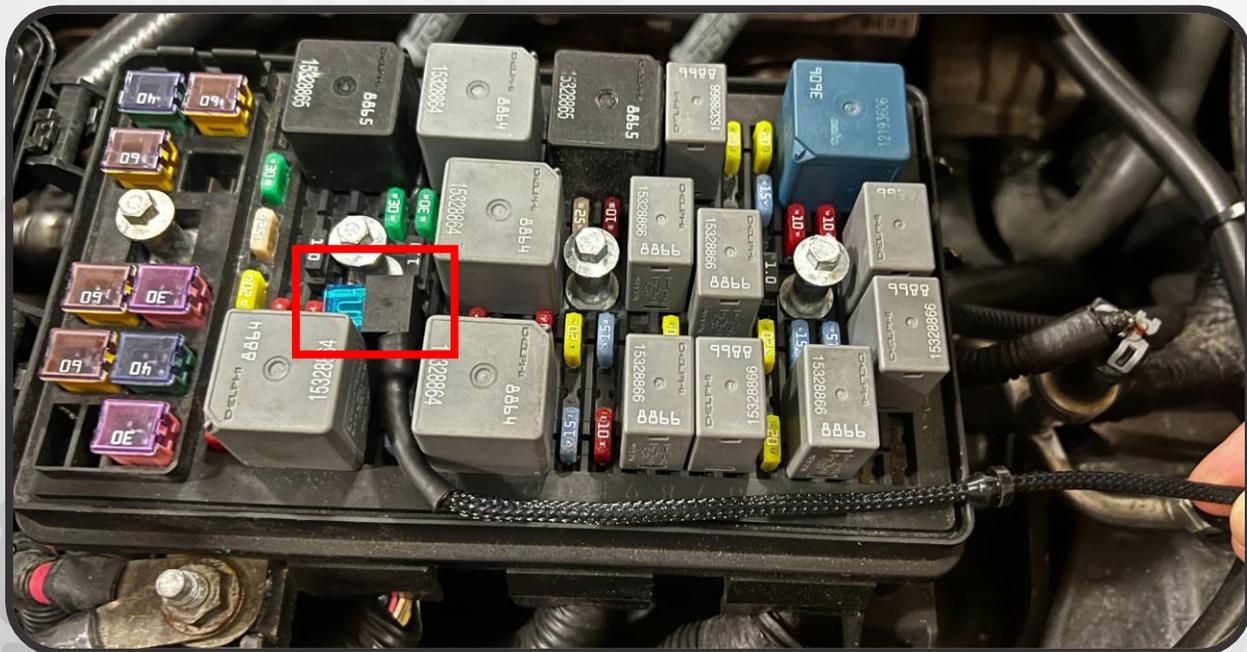


# FUSE TAP INSTALLATION

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

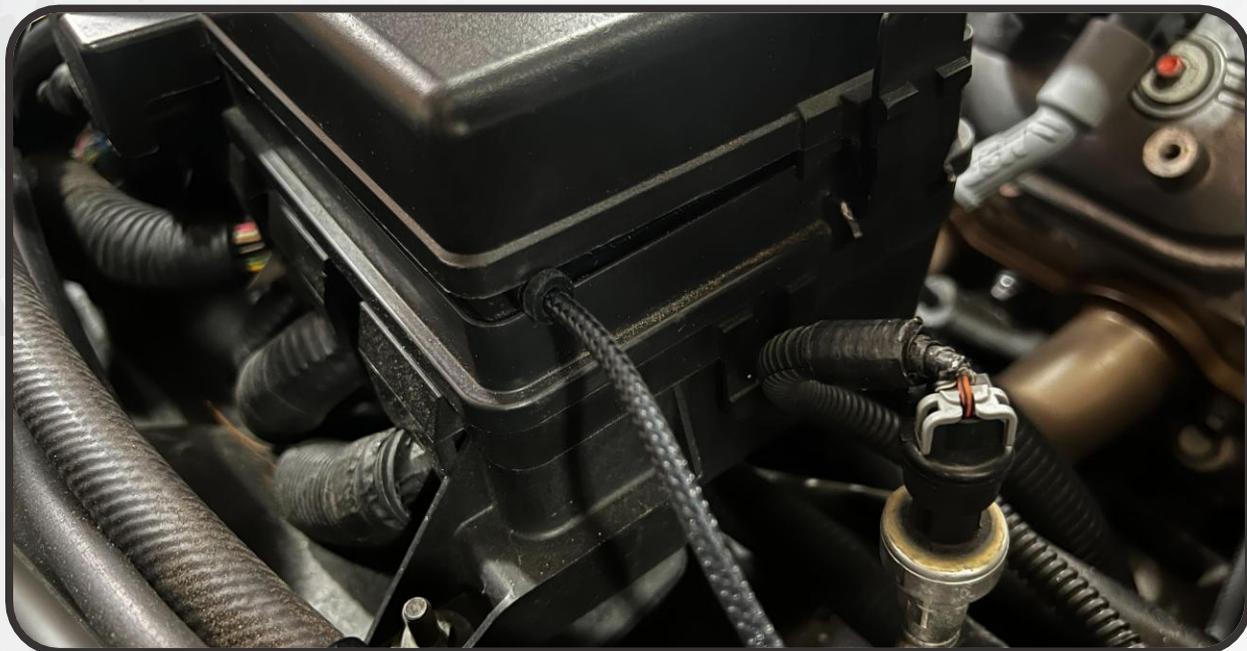


21. INSTALL THE SUPPLIED FUSE TAP INTO THE NUMBER 6 FUSE SLOT YOU JUST REMOVED THE FUSE FROM, AND ROUTE THE HARNESS OUT OF THE FUSE BOX



## FUSE TAP INSTALLATION

22. USING A DRILL WITH A 5.5MM/7/32" DRILL BIT OR A SMALL CUTTING TOOL, MAKE A NOTCH IN THE SIDE WALL OF THE FUSE BOX LID FOR THE HARNESS TO PASS THROUGH, AND INSERT THE GROMMET ON THE FUSE TAP INTO THE NOTCH. CLOSE THE FUSE BOX LID DOWN OVER THE HARNESS

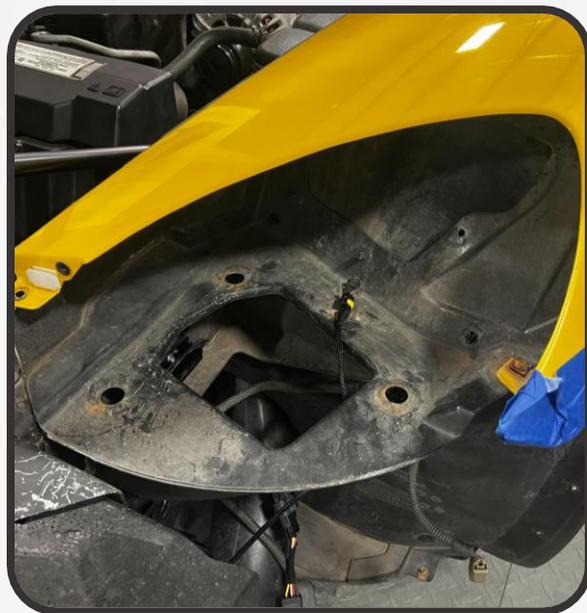


23. CONNECT THE DRL HARNESS TO THE FUSE TAP



## FUSE TAP INSTALLATION

24. ROUTE THE SHORTER END OF THE DRL HARNESS FORWARD TO THE PASSENGER-SIDE HEADLIGHT CAVITY, AND ROUTE THE LONG END OF THE HARNESS ACROSS TO THE DRIVER-SIDE HEADLIGHT CAVITY. WE RECOMMEND ROUTING IT ACROSS THE TOP OF THE RADIATOR SUPPORT AND SECURING IT IN PLACE WITH ZIP TIES. MAKE SURE ANY LOOSE/EXCESS WIRING IS TUCKED AWAY IN A SAFE LOCATION AND SECURED



## INSTALLATION

25. FIT THE NEW HEADLIGHT INTO THE HEADLIGHT CAVITY BY AGAIN FLEXING UPWARDS AND OUTWARDS ON THE FENDER, AND SLIDING THE HEADLIGHT INTO PLACE
26. TUCK THE HEADLIGHT WIRING AND RESISTORS DOWN THROUGH THE ACCESS HOLE BENEATH THE HEADLIGHT CAVITY. CONNECT THE MAIN VEHICLE HEADLIGHT PLUG AND THE FUSE TAP HARNESS TO THE LIGHT

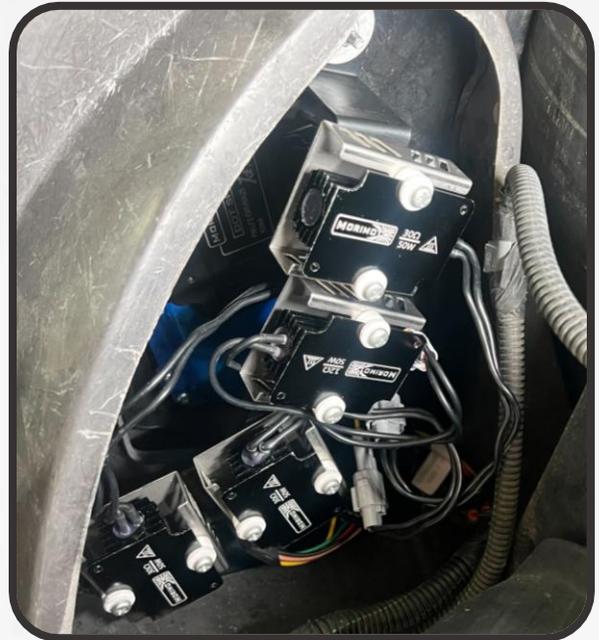


27. IF YOU WOULD LIKE TO BE ABLE TO EASILY ACCESS YOUR MODE SELECTOR ONCE THE HEADLIGHTS ARE INSTALLED, THE MODE SELECTOR HARNESS CAN BE ROUTED UP TO THE ENGINE BAY USING THE INCLUDED EXTENSION AS SHOWN BELOW TO BE EASILY SWAPPED OUT LATER. MAKE SURE IT IS OUT OF THE WAY OF THE HOOD HINGE AND STRUT



# INSTALLATION

28. ON THE UNDERSIDE OF THE HEADLIGHT, FIT TWO OF THE STEEL RESISTOR BRACKETS ONTO TWO OF THE THREE HEADLIGHT MOUNTING STUDS AND SECURE THEM USING THE FACTORY NUTS. ATTACH TWO OF THE MAGNET-MOUNT RESISTORS TO EACH OF THE RESISTOR BRACKETS



29. LOOSELY REINSTALL THE SIX T15TORX SCREWS AND ONE 10MM NUT ON THE FENDER
30. REPEAT STEPS 25-29 ON THE OPPOSITE HEADLIGHT
31. 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
32. 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
33. REINSTALL THE SIDE MARKERS AND RECONNECT THEM, AS WELL AS THE FOG LIGHTS
34. GET IN THE VEHICLE AND CONFIRM THAT ALL FUNCTIONS ARE WORKING PROPERLY



DAYTIME  
RUNNING  
LIGHT



PARKING  
LIGHT



TURN SIGNAL



LOW BEAM



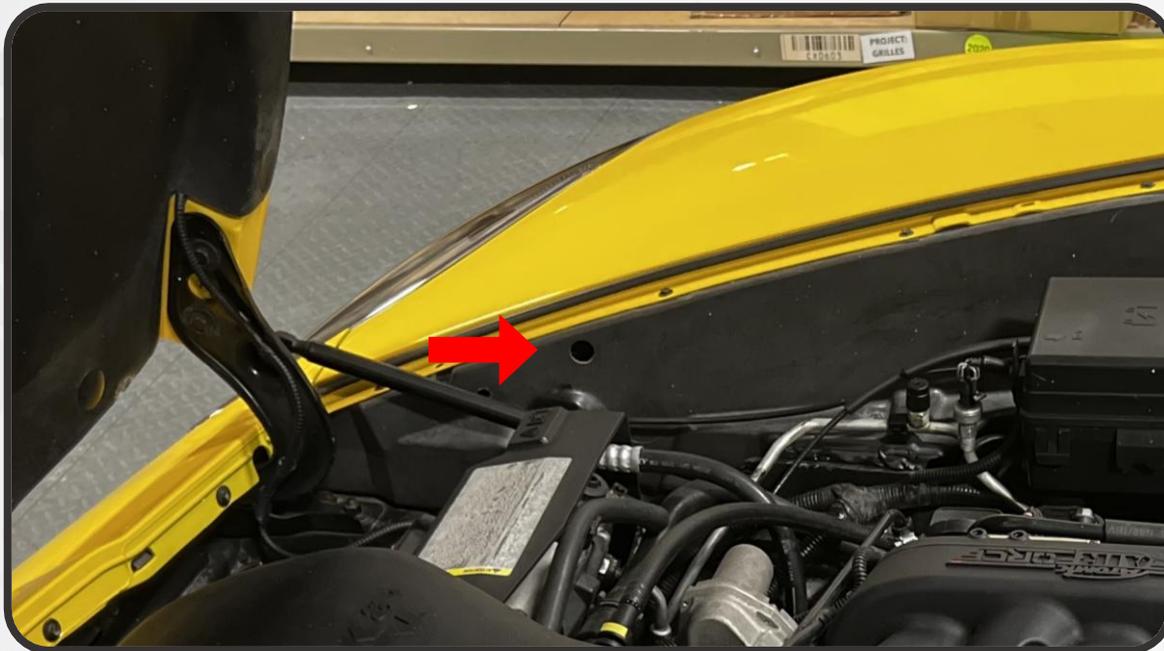
HIGH BEAM

35. REINSTALL THE FENDER LINERS



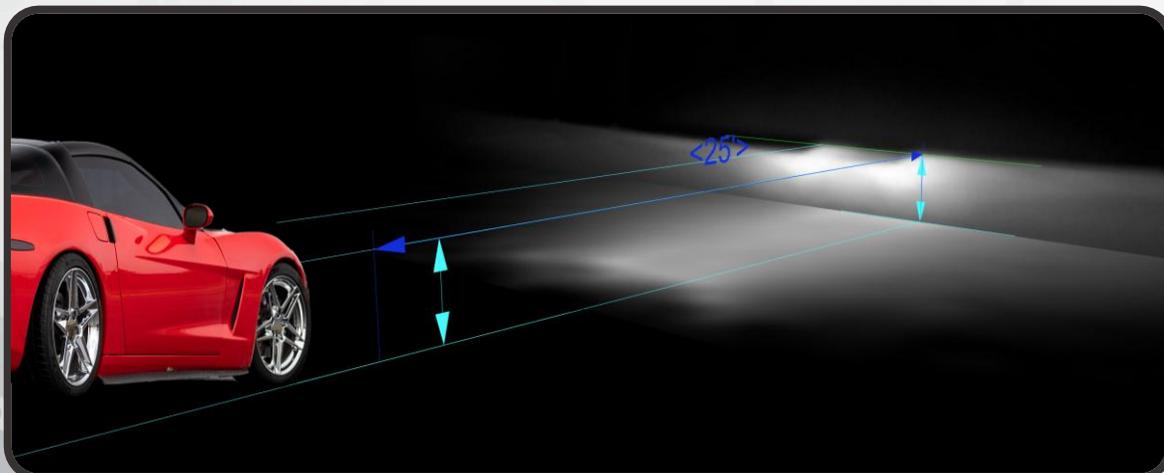
## AIMING

36. 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)



37. 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



# **XB EVO HEADLIGHTS: CHEVROLET CORVETTE C6 (05-13)**



**- ENJOY YOUR NEW MORIMOTO XB EVO HEADLIGHTS! -**

