

DOWNFORCE –2002+ HEADLIGHT HID WIRING GUIDE

USER'S GUIDE

This is a guide created to help you how to wire the older 1991-2001 motorized headlights into the newer 2002-2005 fixed headlights. Please refer to the proper instruction guides when installing the HID lights. If you are looking for more conversion information, please visit our manual directory. Other related guides include:

2002+ Headlight Install

2002+ DF Front Bumper

2002+ DF Hood

This instruction and many others are available for download online at <http://www.downforce.biz/manual/>

Halogen lights run on 55 watts of continuous power. The HID lighting system runs on 35 watts. HID ballast start up requires a higher current load of 25 AMPS for the first 5-10 seconds depending on the brand of your HID system. The factory 20 AMP fuse is sufficient to operate the HID lights, DF does not recommend increasing the fuse load. A properly connected HID system will never blow the fuse. The factory HID on the 2002+ NSX runs on 20 AMP fuses. If your fuses are burning out you need to check your wiring for a possible short or wiring that is too small.

- There are several WARNING sections in the installation. Always read and follow the instruction to prevent injuries, accidents, and possible damage to the vehicle.
- Always disconnect the battery's main terminal before performing any electrical related work to prevent accidental injuries or damages.
- Do not power the HID ballast without a bulb, the high voltage system will arc at the socket area and possibly damage or hurt someone.

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Wire Size Recommendations 12 Volt DC		
Wire Gauge (AWG)	Current (AMP)	Power (W)
12	30	360
14	24	288
16	20	240
18	15	180

Requirements



Wire Cutter or Stripper



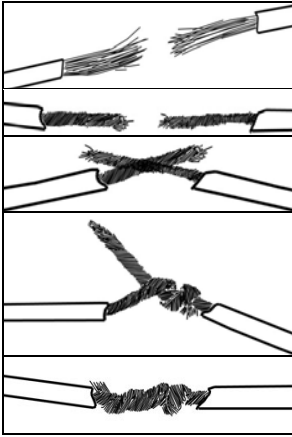
Heat Shrink Tube



Heat Gun

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Wire Connections



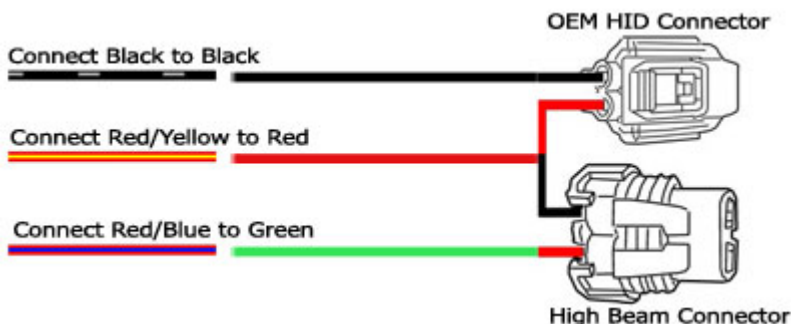
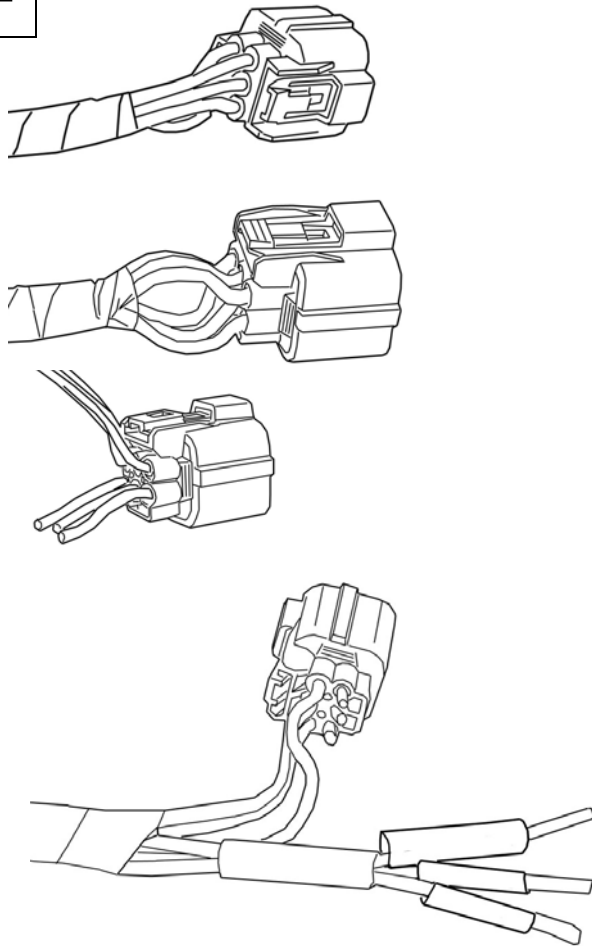
Standard Wire Twisting

Always make sure there is no power going to the wires before making a connection, the safest step is to disconnect the battery. Also do not forget to slip on a heat shrink tube before making the connection.

- 1.) Strip the wire 1/2" of bare wire.
- 2.) Twist the strands of wire
- 3.) Cross both wires
- 4.) Wrap one wire around the other
- 5.) Wrap the other wire around the first wire
- 6.) Slip shrink tube over the joint
- 7.) Heat and seal

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OEM INSTALL



MAKE SURE THERE IS NO POWER IN THE WIRES! DISCONNECT THE BATTERY.

Step 1: Locate the harness with the following colored wires (Pink, Green, Black, Black, Red/Blue, Red/Yellow).

Step 2: Pull on the loom to expose more wires to work with. Locate the row with the following color wires (Red/Blue, Black, Red/Yellow). Cut these wires approximately 1/2" from the base.

Step 3: Strip the wire with a plier cutter / wire stripper tool give yourself 1/2" of bare wire.

Step 4: Slip the heat shrink tube over the three wires.

Step 5: Proceed to twist the wires together as shown in step 1.

Step 6: Now slide the heat shrink tube over the joint and seal the shrink tubes with a heat gun.

Step 7: Now you can cut off the remaining three wires to the OEM harness. Gradually cut the three wires in different lengths for safety reasons so they will not contact each other and seal them each with electrical tape.

Step 8: You can seal this joint with electric vinyl tape. We recommend 3M 33+, however the 3M 1700 Temflex will work just as good.

Step 11: (optional) Cut off the retractor motor harness at the very beginning. You must disconnect the two fuses in the front hood compartment. You may also remove the relays for the motors located behind the passenger side headlight bucket.