


# visualInstall Series

	<b>Project</b> HID installation guide	<b>Application</b> 2002-2006 RSX	<b>Original Release</b> Aug 2005 <b>Date vS-PDF Issued</b> April 2007
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## PARTS LIST

2 low-beam adapters (aka X-Clips) from Acura, part #: 33116-S6M-003

HID kit of your choice

## TOOLS AND SUPPLIES REQUIRED

- 1 Hacksaw
- 1 Philips screwdriver
- 1 Small flat-head screwdriver
- 1 Socket / ratchet (13mm socket with 10" extender)

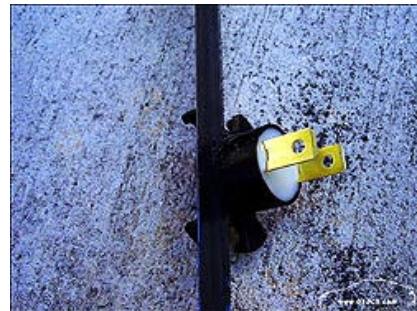
## INSTALLATION

### NOTE:

- Difficulty Level: [02/10] intermediate
- Time required: 60-90 minutes

For this guide we will be using a 5300k McCulloch HID kit. The installation should be similar to any other brand of HID kits in the market. The ballasts and ignitors are mounted underneath the headlight. Because of this, the bumper needs to be removed. If you want to mount the ballasts and ignitors in the engine bay, you can omit the segment on removing your bumper and headlights altogether and jumped right into the wiring section.

1. Use the OEM fog light installation guide for instructions on how to remove the front bumper. Set your bumper aside for now atop of a blanket so it won't be scratched. Next, it's time to modify the x-clips. It is recommended that you order two extra x-clips from Acura and keeping the stock clips with bulbs in the glove box incase your HID were to malfunction. If you wish to use your existing x-clips, that is fine also
2. Take a hacksaw (or Dremel tool) and begin sawing the x-clip where the X meets the cylindrical terminal:



3. For the McCulloch kit, you are good to go as the bulb stem will fit in the x-clip quite snugly. You can take this moment to sand and smooth out the jagged portion from the sawing



4. If you use another brand, you may find yourself needing to widen the vertical opening of the x-clip so that the bulb stem will fit. Use the picture below as a guide:



Use a drill and carefully widen the opening vertically. Test fit the HID bulb periodically until you achieve an opening that envelopes the bulb snugly. It is best to use a clamp to hold the x-clip while you widen the x-clip.

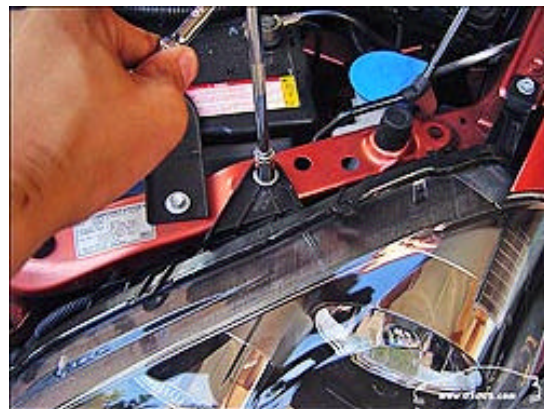
5. Once you are done, you can saw the side wall of the x-clip so you can easily slip the HID bulb in and out of the clip instead of trying to force the wires with harness through the small opening of the clip.



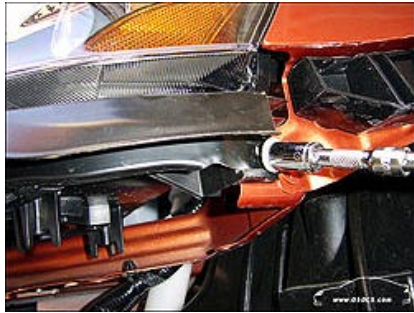
6. Rotate the bulb around and ensure that it fits snugly. Once you've passed this test, it's time to connect the kit:



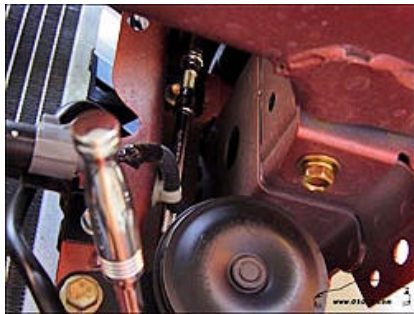
7. To remove the headlights you will need to remove the front bumper first. With the bumper off, start by removing the bolt and self-tapping screw from the top:



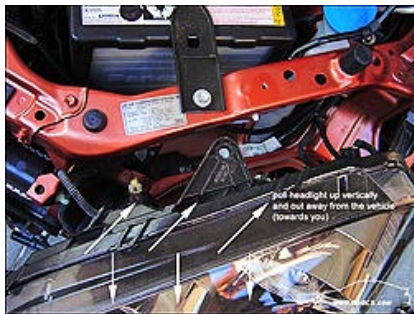
9. Next, unbolt the single bolt on the side:



10. And finally, unbolt another bolt behind the factory horn using a 13mm socket coupled with a 10" extender, adjacent to the radiator. This is a bit tricky so take your time.



11. With the necessary screws and bolts removed, lift up the headlight and pull it towards you

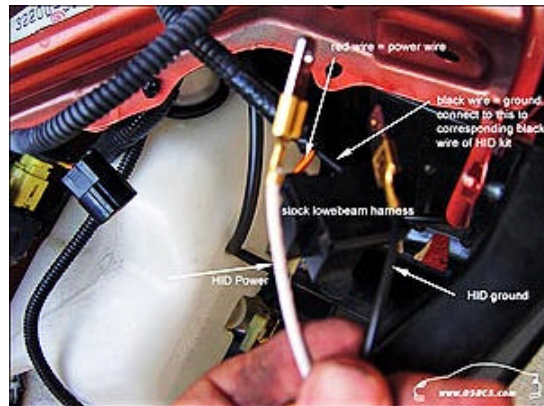


This may require some force, just be careful not to clip your fingers in the process

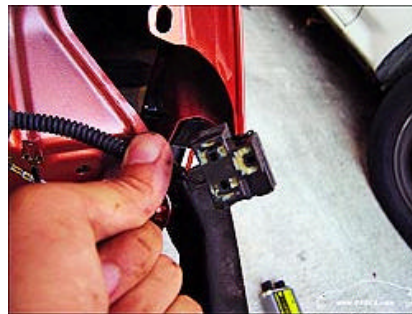
12. Depending on your kit, the next step may or may not be necessary. The McCulloch main power wires from the main wire harness consists of two pronged black and white wires per headlight, four total. These wires plug into your stock headlight harnesses.

Unless your kit came with pre-harnessed power wires where you can simply plug and play, you will have to manipulate these wires so they plug into their corresponding polarity of the stock headlight harness.

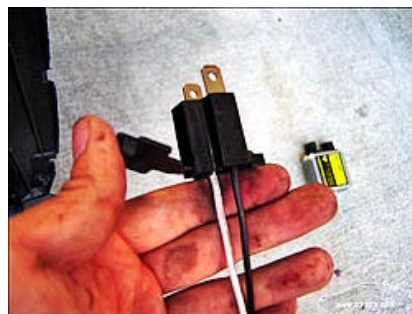
13. Take your headlight harness and compare it to the black and white HID power wires. The red/yel wire on the stock harness is power while the black is ground. The white wire from the HID power wire is power, while the black is ground. All you need to do is align them to their corresponding polarity as so:



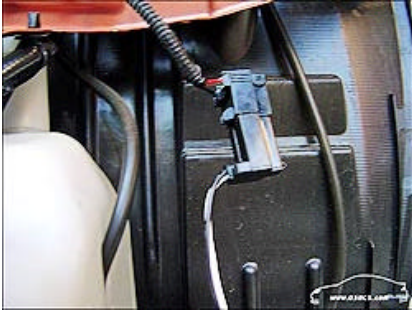
14. Another shot of the stock headlight harness:



15. Noting the position of the polarity, insert the black and white wires into the empty plug:



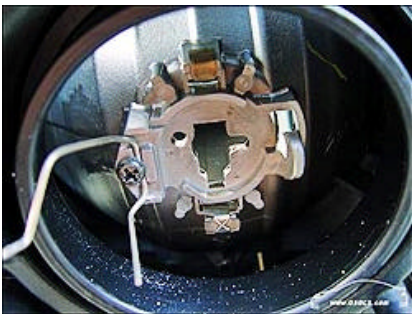
16. Close the retainer shut and snap it into place, then plug it into the stock harness. The white wire should feed into the red/yel wire; while the black wires should feed into each other:



17. Next, insert the HID bulb into the x-clip and rotate it around until the two circular indentation resembles the picture below:



The circular indentation locks into the corresponding holes in the headlight:



18. X-clip with HID bulb secured in place:



With weather sealant in place:



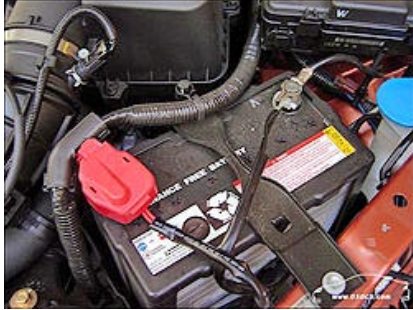
19. Next, take the wires from the HID bulb and plug it into the corresponding wire from the ignitors. The harness from these two components should be designed to compliment each other such that it is foolproof:



20. Plug the ignitor into the ballast and then the power harness into the ballast:



21. Repeat for the opposite headlight. Once all wires are plugged in, take the main HID wire harness and locate a red wire and a black wire. Connect the red wire to the (+) terminal of your battery and the black wire to the (-) terminal of your battery (or any part of your RSX's chassis).



22. Turn the headlight switch to ON and watch the HID power up. Leave it on for 30-seconds so they can fully charge up. If both units turn on without a problem, then you are ready to mount the ballasts and ignitors.



23. The ballasts are mounted underneath each headlight. The bottom of the headlights have three protruding holes. Align one of the mounting holes of the ballast to one of these protruding holes and secure with a self-tapping screw:



24. Next, use the included double-sided tape to secure the ignitor underneath the headlight, next to the ballast:



Repeat for the opposite headlight and re-install your headlights.

### THE FINISHED PRODUCT

