



Acura TSX Angel Eyes Kit

Installation Procedures



Required Tools and Accessories:

- POWER DRILL with variable drill bits (as suitable)
- SOCKET WRENCH: 10 mm
- SMALL AND LARGE FLAT-HEAD SCREW-DRIVER
- REGULAR AND LARGE PHILIPS-HEAD SCREW-DRIVER
- SOLDERING IRON (optional)
- WIRE LOOM - available at HOME DEPOT or any automotive stores
- ELECTRICAL TAPE
- 2" SPRING CLAMPS (minimum of 8)
- DREMEL TOOL OR UTILITY KNIFE (for cutting plastic)
- UTILITY KNIFE OR RAZOR BLADE (for separating headlight housing)
- QUICK GRIP GLUE (as pictured) – available at WALMART stores or manufacturer at www.beaconcreates.com
- SILICONE ADHESIVE SEALANT (sample pictured) – available at any automotive stores or manufacturer at www.permatex.com



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Product of: GotXenon, Inc.

1. Remove the front bumper cover. Two people will make this task easier and lessen the possibility of damage to the front cover or paint.

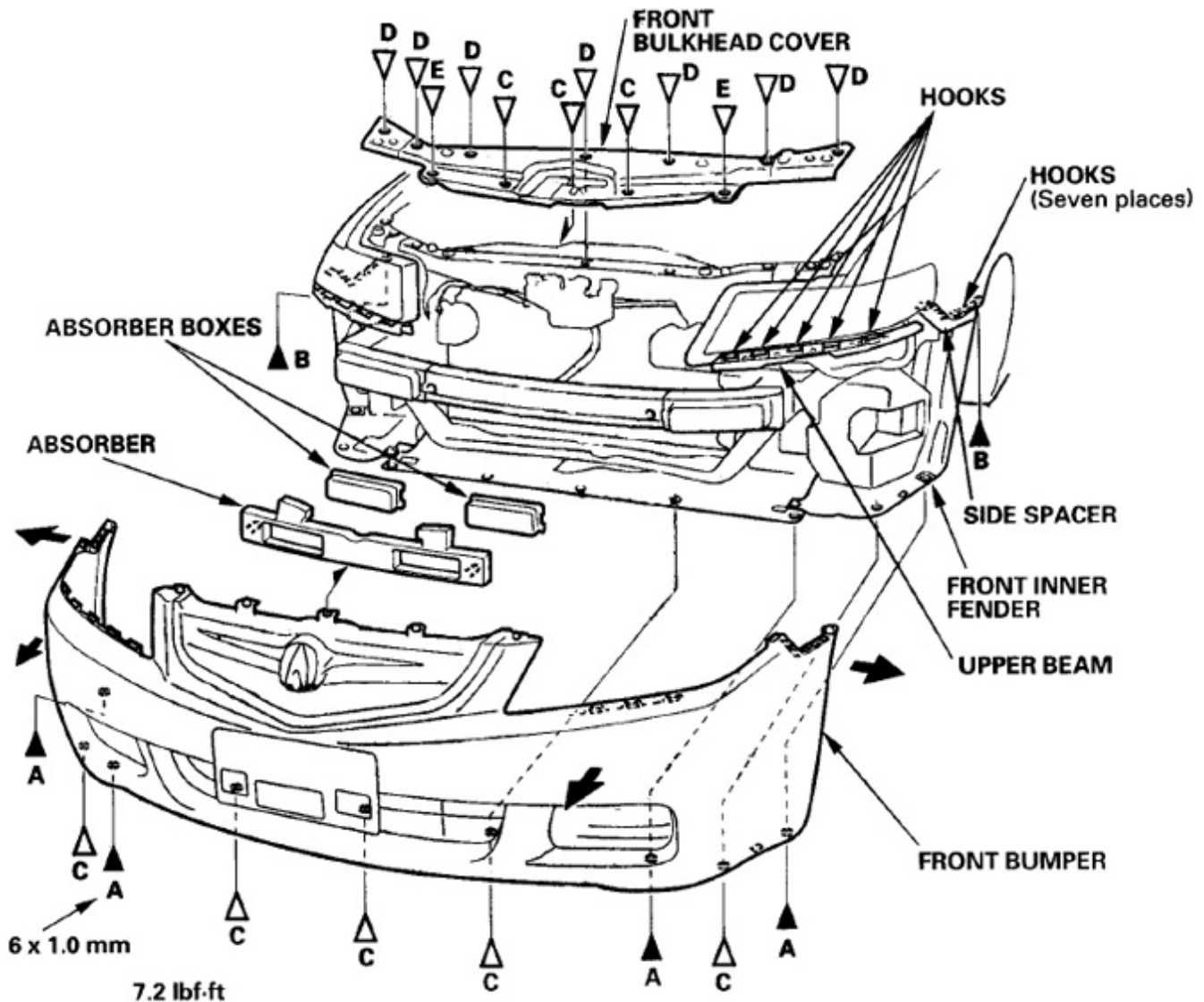
- Undo front bumper cover by removing marked clips, screws and bolts from perimeter of cover along grille area, along inner fenders, and along bottom of cover.

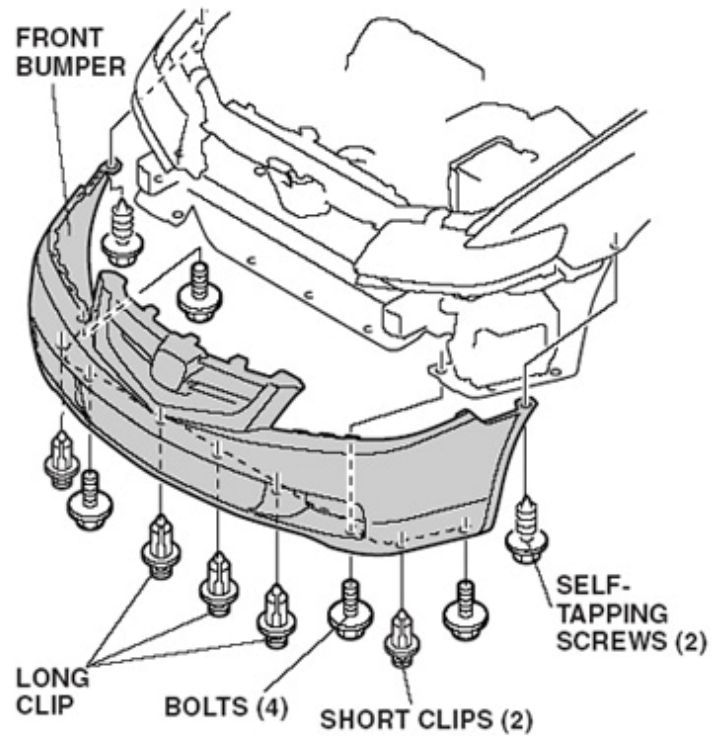
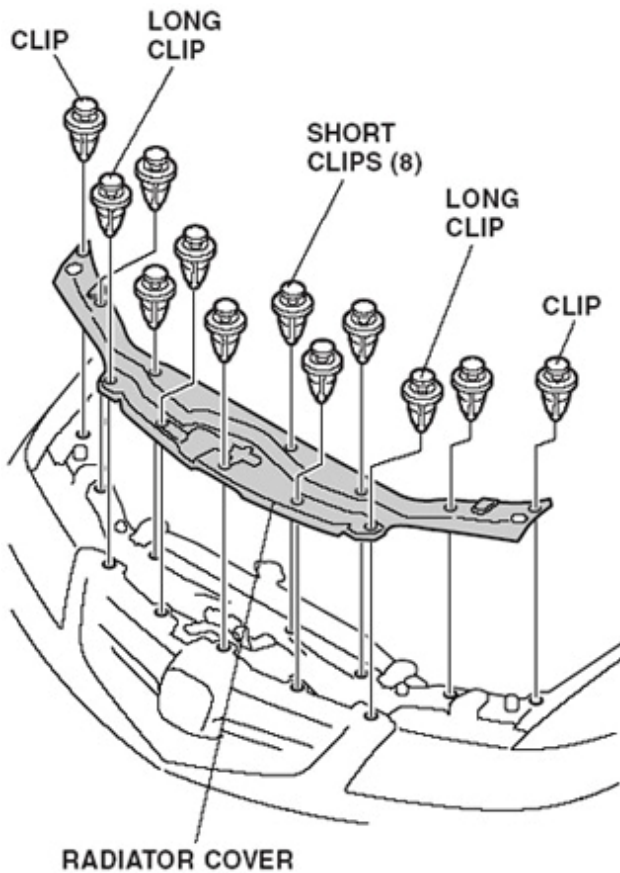
- Remove cover from vehicle by gently pulling cover from clips along fender and under headlamps.

- Place front cover on a blanket or soft cloth to avoid damaging paint finish.

Fastener Locations

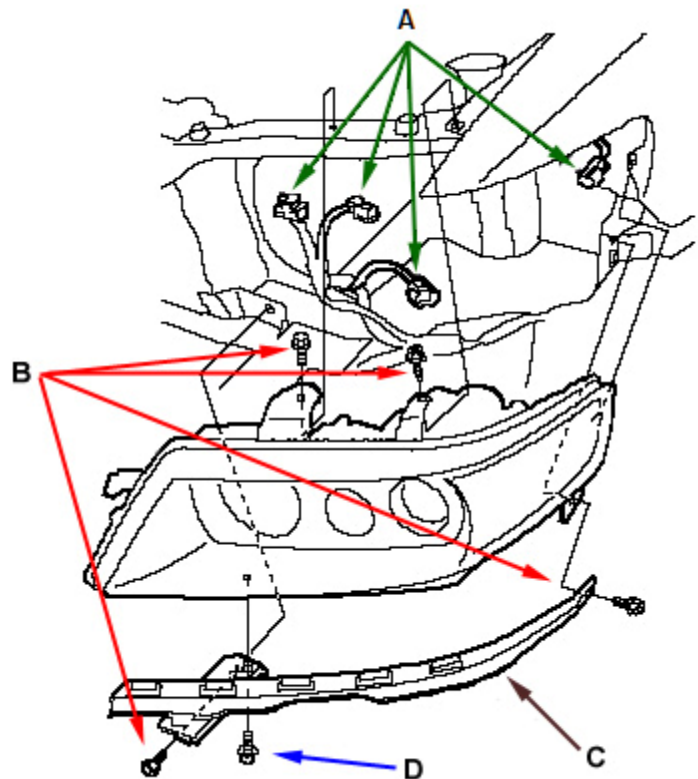
A ▶ : Bolt, 4 B ▶ : Screw, 2 C ▶ : Clip, 8 D ▶ : Clip, 7 E ▶ : Clip, 2





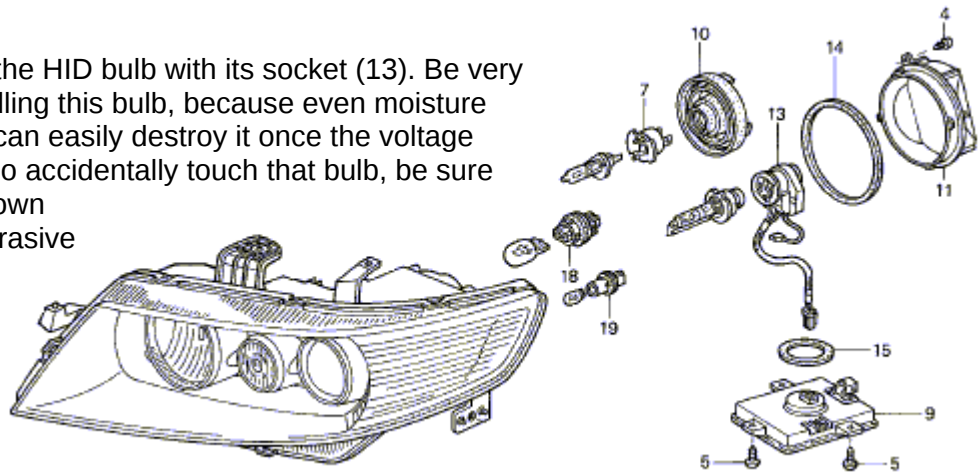
2. Remove the Left headlight:

- Unplug 4 connectors (A);
- Using a 10 mm socket wrench remove 4 bolts (B);
- Carefully pull the headlight out;
- Remove lower support bracket (C) by removing bolt (D);



3. Disassemble the headlight:

- Remove turn signal bulb with its socket (18) and repeat for the corner light (19);
- Remove rubber cover (10), then the high-beam bulb with its socket (7);
- Remove screw (4). This screw has an unusual diamond head, however, it can be easily removed with a small flat-head screw driver;
- Unscrew cover (11), and make sure that seal (14) does not get misplaced (for later reassembly);
- Remove inverter (9) by removing 3 screws (5) using a large Philips-head screw-driver. Then unplug the bulb harness. Make sure that seal (15) does not get misplaced (for later reassembly);
- Carefully remove the HID bulb with its socket (13). Be very careful when handling this bulb, because even moisture from your fingers can easily destroy it once the voltage is applied. If you do accidentally touch that bulb, be sure to gently wipe it down with a dry, non-abrasive cloth, to remove any moisture.



- ### 4. Remove salt bag from the inner wall of the HID compartment. It is attached with a dual side adhesive tape (as shown on the below picture). You can gently pry it off using a dull, flat-head screw-driver. Be careful not to puncture the bag. Lift it only underneath the black tape.



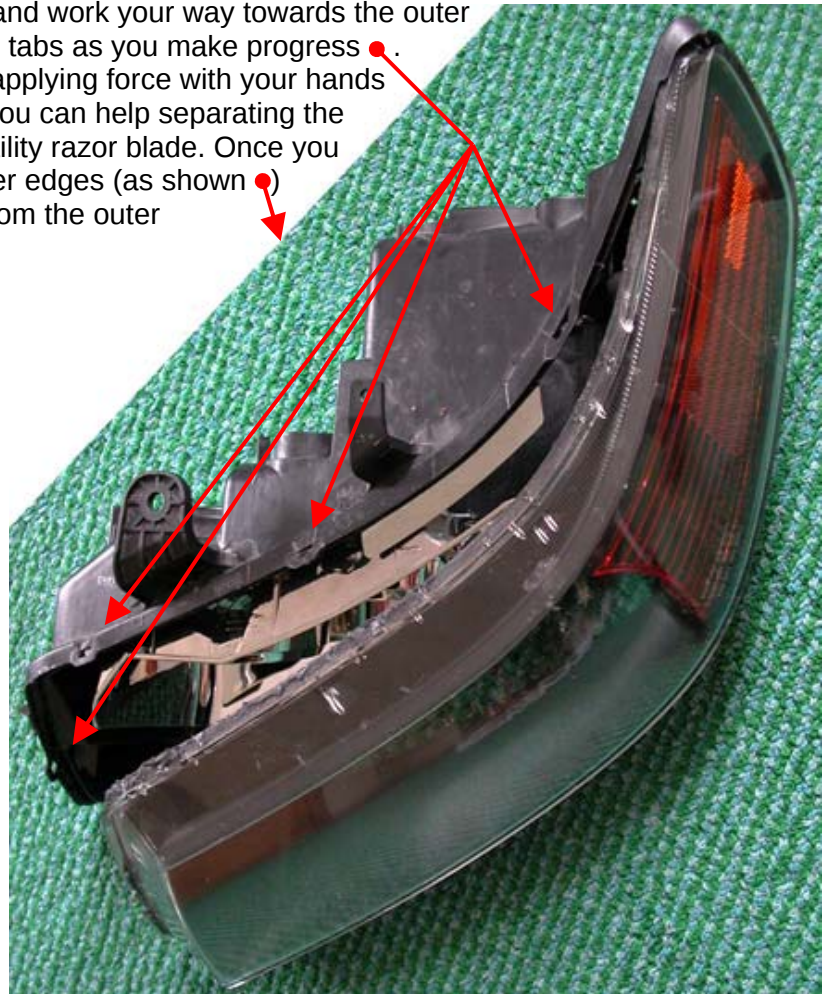
For the purpose of this installation, the HID projector has also been removed. This however is unnecessary, unless you prefer to have more access to the rear of the chrome assembly during the installation.

5. Prepare an oven.
Use a towel on top of grill and position the headlight bottom up on that towel, checking to make sure that no metal parts of the oven are touching the headlight assembly.

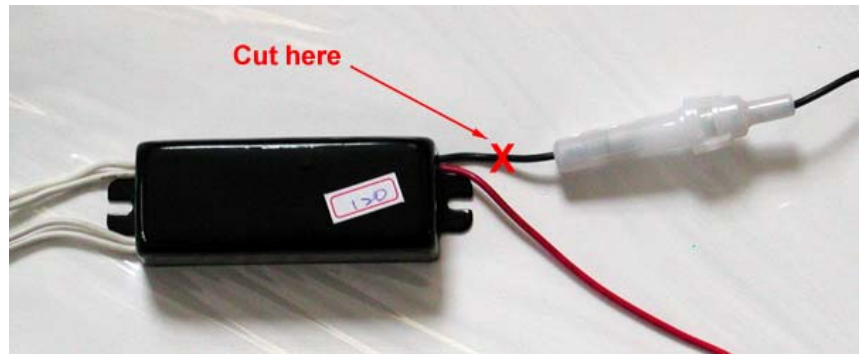
Heat up your oven to 200°F and leave the headlight in the oven for 10 minutes.



6. Using a large flat-head screw-driver, start separating lens from the housing at the inner (high-beam) side of the headlight, and work your way towards the outer (corner light) side. Be sure to lift up tabs as you make progress. Continue gradually on both sides, applying force with your hands to both the lens and the housing. You can help separating the adhesive glue by cutting it with a utility razor blade. Once you separate the inner, upper, and lower edges (as shown) pull the lens forward to remove it from the outer edge of the housing.



7. Cut the black wire of the included inverter in the marked spot. For now leave the fuse holder on a side, and connect the inverter's side of the black wire to the included spare black wire – this way extending it. You should ideally solder the connection, or at least twist the wires securely together and isolate that connection with electrical tape. The following pictures will still show the fuse holder attached to the inverter, however, at this point it should not be.



8. There are 2 options for installing the included inverter. You should evaluate both before making your choice:

- 8 a. Internal – simply attach the inverter using the included dual-side adhesive tape in the position close to the central swivel point underneath the chrome assembly (as shown below).



- 8 b. External – you can position the inverter on the outside wall of the HID compartment,



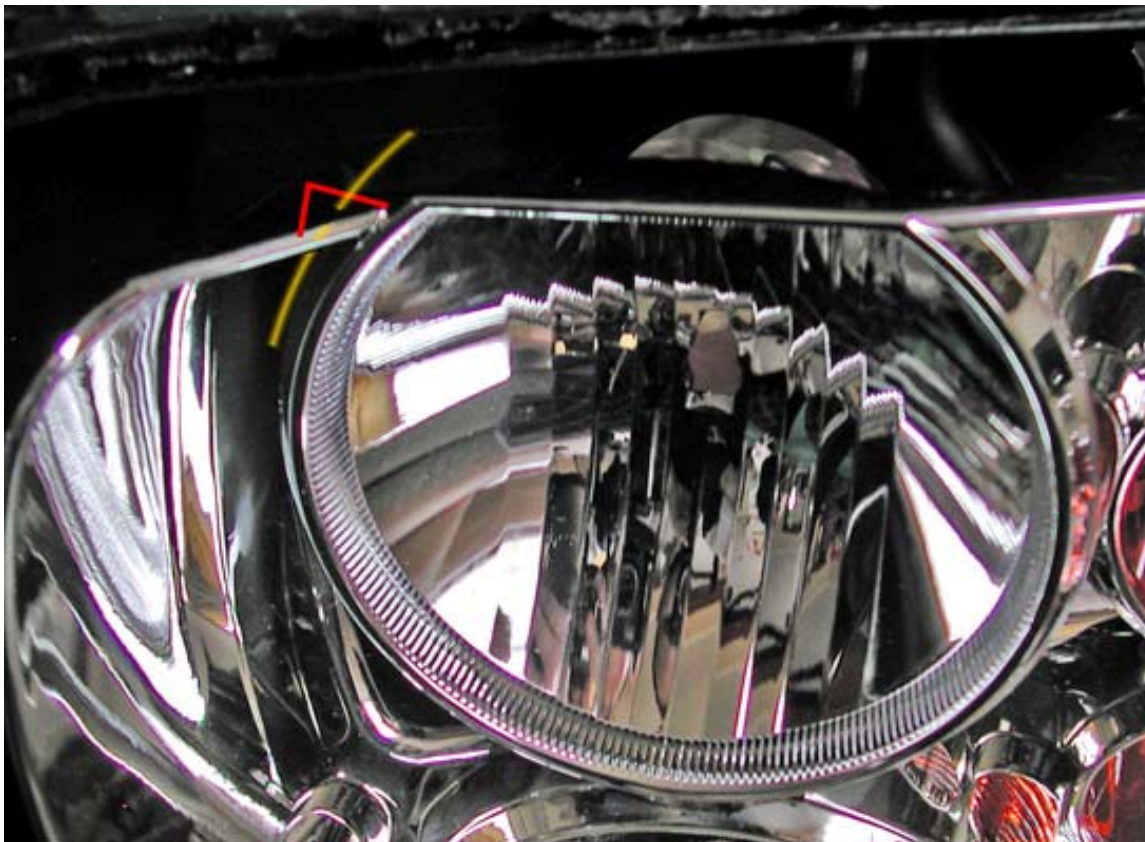
but because this wall accommodates the salt bag on the inside, you cannot drive screws into it from the outside. You will have to drill holes and insert some bolts from inside the compartment (as indicated by the red arrows). Since this is an external application, using the included adhesive tape alone will not be sufficient.

9. If you have chosen internal installation, the best way to run wires of the inverter outside is at the spot marked with a red **X** on the above picture. You will have to drill a hole considerably larger than the wires you will be running out. Then run both red and black wires through that hole, making sure they are not too tight or too loose and are not in a way of any moving parts of the chrome assembly. Seal that hole with silicone adhesive sealant. Please note: applying that sealant only to the plastic surface will not provide a lasting seal. The hole will have to be considerably larger than the wires, or the sealant will not have room to bind on both sides of that hole.

Alternatively, you can run the wires through the high-beam opening of the housing, and would have to later punch a small hole through the rubber cover (#10 in step 3 above).

If you have chosen external installation of the inverter, please do not drill any holes until you mount the rings and then make sure their wires are of sufficient length to run them through your desired access hole. If the wires prove too short for the access spots indicated above, you may need to choose another point closer to the HID compartment wall.

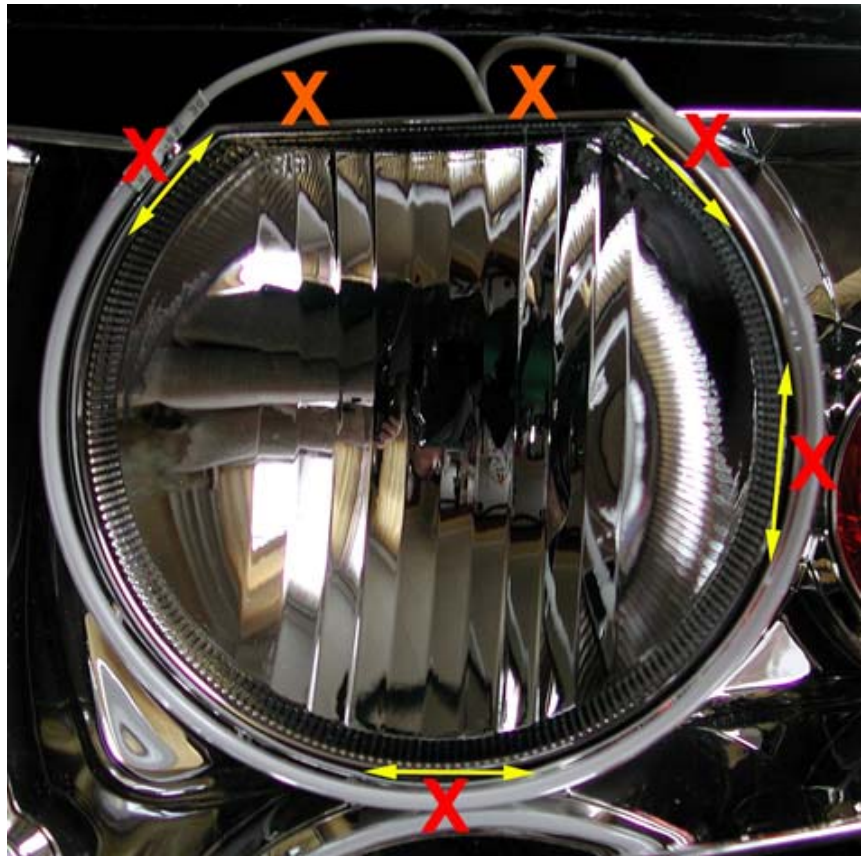
10. Before mounting the larger CCFL tube, you will need to cut a corner in the chrome assembly, as indicated by the red mark on the below picture, or drill a hole as indicated by the yellow line, so that the tube would fit through it. You can accomplish that with a Dremel tool, or a utility knife. Be very careful with these tubes. They are made of thin glass, and applying force may crack them easily. Therefore avoid stretching or bending them.



11. Read Quick Grip manufacturer's instructions on how to properly use that glue.

Using the Quick Grip glue, attach the larger tube in the spots marked by red X, spreading the glue the length of the yellow arrows. Don't worry if too much glue gets on either surface, because once it starts drying, you can rub off the excess glue with your finger, or any other non-abrasive object (i.e. a piece of a folded index card).

However, removing the glue from some areas may become cumbersome due to limited access, therefore try not to put too much glue.



Once the tube is secured in place, gently bend the wires of the tube and glue them to the top surface in the spots marked by orange X.

After the headlight is assembled, the top of that projector will not be visible at all, thus you don't have to worry about neatness when attaching the wires on top.

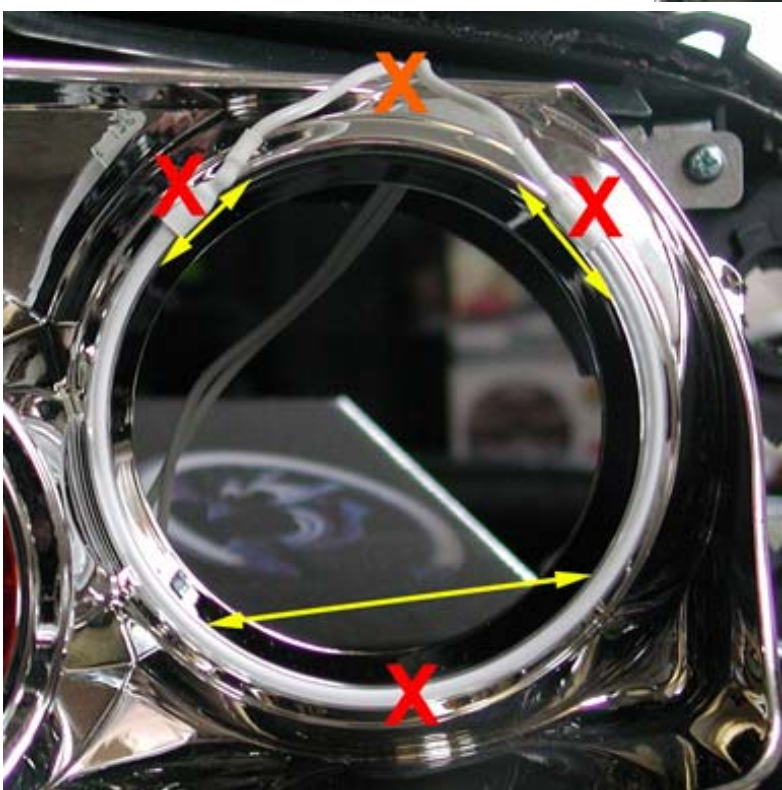
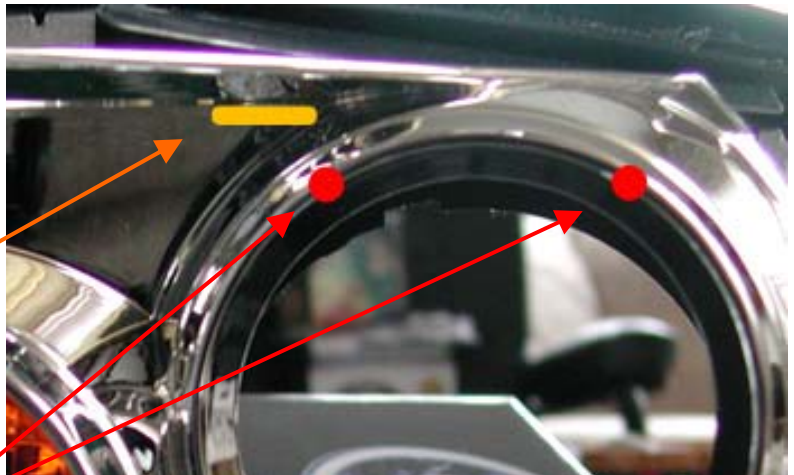


- 12.** Before attaching the smaller CCFL tube, consider different options of running the wires of that tube.

The most balanced approach is to drill a hole as indicated by this orange mark, and feed the plug with wires through that hole.

The “cleanest” but most difficult method is to very carefully (using high-speed Dremel tool) drill 2 holes as indicated by red dots, remove individual wires of the tube from its plug, and feed them through the holes. The position of those holes would have to be measured precisely, because stretching or bending the tube will cause it to crack under pressure. The connections at tube’s ends would have to be very gently bent before inserting. The picture to the right shows the end result of that method.

Alternatively, the easiest method is to leave the wires on top, as shown below.



- 13.** Similarly as in step 11 above, attach this tube as indicated on the picture to the left.

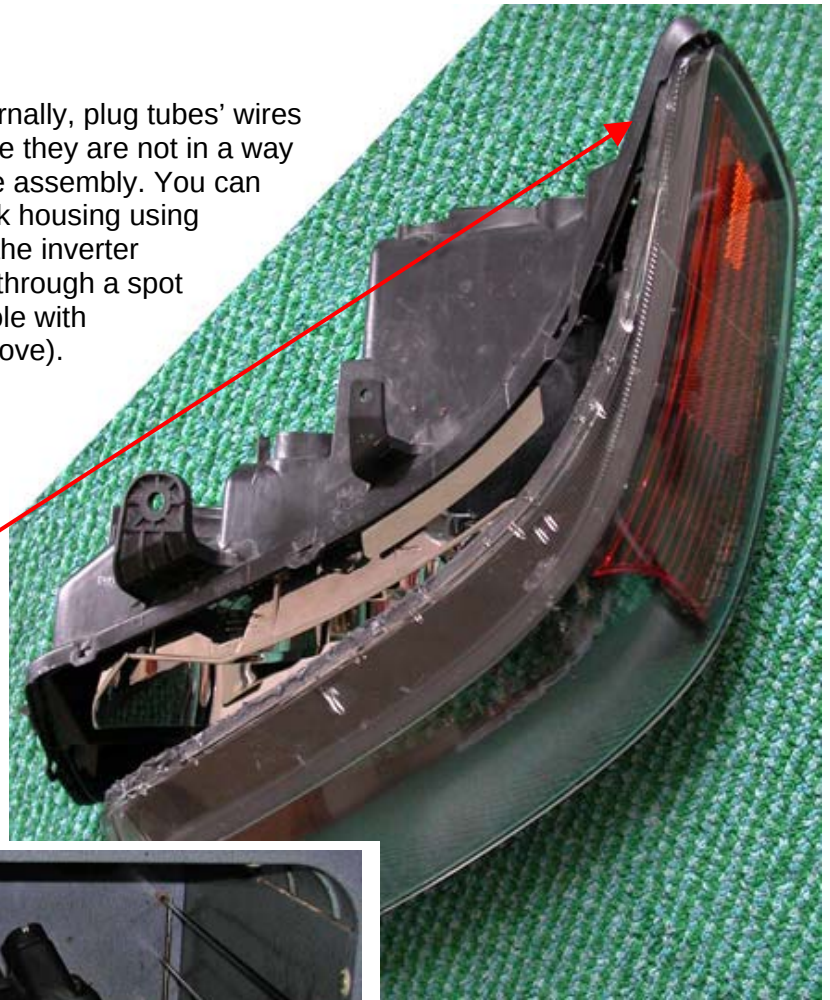
If you left the wires on top, use glue to attach them as indicated by the orange X.

Else, add glue into holes through which you fed the wires.

14. If you've installed the inverter internally, plug tubes' wires to the inverter's wires, making sure they are not in a way of any moving parts of the chrome assembly. You can attach them to surface of the black housing using electrical tape. If you've installed the inverter externally, lead the wires outside through a spot of your choice, then secure the hole with sealant (as explained in step 9 above).

15. Thoroughly clean all parts of the headlight, and insert the lens as much as you can on the outer side (as shown on this picture ●).

Then attach the whole lens to the housing and insert into oven, bottom up, for 10 minutes at 200°F. Make sure the headlight does not touch any metal parts of the oven.



After 10 min., remove it and clamp it together for another 10 – 15 min. You may need to move the clamps to different spots to insure proper

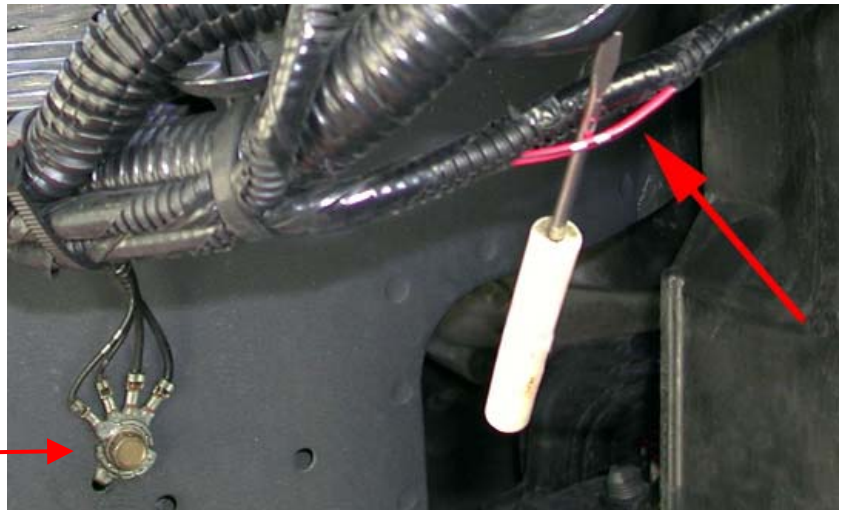
fitting. Make sure that all tabs align, and that the outer side of the headlight is inserted all the way in.

Repeat this process of heating and clamping at least once more.



16. Attach (solder and isolate with electrical tape) the fuse holder you removed in step 7 above, to the **red** (positive side) wire of the inverter (the red wire you ran outside the headlight). Extend the wire on the other side of that fuse holder with the included extra red wire.
17. Starting from the headlight housing, enclose both black and red wires (with the fuse holder) in a wire loom of about 1.5 ft in length, so that the ends of black and red wires will still be accessible. Then securely tie the wire loom with electrical tape to minimize access of moisture to the fuse holder.
18. Following instructions from steps 2, 3 and 4 above, in reverse, reassemble and install the headlight.
19. Connect the red wire to the red/black wire located underneath the headlight, in the harness running to the corner light (parklight) bulb of the headlight. This red/black wire is indicated on the picture to the right with the big red arrow.

Connect the black wire to one of the black wires of the ground point underneath the headlight .



20. Repeat steps 2 to 19 above to perform installation on the Right headlight.
21. Test the Angel Eyes by turning on your engine, and then turning on your parklights.
22. Using instructions from step 1 above, in reverse, install back the front bumper.



NOTE: The above wiring instructions of steps 16 to 19 integrate your Angel Eyes into the OEM parklights circuit. Alternatively, you can skip steps 16 -19 if you order a separate Angel Eyes harness with a dedicated relay and fuse, as shown on the below diagram and picture. Using that dedicated circuit will allow you more integrity and control over the Angel Eyes. For instance, you'd be able to install a separate switch that would control Angel Eyes, so that they would not have to be always on whenever your parklights are on.

This harness comes complete with all necessary hardware, connectors, zip ties, and its own thorough installation instructions.

To place your order for this complete harness kit, please email your direct request to: peregrine@pl-us.com, or contact GotXenon, Inc.

