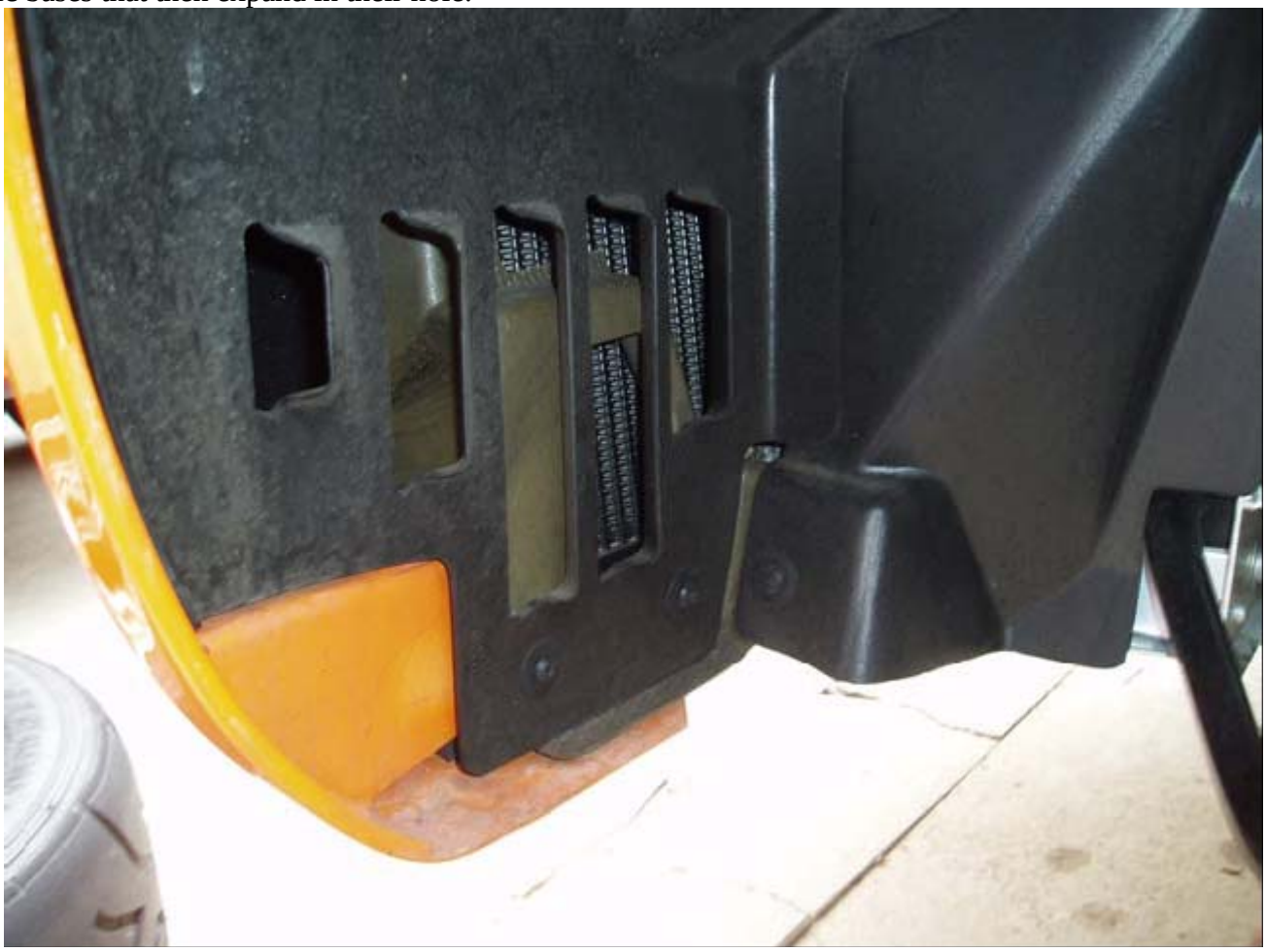
Sector 111 HID Installation DIY BY Elisetalk's Odeon

Jack up the car and take the wheel off. You will see three screws that hold the inside front plastic guard to the clam, two screws on the bottom and one at the top.

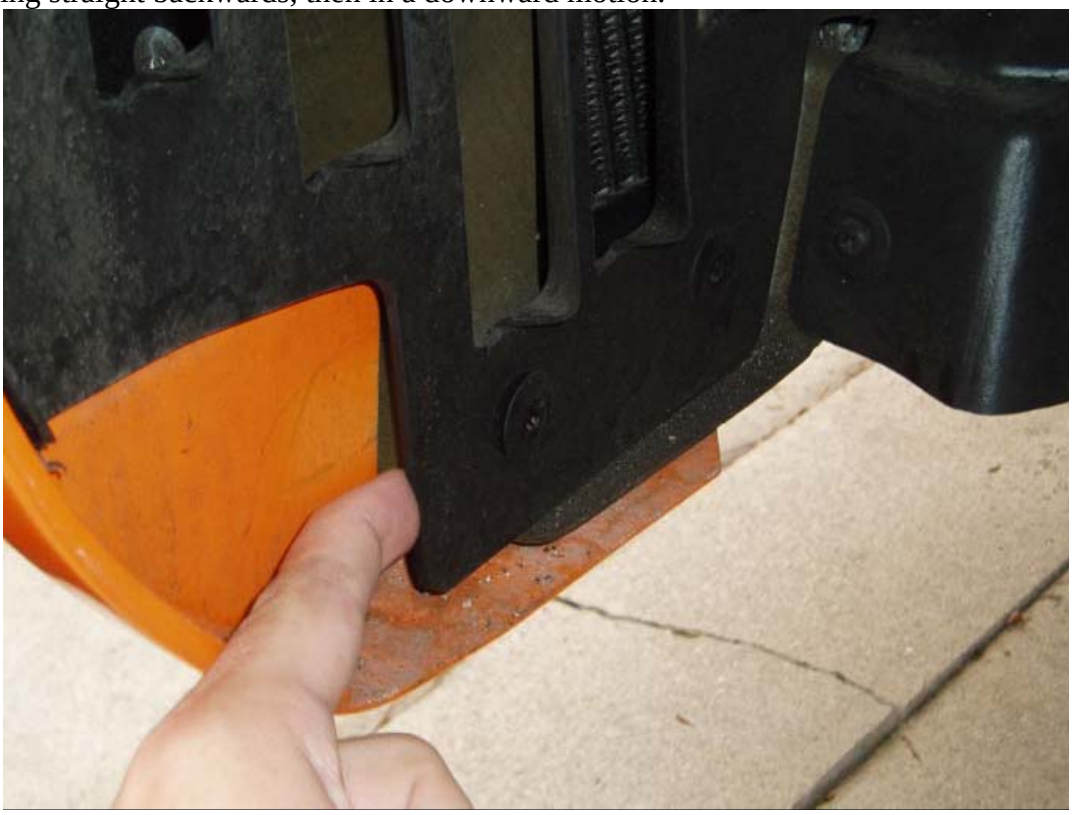
The two on the bottom are the plastic type that don't really screw into anything other than their plastic bases that then expand in their hole.



The top screw is a 'real' screw

Undo the top screw first, then the bottom two. Take the screws out completely.

Once the bottom screws are out, just get your finger behind the plastic guard and with a little force the panel comes out with the screw mounts still attached. Remove from the bottom first by pulling straight backwards, then in a downward motion.

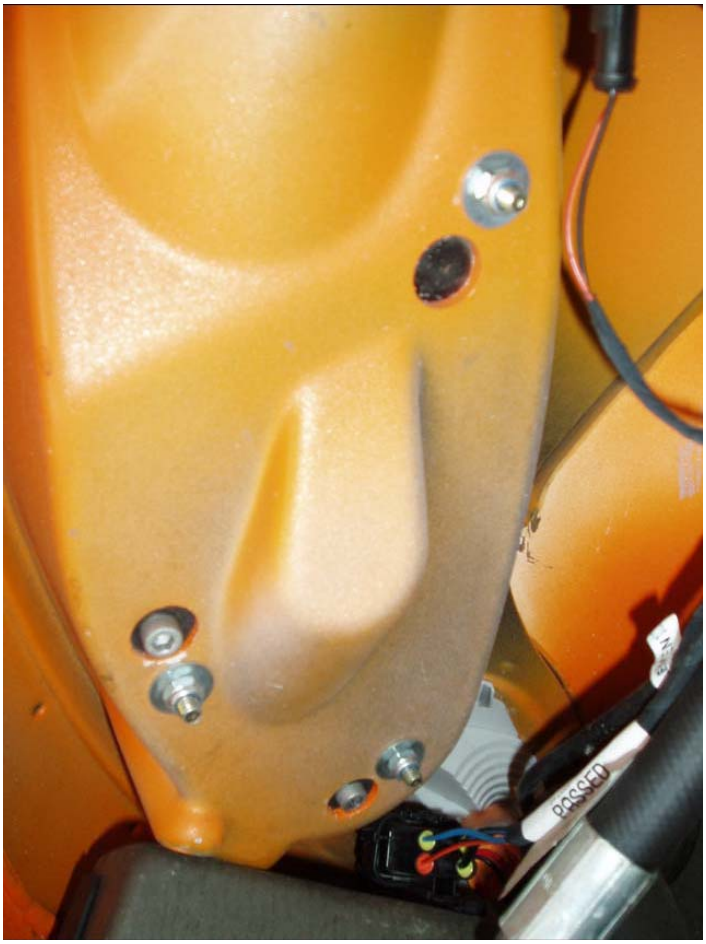


At the top of the plastic guard it slides into the adjacent piece, this is why you remove in a downward motion.

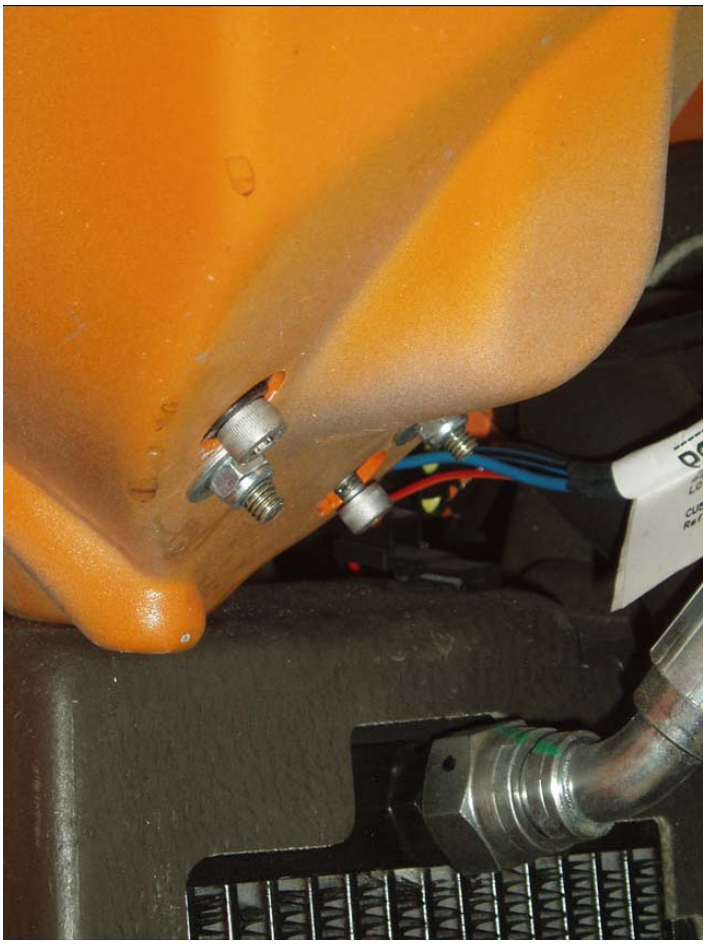
Here is a picture of your parts list so far. If you have more than this you have done something wrong already.

This is roughly what it should look like now that the cover guard is off.

A close-up of the area you will be working on. The three nuts hold the lamp assembly to the clam. The three alen-bolts hold the lens cover to the clam.

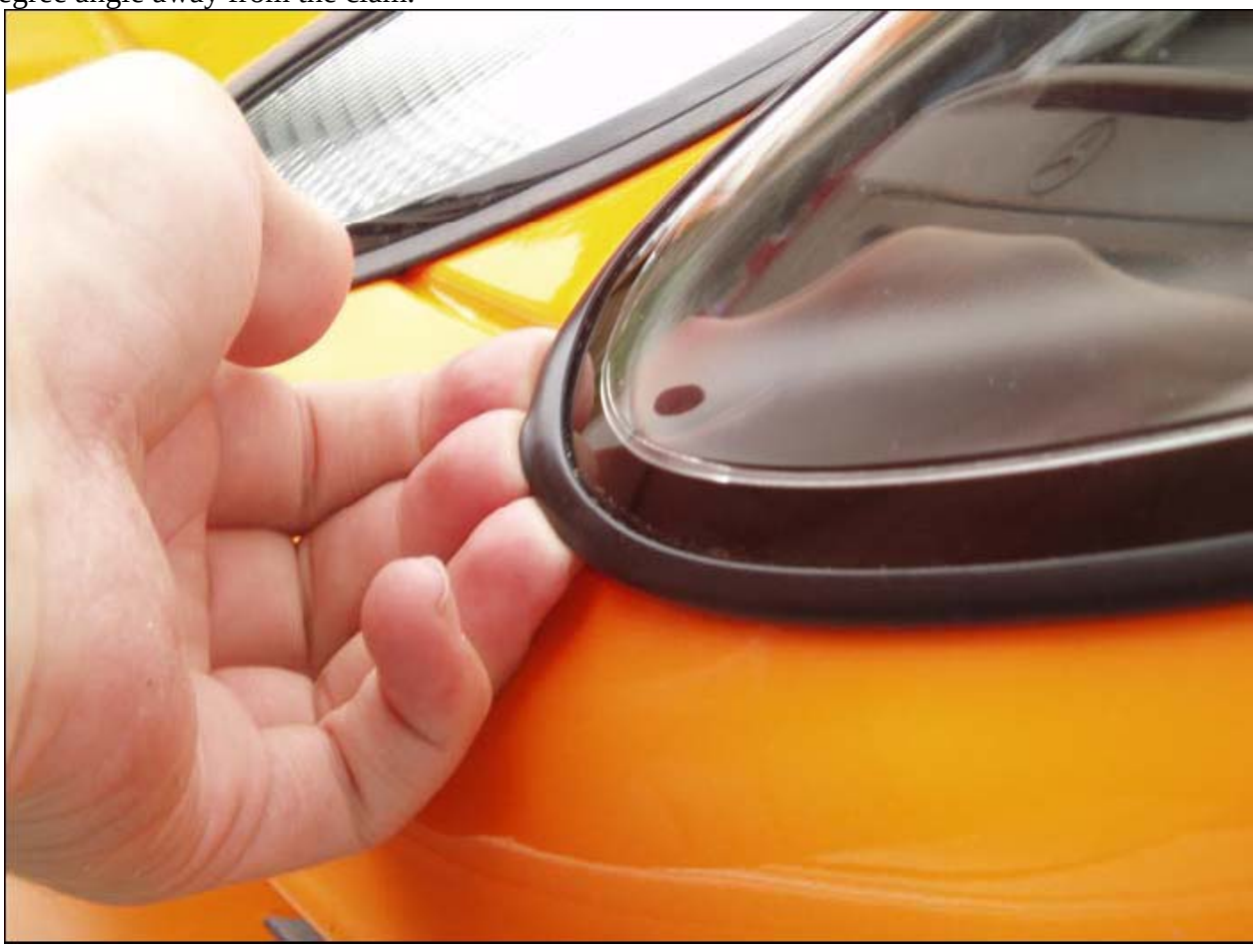


Undo the three alen-bolts first.



Add these to your parts list. By the way, the use of different washer sizes and the fact that on the other side of the car you may have NO washers at all, lets you know that this vehicle was made in the UK.

Use your fingers to get under the lens cover and gently pry upwards and forwards at approx 45 degree angle away from the clam.



The entire lens cover starts to get loose here.

You want to pull forward and up on the lens, because there are some metal clips that the screws, screw into and they want to ‘catch’ on the light assembly.

Now the lens cover is off, this is what it should look like. (Your colour may vary.)

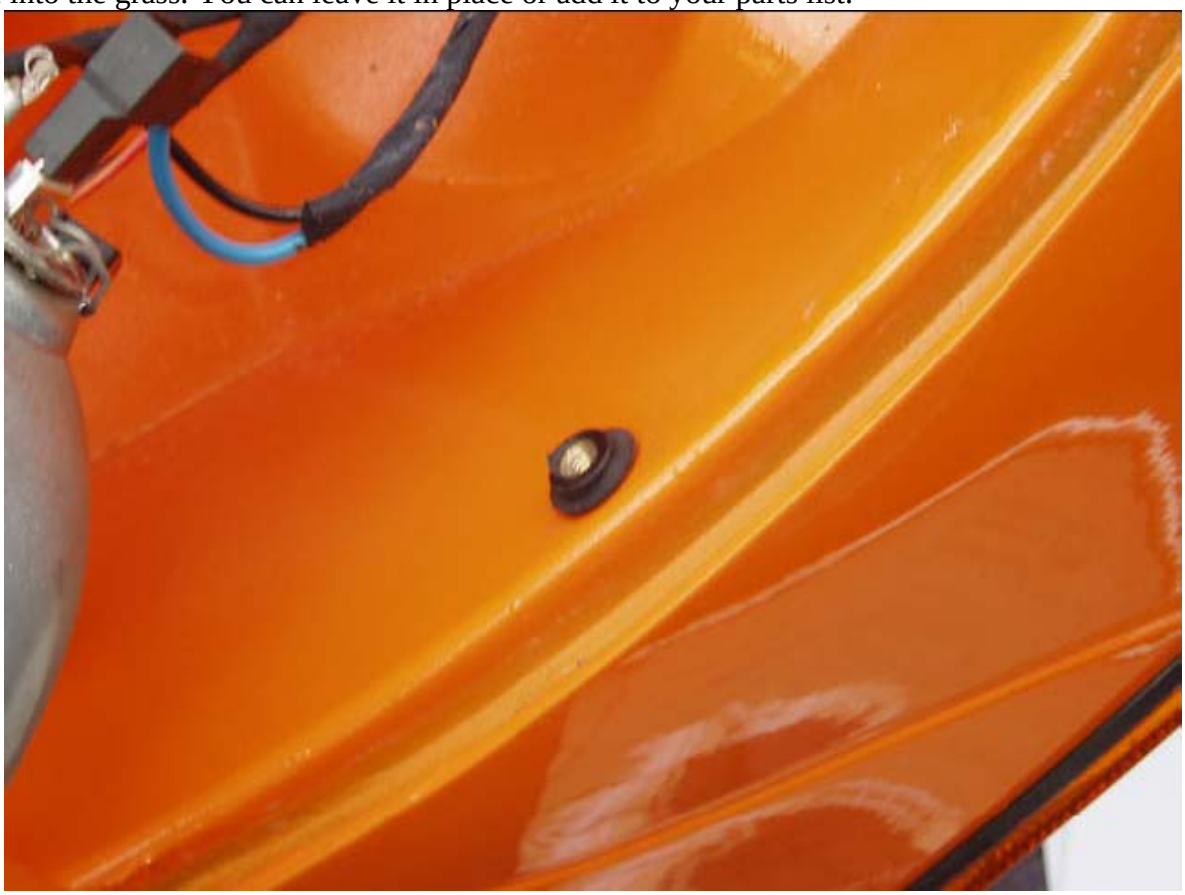
Make sure that all three of those metal clips are on the lens cover and not fallen off into the grass.

Now back underneath. Take off the nuts that hold the lamp assembly to the clam.

Add these to your parts list.

You will notice that there is one bolt on the side that you can only get from the top.
Undo this by hand or by small wrench.

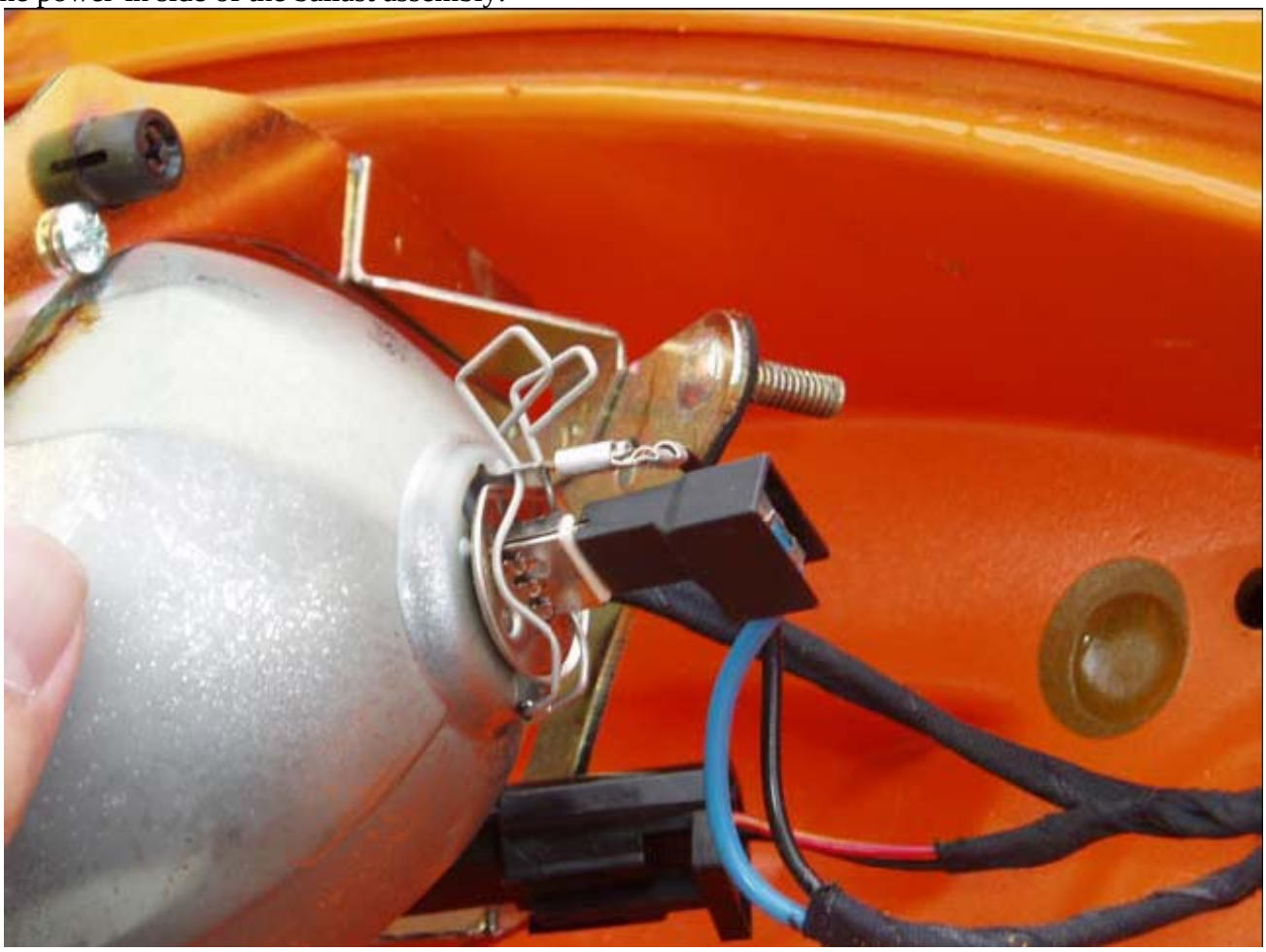
This is what that bolt was screwed into. Don’t loose this, because it is prone to just fall out and roll off into the grass. You can leave it in place or add it to your parts list.



Add these to your parts list.

Now gently lift out the lamp assembly. You need good access to this top area.

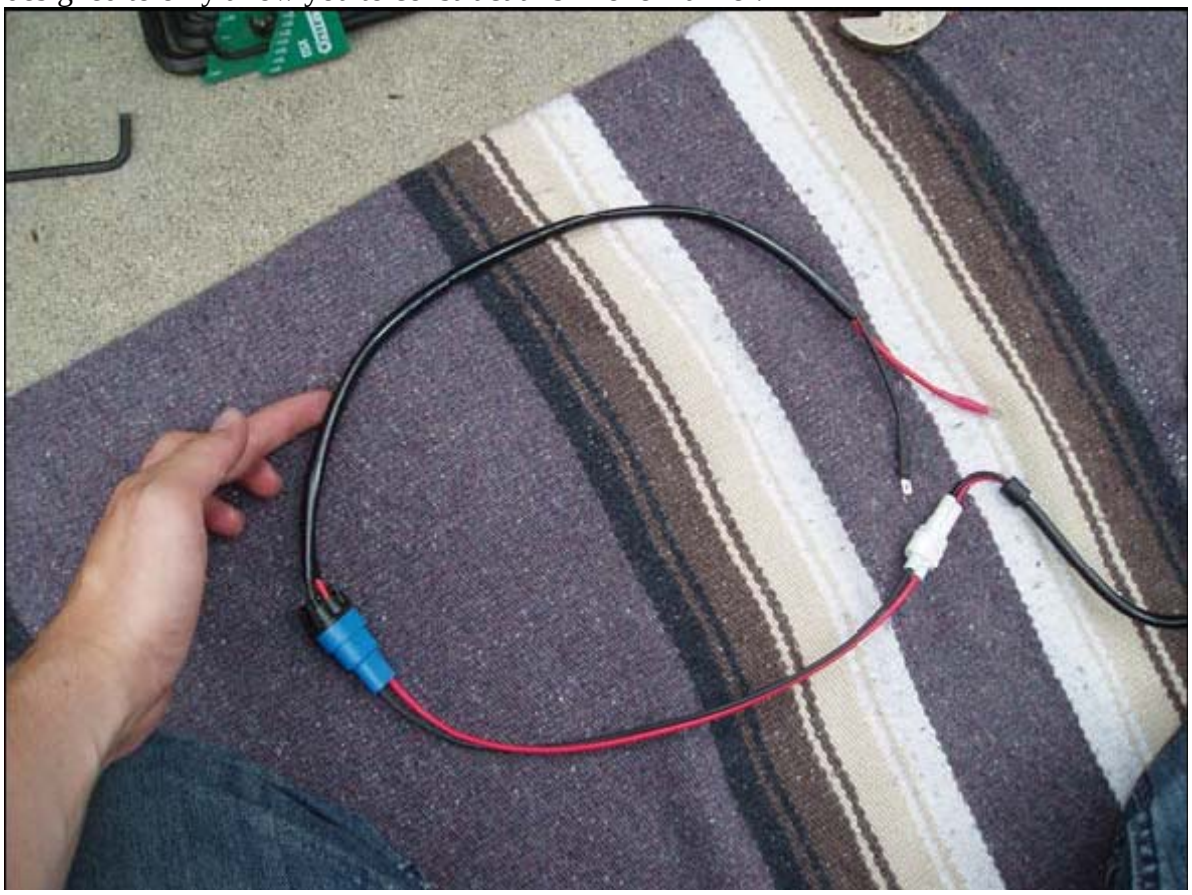
These two connectors shown here will be detached from the OEM bulb and be used to plug into the power-in side of the ballast assembly.



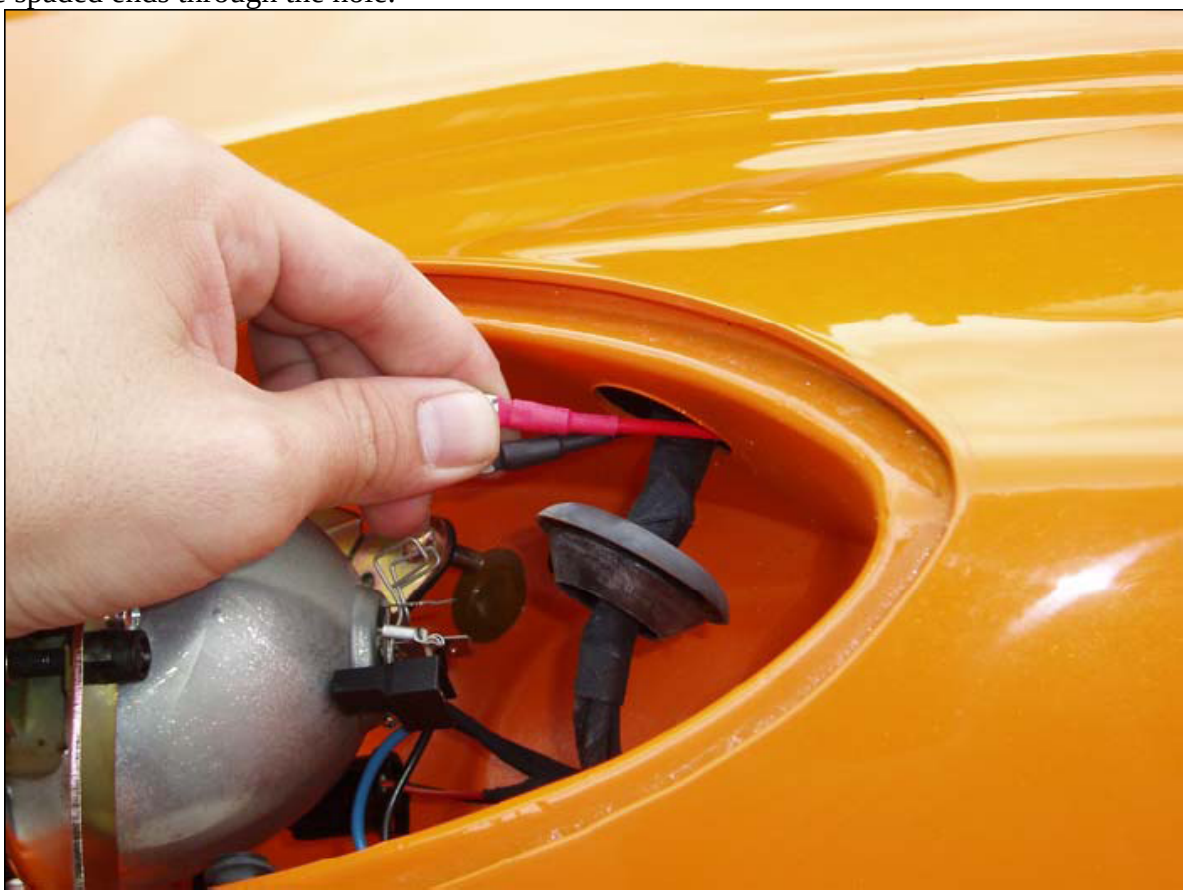
Loosen up the rubber pass-through part.

Get it all the way out.

Now assemble the wires that connect to the ballast. The two male ends (3-oclock in the picture below) are going to plug into the female ends that originally plugged into the back of the OEM light bulb (shown prior). The middle connector/adapter gives us some length. The ballast is not shown here (sorry), but just off to the right. The plug assemblies are designed to only allow you to construct this in one manner.

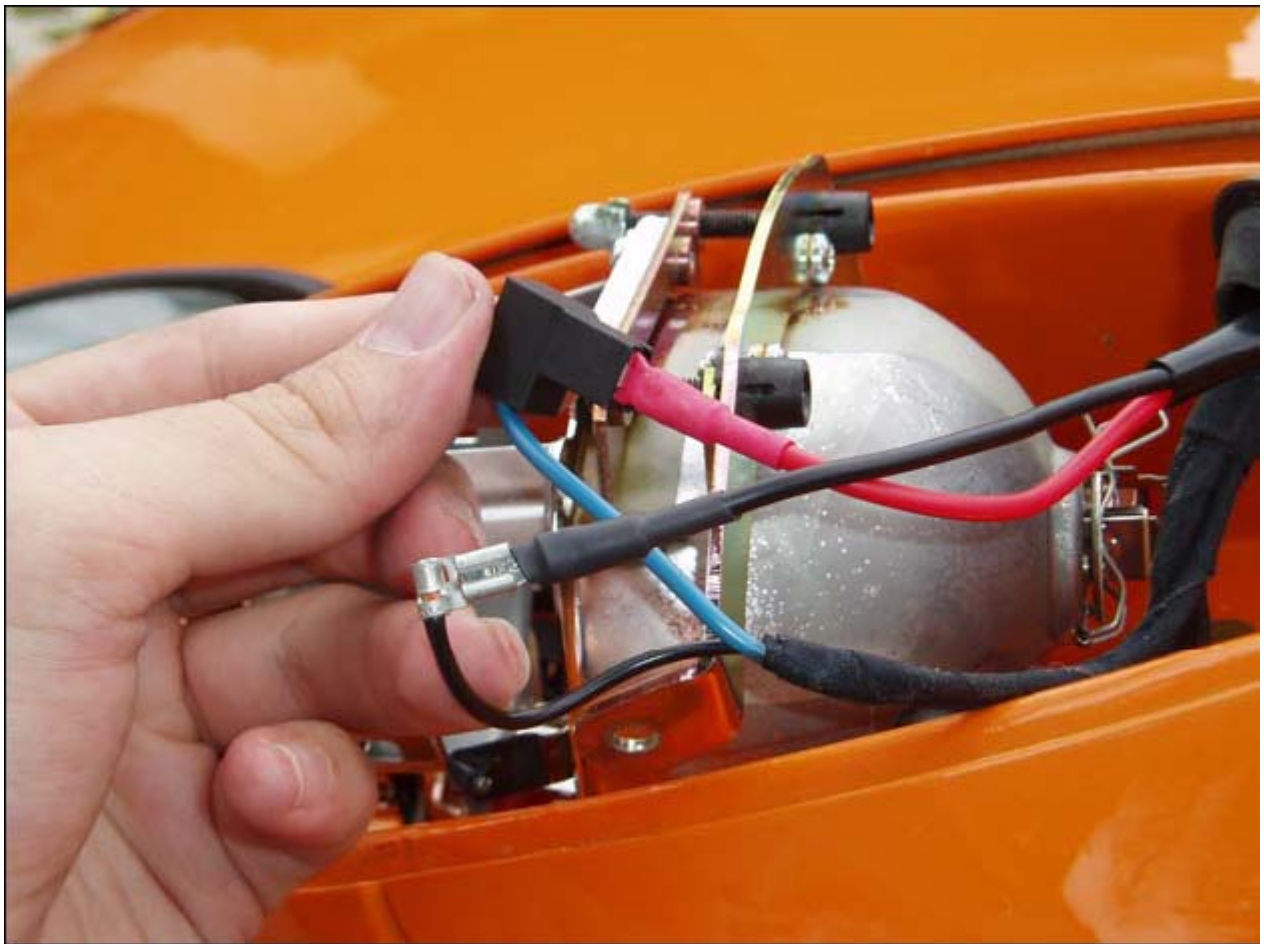


Shove the male spaded ends through the hole.



Push them through the rubber washer.

And attach them to the female ends that were attached to the OEM bulb.



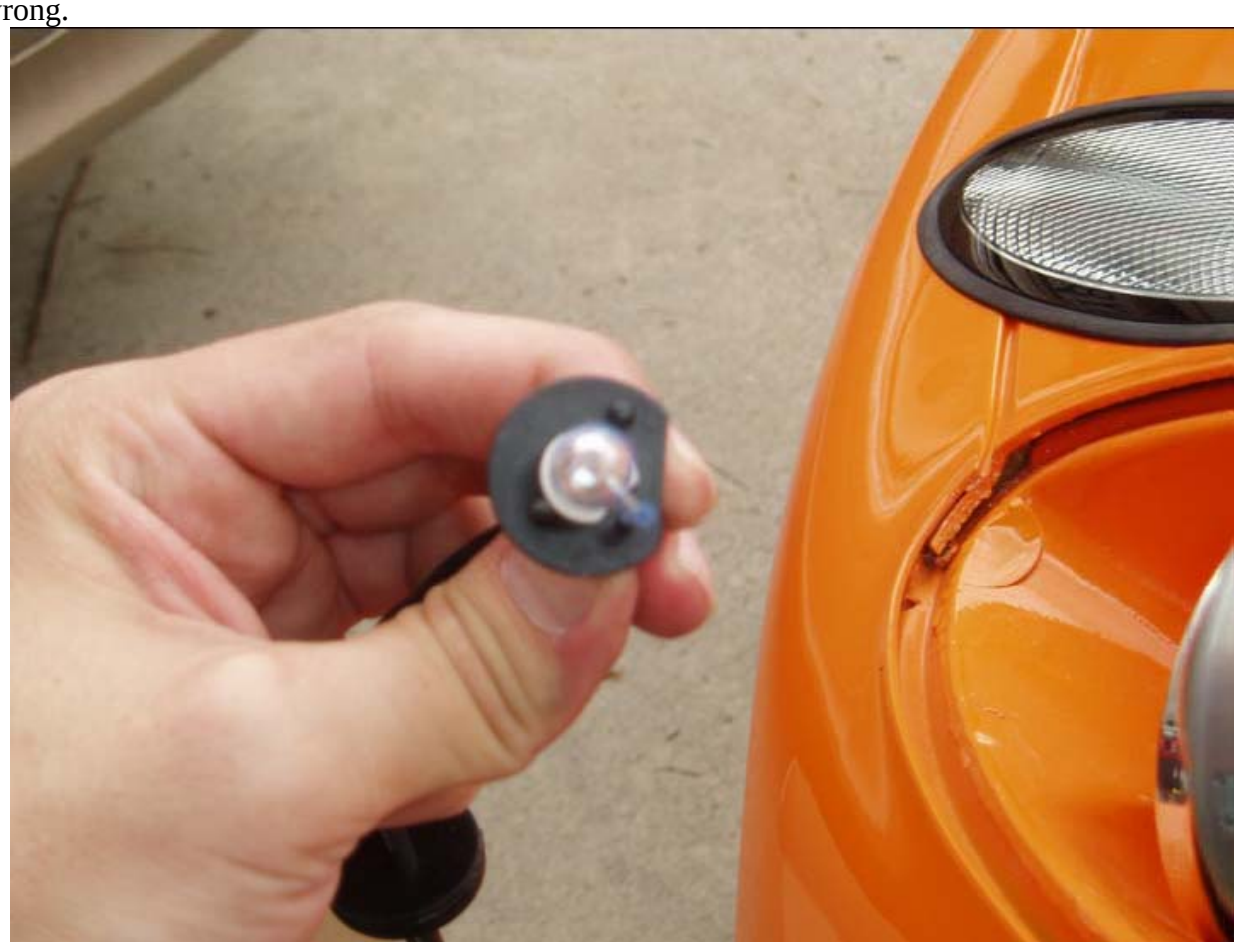
You may have to pinch down the end of the negative female connector, it was too ‘loose’
for the new male to fit into!!

Now pull out the OEM light bulb by undoing the clips as shown.

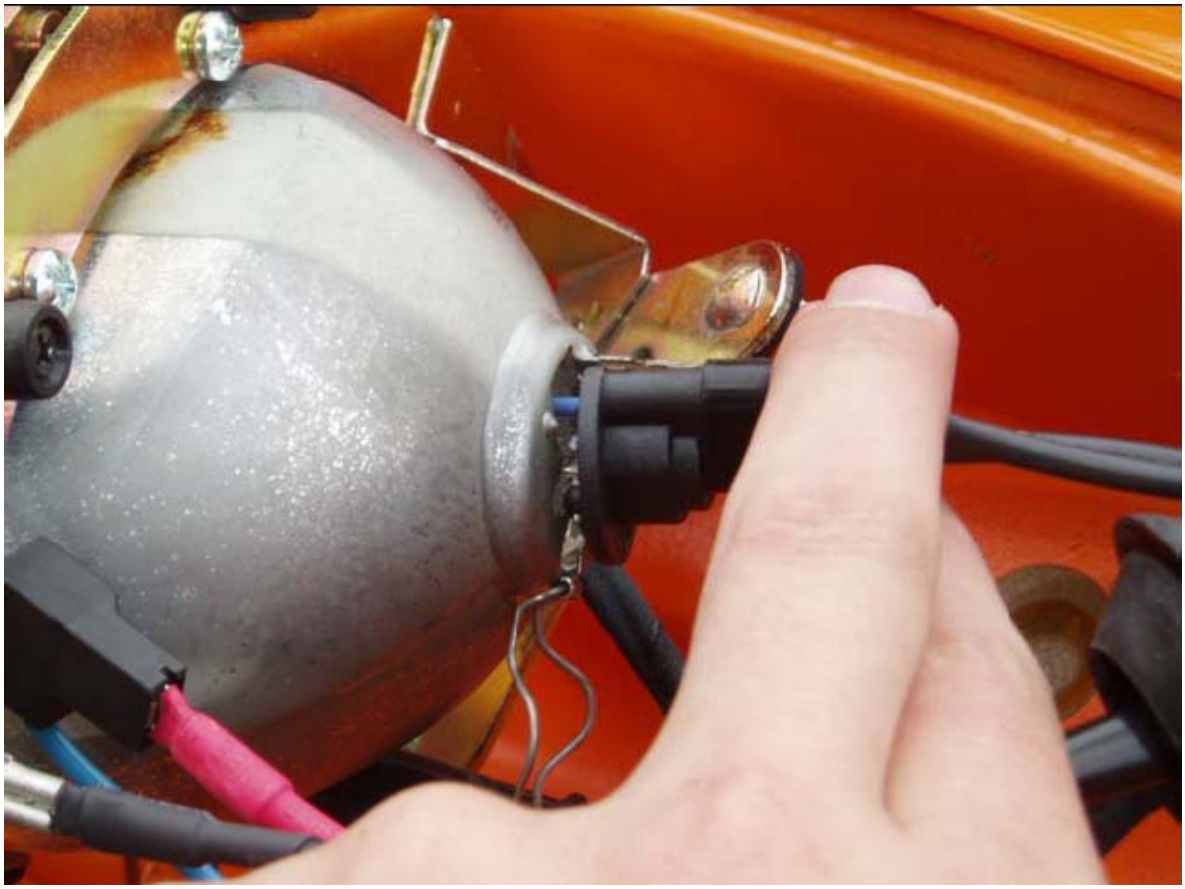
Take the new bulb out of the protector, and remove all that housing stuff. You should have JUST a bulb and the pair of wires coming out of it that run through a rubber washer, NO plastic washers/caps or foam.

Compare the power of HID!! Bigger is Better!!

You will notice that the base of the new bulb has a flat side to it. This is important to note. Also there are two ‘bumps’ that rise out, shown at 1-oclock and 8-oclock in the picture. These ‘bumps’ sit into holes in the light housing assembly so that you make sure you get that bulb in correctly. The flat side allows for clearance from the OEM negative male connector. If they don’t go into the holes, or it looks awkward you have done something wrong.



See the bulb go in!! Don’t touch the element!!! And get those holes lined up too.



With LOTS of manipulation of the clips, using your needle nose pliers, get them to clip back down under the metal tab. I found it easier to bend the metal tab about 30 degrees out to fit the metal clips under. The metal tab was where the OEM negative wire connected.

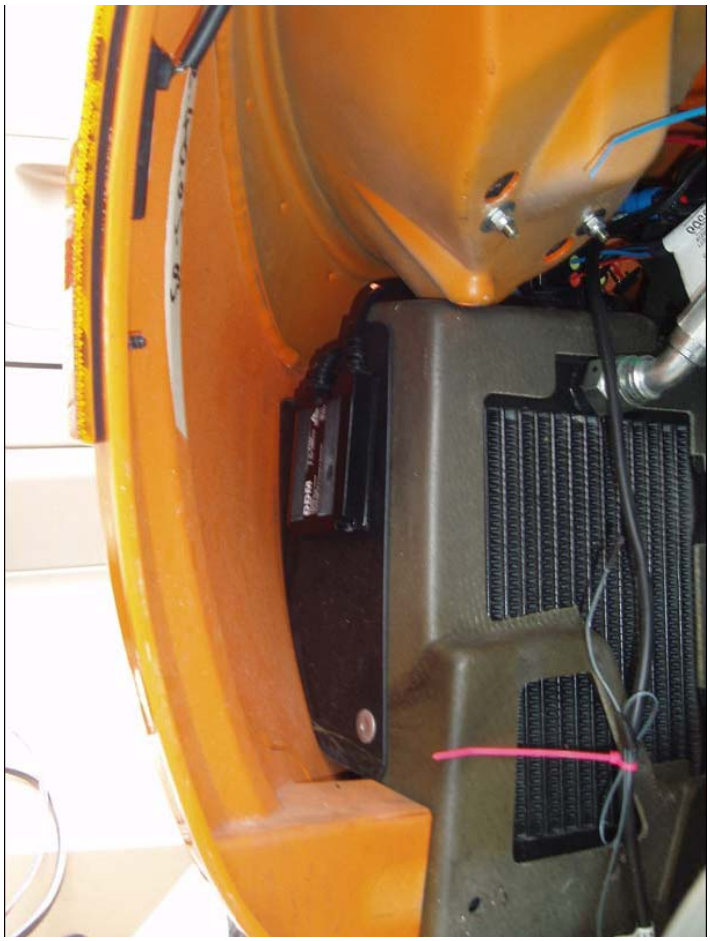
Now feed the power-out end of the ballast into the light area.

Shove them through the rubber washer. You may need two sets of hands to do this, one set: holding the rubber washer and with a screw driver, stretching the hole open; the other set pushes the connectors through one at a time. Now put the rubber washer back in place.

Connect the power-out connectors from the ballast to the wires coming out of the new bulb. And tie that mess up with some fancy colored quick-ties.

Back underneath you need to use more fancy colored quick ties to wrap all that excess wire up. You notice that I have already re-mounted the light assembly (the nuts are back on),

Put your ballast where ever you want, but I found this to be a nice place. Make sure you clean before you stick!!! I found about two tires worth of rubber stuff in this compartment area.



Put the lens cover back on, then replace the plastic guard. The top plastic guard will go IN BETWEEN the metal clip and the body of the front plastic guard.

This should take about 45 – 70 minutes to do, depending if you can find all your tools. The other side will go much faster now that you know what to do!! Good luck.