

MORIMOTO



Elite D2S System

Product Used: Morimoto Elite D2S HID System (Also supplied with all Stage III Mini D2S & FX-R Retrofit Kits)

Warning: By reading this document I agree that it is only intended to be used as an educational guide. The Retrofit Source Inc. makes no guarantee on any finished results, nor are they to be held responsible for any damage, misuse, or personal injuries. Use at your own risk. If you are unable to clearly understand and adapt the information contained below to your own application, professional installation is available and recommended.



Preparing the D2S Bulbs

- 1) Make sure to clean the bulbs with alcohol pads before their final installation into your projectors.
- 2) Be careful when twisting the red D2S socket from the ballast onto the base of the bulb. You do not want to bend the contact pins (inside) downwards or out of the way. Inserting at an angle helps prevent this. They must make perfect contact with the metal band on the base of the bulb (unlikely, but possible)
- 3) Ensure that the socket is locked-on to the bulb. 27,000V of electricity flow through here when the ballast is igniting the bulb. You don't want this falling off and dangling around in your engine bay.
- 4) Do NOT input power to the ballast unless it is connected to a bulb.



Preparing the Projectors & Installing bulbs:

- 1) If you ordered FX-R or Morimoto Mini D2S projectors from TRS, the connector socket for the solenoid is included (in baggie within projector's box). Slide the supplied rubber grommets over the pins (narrow side facing outwards) and then clip the pins into the backside of the socket. They should hold tight. It's usually best to do this after the wiring is poking through the back of your headlight housing once the retrofit is complete. This will eventually plug into their corresponding outputs from the relay harness.
- 2) The bulb should be clipped into the backside of the projector firmly. Make sure that it is not tilted or off by any degree, otherwise the light output will suffer. Again, make sure to clean the bulb thoroughly with the provided alcohol swabs before final installation.



Wire Harness Connections

Note: Depending on your model, the “Harness Input” socket may look different. Make sure to run the wire harness out of harm’s way (radiator fans, hot engine components, etc) Each harness has several connections, detailed below:

If you selected the “Heavy Duty Relay” Model:

- 1) **Harness Input:** Plugs into the output socket that used to go to the halogen bulb on the side closest to the car battery
 - 2) **Battery (+):** Coming from the fuse box with the red wire, goes to the positive battery terminal or any 12v output
 - 3) **Ground (-):** Coming from the black line, you can connect this to the battery or any chassis ground
 - 4) **Ballast Outputs:** Comes from the orange/black color coded wires. Longer side plugs into ballast opposite battery
 - 5) **Solenoid Outputs:** Comes from the blue/black color coded wires. Longer side plugs into projector opposite battery
 - 5) **Relay:** Important! The relay cluster should be mounted with the printed side on top to avoid moisture intrusion
- *reconfiguration of harness input pins/output color code may be required depending on application

If you selected the “Standalone Can-Bus” Model:

- 1) **Harness Input:** Plugs into the output socket which used to plug into your halogen bulb on the side closest to the car battery
- 2) **Ballast Output:** Plugs directly into the ballast’s input, illustrated above.

Diagrams for both style harnesses are on the following page

Heavy Duty Relay Harness:



Standalone Can-Bus Harness

