

# ANZO<sup>USA</sup>

**USER MANUAL**



**ANZOUSA**

**WWW.ANZOUSA.COM**



Thank you for your purchase. For your safety, please read this User's Manual carefully and thoroughly. We encourage you to contact Tech Support for questions and troubleshooting before returning your product to the original place of purchase. If you are satisfied with our products, we also encourage you to submit photos of your installation to:  
**[WWW.ANZOUSA.COM/IMAGE-SUBMISSION](http://WWW.ANZOUSA.COM/IMAGE-SUBMISSION).**

CONTACT TECH SUPPORT AT:



[TECHSUPPORT@ANZOUSA.COM](mailto:TECHSUPPORT@ANZOUSA.COM)



1-888-360-3696



## TABLE OF CONTENTS

<b>INSTALLATION TOOLS</b>	<b>P. 01</b>
<b>GENERAL INSTALLATION</b>	<b>P. 02</b>
<b>INVERTER INSTALLATION</b>	<b>P. 03</b>
<b>RESISTOR REPLACEMENT</b>	<b>P. 04</b>
<b>WIRE SPLICING</b>	<b>P. 05</b>
<b>MOISTURE AND CONDENSATION</b>	
<b>PART I: UNDERSTANDING CAUSES</b>	<b>P. 06</b>
<b>PART II: SOLUTIONS</b>	<b>P. 07</b>

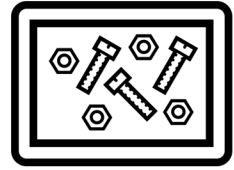
**DON'T GET LEFT IN THE DARK**



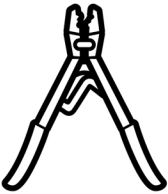
**① SAFETY GOGGLES**



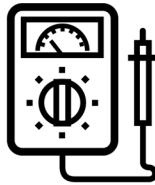
**② SAFETY GLOVES**



**③ STORAGE TRAY**



**④ WIRE CRIMPER**



**⑤ 12V TEST VOLT METER**



**⑥ ELECTRICAL TAPE**



**⑦ METRIC/STANDARD SOCKET SET**



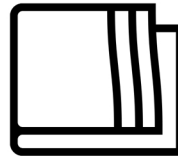
**⑧ PANEL POPPER**



**⑨ SCREWDRIVER SET**



**⑩ PLIERS**



**⑪ SHOP TOWEL**

**WE HIGHLY RECOMMEND PROFESSIONAL INSTALLATION!**

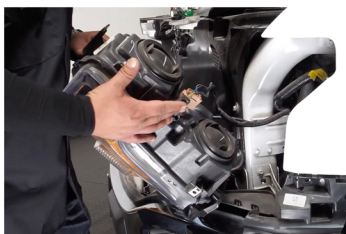
# GENERAL INSTALLATION

PLEASE NOTE: PROVIDED BELOW IS A GENERAL INSTALLATION OF LED HEADLIGHTS. IF YOU HAVE MORE THAN ONE CONNECTOR ON YOUR LED LIGHTS, REPEAT STEPS FOR THE MULTIPLE CONNECTORS.

**REFER TO INSTALLATION TOOLS ON PAGE 1 FOR TOOLS NEEDED TO COMPLETE YOUR INSTALLATION**



**STEP 1**  
REMOVE ANY TRIMS AND BOLTS HOLDING THE LIGHT USING ⑧ & ⑨ (REFER TO PAGE: 1)



**STEP 2**  
CAREFULLY REMOVE LIGHT AND LOCATE ALL CONNECTORS



**STEP 3**  
DISCONNECT ALL CONNECTORS



**STEP 4**  
REMOVE NEW SET OF LIGHTS FROM BOX. BE SURE TO REMOVE ALL PACKAGING AND PROTECTIVE FILMS, IF ANY, FROM NEW SET OF LIGHTS



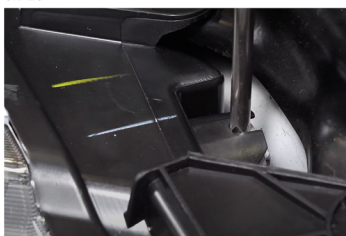
**STEP 5**  
CONNECT ALL PLUG-AND-PLAY CONNECTORS TO BACK OF EACH LIGHT FOR BOTH LEFT AND RIGHT SIDES



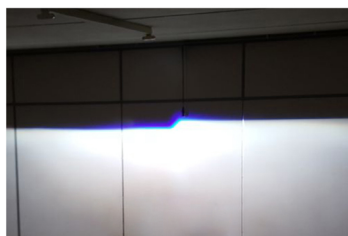
**STEP 6**  
CAREFULLY INSTALL NEW LIGHT USING PREVIOUS OEM BOLTS AND REINSTALL TRIM



**STEP 7**  
PERFORM TESTS ON ALL LIGHT FUNCTIONS BEFORE ROAD USE TO ENSURE MAXIMUM SAFETY



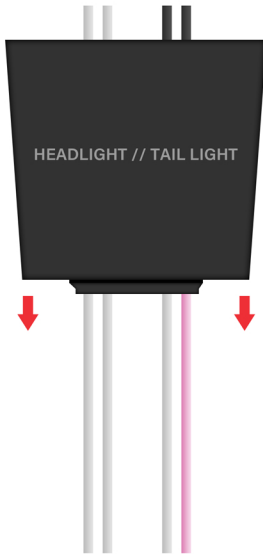
**STEP 8**  
LOCATE BEAM ADJUSTER WITH PHILIPS SCREW DRIVER ⑨ (REFER TO PAGE: 1)



**STEP 9**  
USING A PHILIPS SCREW DRIVER, PERFORM ANY NECESSARY ADJUSTMENTS FOR HIGH AND/OR LOW BEAM

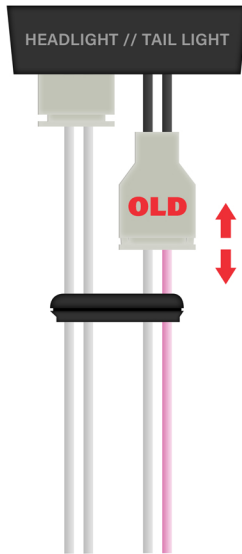


PRODUCT IMAGES ARE FOR ILLUSTRATIVE PURPOSES ONLY AND MAY DIFFER FROM THE ACTUAL PRODUCT.



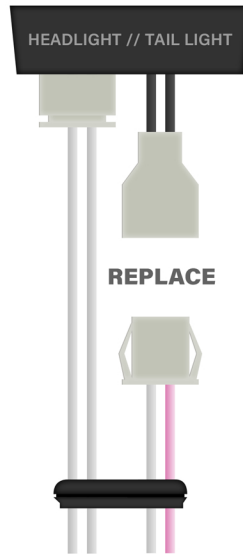
## STEP 1

LOCATE RUBBER GROMMET AT THE BACK OF HEADLIGHT OR TAIL LIGHT (FIGURE 1). GENTLY REMOVE RUBBER GROMMET FROM HOUSING.



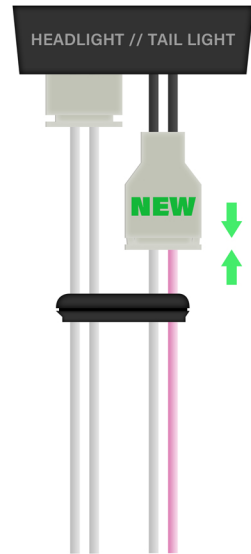
## STEP 2

GENTLY PULL PINK AND WHITE WIRES FROM THE OPENING UNTIL THE EXISTING INVERTER APPEARS (FIGURE 2).



## STEP 3

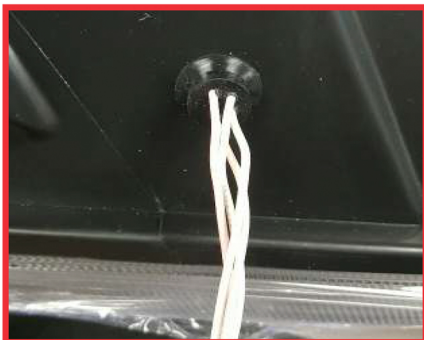
DISCONNECT ORIGINAL INVERTER FROM THE WHITE CONNECTOR.



## STEP 4

INSTALL AND CONNECT WITH NEW INVERTER BY PLUGGING INTO THE SAME CONNECTOR. INSERT CONNECTORS BACK INTO THE OPENING OF THE HOUSING AND RESEAL OPENING WITH RUBBER GROMMET IN ITS ORIGINAL POSITION (FIGURE 1).

**FIGURE 1**



**FIGURE 2**

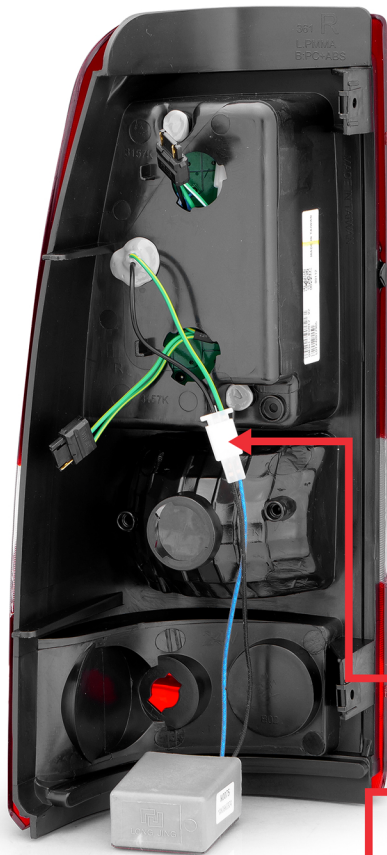


PRODUCT IMAGES ARE FOR ILLUSTRATIVE PURPOSES ONLY AND MAY DIFFER FROM THE ACTUAL PRODUCT.

ON THE BACK OF THE LIGHT, LOCATE EXISTING RESISTOR CONNECTOR **(FIGURE 1)**.

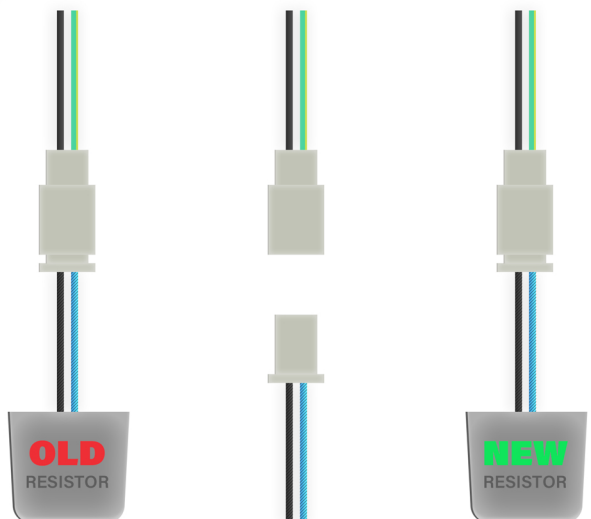
REFER TO **(FIGURE 1A)** AND FOLLOW STEPS TO DISCONNECT EXISTING RESISTOR FROM CONNECTOR SECTION.

ATTACH NEW RESISTOR TO THE SAME CONNECTOR PIECE TO COMPLETE THE REPLACEMENT.



**FIGURE 1,**

**FIGURE 1A**



PRODUCT IMAGES ARE FOR ILLUSTRATIVE PURPOSES ONLY AND MAY DIFFER FROM THE ACTUAL PRODUCT.

# GENERAL WIRE SPLICING

**THIS IS ONLY A GENERAL GUIDE ON HOW TO SPLICE WIRES INTO YOUR PARKING/CORNER LIGHT. WIRE CONFIGURATIONS WILL DIFFER BY VEHICLE. BELOW ARE SOME COMMON WIRE COMBINATIONS. PLEASE REFER TO YOUR DEALERSHIP FOR THE CORRECT WIRES FOR SPLICING.**

ONE RED WIRE ( + ) AND ONE BLACK ( - ) FOR THE HALOS.  
ONE RED WIRE ( + ) AND ONE BLACK ( - ) FOR THE LEDS.



ONE BLUE WIRE ( + ) AND ONE BLACK ( - ) FOR THE LEDS.  
ONE RED WIRE ( + ) AND ONE BLACK ( - ) FOR THE HALOS.



ONE BLACK ( - ) AND ONE BLUE ( + ) THAT WILL POWER UP BOTH HALOS AND LEDS OR JUST THE HALOS IF LEDS ARE NOT PRESENT.



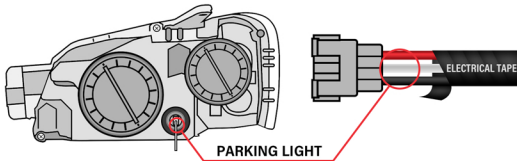
TWO RED WIRES FOR THE HALOS (ONE RED WIRE ( + ) AND OTHER RED WIRE ( - ) OR VICE VERSA). FOR THE LEDS, ONE RED WIRE ( + ) AND ONE BLACK ( - ).



**PLEASE NOTE:** WHEN SPLICING, QUICK SPLICE CONNECTORS MAY BE USED TO AVOID DAMAGING THE FACTORY HARNESS, BUT WILL NOT RESULT IN THE BEST WIRE CONNECTION. SOLDERING IS THE BEST ELECTRICAL CONNECTION, BUT INVOLVES CUTTING AND MODIFYING THE FACTORY WIRE HARNESS.

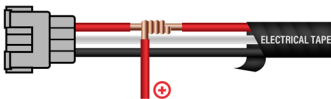
## STEP 1

LOCATE PARKING LIGHT OR CORNER LIGHT (DEPENDING ON YOUR VEHICLE'S INTEGRATION) ON THE BACK OF THE LAMP. PULL BACK THE ELECTRICAL TAPE TO EXPOSE THE WIRES ON THE STOCK HARNESS. WIRE COLOR CONFIGURATION WILL VARY BASED ON VEHICLE.



## STEP 3

SPLICE THE RED WIRE ( + ) FROM THE HEADLIGHT TO THE ( + ) POSITIVE WIRE OF THE STOCK HARNESS.



## STEP 5

FOR SAFETY PRECAUTIONS, USE ELECTRICAL TAPE OR HEAT SHRINK TO COVER ANY EXPOSED WIRES RESULTING FROM THE SPLICE.



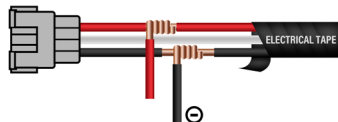
## STEP 2

ON THE ANZO HEADLIGHT ASSEMBLY, TWIST THE TWO RED POSITIVE ( + ) WIRES TOGETHER AND TWIST THE TWO BLACK NEGATIVE ( - ) WIRES TOGETHER AS SHOWN. THIS STEP WILL VARY DEPENDING ON THE WIRE SETUP OF THE HEADLIGHT ASSEMBLY.



## STEP 4

SPLICE THE BLACK WIRE ( - ) FROM THE HEADLIGHT TO THE ( - ) NEGATIVE WIRE OF THE STOCK HARNESS.



## STEP 6

BEFORE ROAD USAGE, PLEASE TEST THE FUNCTIONS FOR THE HALOS AND/OR LEDS TO ENSURE THEY ARE WORKING PROPERLY.

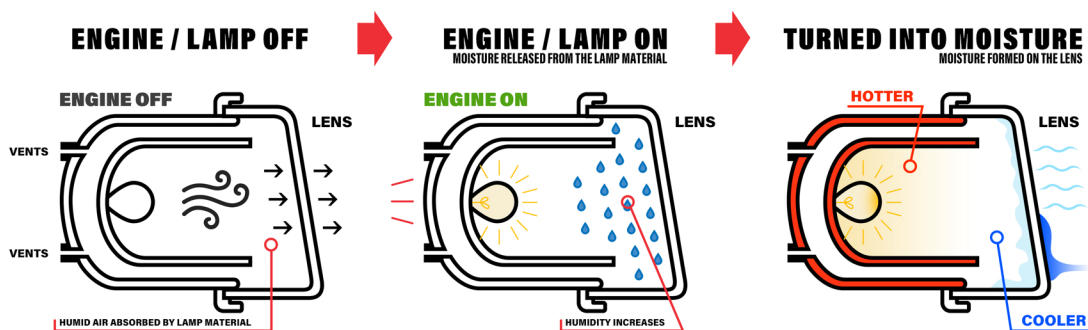


# MOISTURE AND CONDENSATION: PART I

DEPENDING ON THE CLIMATIC CONDITIONS OF THE VEHICLE'S LOCATION, A NEWLY INSTALLED LAMP CAN HOLD MOISTURE ON THE INSIDE OF THE LENS FOR 1 TO 3 DAYS. THIS OCCURRENCE KNOWN AS "FOGGING" CAN ALSO OCCUR DURING DRASTIC TEMPERATURE CHANGES. IT IS ABSOLUTELY NORMAL AND IS CAUSED BY THE SAME CLIMATIC REASONS THAT CAUSE VEHICLE WINDOWS TO FOG UP.

## COMMON YET NORMAL CAUSES OF MOISTURE FORMATION AND CONDENSATION

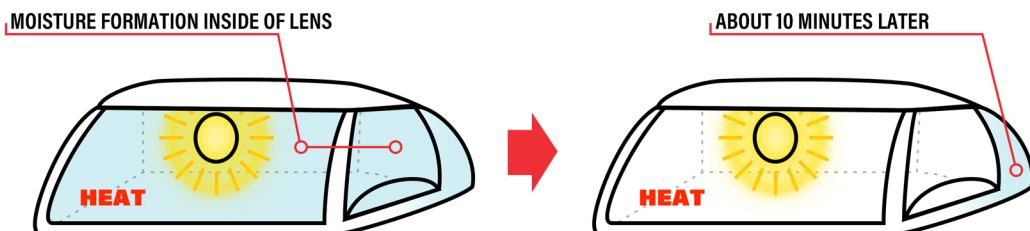
- OUTER LENS COOLS FASTER THAN AIR INSIDE LENS
- TEMPERATURE FROM LAMP WHEN TURNED ON INCREASES AND MOISTURE ABSORBED BY SURROUNDING MATERIAL IS RELEASED, CAUSING HOT AND HUMID AIR TO ACCUMULATE INSIDE THE LENS
- COOL AND HUMID WEATHER CONDITIONS
- BUILDUP/DEBRIS CAUSING VENT BLOCKAGE



## SELF-HELP SOLUTIONS

- CONTINUOUS DRIVING WITH LIGHTS SWITCHED ON (SEE FIGURE 1)
- REMOVAL OF BUILDUP/DEBRIS FROM VENTS
- REMOVAL OF AFFECTED HEADLIGHT OR TAIL LIGHT WITHOUT BREAKING THE RUBBER SEAL. ALLOW IT TO AIR DRY OR USE A HAIRDYER TO BLOW HOT AIR ON THE EXTERIOR OF THE UNIT OR INTO THE VENTS (MAKE SURE THERE ARE NO EXISTING DEBRIS IN THE VENTS)

FIGURE 1



IF MOISTURE DOES NOT EVAPORATE FOR A PROLONGED PERIOD OF TIME, THE FITNESS OF THE LAMP SHOULD BE CHECKED. PLEASE REFER TO "MOISTURE AND CONDENSATION PART II" (P. 7)

STILL NEED HELP? CONTACT OUR TECH SUPPORT BY EMAIL (TECHSUPPORT@ANZOUSA.COM) OR CALL US AT 888-360-3696

# MOISTURE AND CONDENSATION: PART II

BELOW IS A CHECKLIST OF POSSIBLE SOLUTIONS TO A LIGHT WITH A SLIGHT HAZE OR FOG:

## CHECKLIST ✓

- ☐ **ALLOW LIGHT TO COMPLETELY DRY.** REMOVE ALL BULBS, SOCKETS, ELECTRONICS, AND VENTS FROM THE LIGHT. THERE ARE A FEW OPTIONS TO ACHIEVE THIS. THE FIRST IS TO ALLOW THE AFFECTED LIGHT TO DRY OUT BY LEAVING LIGHT INDOORS OVERNIGHT. THE SECOND OPTION IS TO USE A BLOW DRYER OR HEAT GUN ON LOW SETTING.

**PLEASE NOTE: DO NOT ATTEMPT TO BREAK THE LENS SEAL AS THIS CAN VOID YOUR WARRANTY. DOING SO CAN ALSO MAKE THE HEADLIGHT NO LONGER DOT-COMPLIANT.**

- ☐ **INSPECT ALL COMPONENTS.** CAREFULLY INSPECT ALL SOCKETS, BULB COVERS, AND ANY OTHER SEALS TO ENSURE THEY ARE SEATING AGAINST THE HOUSING AND INSTALLED CORRECTLY. PERFORM A COMPLETE INSPECTION OF THESE COMPONENTS TO IDENTIFY CAUSE OF MOISTURE OR CONDENSATION. BROKEN PARTS AND SEALS CAN BE THE CAUSE OF WATER INFILTRATION OR LACK OF VENTILATION.

STOCK WEATHER GASKETS OR SEALS ON THE SOCKETS MUST BE INSPECTED FOR DAMAGE. OLDER VEHICLES CAN HAVE AN ALREADY CRUSHED GASKET OR SEAL, WHICH CAN AFFECT THE SEAL AGAINST THE HOUSING WHEN TRANSFERRING TO A NEW LIGHT. FIGURE 2 BELOW PROVIDES A GUIDELINE ON KNOWING WHEN TO REPLACE THE GASKET OR SEAL. IF UNSURE WHETHER SOCKET IS SEATED CORRECTLY, LITHIUM GREASE CAN BE APPLIED WHERE THE SOCKET SEALS AGAINST THE HOUSING. (WEATHER GASKETS AND LITHIUM GREASE CAN BE FOUND AT YOUR LOCAL AUTO PARTS STORE.)

- ☐ **PERFORM INSPECTION ON THE AFFECTED LIGHT'S VENTS (SEE FIGURE 1).** PLEASE NOTE THAT THERE ARE SEVERAL TYPES OF VENTS (ACTUAL VENTS MAY DIFFER FROM FIGURE 1):

- **VACUUM TUBE VENTS**
  - INSPECT FOR PINCHED OR CLOGGED VENTS
- **CLOTH-LIKE VENTS (GORE-TEX TAPE)**
  - INSPECT FOR DUST AND GRIME
- **PLASTIC CAP VENTS**
  - INSPECT TO CONFIRM CAP IS INSTALLED AND NOT MISSING

FIGURE 1

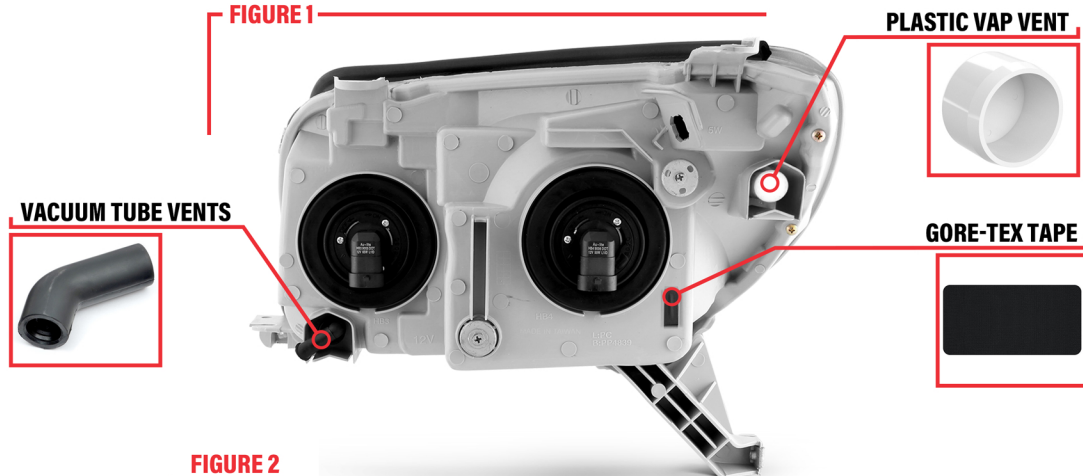


FIGURE 2



CONTACT ANZOUSA TECH SUPPORT FOR ASSISTANCE WITH THESE METHODS OR IF PROBLEMS PERSIST. IF AFTER CONTACTING ANZOUSA TECH SUPPORT YOU ARE STILL DISSATISFIED WITH THE PRODUCT, PLEASE CONTACT YOUR PLACE OF PURCHASE TO PROCEED WITH THE WARRANTY OR RETURN PROCESS.

NO REPRODUCTION IN ANY FORM OF THIS MANUAL, IN WHOLE OR IN PART  
(EXCEPT FOR BRIEF QUOTATION IN CRITICAL ARTICLES OR REVIEWS)  
MAY BE GENERATED WITHOUT WRITTEN CONSENT FROM ANZO USA.

DON'T GET LEFT IN THE DARK

## **ANZO USA USER SUPPORT**

CONTACT AN ANZO USA REPRESENTATIVE FOR TECHNICAL ASSISTANCE  
WITH THE OPERATION AND/OR INSTALLATION OF YOUR ANZO USA  
PRODUCT(S). FOR INFORMATION, PLEASE VISIT:

**[HTTP://WWW.ANZOUSA.COM/CONTACT](http://www.anzousa.com/contact)**

**ANZO USA**

**© 2021 ANZO USA**  
ALL RIGHTS RESERVED



**DON'T GET LEFT IN THE DARK**



**ANZOUSA**

[WWW.ANZOUSA.COM](http://WWW.ANZOUSA.COM)