





5TH GEN CAMARO RS PACKAGE

COLOR CHANGING HALO KIT

Tools needed:

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| 1/4" 10mm socket |
| 1/4" 7mm socket |
| 1/4" Long extension (around 10 inches) |
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| 1/4" Universal bit socket |
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| 1/4" Universal wobbly joint |
| 1/4" Ratchet |
| 3/8" 15mm socket |
| 3/8" Mid-length extension (around 4") |
| 3/8" Ratchet |
| Phillips bit for drill |
| Drill |

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| T20 TORX bit |
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| Short T10 TORX bit |
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| Long T10 TORX bit (about 2 inches) |
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| 3/4 or 13/16 drill bit/hole saw |
| (stepped drill bit is perfect) |
| Small flathead screw drivers |
| Wire snips or dikes |
| Big magnet or magnetizer |
| Assistant |

1. Remove Bumper
 - a. Remove the 2 10mm bolts at the edge of the bumper (under the hood), and the 6 plastic clips along the top.
 - b. Turn the wheels to gain access to each fender well, and remove the 3 T20 TORX screws on the front of each fender well.
 - c. Pull each fender well back to gain access to the inner front bumper. Remove the 3 10mm bolts going forward at the top and sides of the fender. Remove the 1 10mm bolt going sideways right behind the side marker lamp. Remove the 1 7mm bolt right at the edge of the fender/bumper going straight up. On the passenger side, disconnect the bumper wiring harness.
 - d. Remove the two 10mm bolts underneath the bumper sticking straight up.
 - e. With an assistant, carefully pull the front bumper forward and off of the vehicle and set aside.
2. Remove both headlight assemblies
 - a. Remove the 4 7mm bolts, two on top going down, and two underneath going towards the back of the car.
 - b. Carefully lift the headlight assembly up to unhook it, and pull it forward and disconnect the two electrical connectors. On the drivers side headlight, disengage the wiring from the headlight by pulling the clips off the assembly.
 - c. Set each headlight on a work bench area.
3. Remove the bumper brace and install the halo control box
 - a. Take the halo control box out and place it into position behind the bumper brace, feed the wires through the gap on the passenger side and mark where the control box should sit, for most cars, it will be approximately 10.5 inches from the passenger edge of the brace, but may vary depending on intercoolers or other components.
 - b. Remove the 6 13mm bolts that hold the bumper brace on, have an assistant hold the brace before all bolts are removed, it is a little heavy.
 - c. Place the halo control box into your marked position and center it vertically on the brace.
 - d. Using a drill with Philips bit, screw the 4 supplied self-tapping screws through the holes in the control box and into the bumper. We recommend to get all screws started before fully tightening them down, ensuring the control box is centered and has enough clearance when installed. If one or more of the screws don't cut the hole, you can take a drill and small drill bit (thinner than the screws) and drill a pilot hole, then send the screws through. We have also included an extra screw if needed.
 - e. Reinstall the bumper brace with control box onto the car, routing the wires through the gap on the passenger side, so they stick out and are accessible.
4. Install the wiring harness

NOTE: The connectors lock in place, and have a release button that must be pressed to safely disconnect them. They usually click when they lock. Ensure you do not pull on the wires, as some customers have pulled out the wires from the connectors. If the wires do come out, they will usually go back in by pushing them into the connector.



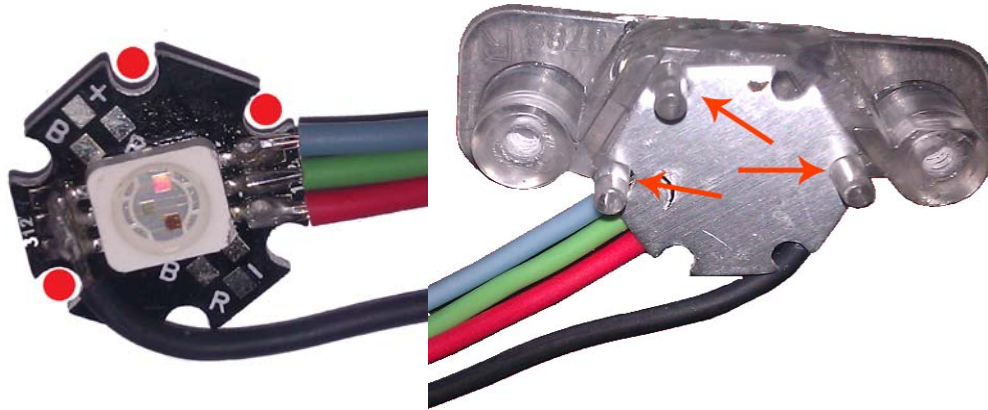
- a. Take the wiring harness and feed it from the front passenger side underneath the support brace, up in front of the under hood fuse box, across the radiator to the drivers side corner, then back along the fender to the back engine bay corner near the brake booster. Make sure to feed it appropriately around wires and cables to hide it to your liking.
 - b. Inside the car, remove the drivers door sill panel by pulling the bottom ends in towards the center of the car, then pull the whole panel up to disengage the retainers. Remove the drivers fuse access panel on the dash board by grabbing it from the bottom edge and pulling out to disengage all retaining clips. Now remove the drivers front kick panel by pulling the bottom part up to disengage, then towards the rear of the car to fully disengage.
 - c. In the engine bay back drivers side corner underneath the cowl, there is a plug on the firewall without wires, it is hard to see, so you may have to feel for it. Push that plug through the firewall into the car.
 - d. Take the remaining wiring harness and route it as far as you can through that hole.
 - e. Have an assistant inside the car to feel for and pull the harness until slack is gone. Also find and remove the firewall plug, it will not be reused.
 - f. Situate the harness appropriately. The fuse connectors should come out of the harness right at the front of the fuse box, and there should be one electrical connector where each headlight sits.
 - g. With a 10mm socket and ratchet, remove the two radiator hold down brackets, route the wiring harness into the gap underneath the brackets, and reinstall the brackets, ensuring the harness is not pinched.
 - h. Tuck the harness into the crevice along the drivers fender to be aesthetically pleasing. You can zip tie it away if wanted.
5. Install the switch and interior LED
- a. Take the removed drivers front kick panel and place it back in the car approximately where it goes, and determine where you want to mount the switch. We mount it

high on the panel, just behind the dash to be out of view, but easily accessible. Mark where you want the switch.



- b. Drill a 3/4" or 13/16" hole where marked and clean out any remaining plastic or foam tape.
 - c. Install the supplied switch however you want, we typically install it so I is up and II is down, but this is your car, do how you want (forward to back, etc)
 - d. Now determine where you want the interior LED mounted. It gets very bright, so you probably don't want it facing you anywhere. You can use it as a foot well light, or wherever you want. We mount it inside the dash so it reflects in the gap between the steering column and the dash so it is not noticeable without looking for it.
 1. To mount it as we do, remove the headlight switch by pulling and wiggling the switch, it is softly held in and comes out easily (you can leave it plugged in).
 2. Take a rag with a good cleaner (like brake or carb cleaner), and clean the metal bracket seen behind the headlight switch, on the steering column side.
 3. Plug the interior LED into the main wiring harness (make sure it locks) and route it up around the fuse box, inside the dash, past the headlight switch area, to the metal bracket.
 4. Remove the red backing from the LED and place the LED onto the metal brace so it shines towards the steering column.
 5. Route the wire appropriately and reinstall the headlight switch.
 - e. Now plug in the switch to the wiring harness (ensure it locks), and reinstall the front drivers kick panel. Adjust the switch angle as wanted.
 - f. Reinstall the dash fuse box cover, make sure the soft rubber door seal goes over the cover and the kick panel.
 - g. Reinstall the drivers door sill panel (the rubber door seal goes under this panel).
 - h. Flip the switch to the center position, Off.
6. Install the halo LEDs
- a. Take one headlight assembly and twist off the large cap on the back. Through this opening, you can see the xenon headlight igniter with a connector and silver shielded wiring harness on top, remove that connector (you may need a small screwdriver to pry it off, there is no lock tab).

- b. Remove the 3 7mm screws that hold the round headlight ballast to the case, unplug the black connector with red and black wires from the ballast, and remove the ballast, making sure the shielded wiring harness comes out carefully.
- c. Looking through this opening, you see the factory LED that you will replace. Disconnect the LED's connector, a little white one with a blue and black wire on one side, and red and black on the other. With some wire snips, cut the black wire through the label, near the middle closer to the connector.
- d. Using a short T10 TORX bit, socket, and ratchet, unscrew the two visible TORX screws which go through the LED's heat sink. You usually cannot do it all the way or your ratchet will get stuck, so break the screws loose and a few more turns, then remove the ratchet and unscrew them with the socket/bit and your fingers. Just before the screws come out all the way, magnetize your socket/bit by rubbing it back and forth on a large magnet. You can test it with another loose screw. Now fully unscrew and remove the screws and place them aside.
- e. Now flip the headlight on its lens and you can see the LED's heat sink; using the same socket/bit, a universal wobbly joint, long extension and ratchet, remove the easily visible screw to the side of the LED and heat sink, and place it aside with the others. Again, make sure your socket/bit is still magnetized before fully removing it (you can rub it more on the magnet to get it there).
- f. Now swap the short T10 bit with a long T10 bit, and with the ratchet, feed it through the ballast opening to the other side of the heat sink where the last screw is. This is the harder one; look through the rear cap opening to see the screw and guide the bit onto the screw. Similarly, the ratchet will get stuck, so just break it loose and a couple turns, then get it the rest of the way using the socket/bit and your fingers (again magnetize the socket/bit). We've tried several ways to get this screw out, and the only way we can is with a longer T10 bit, approximately 2 inches long.
- g. With all 4 screws out, pull the heat sink back with your fingers, taking some small screwdrivers and carefully separate the LED heat sink from the clear plastic halo ring, just enough to push the LED out the bottom and pull it out.
- h. With the factory LED out, install the supplied RGB LED. Grab the LED and a little wiring and bend the wires to a 90 degree angle, then again a couple inches back to make a hook of sorts, with the LED being the barb. Feed the new LED through the ballast opening, underneath the LED heat sink and up between the halo ring and heat sink. It needs to fit around the posts so the wires stick out the bottom.

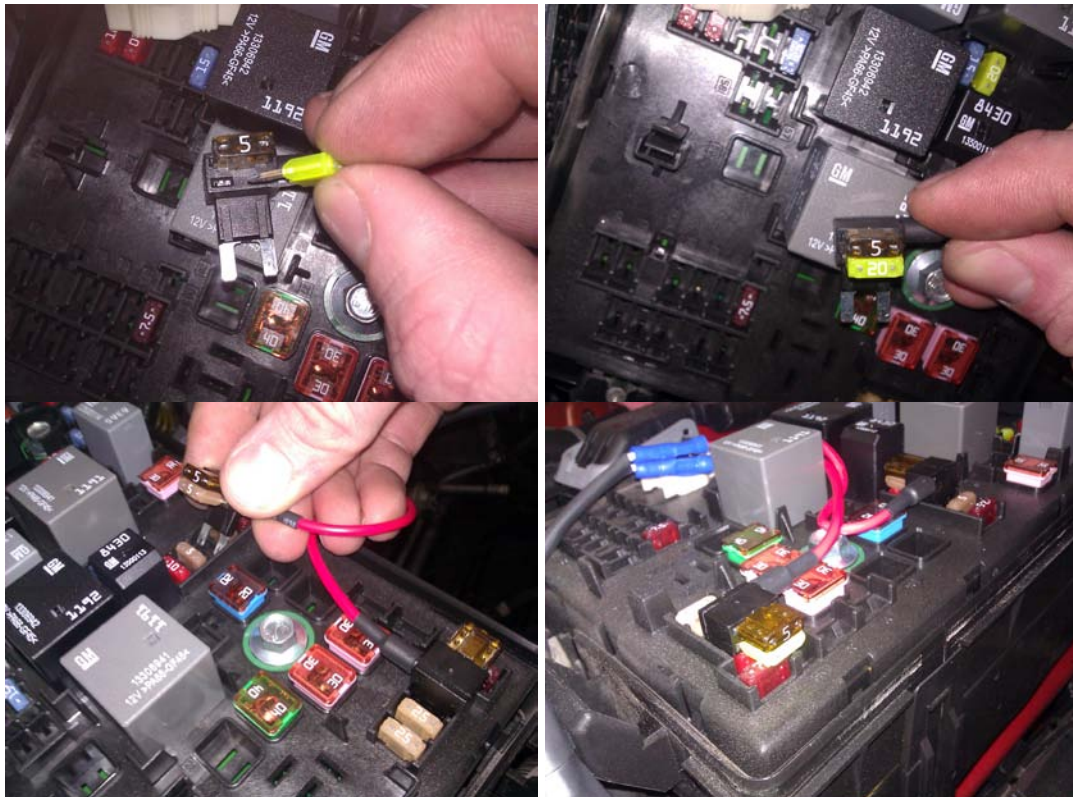


Once it is situated inside the posts in the proper locations above, slide the LED up to the base of the halo ring.

NOTE: Several individual headlights have come with one, two, or all three posts missing from the factory, there seems to be no reason or rhyme. They usually still have a nub to see where the LED gets positioned so you can still line it up properly.

- i. Join the halo ring and heat sink back up, ensuring the LED is in the posts, and that the posts go into their appropriate holes in the heat sink.
 - j. Reinstall the two screws next to the LED (with magnetized socket/bit and fingers), and tighten with ratchet.
 - k. Near both outer screws there is a small hole and small post that sticks through it; inspect and make sure the small post is sticking through the hole. If not, get your finger or screwdriver in to push and adjust the top black piece around which will allow the post to stick through.
 - l. Reinstall and tighten the two outer screws in the same fashion as they were removed (again with magnetized socket/bit).
 - m. On the back of the headlight assembly there is a small piece of tape covering two rectangular holes. Stab through the tape and open one of those holes all the way.
 - n. Twist the connector end of the halo LED wiring to an L shape and feed it down to and through the new hole and pull until there is little slack in the wiring.
 - o. Take the supplied tape and seal the hole as good as possible. Cutting a slit and/or hole in the middle of the tape helps with this.
 - p. Now reinstall the headlight ballast, making sure to connect both electrical connectors, and reinstall the twist cap.
 - q. Now repeat for the other headlight.
7. Reinstall the headlights
 - a. Plug in the factory headlight connectors, and reattach the drivers side wiring to it.
 - b. Plug in the new halo wiring harness into the main harness, making sure they lock.
 - c. Hook the headlights onto the frame and reinstall the 4 7mm bolts on each headlight.
 8. Connect the halo control box wires to the main harness, making sure all connectors lock into place. One connector only has 2 wires to and from it, make sure those match. One connector is backwards, but other than that, it does not matter which connector plugs in where.
 9. Install the ground wire

- a. Remove the 10mm bolt holding the passenger side horn on, next to the control box wiring connectors.
 - b. Take the halo ground wire from the halo control box connectors area, and feed the bolt through the eyelet and reinstall the bolt, making sure the wire does not twist as you screw it down.
10. Install the fuse taps
- a. Open the under hood fuse box lid and remove fuse 16 and place it into either one of the supplied fuse taps, and plug that fuse tap into the vacant spot where the fuse was removed.
 - b. Do the same for fuse 33 and the other fuse tap.



- c. Route the wires from the fuse taps around the fuses and relays, down past the power post and out with the car's battery wire. You want the red fuse tap wires and blue crimps to stay inside the fuse box area.
 - d. On the lid of the fuse box where the battery wire exits, cut off one of the sharp "fangs" to allow the halo wires out.
 - e. Carefully close the fuse box lid, making sure the halo wires exit properly next to the battery wire, and that the lid locks down.
11. Test halo lighting
- a. **Before turning halos on, ensure all other connectors are connected, if all lights are not plugged in during testing, damage may occur.**

- b. Go and flip the interior halo switch up or down so the halo's come on. When turned on, they will briefly flash white, turn off, then turn on to the previous mode. You can look at the interior indicator LED to determine which position is on for battery power.
 - c. Make sure both halos turn on. **If only one halo is on, turn the switch off (center) immediately**, and make sure all connectors are tight and locked. If it still does not work, contact JDP Motorsports for further help.
 - d. Also make sure the interior LED functions correctly.
 - e. You can play with the remote to see all the cool effects you now have.
 - f. Occasionally the halos are dim from the get go, you can use the remote upper left corner buttons to make it brighter or dimmer.
12. Reinstall the front bumper. In the same fashion as removal, reinstall the front bumper; 4 10mm bolts, 1 7mm bolt, 3 T20 TORX screws in each wheel well/fender area. Ensure you connect the bumper wiring harness on the passenger side. 2 10mm bolts underneath. 2 10mm bolts and 6 plastic clips on top.
13. Now sit back, and enjoy your new color changing halos!



If you need further help installing, trouble shooting, or questions, feel free to call us at 1-888-308-6007, or email us at tech@jdpmotorsports.com.

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