



BRIGHT IS ONLY THE BEGINNING

INSTALL GUIDE

XB EVO HEADLIGHTS: 14-19 GMC SIERRA

LF2-544/LF2-544Y



WARNING: IT IS THE INSTALLERS RESPONSIBILITY TO CONFIRM COMPLIANCE WITH STATE AND LOCAL LAWS. BY READING THIS DOCUMENT, YOU AGREE IT IS ONLY TO BE USED AS AN EDUCATIONAL GUIDE. MORIMOTO LIGHTING NOR ITS DEALERS MAKE GUARANTEES ON ANY FINISHED RESULTS, NOR ARE THEY TO BE HELD RESPONSIBLE FOR ANY DAMAGE, MISUSE, OR PERSONAL INJURIES. IF YOU ARE UNABLE TO CLEARLY UNDERSTAND AND ADAPT THE INFORMATION BELOW, PROFESSIONAL INSTALLATION IS RECOMMENDED.

IMPORTANT: IF YOUR VEHICLE IS EQUIPPED WITH ANYTHING BUT MORIMOTO OR OEM TAILLIGHTS, SIDE MARKERS OR OTHER OEM EXTERIOR LIGHTING; YOU MAY EXPERIENCE A HYPER FLASH AND/OR PROBLEMS WITH THE SEQUENTIAL SIGNAL SETTING ON THESE HEADLIGHTS. THIS IS NOT A DEFECT IN THE HEADLIGHT AND CAUSED BY UN-MATCHED IMPEDANCE WITH YOUR ORIGINAL VEHICLE SETTINGS.



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WHAT'S INCLUDED (ALL VERSIONS)



2X (PAIR) HEADLIGHT
ASSEMBLIES



2X TYPE 1 ADAPTER
HARNESSES



2X TYPE 2 ADAPTER
HARNESSES



1X MICRO FUSE TAP



1X DRL HARNESS



2X MAGNET MOUNT
RESISTORS



XB EVO HEADLIGHTS: 14-19 GMC SIERRA

WHAT'S INCLUDED (ALL VERSIONS)



2X TURN SIGNAL
FEEDBACK MODULES

WHAT'S INCLUDED (EVO MODEL ONLY)



4X PAIRS OF MODE
SELECTOR KEYS



2X MODE SELECTOR
EXTENSIONS

REQUIRED TOOLS

- RATCHET
- SOCKETS (7MM, 10MM, 16MM, 18MM)
- NEEDLE NOSE PLIERS
- THIN PRY TOOL/TRIM REMOVAL TOOL
- PHILLIPS HEAD SCREWDRIVER



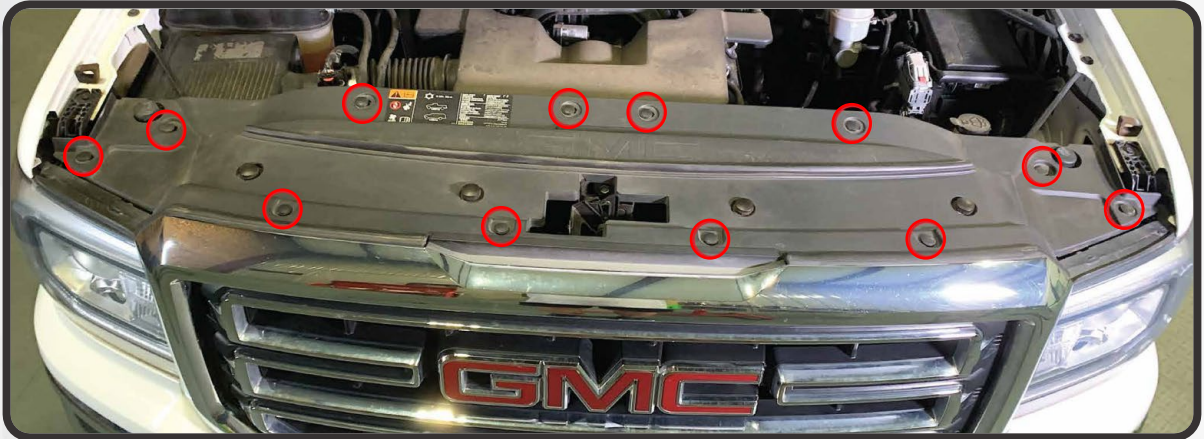
14-18 SIERRA 1500 DISASSEMBLY

THIS DOCUMENT IS MEANT TO SERVE AS A GENERAL GUIDE FOR VEHICLE DISASSEMBLY AND PRODUCT INSTALLATION. WHILE WE TRY TO COVER THE PROCESS AS THOROUGHLY AS POSSIBLE, YOUR EXPERIENCE MAY DIFFER SLIGHTLY DUE TO DIFFERENCES BETWEEN YEARS, TRIM PACKAGES, OPTIONS, OR AFTERMARKET PARTS INSTALLED

VEHICLES USED IN THIS GUIDE:

2016 SIERRA 1500

1. REMOVE THE TWELVE PLASTIC PUSH-CLIPS SECURING THE PLASTIC UPPER-RADIATOR COVER. REMOVE THE COVER AND SET IT ASIDE



2. REMOVE THE FOUR 10MM BOLTS SECURING THE TOP OF THE GRILLE



14-18 SIERRA 1500 DISASSEMBLY

3. REMOVE THE ONE 7MM BOLT FROM THE FENDER/FENDER FLARE. IF EQUIPPED, PULL THE FRONT OF THE FLARE AWAY FROM THE VEHICLE TO RELEASE THE CLIPS SECURING IT



4. REMOVE THE ONE 7MM BOLT HOLDING THE BUMPER TRIM TO THE FENDER



14-18 SIERRA 1500 DISASSEMBLY

5. PRY THE TRIM AWAY FROM THE TRUCK TO RELEASE THE CLIPS ALONG THE TOP EDGE AGAINST THE FENDER AND HEADLIGHT



6. 2016-2018 MODEL YEAR TRUCKS ONLY: USING A THIN PRY TOOL, PRY DOWN SLIGHTLY IN EACH OF THE INDICATED LOCATIONS TO RELEASE THE TABS

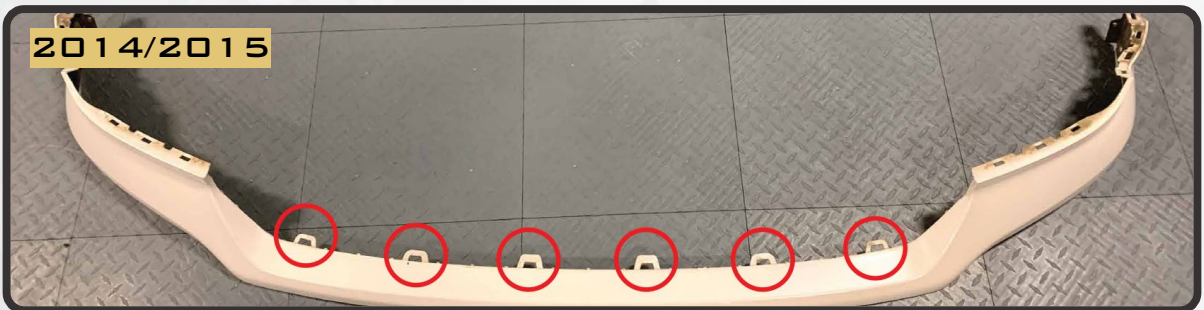


14-18 SIERRA 1500 DISASSEMBLY

7. REPEAT STEPS 3-6 ON THE OPPOSITE SIDE OF THE TRUCK
8. FROM UNDERNEATH THE FRONT OF THE TRUCK, LIFT UP THE FOUR PAINTED TABS THAT SECURE THE CENTER OF THE UPPER-BUMPER TRIM. 2014 AND 2015 MODEL YEAR TRUCKS WILL HAVE TWO ADDITIONAL TABS TO EITHER SIDE, INDICATED WITH ARROWS



9. MOVING BACK TO THE FRONT OF THE TRUCK, YOU SHOULD NOW BE ABLE TO PULL THE TRIM PANEL FORWARD, OFF OF THE TRUCK. REMOVED UPPER-BUMPER TRIM PANEL SHOWN BELOW FOR REFERENCE

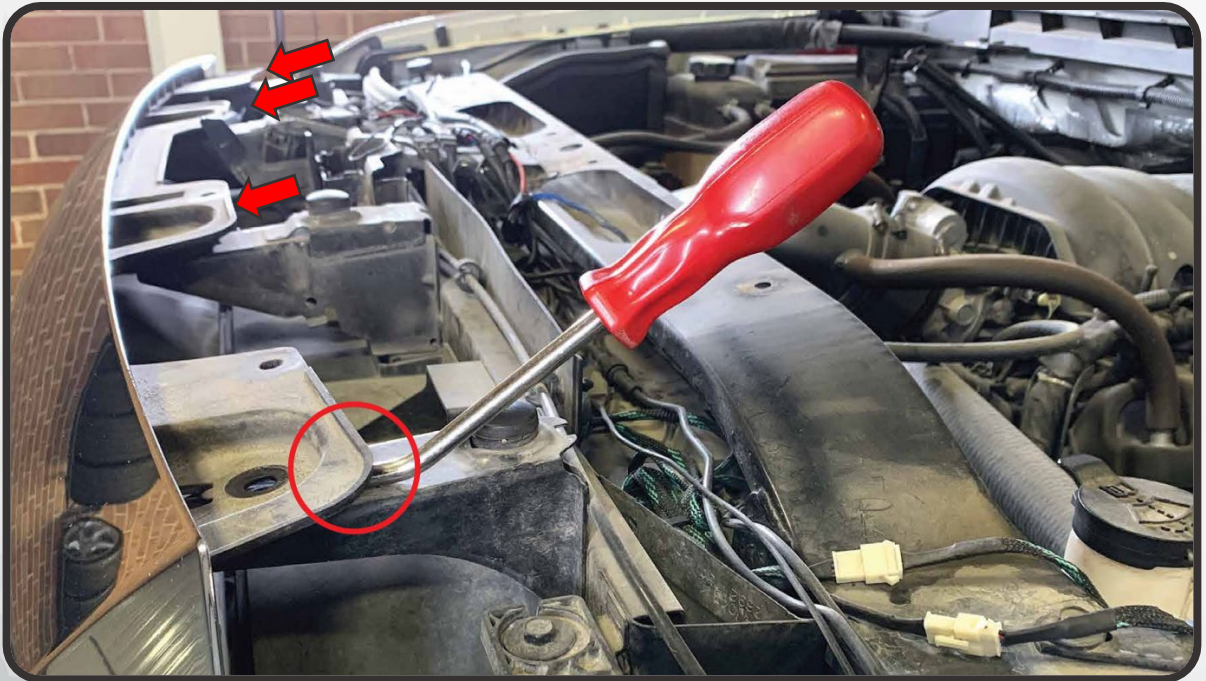


14-18 SIERRA 1500 DISASSEMBLY

10. REMOVE THE FOUR 10MM BOLTS THAT SECURE THE BOTTOM OF THE GRILLE

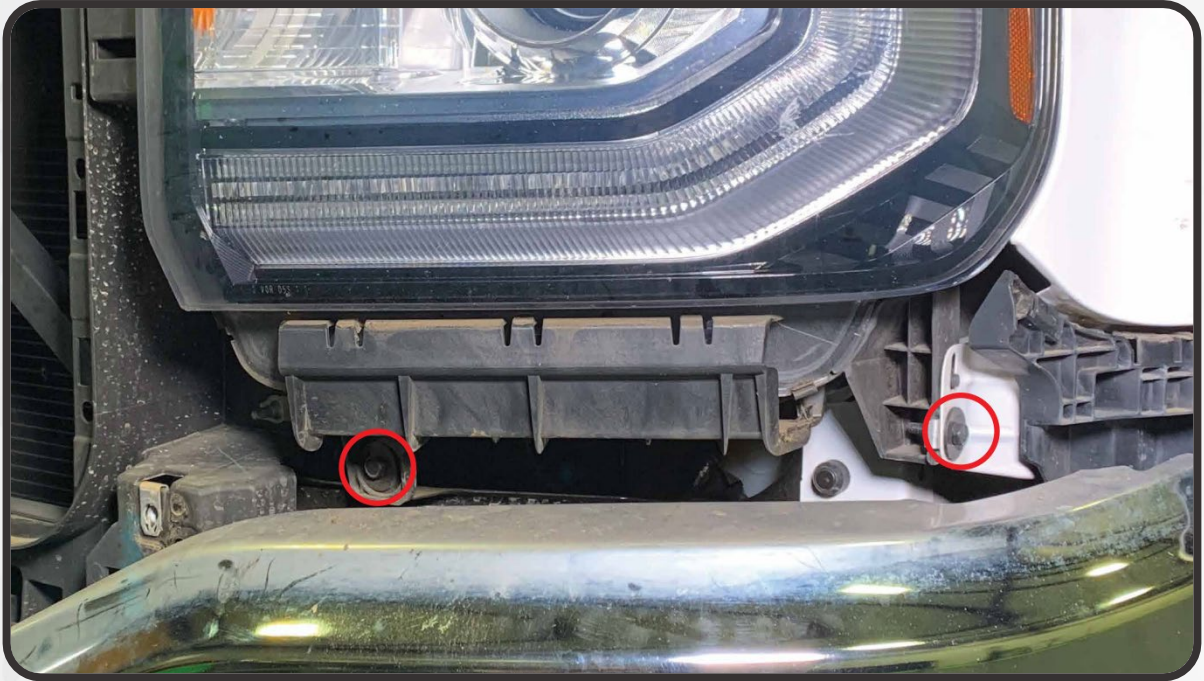


11. PRY UP ON THE FOUR TABS ALONG THE TOP OF THE GRILLE TO RELEASE THE IT FROM THE TRUCK. REMOVE THE GRILLE AND SET IT ASIDE

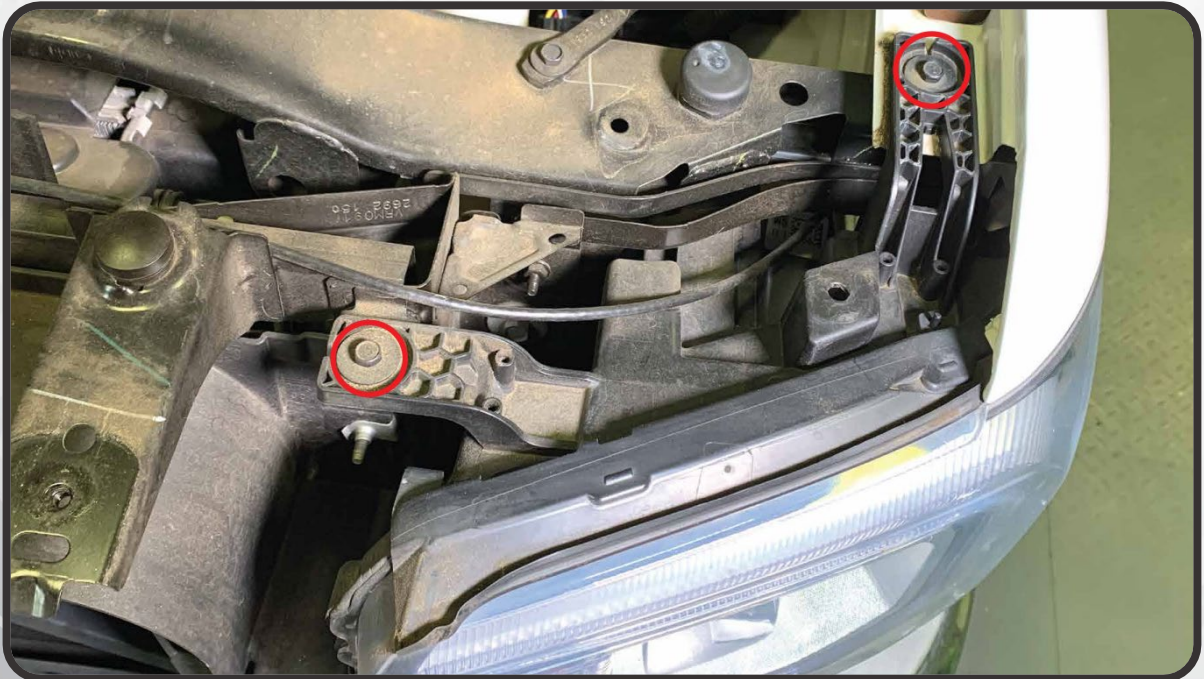


14-18 SIERRA 1500 DISASSEMBLY

12. REMOVE THE TWO 10MM BOLTS SECURING THE BOTTOM OF THE HEADLIGHT



13. REMOVE THE TWO 10MM BOLTS SECURING THE TOP OF THE HEADLIGHT



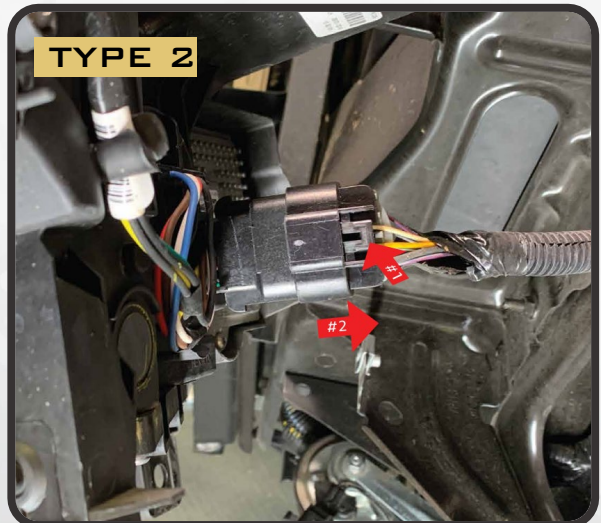
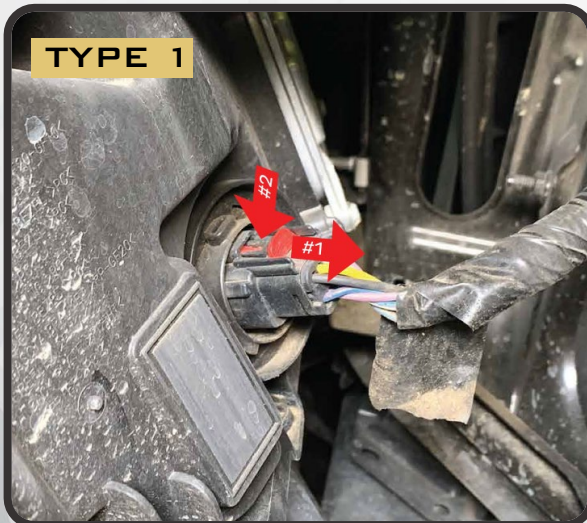
14-18 SIERRA 1500 DISASSEMBLY

14. LIFT UP ON THE HEADLIGHT TAB LOCATED ON THE FENDER TO RELEASE THE HEADLIGHT FROM THE TRUCK



15. PULL THE HEADLIGHT AWAY FROM THE VEHICLE. DISCONNECT THE WIRE HARNESS FROM THE HEADLIGHT ASSEMBLY

- FOR "TYPE 1" STYLE CONNECTORS, SLIDE THE RED LOCKING TAB AWAY FROM THE HEADLIGHT, THEN PRESS DOWN ON THE BLACK TAB AND PULL THE CONNECTOR AWAY FROM THE HEADLIGHT
- FOR "TYPE 2" STYLE CONNECTORS, SIMPLY PRESS DOWN ON THE BLACK TAB AND PULL THE CONNECTOR AWAY FROM THE HEADLIGHT



16. REPEAT STEPS 12-15 ON THE OPPOSITE SIDE OF THE TRUCK



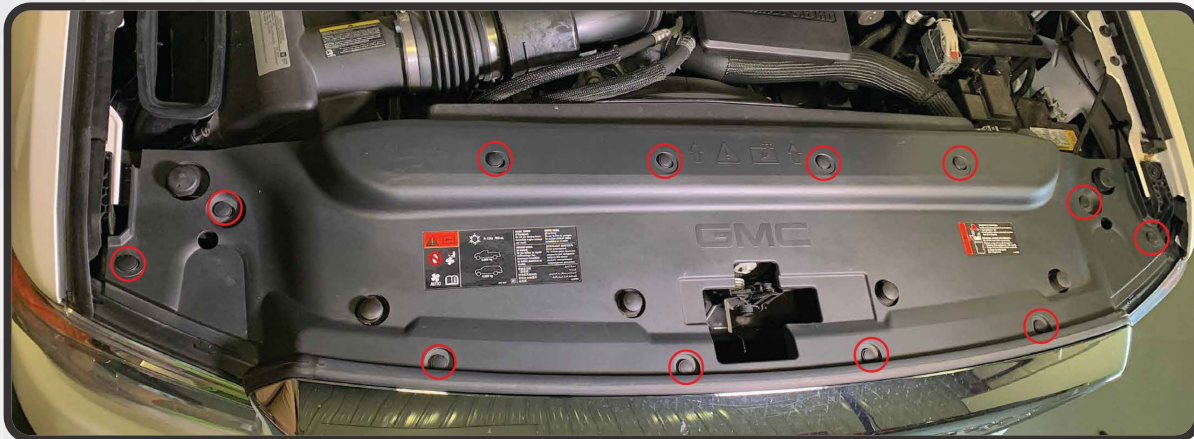
15-19 SIERRA HD DISASSEMBLY

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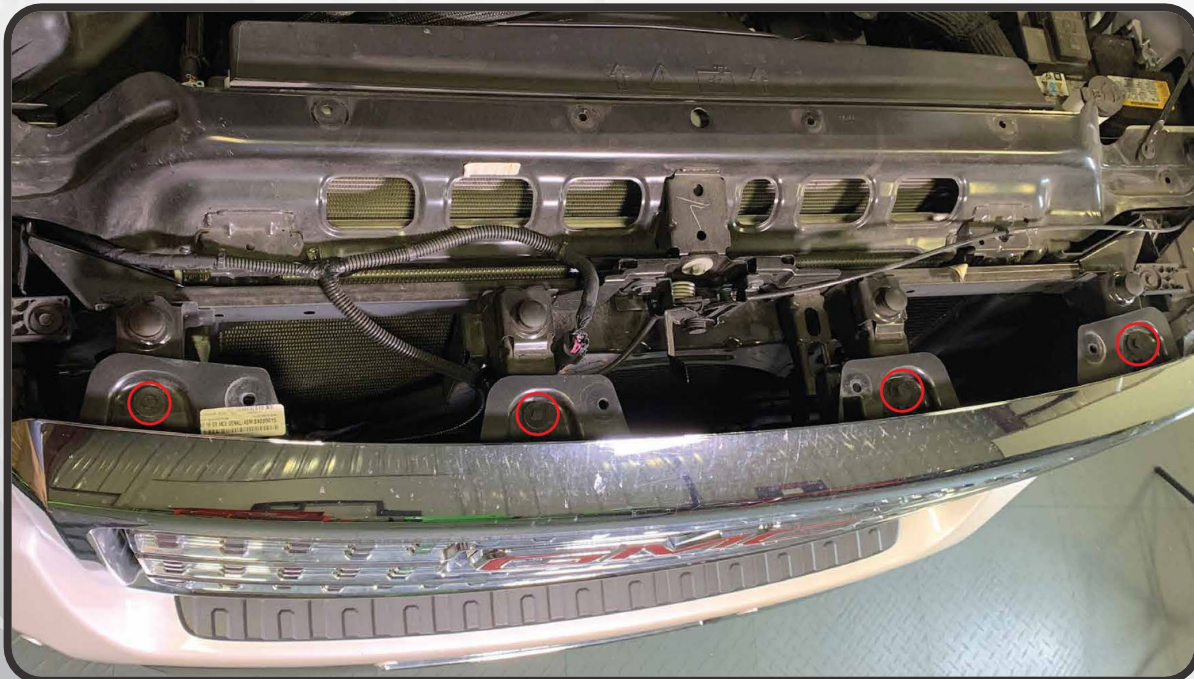
VEHICLES USED IN THIS GUIDE:

2016 SIERRA HD

17. REMOVE THE TWELVE PLASTIC PUSH-CLIPS SECURING THE PLASTIC UPPER-RADIATOR COVER. REMOVE THE COVER AND SET IT ASIDE

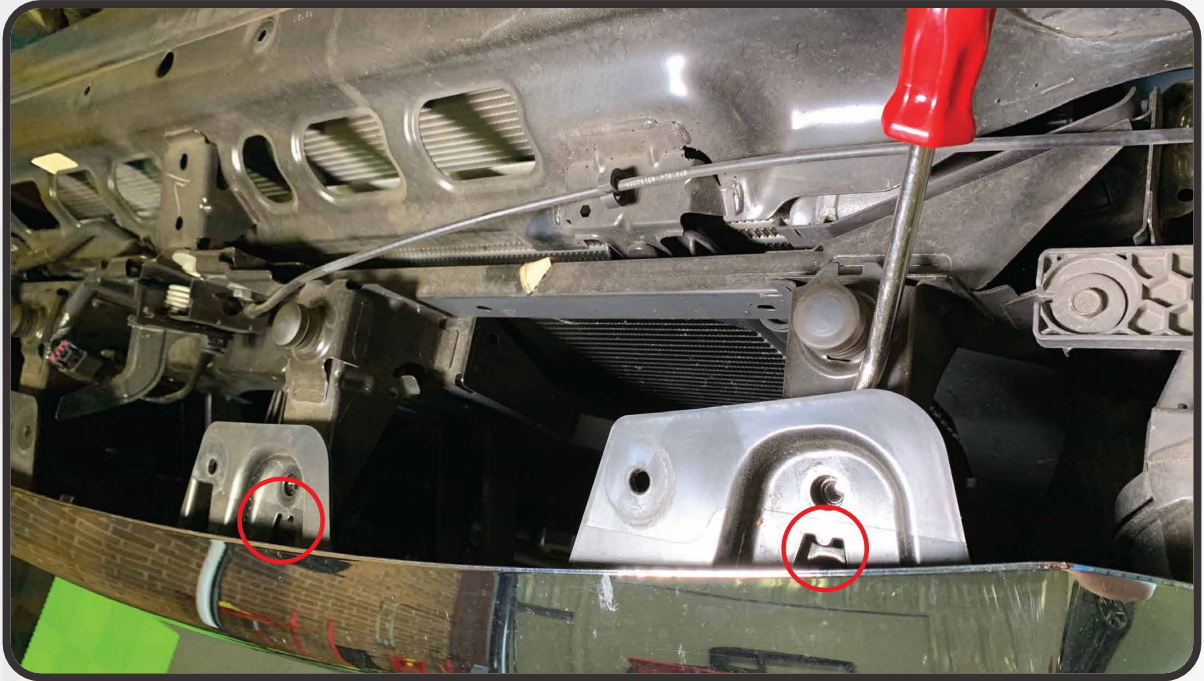


18. REMOVE THE FOUR 10MM BOLTS SECURING THE TOP OF THE GRILLE



15-19 SIERRA HD DISASSEMBLY

19. PRY UP ON THE FOUR TABS ALONG THE TOP OF THE GRILLE TO RELEASE THE TOP OF THE GRILLE FROM THE TRUCK



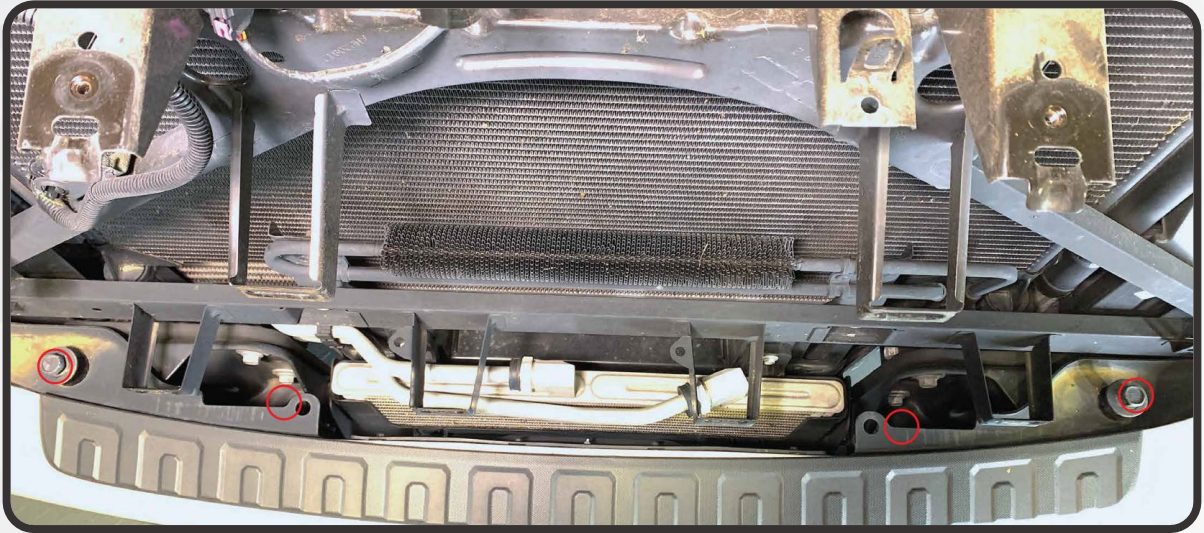
20. PRY THE GRILLE FORWARD IN EACH OF THE INDICATED LOCATIONS ON EACH SIDE. ONCE THE SIDES ARE RELEASED, FIRMLY PULL THE BOTTOM OF THE GRILLE AWAY FROM THE TRUCK TO FULLY REMOVE THE GRILLE FROM THE TRUCK. SET THE GRILLE ASIDE



15-19 SIERRA HD DISASSEMBLY

FOLLOW THE STEPS BELOW TO REMOVE THE FRONT BUMPER. YOU MAY BE ABLE TO GAIN THE NEEDED CLEARANCE BY SIMPLY LOOSENING THE BOLTS, BUT FULLY REMOVING THE BUMPER WILL ENSURE YOU HAVE PLENTY OF ROOM TO WORK WITHOUT STRUGGLING

21. REMOVE THESE FOUR 18MM BOLTS



22. REMOVE THE TWO 16MM BOLTS ON THE UNDERSIDE CORNERS OF THE BUMPER IN FRONT OF THE WHEELS



15-19 SIERRA HD DISASSEMBLY

23. UNDER THE CENTER OF THE BUMPER, DISCONNECT THE WIRE HARNESS BY PULLING BACK THE RED LOCK TAB, THEN PRESS DOWN THE BLACK TAB AND PULL THE CONNECTORS APART



24. THE BUMPER CAN NOW BE REMOVED FROM THE TRUCK AND SET ASIDE



15-19 SIERRA HD DISASSEMBLY

25. REMOVE THE ONE 10MM BOLT ON THE FRONT OF THE TRUCK SECURING THE UNDER-HEADLIGHT TRIM



26. REMOVE THE ONE 7MM BOLT FROM THE FENDER FLARE



15-19 SIERRA HD DISASSEMBLY

27. PULL THE OUTER EDGE OF THE UNDER-HEADLIGHT TRIM OUT/AWAY FROM THE TRUCK TO RELEASE THE PLASTIC CLIPS SECURING IT. REMOVE THE TRIM PANEL FROM THE TRUCK



28. (PASSENGER-SIDE ONLY) REMOVE THE UNDER-HOOD FENDER TRIM BY PRYING IT UP, THEN PULLING IT FORWARD



15-19 SIERRA HD DISASSEMBLY

29. REMOVE THE TWO 10MM BOLTS FROM THE TOP OF THE HEADLIGHT



30. REMOVE THE TWO 10MM BOLTS FROM THE BOTTOM OF THE HEADLIGHT



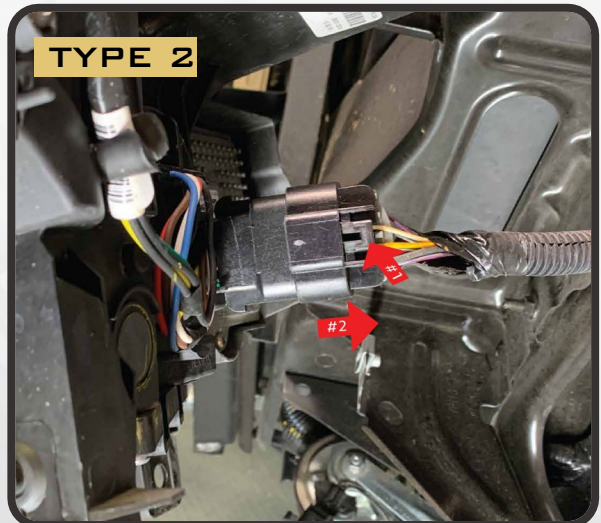
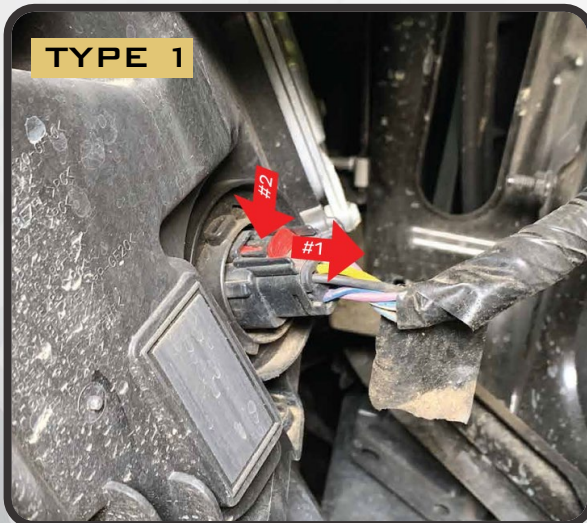
14-18 SIERRA 1500 DISASSEMBLY

31. LIFT UP ON THE HEADLIGHT TAB LOCATED ON THE FENDER TO RELEASE THE HEADLIGHT FROM THE TRUCK



32. PULL THE HEADLIGHT AWAY FROM THE VEHICLE. DISCONNECT THE WIRE HARNESS FROM THE HEADLIGHT ASSEMBLY

- FOR "TYPE 1" STYLE CONNECTORS, SLIDE THE RED LOCKING TAB AWAY FROM THE HEADLIGHT, THEN PRESS DOWN ON THE BLACK TAB AND PULL THE CONNECTOR AWAY FROM THE HEADLIGHT
- FOR "TYPE 2" STYLE CONNECTORS, SIMPLY PRESS DOWN ON THE BLACK TAB AND PULL THE CONNECTOR AWAY FROM THE HEADLIGHT



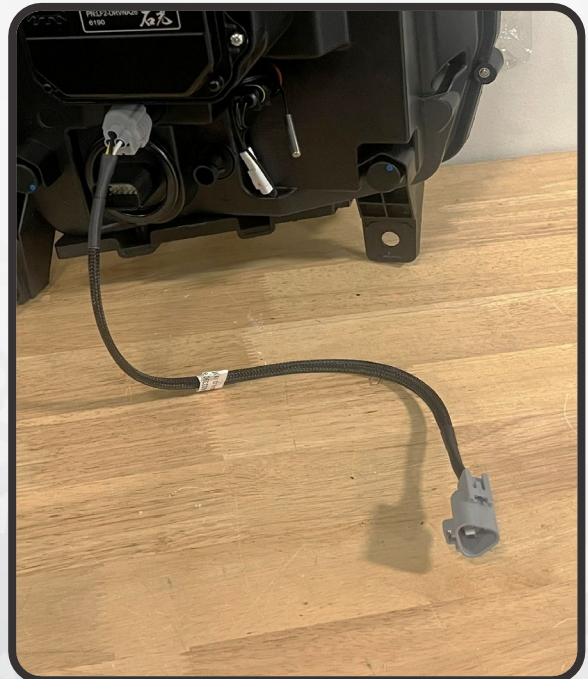
33. REPEAT STEPS 25-32 ON THE OPPOSITE SIDE OF THE TRUCK

HEADLIGHT SETUP

34. WITH THE MORIMOTO XB MODE SELECTOR KEYS, YOU CAN DECIDE WHAT STYLE YOU'D LIKE FOR YOUR DAYTIME RUNNING LIGHT AND TURN SIGNAL. CHOOSE FROM THE COLORCODED KEYS SHOWN BELOW FOR YOUR DESIRED STYLE (NOT APPLICABLE ON XB EVO HYBRID HEADLIGHTS)

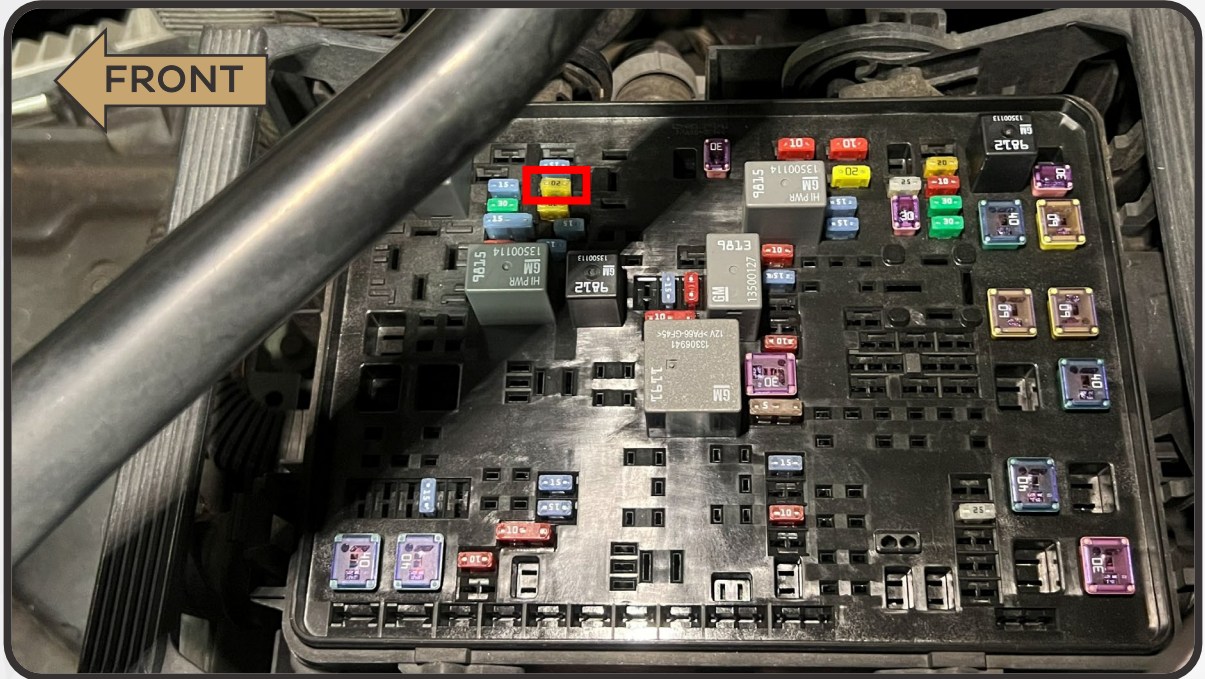
			
• DRL: WHITE • TURN SIGNAL: FADE-OFF	• DRL: WHITE • TURN SIGNAL: SEQUENTIAL	• DRL: AMBER • TURN SIGNAL: FADE-OFF	• DRL: AMBER • TURN SIGNAL: SEQUENTIAL

35. INSTALL THE MODE SELECTOR KEY FOR YOUR PREFERRED MODE ONTO THE 3-PIN CONNECTOR ON THE BACK OF EACH HEADLIGHT. THIS CAN ALWAYS BE CHANGED AFTER INSTALL IF DESIRED. MAKE SURE THE VEHICLE AND HEADLIGHTS ARE OFF WHEN CHANGING MODE SELECTORS. IF YOU DO PLAN TO CHANGE MODE SELECTOR KEYS LATER, AND WOULD LIKE TO MAKE THE CONNECTOR EASIER TO ACCESS AFTER INSTALL, CONNECT THE INCLUDED EXTENSION HARNESS WHICH CAN BE ROUTED TO THE ENGINE BAY DURING INSTALL

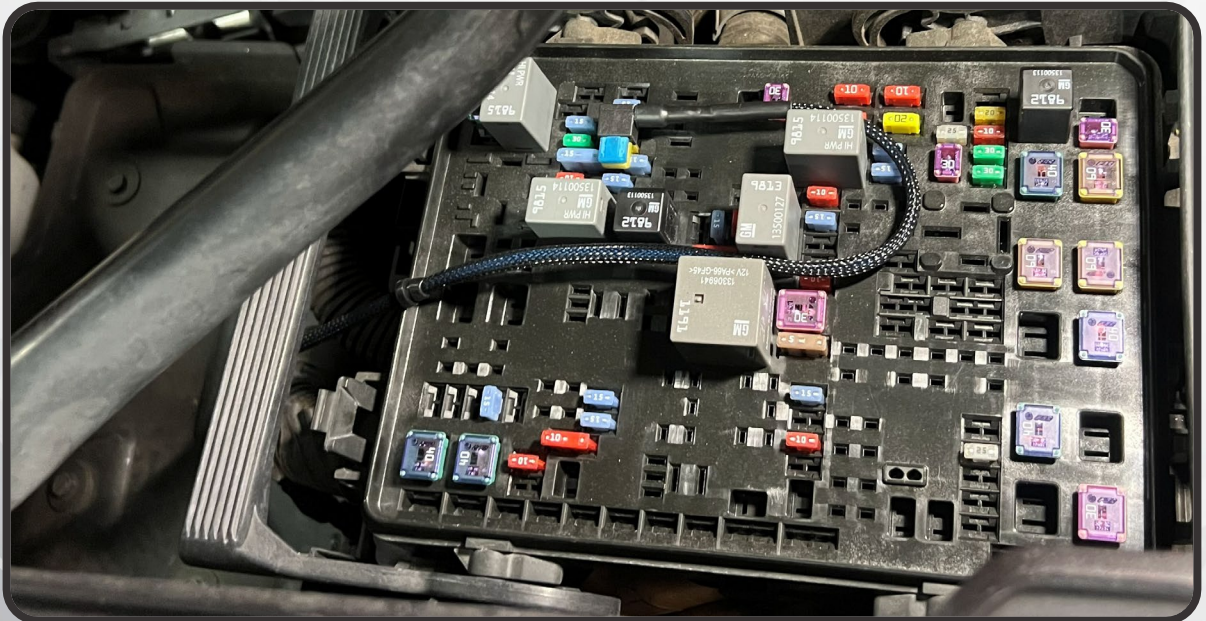


WIRING

36. LOCATE THE UNDER-HOOD FUSE BOX ON THE PASSENGER SIDE OF THE ENGINE BAY BY THE FIREWALL. OPEN THE LID TO THE FUSE BOX AND LOCATE AND REMOVE THE 20A FUSE FROM THE "INJ A ODD" FUSE SLOT #44



37. INSERT THE FUSE TAP INTO THE #44 SLOT AND ROUTE THE HARNESS OUT OF THE FUSE BOX. USING A DRILL WITH A 5.5MM/7/32" DRILL BIT OR A SMALL CUTTING TOOL, MAKE A NOTCH IN THE SIDE WALL OF THE FUSE BOX LID SO THAT THE LID CAN CLOSE OVER THE GROMMET ON THE DRL FUSE TAP WIRE

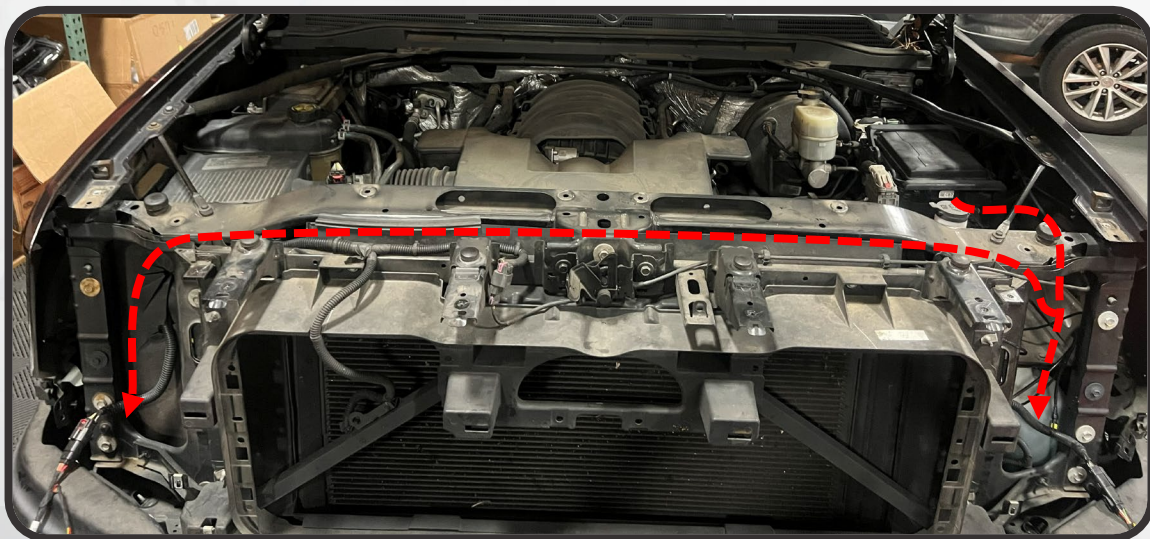


WIRING

38. CONNECT THE SECOND-LONGEST END OF THE DRL HARNESS TO THE FUSE TAP



39. ROUTE THE SHORTER END OF THE DRL HARNESS FORWARD TO THE DRIVER-SIDE HEADLIGHT CAVITY, AND THE LONGER END ACROSS THE RADIATOR SUPPORT TO THE PASSENGER-SIDE HEADLIGHT CAVITY



WIRING

IDENTIFY THE APPROPRIATE WIRING FOR YOUR FACTORY-EQUIPPED HEADLIGHTS BELOW



LED PROJECTOR

INCANDESCENT TURN SIGNAL



TYPE 1 ADAPTER

TURN SIGNAL RESISTOR



HALOGEN PROJECTOR

INCANDESCENT TURN SIGNAL



TYPE 2 ADAPTER

TURN SIGNAL RESISTOR



LED PROJECTOR

LED TURN SIGNAL



TYPE 1 ADAPTER

TURN SIGNAL FEEDBACK
MODULE



HID PROJECTOR

INCANDESCENT TURN SIGNAL



TYPE 2 ADAPTER

TURN SIGNAL RESISTOR



WIRING

40. ATTACH THE APPROPRIATE HEADLIGHT INPUT ADAPTER FOR YOUR TRUCK ONTO THE VEHICLE'S FACTORY HEADLIGHT WIRING



41. CONNECT EITHER THE TURN SIGNAL RESISTOR OR FEEDBACK MODULE (DEPENDING ON YOUR TRUCK, SEE PREVIOUS PAGE (22)) TO THE 3-PIN CONNECTOR ON YOUR INPUT ADAPTER HARNESS. IF INSTALLING THE MAGNET-MOUNT RESISTORS, ATTACH THE RESISTOR TO A SUITABLE STEEL SURFACE IN EACH HEADLIGHT CAVITY. MAKE SURE IT IS OUT OF THE WAY OF THE HEADLIGHT ASSEMBLY



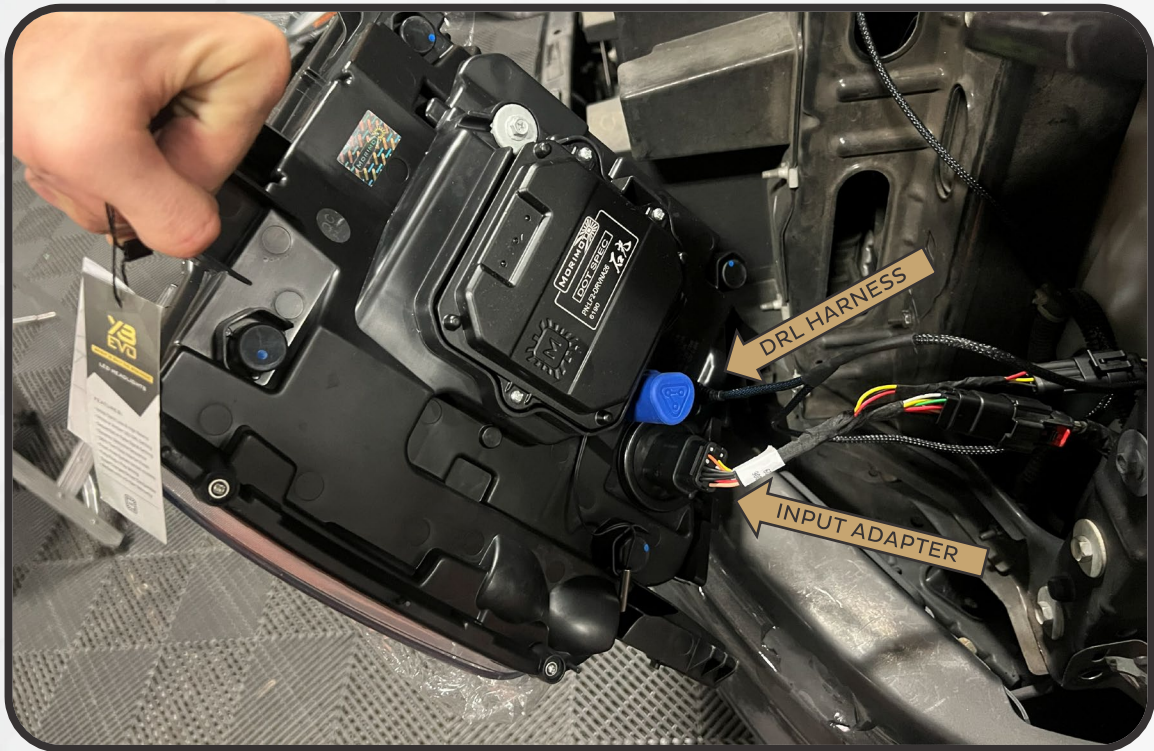
TURN SIGNAL RESISTOR



TURN SIGNAL FEEDBACK
MODULE

HEADLIGHT INSTALLATION

42. LIFT ONE OF THE NEW HEADLIGHT ASSEMBLIES UP TO THE HEADLIGHT CAVITY OF THE VEHICLE AND CONNECT THE HEADLIGHT INPUT ADAPTER AND DRL HARNESS TO THE BACK OF THE ASSEMBLY



43. SLIDE THE HEADLIGHT ONTO THE VEHICLE, ENSURING THAT NONE OF THE WIRING IS PINCHED IN THE PROCESS. SECURE THE HEADLIGHT TO THE TRUCK USING THE FACTORY HARDWARE.
44. REPEAT STEPS 42 AND 43 ON THE OPPOSITE SIDE OF THE VEHICLE

HEADLIGHT INSTALLATION

45. TEST AND CONFIRM THAT ALL FUNCTIONS ARE WORKING PROPERLY



DAYTIME
RUNNING
LIGHT



PARKING
LIGHT



TURN SIGNAL



LOW BEAM



HIGH BEAM

- THERE ARE THREE LEDS ON THE BACK OF THE LED DRIVER THAT INDICATE WHEN POWER IS BEING RECEIVED BY THE HEADLIGHT. IF ANY OF THESE INDICATOR LIGHTS ARE NOT ILLUMINATED WHEN THE CORRESPONDING FUNCTION SHOULD BE POWERED, RECHECK YOUR CONNECTIONS AND RELEVANT FUSES



- GREEN – LOW BEAM
- BLUE – HIGH BEAM
- RED – FUSE TAP

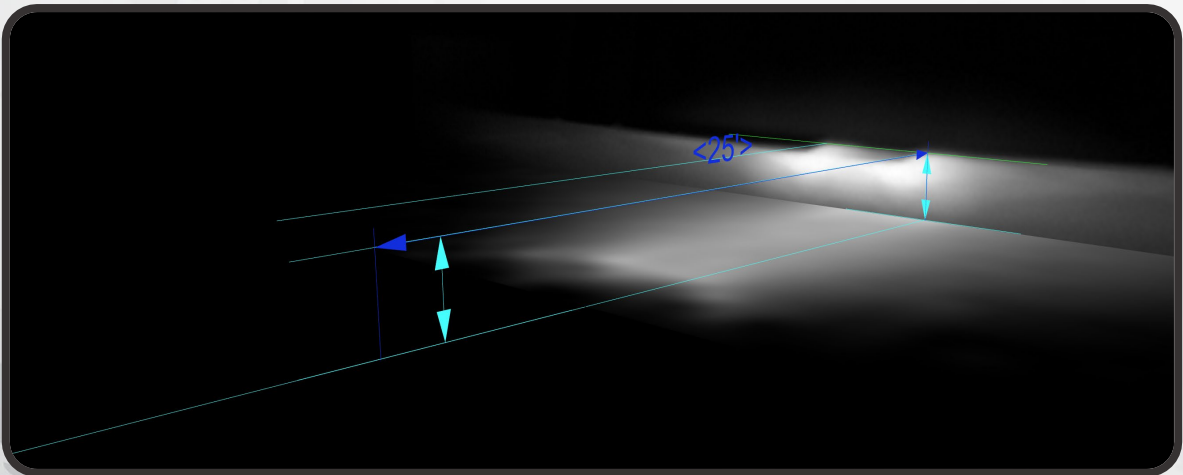
46. REASSEMBLE THE VEHICLE IN THE REVERSE ORDER OF DISASSEMBLY. MAKE SURE TO TUCK/SECURE ANY EXCESS/LOOSE WIRING

AIMING

47. THE HEADLIGHTS COME OUT OF THE BOX AIMED FOR STOCK RIDE HEIGHT, HOWEVER IT IS **STRONGLY** RECOMMENDED TO FINE TUNE THE AIM OF YOUR LOW BEAM AFTER INSTALLATION ON YOUR TRUCK REGARDLESS. WITH THE UPPER RADIATOR COVER REMOVED, USING A LONG PHILLIPS HEAD SCREWDRIVER DOWN THE BACK OF THE HEADLIGHT TO THE ADJUSTER GEAR, FOLLOW THE INSTRUCTIONS BELOW TO PROPERLY ALIGN YOUR HEADLIGHTS' LOW BEAM CUTOFF (THE UPPER HORIZONTAL EDGE OF THE LOW BEAM)



48. WITH THE VEHICLE PARKED ON LEVEL GROUND, 25' FROM A WALL, MEASURE THE DISTANCE FROM THE GROUND TO THE OPTICAL CENTER MARK ON THE HEADLIGHT (THE CIRCULAR MARK ON THE LENS IN FRONT OF THE PROJECTOR)
- IF THE DISTANCE FROM THE GROUND TO THE OPTICAL CENTER IS LESS THAN 34.5", ADJUST THE TOP OF THE HEADLIGHT CUTOFF TO THE SAME HEIGHT ON THE WALL AS THE HEADLIGHT MEASUREMENT YOU TOOK
 - IF THE HEIGHT IS BETWEEN 35"-39", ADJUST THE CUTOFF ON THE WALL TO 2" BELOW YOUR HEADLIGHT MEASUREMENT
 - IF THE HEIGHT IS GREATER THAN 39.5", ADJUST THE CUTOFF ON THE WALL TO 3" BELOW YOUR HEADLIGHT MEASUREMENT



NOTE: AIMING SHOULD NOT REQUIRE MORE THAN THREE FULL TURNS OF THE ADJUSTER IN EITHER DIRECTION. OVER-ADJUSTING THE LIGHT MAY RESULT IN DAMAGE TO THE ADJUSTER

LENS HEATER ACTIVATION

(NOT APPLICABLE ON XB EVO HYBRID HEADLIGHTS)

THE HEATING SYSTEM HAS BEEN DESIGNED TO MITIGATE SNOW AND ICE BUILDUP ON THE FRONT LENSES OF YOUR HEADLIGHTS WHILE DRIVING IN INCLEMENT CONDITIONS. WHILE IT MAY ACT AS AN AID, IT WAS NOT DESIGNED TO DEFROST/MELT HEAVY BUILDUP FROM AN OVERNIGHT SNOWSTORM.

AS A BASIC REQUIREMENT: IT WILL ONLY ACTIVATE IF THE AMBIENT EXTERNAL TEMPERATURE SENSOR READS AT/BELOW 5°C (41°F). IF IT'S TOO WARM OUTSIDE, THE HEATING ELEMENTS WILL NOT RUN TO AVOID CREATING EXCESS/UNNECESSARY HEAT WITHIN THE HOUSINGS.

TO ENABLE THE SYSTEM, FOLLOW THE STEPS OUTLINED BELOW:

WITH THE VEHICLE RUNNING (AND AFTER THE WELCOME SEQUENCE HAS COMPLETED) FLASH YOUR HIGH BEAMS 4 TIMES WITHIN 4 SECONDS. THE HEATING SYSTEM IS NOW AWAKE: THE HIGH BEAMS WILL RESPOND ONE OF TWO WAYS.

TWO FLASHES: HEATING SYSTEM FULLY ACTIVE. POWER IS ACTIVELY BEING DELIVERED TO THE HEATING ELEMENTS AND CONVECTION FANS.

ONE FLASH: REQUEST ACKNOWLEDGED, BUT SOME CONDITION* HAS NOT BEEN MET. SYSTEM IS IN AUTOMATIC STANDBY FOR OPERATION IF ALL CONDITIONS ARE MET.

ONCE ACTIVATED: THE SYSTEM IS AUTOMATICALLY MONITORED THROUGH A CLOSED-LOOP CONTROL SYSTEM TO MAINTAIN AN IDEAL TEMPERATURE TO KEEP THE FRONT LENS CLEAR. IT WILL TURN ON/OFF AS NECESSARY UNTIL YOU TURN THE IGNITION OFF COMPLETELY OR MANUALLY DISABLE THE HEATER. FOR EACH IGNITION KEY CYCLE, THE DEFAULT STATE OF THE HEATING SYSTEM IS OFF UNTIL REQUESTED ON.

MANUAL DISABLING: JUST FLASH THE HIGH BEAMS AGAIN (4X WITHIN 4 SECONDS) AND THE SYSTEM SHOULD RESPOND WITH ONE FLASH, ACKNOWLEDGING YOUR REQUEST.

*EXAMPLES OF CONDITIONAL REQUIREMENTS:

- AMBIENT TEMPERATURE NOT LOW ENOUGH (AT BELOW 5°C / 41°F)
- LENS TEMPERATURE ALREADY AT TARGET TEMPERATURE
- PRIMARY HEATING ELEMENT TEMPERATURE TOO HIGH
- INSUFFICIENT BATTERY VOLTAGE
- SYSTEM NOT REQUESTED ON

IF YOUR HEADLIGHTS ARE NOT RESPONDING TO YOUR REQUEST, THE AUTO HIGH BEAM FEATURE CAN SOMETIMES INTERFERE WITH THE LENS HEATER SYSTEM. TURN OFF THE AUTO HIGH BEAMS AND RETRY YOUR REQUEST



XB EVO HEADLIGHTS: 14-19 GMC SIERRA



- ENJOY YOUR NEW MORIMOTO XB EVO HEADLIGHTS! -

