

Disconnect battery before installing:

Unbolt and remove the Rally Sport headlamp door assembly. There are two bolts on the radiator support and two on the fender. The center grille does not need to be removed.

Remove the old motor and hardware by unbolting the two small bolts holding the old motor to the motor mounting plate. The motor door arm will be re-used later.

Important: The motors can be mounted on either side. However, the electronic control box marked "D" mounts to the driver's side, while the control box marked "P" installs on the passenger side.

Important: This kit uses connectors designed for all weather use. However, the connectors are not designed to handle strain from pulling on the wire. Please connect and disconnect the plugs without pulling directly on the wires.

Two 10-24 sized holes in the motor mount bracket will serve as the new motors mounting bolt holes. You must drill two corresponding holes in the motor mounting plate. Sometimes a plastic tipped hammer is needed to slightly "massage" the back of the headlight housing for motor clearance or realign the motor plate by loosening the five mounting screws holding the plate to the headlamp assembly. This will not interfere with the headlamp operation or headlamp alignment.

Secure the motor to the mounting plate using the two supplied 10-24 bolts and Nyloc nuts. Important: To prevent motor arm interference, the 10-24 bolt heads must be on the motor output side of the mounting plate, while the Nyloc nuts should be used on the motor side of the mounting plate.

The control box installs directly next to the motor to the side of the headlight capsule (see attached photo). Please install the control box so that the opening for the wires faces downward to prevent water from entering the control box. The control box can be attached using double Velcro, double sided tape, silicone glue, epoxy or use zip ties.

The motor output shaft is oversized and as result, the original motor door arm must be enlarged with a 3/8" drill bit. The motor arm should move freely on the motor shaft.

Install the supplied 1/8" x 3/4" brass thrust bushing over the motor shaft.

Install the supplied drive washers, plastic friction disks and your motor arm onto the output shaft in the following order: steel drive washer - two plastic friction disks - motor arm - two plastic friction disks - steel drive washer (refer to attached diagram).

Slide the supplied cone washer onto the output shaft followed by the supplied washer.

Torque the first ¼" jam nut to about 50 in/lbs, or until the motor turns. The plastic friction disks should slip if there is significant binding in the motor arm. Tighten the second jam nut onto the shaft.

Reinstall the headlight assembly in your Camaro.

WARNING!: The battery **MUST** be disconnected before installing control boxes

WARNING!: Wires **MUST** be installed in the following order or damage may occur

Black wire - Is ground. Connect to any ground source (i.e. the headlamp housing).

Red wire - Is the power supply to the motor and must be connected to a permanent non-switched (always on) power source. Connecting directly to the battery or battery junction is recommended for the passenger side, while the horn relay works well for the driver side. The included 4 amp inline fuse must be used.

Yellow wire - Must be spliced to any low beam wire (tan wire on GM headlight plug).

White wire - Must be spliced to any high beam wire (green wire on GM headlight plug).

Re-connect the battery and enjoy your hideaway headlights.

Notes:

The motors will perform a closing cycle during initial operation or after power has been disconnected, this is normal. The headlight motor closing cycle is delayed a couple seconds to allow flashing the

headlights lights without the RS doors moving.

