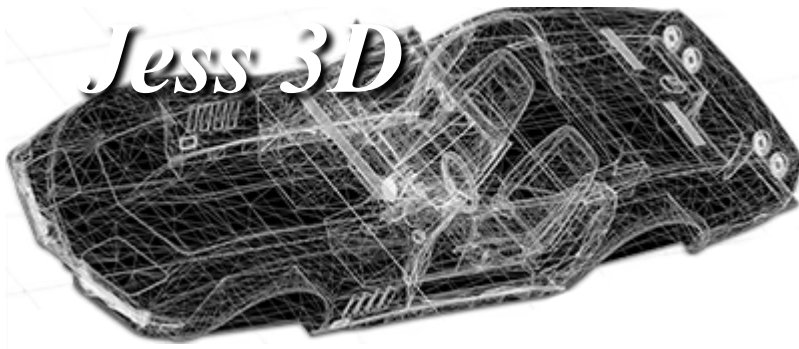


Jess 3D



Assembly instructions for the corvette c3 version1 Led headlight kit

This notice concerns the Corvette C3 Led headlight conversion kit sold [Here](#)

This assembly is completely reversible to return to the original headlights.

Allow between 1 to 2 hours for modification

It only requires a Phillips screwdriver, crimping pliers and 2 flat male and female terminals if you want to connect the indicators.



Before:



After:





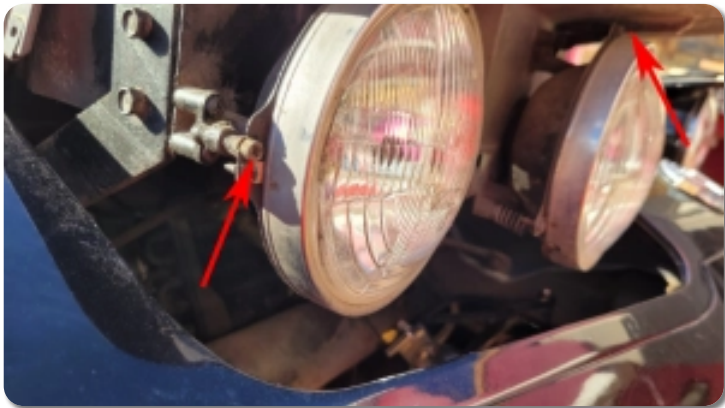
The kit consists of 4 LED headlights, 4 mounting brackets and wire harnesses.



You must first remove the original headlights.
First remove the fiber cover, 2 screws on the side and 2 screws under the upper face:



Then unscrew the 2 adjustment screws, at the top and on the side of the headlight:



Then unclip the spring, all that remains is to unplug the connector at the back and the headlight can come out.



We can then disassemble the optics to recover the screws and the chrome circle.





We can assemble the new support, the LED headlight and the chrome circle.



Insert the 2 adjustment screws into the support housings (from the side)
The screw must stay in place but not force too much, if so it must be a little oxidized, remove the oxidation with a fine sandpaper on the head so that it can go in and turn.



You may or may not wire the parking lights and turn signals.

For this; You need to recover the wiring just below the headlight, easily accessible now that the headlights are removed.

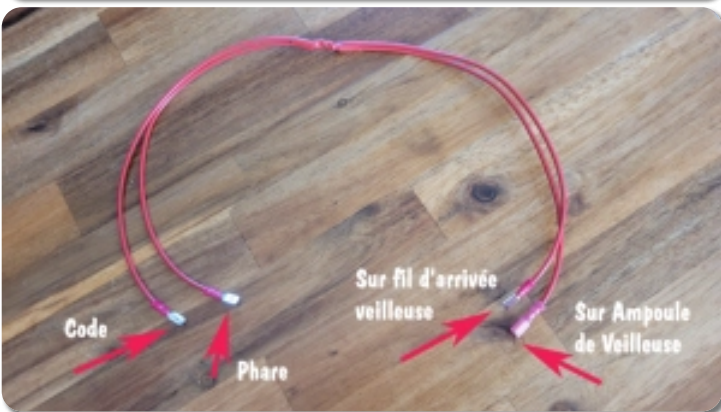
For the position lights, simply plug into the bulb terminal.

The cable has a female plug to plug directly into the night light bulb, the male plug on the same side on the cable reaching the night light.

All the wires of the cable are connected together.

The other side goes towards the headlights, 2 male sockets to connect to each of the optics on the same side.

Unplug the terminal and plug in the red cable provided:

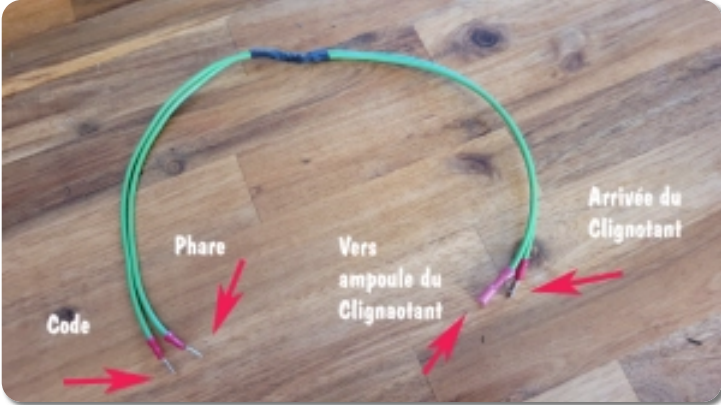


For the indicators, it's exactly the same thing, you just have to cut the lead to the indicator bulb and connect 2 flat terminals, one male, one female.

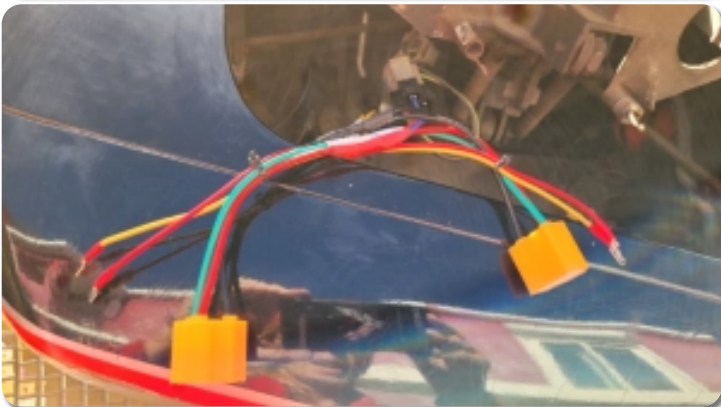
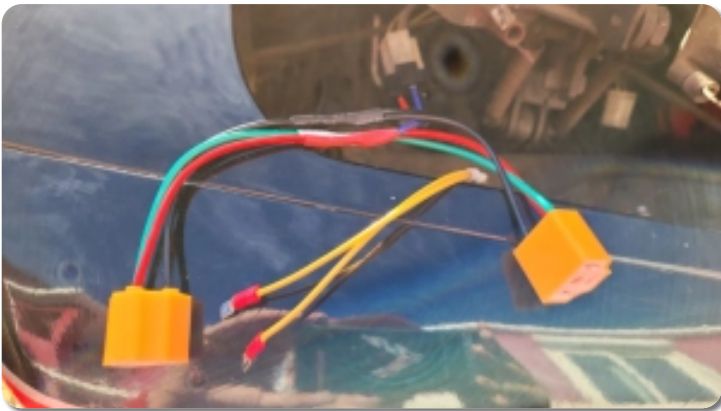
Then connect the female terminal of the cable and the male terminal on the same side of the cable to the inlet and towards the indicator bulb.

The other 2 male terminals at the other end of the cable go towards the 2 headlights.

You can connect only one of the 2 headlights for the indicators, in this case isolate the remaining male terminal.



Then connect the headlight cable, the black male plug to the original code harness. We can then put a few clamps to fix all that, by bringing a wire from the position lights and a flasher to each female socket.





We can then mount the optics.

First connect the cables: bulb, daytime running lights (red) and indicators (green).

I chose to wire the indicators to all the headlights but you can also wire only those on the outside, a matter of taste.

Then engage the spring in the plastic part of the support as in the photo:



Rotate the headlight and you can screw in the 2 micrometric adjustment screws:



It was not possible before to rotate the headlight in its support so that it is horizontal, you can slightly unscrew the 3 fixing screws on the chrome surround to rotate the headlight to position it.

The 2 orange parts must be positioned at the top and the Dot Sae E3 writing must also be at the top.



You can now make a small adjustment.

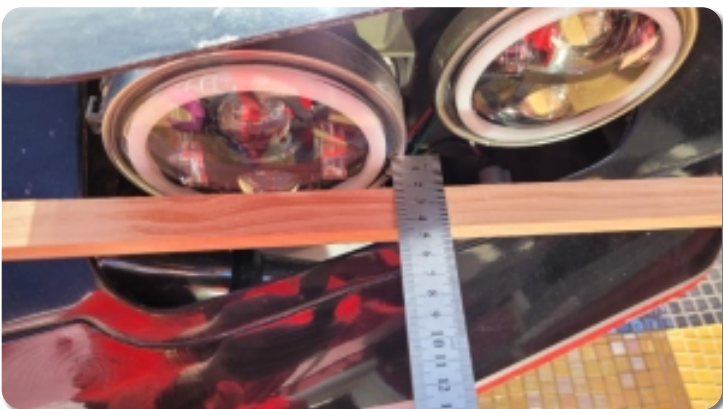
A tip for adjusting the vertical axis, you can use a cleat or a ruler to align yourself correctly with the axis of the car.



You can measure the distance on each side of the chrome circle and the cleat and adjust with the screw on the side of the headlight.

For those in the middle, I set it straight.

For those on the outside, I tilted them 5mm outwards to gain lighting on the sides. The advantage is that we will have 4 codes and 4 main beams, so we might as well distribute them.





You can then adjust the vertical position.

You have to do it at night or in the dark with the headlight on.

Either take a large cardboard box or put the car pointed towards a wall.

Take the height of the middle of the lighthouse, make a mark on the cardboard by removing 1cm from the meter distance.

For example, the middle of the lighthouse is 100 cm from the ground.

If you are 5 meters from the wall, make a line 95cm from the ground, if you are 3 meters the line is -7cm from the ground.

Act on the screw at the top of the headlight to adjust the top of the lighting beam to the line. Make the adjustment with the headlights in code.



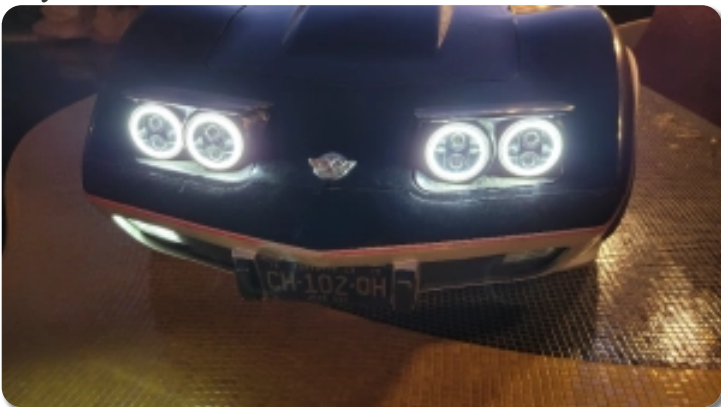
All that remains is to reassemble the fiber covers.

It is possible that the optics are blocking the cache a little. Either lightly tighten the screws where it is blocking, or file the inside of the cover so that it passes.

The adjustment screws are accessible even with the cover reassembled to adjust the headlights if a correction needs to be made.



Day fires:



Codes:



The Full Lighthouse:



Indicators:



The power of the lights normally corresponds to the original lights and does not require [↑](#) any modification of the harness.

If you have a flash when you switch to full headlight or even if everything goes out, it is the headlight switch which goes into safety.

It is better to replace the headlight control or you can then put 2 relays to relieve the contactor.



Orders are processed and shipped between 24 and 48 hours after receipt of payment.
Also take into account the carrier's delays.