

INSTRUCTIONS FOR INSTALLING HALOGEN BULBS

PARTS AVAILABLE: Headlights, Sealed Beam Headlights, Stop Lights, Tail Lights, Cowl Lights, Instrument Lights, Dome Lights, Indicator Lights, License Plate Lights, Accessory Lights

Thank you for purchasing halogen bulbs for your antique automobile or motorcycle. These parts have been made using quartz glass for long life and are rated to 300 hours. When installing these bulbs we ask that you keep the following instructions in mind in order to ensure a good fit and a long, useful life.

First of all, it is best to leave your bulbs in their original packing until you are ready to install them. If you would like to look at them prior to installation, **PLEASE AVOID TOUCHING THE GLASS PORTION OF THE BULBS WITH YOUR FINGERS.** Oils from the skin on your fingers will remain on the bulbs and create hotspots which can drastically reduce the life of the bulb. Should you happen to make skin contact with the glass envelope of a bulb you may safely clean the glass using rubbing alcohol. In general it is best to handle the bulbs using clean gloves or a piece of cotton cloth. Even a clean, plastic bag may be used. In some cases the new halogen bulbs you receive from us will come wrapped in a small plastic bag which can be useful in this regard. *Please note that cleaning the glass envelopes of your new bulbs with some rubbing alcohol may be a good idea regardless of whether or not you have touched them because they sometimes arrive from the factory with a light coating of dust.*

When you are ready to install your halogen bulbs please make sure that the electrics of your car are off. Remove your old bulbs. Check to see that the contacts in your bulb sockets are clean and not corroded. If necessary, clean your sockets of corrosion. Spraying a small amount of WD-40 into the sockets can aid in cleaning away any corrosion and will aid in conductivity. If an old bulb did not work it may not have been the bulb, but instead, a poor contact inside of the socket, poor wiring, or a bad ground. Now is the time to take care of any such problems and also to clean the reflector and lens of your light assembly.

Carefully remove the new Halogen bulb from its package, being careful not to touch the glass portion of the bulb. It should go in very easily. *Pulling back the wires behind each socket while inserting the bulb should help to reduce any tension.* Please do not attempt to force the bulb as the glass envelope of the bulb is fragile and may break. Check to make sure that sockets are free of corrosion and debris. *It is a very good idea to apply extra lubricant (we recommend WD-40) before attempting to install your new bulb.*

If for any reason you find that your new halogen bulb does not light, chances are that the problem is with a dirty socket, bad contact, bad wire, or poor ground, and not the bulb itself. In order to determine the cause of the problem carefully remove the new halogen bulb, again being careful not to directly touch the glass with your skin, and try another bulb in the same socket. If that bulb does not light then one of the aforementioned trouble spots is likely at fault. If one bulb works where another does not then you may very well have a problem with the bulb. In this case, please call us to arrange for return, examination, and free replacement of the defective part.

When testing the brightness of your new halogen bulbs remember to do so with your car's engine turning at about 1200 RPM or higher as your bulbs' light output will respond to the current generated in your vehicle. Bulbs will frequently appear dimmer when your car is idling or at rest.

In most cases no adjustments will have to be made to your generator or charging system in order to accommodate your new halogen bulbs. In some older vehicles, however, such as those from the 20s and 30s which may employ a 3rd brush in the generator, you may have to increase the output of your vehicle's generator ever so slightly. You may do so by turning the little slotted screw in back of the generator forward (to the right) by no more than 1/8 inch (don't turn any farther or you may cause the generator to overcharge!). If, while you are driving during the day, you notice the ammeter charging over 15 amps, you can safely cut the amount of charge to the battery down by driving with your parking lights on and adjusting the output later when you get a chance.

If you should have any questions, please don't hesitate to contact us toll free at (800) 828-2061, or (973) 642-2404 for international calls. Email us at HirschAuto@aol.com.

Thank you,

Eric Hirsch

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