



BRIGHT IS ONLY THE BEGINNING

# INSTALL GUIDE

## XB EVO HEADLIGHTS: TOYOTA TACOMA (16-23)

LF2-530/LF2-530Y



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.



# **XB EVO HEADLIGHTS: TOYOTA TACOMA (16-23)**

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## **WHAT'S INCLUDED**



**2X (PAIR)  
HEADLIGHTS**



**4X PAIRS OF MODE  
SELECTORS (EXCL.  
HYBRID MODEL)**



**1X FUSE TAP**



**1X DRL HARNESS**



**2X OE HALOGEN  
HARNESSES**



**2X OE HALOGEN/LED  
DRL HARNESSES**



**2X OE LED  
HARNESSES**



**2X RESISTORS**



**9X PHILLIPS HEAD  
SCREWS**



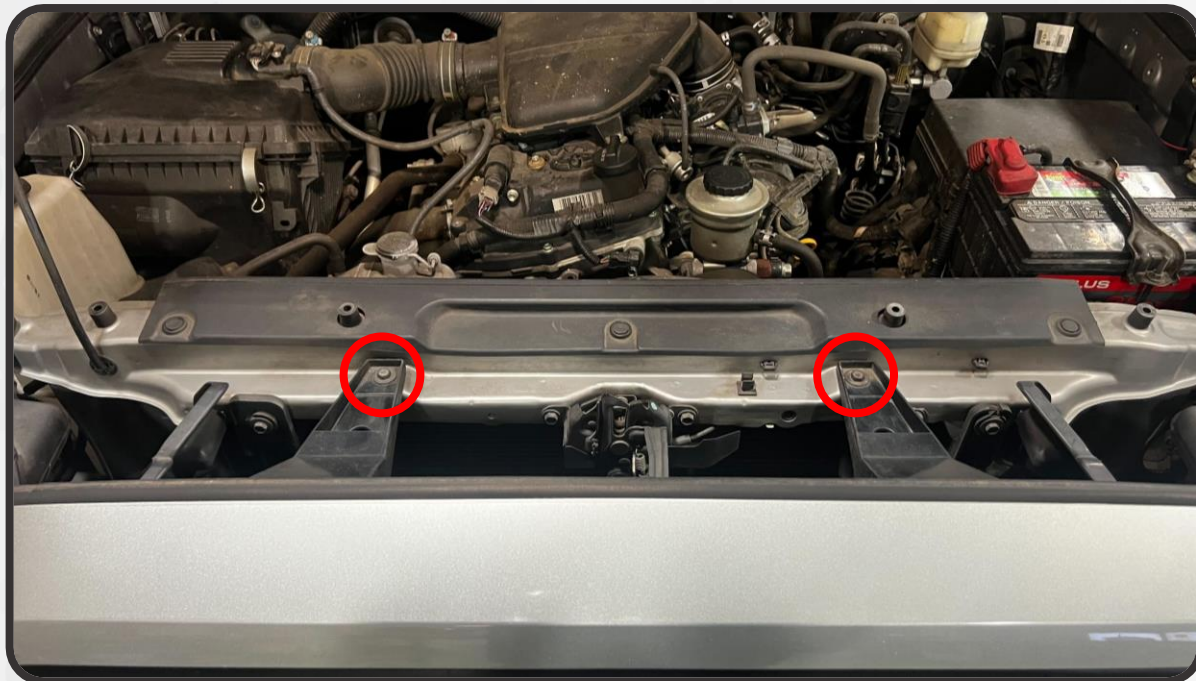
## **REQUIRED TOOLS**

- **RACHET**
- **10MM SOCKET**
- **TRIM REMOVAL PRY TOOL**
- **PHILLIP'S HEAD SCREWDRIVER**
- **ZIP TIES**
- **DRILL AND 7/32" BIT**



# DISASSEMBLY

1. BEGIN BY RASING THE HOOD OF THE VEHICLE. REMOVE THE TWO 10MM SCREWS SECURING THE TOP OF THE GRILLE

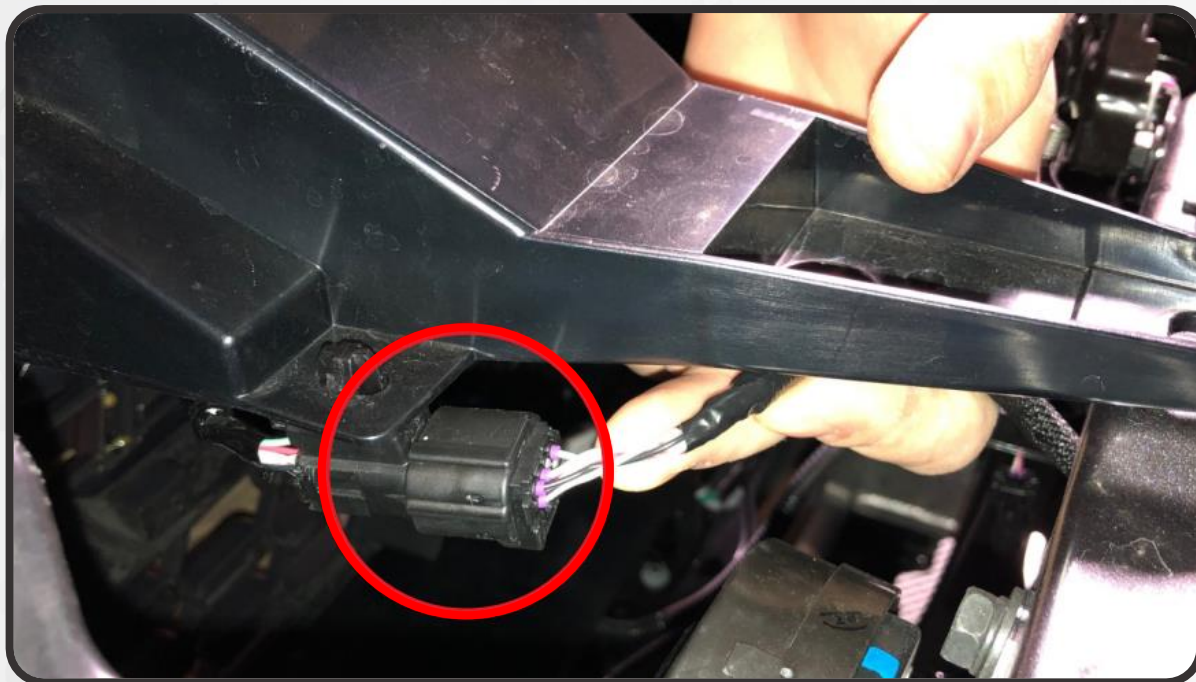


2. REMOVE THE TWO PUSH-CLIPS AT THE CORNERS OF THE GRILLE (ONE PER SIDE)



## DISASSEMBLY

3. IF EQUIPPED, REMOVE THE AUTO-BRAKE SENSOR CONNECTOR FROM THE GRILLE BRACKET



4. LIFT UP ON THE TWO UPPER GRILLE BRACKETS AND PULL FORWARD TO RELEASE THEM

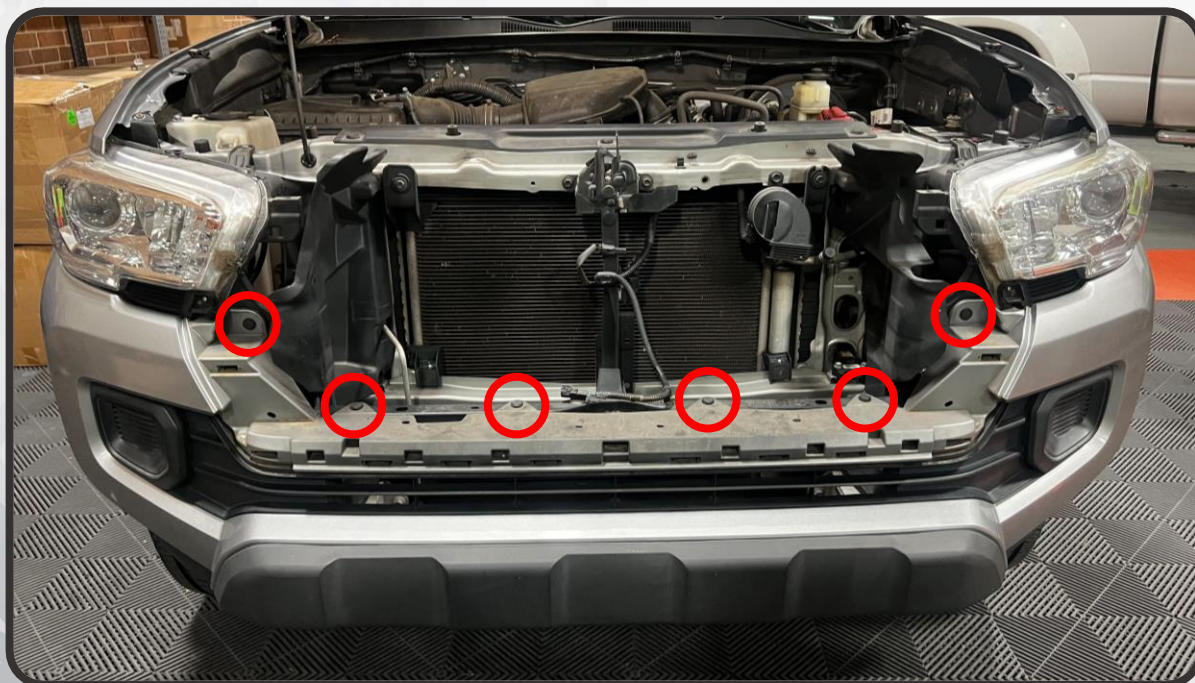


## DISASSEMBLY

5. GRAB ONTO THE SIDE OF THE GRILLE AND PULL FORWARD TO RELEASE THE CLIPS SECURING IT. REPEAT ON BOTH SIDES AND REMOVE THE GRILLE



6. REMOVE THE SIX PLASTIC PUSH-CLIPS FROM THE TOP OF THE BUMPER COVER



## DISASSEMBLY

7. IN THE WHEEL WELL, ROTATE THE PLASTIC SCREW SO THAT THE SLOT IS IN THE HORIZONTAL POSITION AND REMOVE IT



8. REMOVE THE 10MM SCREW IN EACH WHEEL WELL

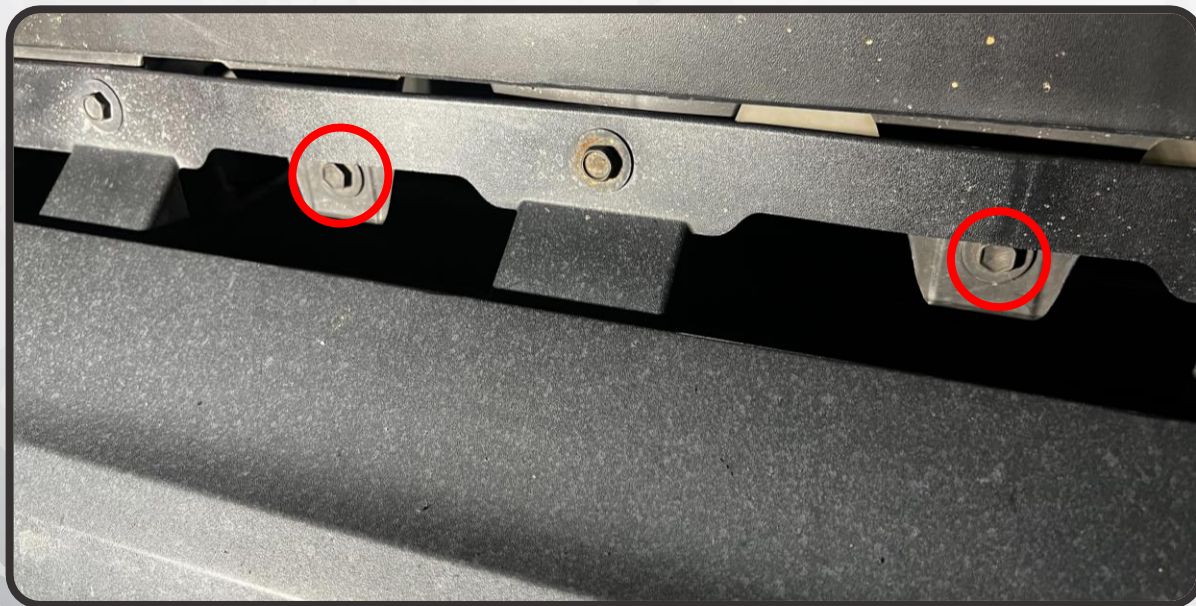


## DISASSEMBLY

9. REMOVE THE TWO 10MM BOLTS ON EITHER LOWER CORNER OF THE BUMPER COVER



10. REPEAT STEPS 7-9 ON THE OPPOSITE SIDE OF THE TRUCK
11. REMOVE THE TWO 10MM BOLTS IN THE CENTER OF THE UNDERSIDE OF THE BUMPER COVER



## DISASSEMBLY

### 12. DISCONNECT THE FACTORY FOG LIGHTS IF EQUIPPED



### 13. PULL THE CORNER OF THE BUMPER COVER BACK OFF OF THE TAB IT SITS ON, THEN PULL OUT AWAY FROM THE FENDER, RELEASING THE CLIPS. REPEAT ON THE OTHER SIDE, AND REMOVE THE BUMPER COVER

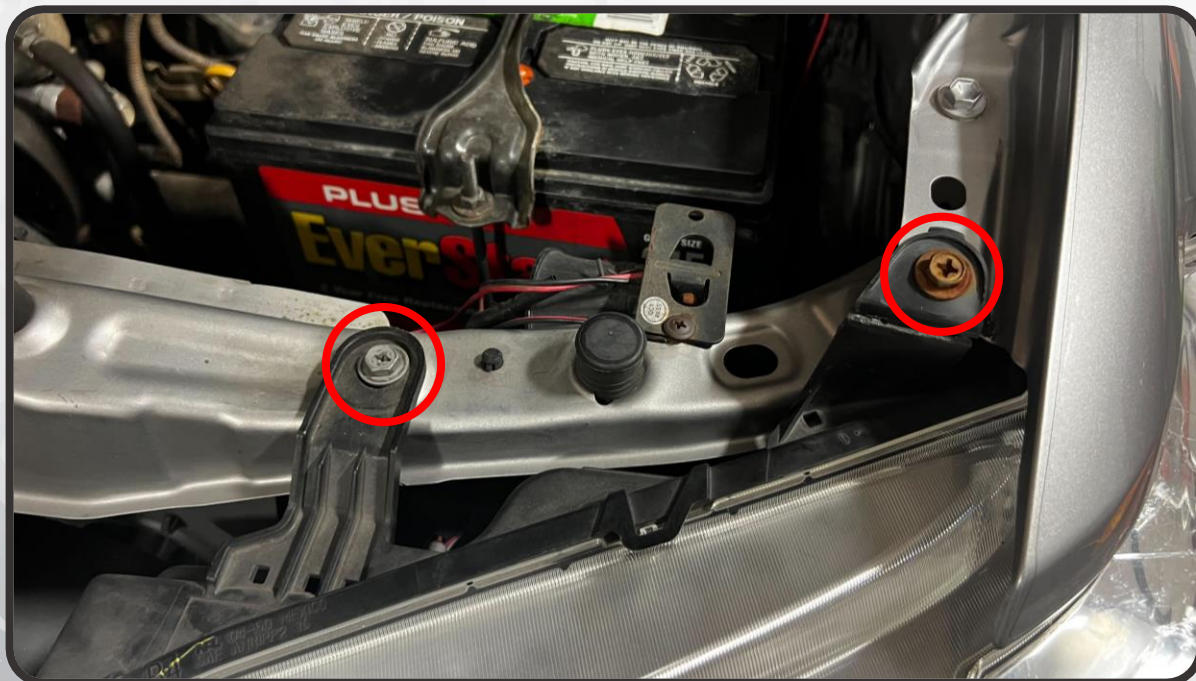


## DISASSEMBLY

14. REMOVE THE 10MM BOLT FROM THE BUMPER BRACKET THAT SECURES THE SIDE OF THE HEADLIGHT



15. REMOVE THE TWO 10MM BOLTS FROM THE TOP OF THE HEADLIGHT, AND GENTLY LIFT UP ON THOSE TWO TABS TO RELEASE THEM FROM THEIR MOUNTS



## DISASSEMBLY

16. FIRMLY PULL THE HEADLIGHT FORWARD TO REMOVE THE INNER CLIP SECURING IT TO THE VEHICLE



17. DISCONNECT THE CONNECTORS ON THE BACK OF THE HEADLIGHT AND SET THE LIGHT ASIDE (CONNECTORS MAY VARY DEPENDING ON TRIM LEVEL/MODEL YEAR)



18. REPEAT STEPS 14-17 ON THE OPPOSITE HEADLIGHT



## HEADLIGHT SETUP

19. REMOVE THE TWO PHILLIPS HEAD SCREWS THAT SECURE THE HEADLIGHT TRIM TO THE FRONT LENS OF EACH OF YOUR FACTORY HEADLIGHTS AND SET THE TRIM PIECES ASIDE



20. INSTALL THE FACTORY HEADLIGHT TRIM PIECES ONTO THE NEW MORIMOTO HEADLIGHTS USING THE PROVIDED PHILLIPS HEAD SCREWS

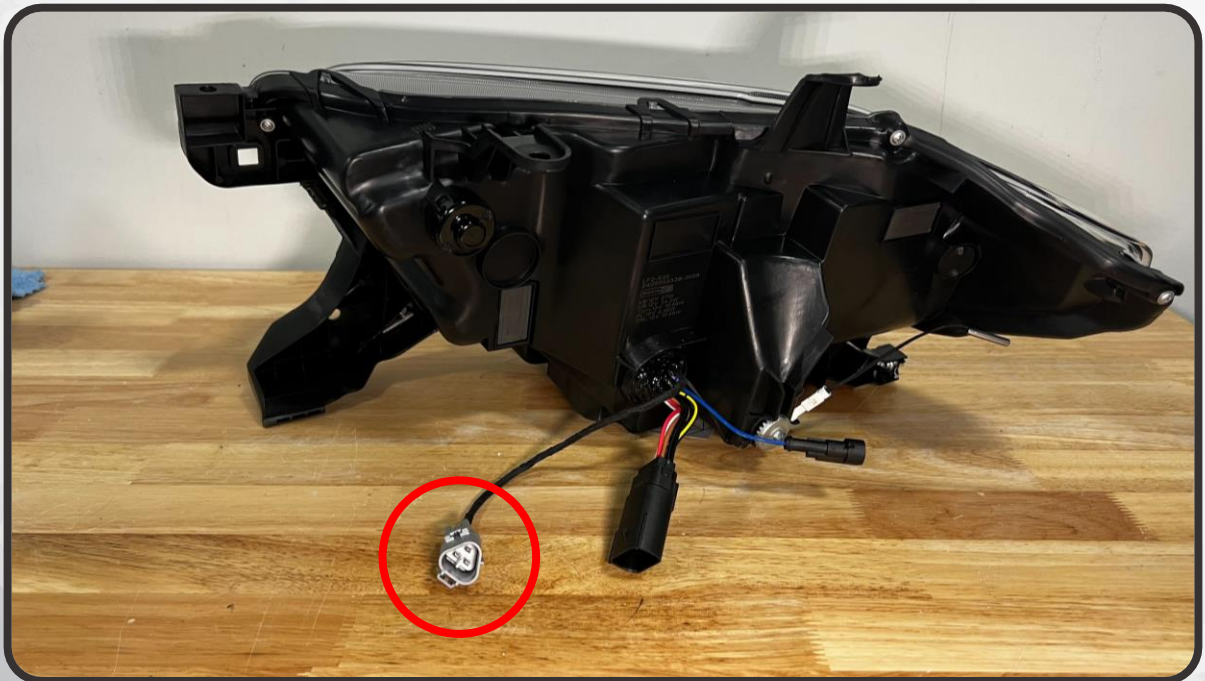


# HEADLIGHT SETUP

21. 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)

			
<ul style="list-style-type: none"><li>• DRL: WHITE</li><li>• TURN SIGNAL: FADE-OFF</li></ul>	<ul style="list-style-type: none"><li>• DRL: WHITE</li><li>• TURN SIGNAL: SEQUENTIAL</li></ul>	<ul style="list-style-type: none"><li>• DRL: AMBER</li><li>• TURN SIGNAL: FADE-OFF</li></ul>	<ul style="list-style-type: none"><li>• DRL: AMBER</li><li>• TURN SIGNAL: SEQUENTIAL</li></ul>

22. INSTALL THE MODE SELECTOR 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

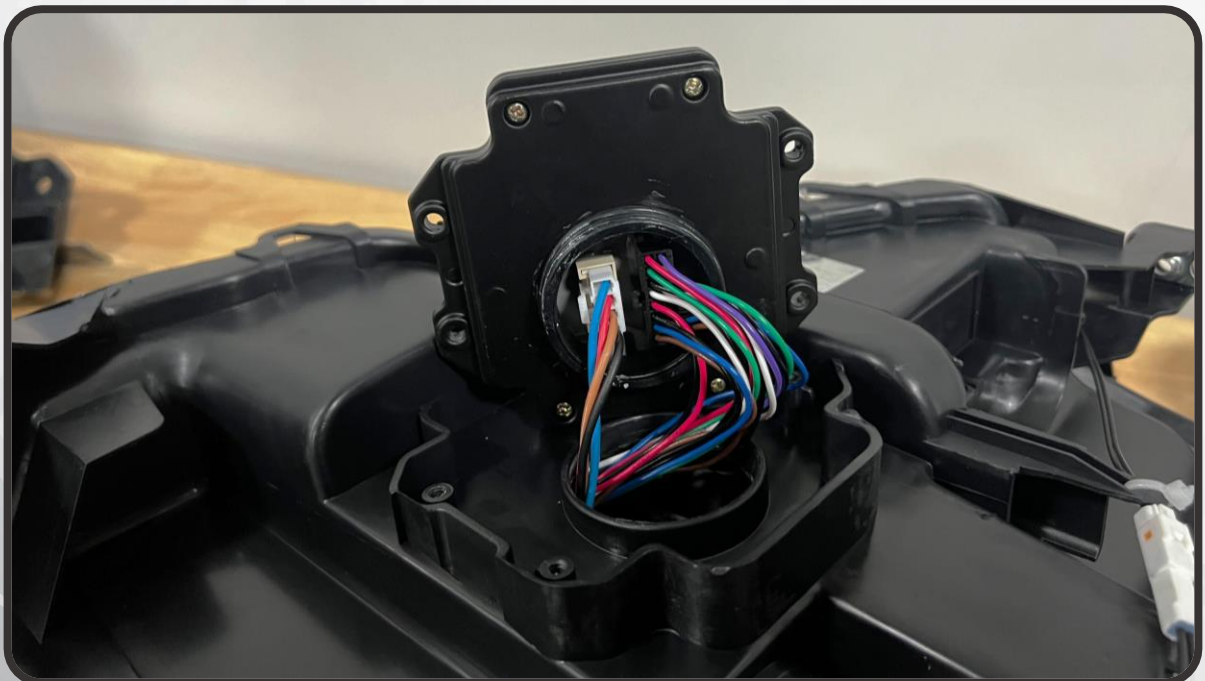


## HEADLIGHT SETUP

23. IF YOU HAVE PURCHASED THE MORIMOTO XB SUPERCHARGED HEADLIGHT DRIVERS (SOLD SEPARATELY, FOR OFFROAD USE ONLY), REMOVE THE FOUR PHILLIPS HEAD SCREWS SECURING THE STANDARD HEADLIGHT DRIVER TO THE BOTTOM OF THE HEADLIGHT

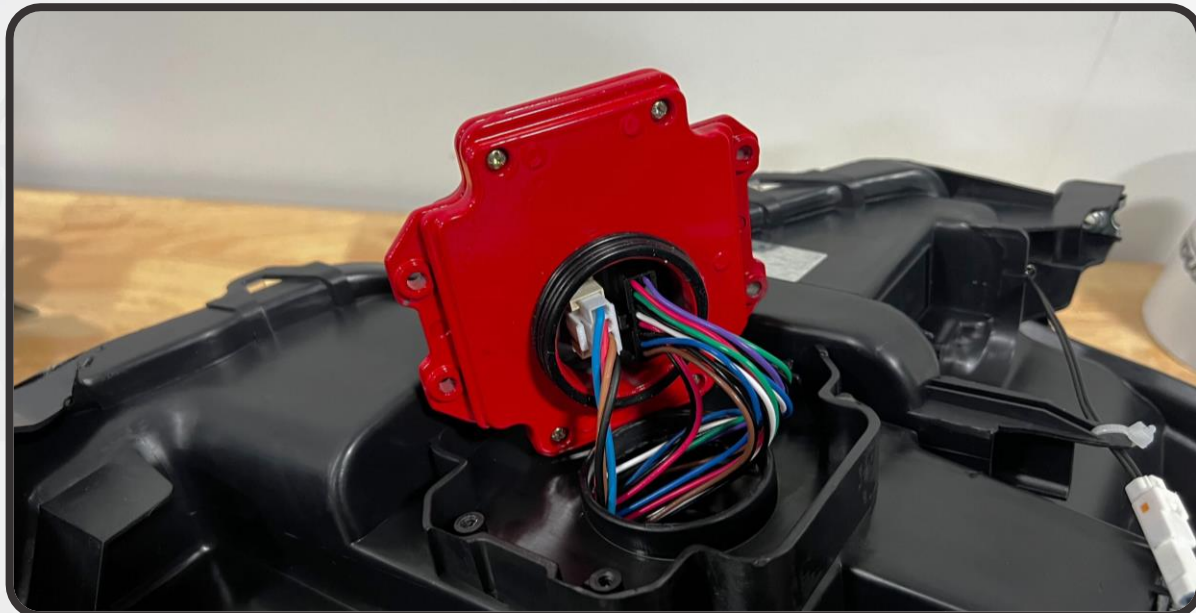


24. PULL THE DRIVER OFF OF THE HOUSING. DEPRESS THE CLIP ON EACH OF THE DRIVER CONNECTORS AND PULL TO DISCONNECT THE DRIVER FROM THE INTERNAL HEADLIGHT WIRING

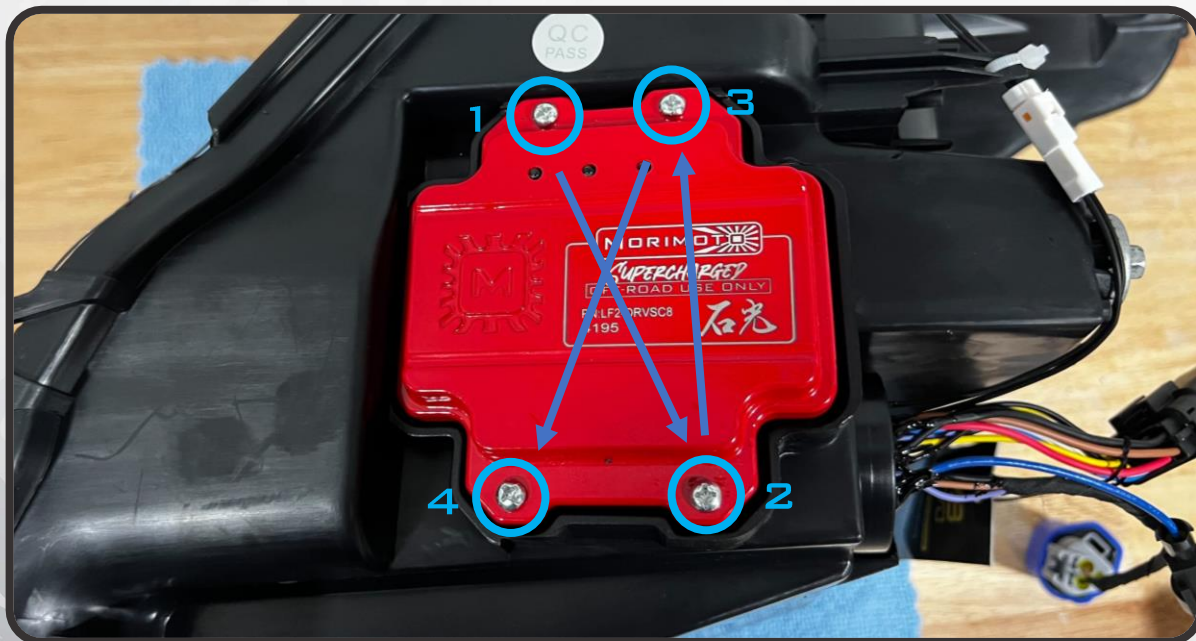


## HEADLIGHT SETUP

25. CONNECT THE NEW SUPERCHARGED DRIVER TO THE INTERNAL HEADLIGHT WIRING MAKING SURE THE TAB ON EACH OF THE CONNECTOR'S CLIPS SECURELY INTO PLACE



26. APPLY A THIN LAYER OF THE INCLUDED GREASE TO THE OUTER EDGE OF THE SEAL ON THE NEW DRIVER. PRESS THE SUPERCHARGED DRIVER STRAIGHT INTO THE MOUNTING LOCATION, MAKING SURE THE RUBBER SEAL IS SEATED PROPERLY AND DOES NOT GET PINCHED OR BUNCHED UP. SECURE THE DRIVER TO THE HOUSING USING THE ORIGINAL FOUR PHILLIPS HEAD SCREWS, HAND TIGHTENING THEM DOWN IN A STAR PATTERN TO ENSURE THE DRIVER SEATS EVENLY AGAINST THE HOUSING



# INSTALLATION

27. IDENTIFY YOUR FACTORY HEADLIGHTS AND GRAB THE CORRESPONDING ADAPTER HARNESS THAT CAME WITH YOUR NEW MORIMOTO HEADLIGHTS

## FULL HALOGEN HEADLIGHT



## HALOGEN HEADLIGHT WITH LED DAYTIME RUNNING LIGHT



## FULL LED HEADLIGHT

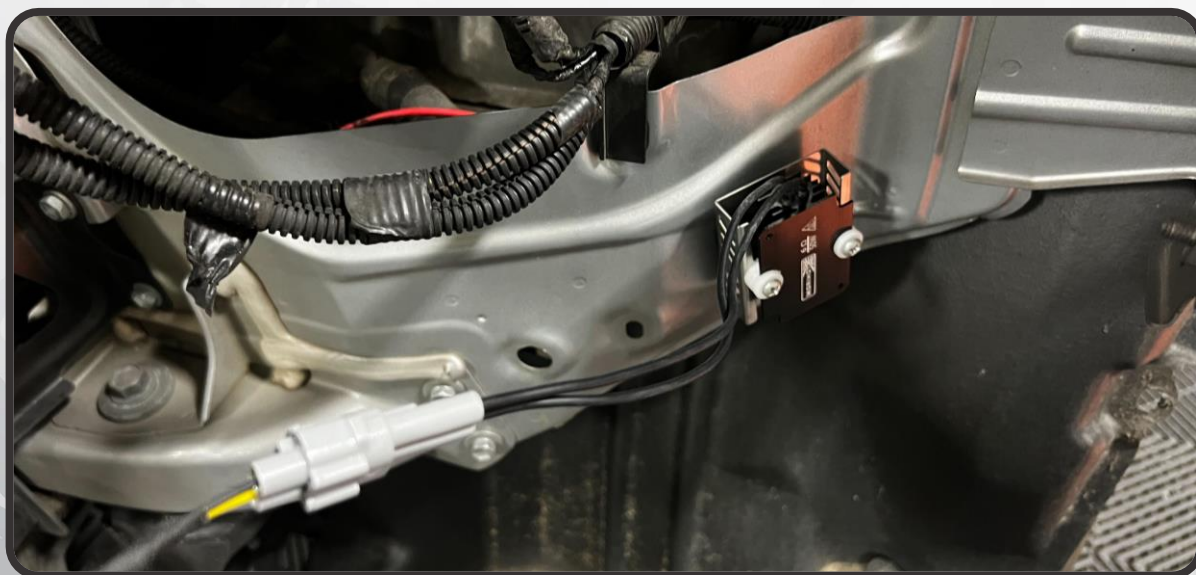


## INSTALLATION

28. MATCH THE VEHICLE'S HEADLIGHT CONNECTORS UP TO THE HEADLIGHT ADAPTER HARNESS CONNECTORS AND CLIP THEM TOGETHER ON EITHER SIDE OF THE VEHICLE



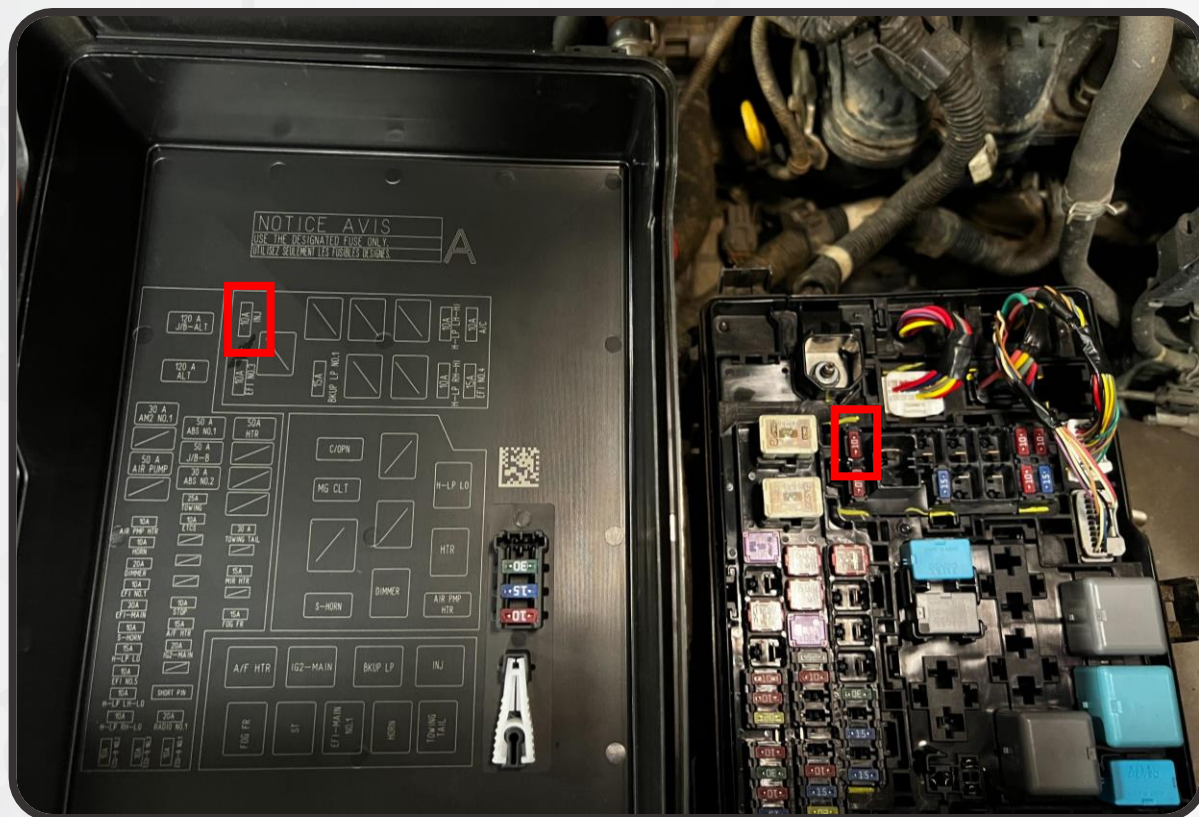
29. ATTACH ONE OF THE MAGNET-MOUNT RESISTORS TO THE SHEET METAL IN THE HEADLIGHT CAVITY AND PLUG THE RESISTOR INTO THE CORRESPONDING CONNECTOR ON THE HEADLIGHT ADAPTER HARNESS. DO THIS ON BOTH SIDES OF THE VEHICLE



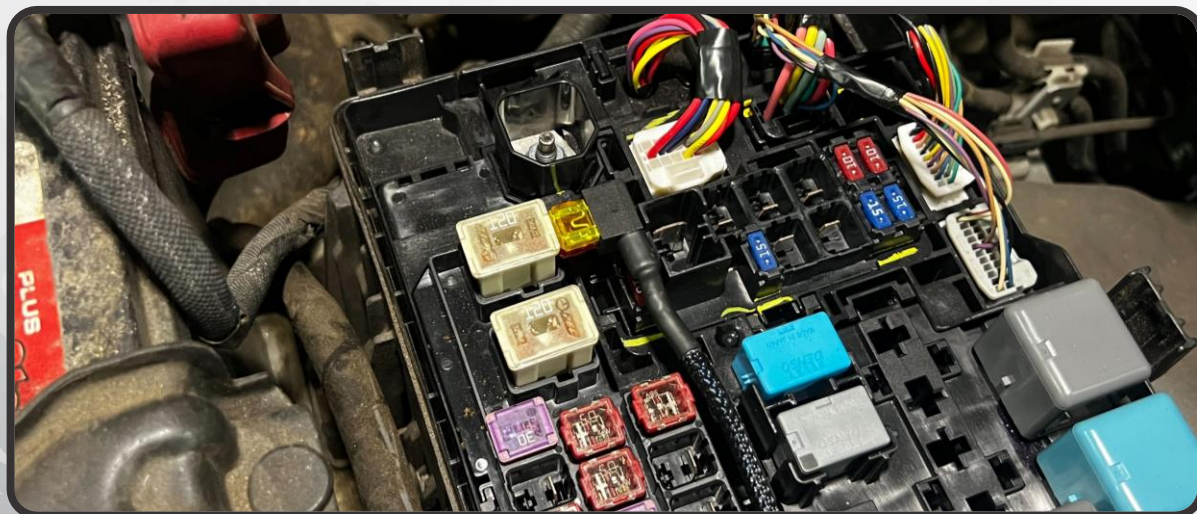
# INSTALLATION

30. LOCATE THE FUSE BOX ON THE DRIVER'S SIDE OF THE ENGINE BAY AND REMOVE THE LID

31. LOCATE THE 10A FUSE IN THE "INJ" FUSE SLOT AND REMOVE IT

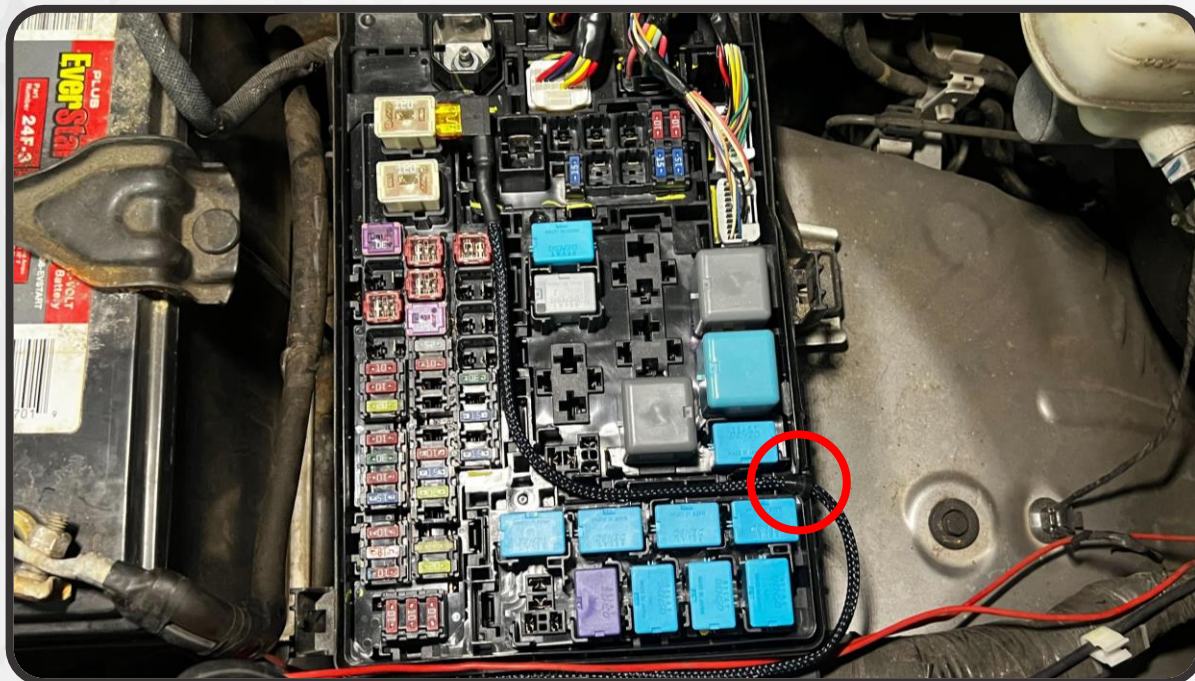


32. INSERT THE INCLUDED FUSE TAP INTO THE "INJ" SLOT YOU JUST REMOVED THE 10A FUSE FROM

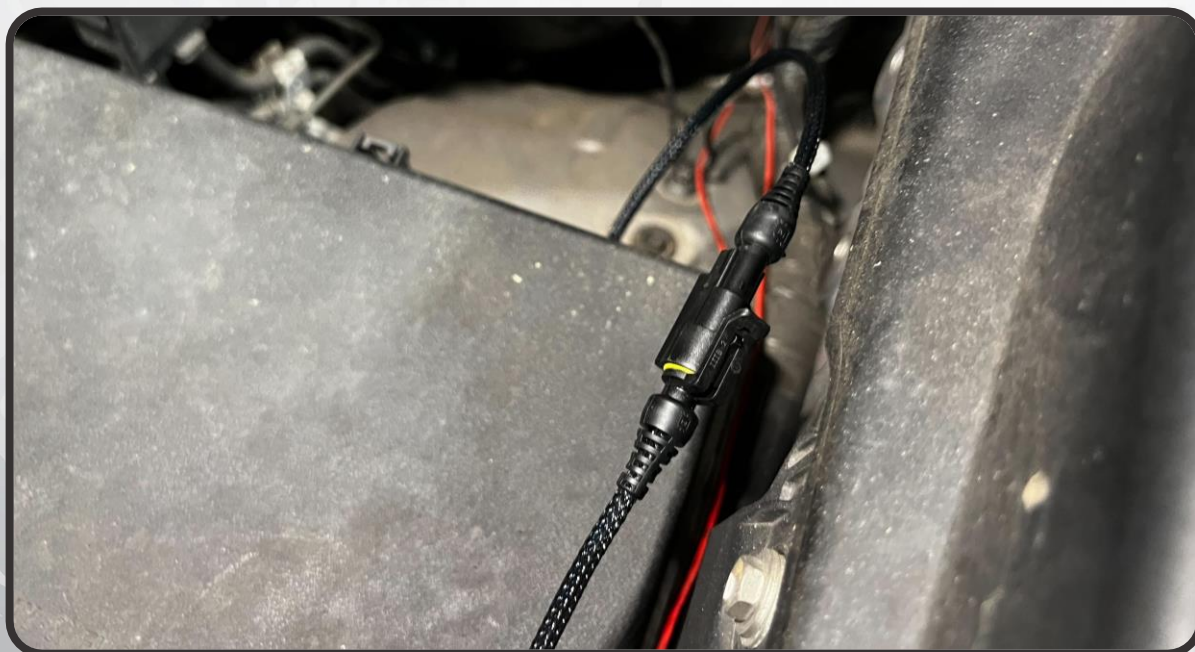


## INSTALLATION

33. ROUTE THE FUSE TAP WIRE OUT OF THE FUSE BOX. USING A DRILL WITH A 5.5MM/7/32" DRILL BIT OR A SMALL CUTTING TOOL, MAKE A SMALL NOTCH IN THE SIDE WALL OF THE FUSE BOX LID JUST LARGE ENOUGH FOR THE HARNESS TO PASS THROUGH, AND INSERT THE GROMMET ON THE FUSE TAP INTO THE NOTCH. CLOSE THE FUSE BOX LID DOWN OVER THE HARNESS

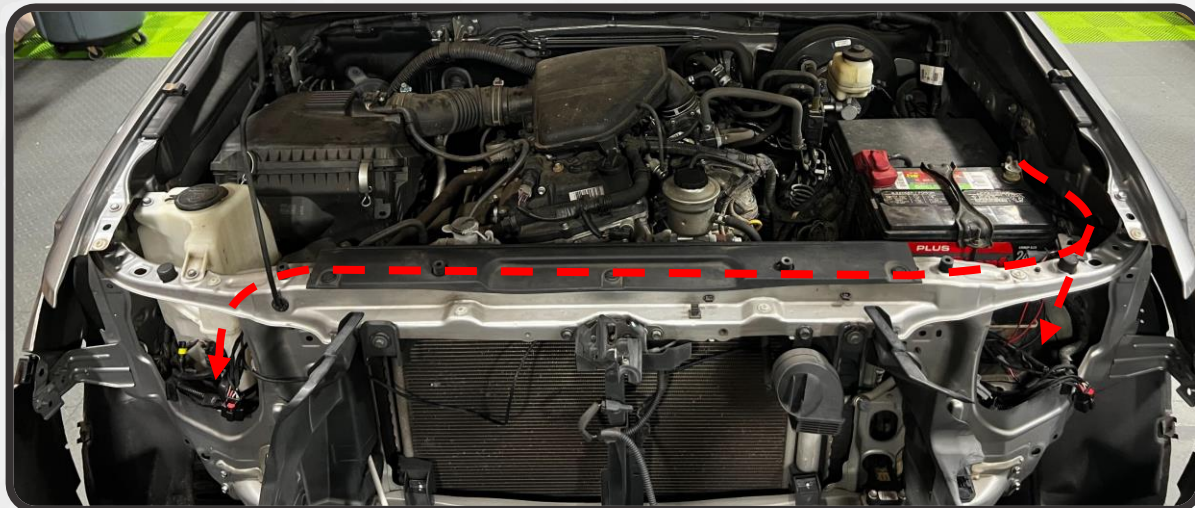


34. CONNECT THE DRL HARNESS TO THE FUSE TAP

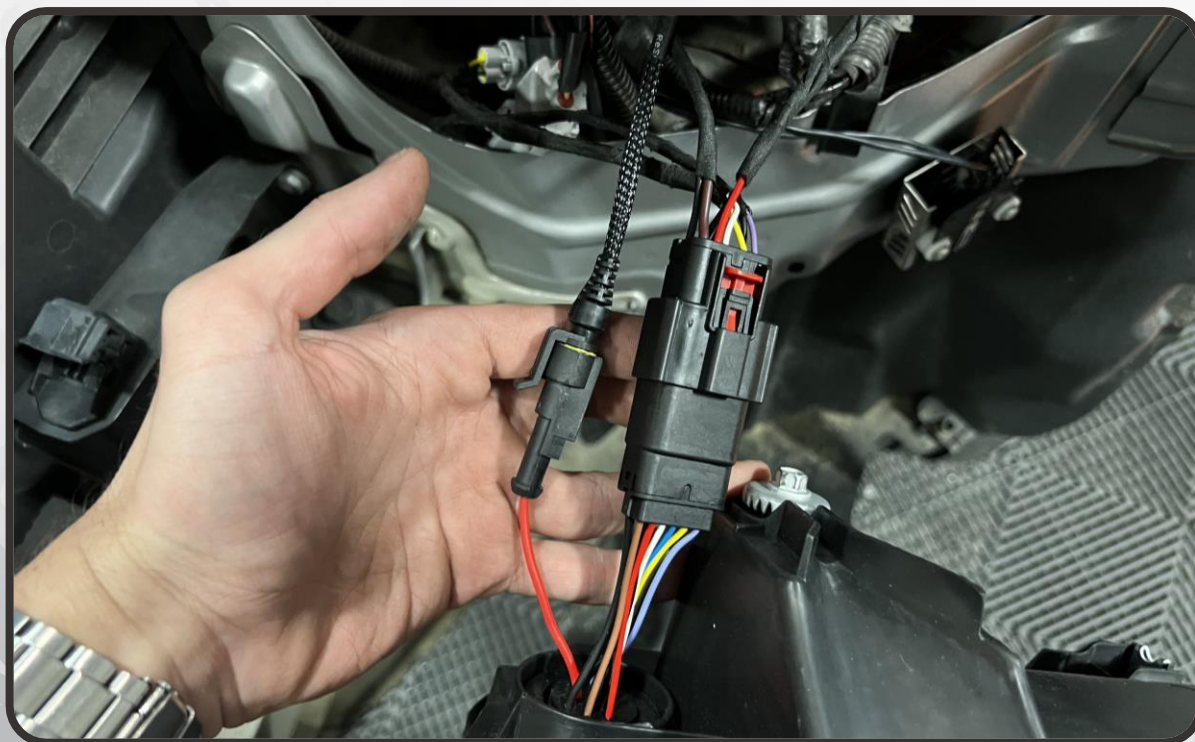


## INSTALLATION

35. ROUTE THE SHORTER END OF THE DRL HARNESS FORWARD TO THE DRIVER-SIDE HEADLIGHT CAVITY, AND ROUTE THE LONG END OF THE HARNESS ACROSS TO THE PASSENGER-SIDE HEADLIGHT CAVITY. WE RECOMMEND ROUTING IT ACROSS THE TOP OF THE RADIATOR SUPPORT AND SECURING IT IN PLACE WITH ZIP TIES. MAKE SURE ANY LOOSE/EXCESS WIRING IS TUCKED AWAY IN A SAFE LOCATION AND SECURED



36. LIFT THE HEADLIGHT UP TO THE HEADLIGHT CAVITY AND CONNECT THE DRL HARNESS AND HEADLIGHT ADAPTER HARNESS TO THE CONNECTORS ON THE BACK OF THE HEADLIGHT ASSEMBLY



# INSTALLATION

37. FIT THE HEADLIGHT ONTO THE VEHICLE AND REINSTALL THE FACTORY HEADLIGHT HARDWARE
38. REPEAT STEPS 36 AND 37 ON THE OPPOSITE SIDE OF THE VEHICLE
39. GET IN THE VEHICLE, AND CONFIRM THAT ALL HEADLIGHT FUNCTIONS ARE WORKING PROPERLY
  - 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

- SINCE THE DAYTIME RUNNING LIGHT ON THE NEW XB EVO HEADLIGHTS IS POWERED VIA THE INSTALLED FUSE TAP, THE FACTORY DRL FUNCTION IS NO LONGER NEEDED. EITHER USE THE “OFF” OR “DRL OFF” SETTING ON THE HEADLIGHT STALK, OR DISABLE THE DRL IN THE SETTINGS ON YOUR INFOTAINMENT SCREEN (DEPENDING ON YOUR VEHICLE’S SPEC)

INFOTAINMENT: MENU > SET UP > VEHICLE > VEHICLE CUSTOMIZATION > LIGHTS SETTINGS > DAYTIME RUNNING LIGHTS > TOGGLE TO “OFF”

HEADLIGHT STALK:

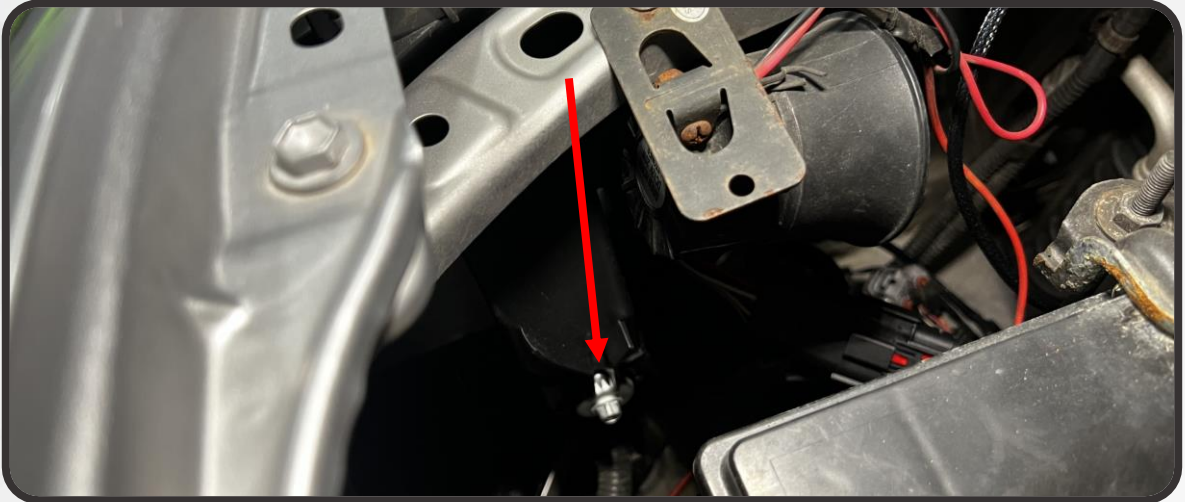


40. REASSEMBLE THE FRONT OF THE VEHICLE IN THE REVERSE ORDER OF DISASSEMBLY

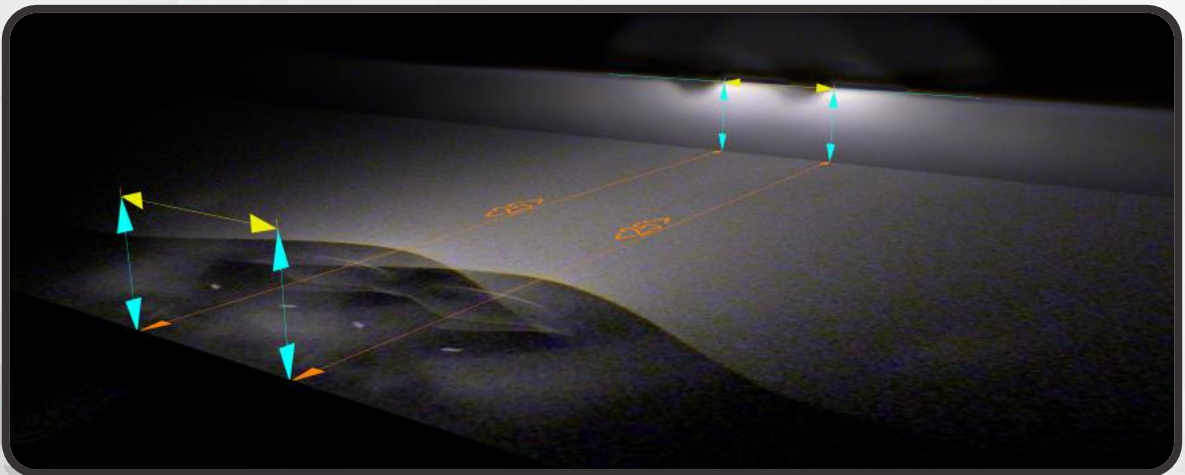


## AIMING

42. THE HEADLIGHTS COME OUT OF THE BOX AIMED FOR STOCK RIDE HEIGHT, HOWEVER IT IS RECOMMENDED TO FINE TUNE THE AIM OF YOUR LOW BEAM AFTER INSTALLATION REGARDLESS. 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)



43. WITH THE VEHICLE PARKED ON LEVEL GROUND, 25' FROM A WALL, MEASURE THE DISTANCE FROM THE GROUND TO THE OPTICAL CENTER OF THE OUTERMOST PROJECTOR IN THE HEADLIGHT
- IF THE HEIGHT OF THE OPTICAL CENTER IS AT 40" OR BELOW (STOCK VEHICLE HEIGHT), MATCH THE HEIGHT OF THE CUTOFF TOP THE HEIGHT OF THE OPTICAL CENTER
  - FOR VEHICLES WITH AN OPTICAL CENTER HEIGHT BETWEEN 40" AND 44", AIM THE CUTOFF 2" BELOW THE MEASURED HEIGHT OF THE OPTICAL CENTER
  - FOR VEHICLES WITH AN OPTICAL CENTER ABOVE 44" LAMP HEIGHT, AIM THE CUTOFF 3" BELOW THE MEASURED HEIGHT OF THE OPTICAL CENTER



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

(NOT APPLICABLE ON XB EVO HYBRID HEADLIGHTS)



# **XB EVO HEADLIGHTS: TOYOTA TACOMA (16-23)**



**- ENJOY YOUR NEW XB EVO HEADLIGHTS! -**

