

Step-by-Step

Let There Be **MORE** Light
PIAA 600 H.I.D. Driving Light Kit
 a Slick Fit for
H2 HUMMERS

Nestled into the front bumper of your H2 are two innocuous looking lamps – daytime running lights.

H2 owners looking for serious off-road lighting should look to PIAA, the well-regarded aftermarket lighting company (www.piaa.com). PIAA recently introduced a complete H.I.D. driving light kit that replaces the daytime running lights with a pair of PIAA 600 H.I.D. lamps.

PIAA's Hummer H.I.D. offering is a wellthought- out, vehicle-specific kit that includes two race-proven PIAA 600 H.I.D. driving lights, two ballasts, two igniter units, mounting hardware, relay wiring harness, dual-connection battery terminals, switch assembly, wiring diagram, and complete instructions, including a list of required tools.

The heart of the kit is the proven PIAA 600 H.I.D. lamp, which features a scientifically designed housing that is both lightweight and highly resistant to extreme environments. At about five inches in diameter, the 600 utilizes a PIAA 35W H.I.D. bulb. The lamps are fully adjustable for aim.

Installation of the PIAA kit is as simple as such a project can possibly be, well within the skill-set of the average shade-tree mechanic. Minimal cutting is required, and PIAA supplies a template to make even that task easy and accurate. The job requires simple hand tools, common sense, and a modicum of smarts about automotive electricity. A partner is recommended as well.

We recently watched and took notes while PIAA technicians installed the Hummer H2 H.I.D. kit on a customer's vehicle. Follow along with the accompanying photos, as we detail what it takes to upgrade an H2's lighting system with PIAA H.I.D.s.

For more information on the PIAA H2 600 H.I.D. driving light kit, or their complete line of halogen and H.I.D. lamps and bulbs, contact PIAA Corporation, 503-643-7422 or visit the PIAA website at www.piaa.com.

1. The PIAA Hummer H2 600 H.I.D. lamp kit, complete in the box
2. The powerful PIAA 600 H.I.D. lamps, with ballasts.
3. The complete kit, with 600 H.I.D. lamps, igniters, ballasts and wiring harnesses.
4. After disconnecting both the positive and negative battery terminals, snap off the middle grille facia above the bumper.
5. Remove the hidden bumper bolts, above and below the bumper.
6. After unplugging the daytime running light plugs, with the help of a friend, remove the bumper. Have a blanket on the ground to set it on to protect its finish.
7. Remove the series of bolts that attach the bumper valance to the bumper and skid plate.
8. Separating the valance from the skid plate and bumper.
9. PIAA supplied a template for the correct lamp opening and mounting holes.
10. Close-up of undoing side valances and internal side supports.
11. Next, remove retaining nuts that hold



in the daytime running lights.

12 Lifting out the DRLs.

13. The back side of the potent PIAA 600 H.I.D. lamp.

14. Hold mounting template in place with tape, then mark center of the four new holes

15. Drilling the holes, with a cordless drill turning a 6mm drill bit. Take it easy: the plastic offers littler resistance.

16. Cutting the larger diameter opening can be done with a sharp utility knife or a small jig-saw. Once you score the circle, use pliers to break off the unneeded plastic.

17. Once the opening is cut, use a drill to smooth the opening.

18. These single-purpose stock battery terminal bolts are replaced by the new dual-purpose terminals supplied by PIAA.

19. New battery terminals and the interior switch and harness.

20. PIAA recommends mounting the relay assembly onto the side of the fuse block cover. The cover must be removed to drill the mounting hole. It easily unsnaps and lifts off.

21. Position the relay on the fuse cover, scribe the hole, and remove the cover for drilling.

22. Again, using the 6mm bit, drill the hole for the relay mounting bracket.

23. Main power wiring harness feeds through an opening in the grille, adjacent to the battery box.

24. Connecting the power relay harness to the lamp harness. Note high-quality, waterproof connectors, all pre-built by PIAA. Plug 'n' play.

25. The harness is routed through the grille support metalwork and exits atop the bumper area.

26. PIAA supplies lamp mounting hardware, including two with adjustment spring mechanisms.

27. PIAA 600 H.I.D. slip easily into the new, larger opening. And since we used the template, the four mounting studs are a perfect fit.

28. Final tightening of the lamp mounting nuts.

29. The stock valance support piece that goes atop the lamps has two tabs that must be removed. Simply score with a utility knife and snap them off.

30. To neatly mount the H.I.D. ballasts, a slot needs to be cut in the valance support piece to route the harness through. Use a small hole saw and a hacksaw blade to cut the slot.

31. The completed mounting – lamps, ballasts, and igniters. Looks clean enough to be OEM.

32. PIAA recommends routing the interior switch harness through the large grommet on the driver's side of the firewall. (impossible to photograph) and feed it under the dash above the pedals. If you file a small slot in the dash cover panel, the switch will mount more neatly.

33. Dash switch in place.

34. Final battery hook up. The dual-purpose battery terminals make a clean installation, as does mounting the PIAA relay on the fuse box.

35. The final electrical connection is tapping into the power switch wire. For legal operation of the PIAA H.I.D.s, the switch power source must be one that is ONLY powered with headlight high beams. PIAA taps into the high-beam positive wire leading to the driver's side headlamp – the Dark Green/White wire. A nifty wire-splice-connect is supplied for this purpose.

36. Plugging in switch harness into the harness from relay.

37. Reassembling the front valance and skid plate.

38. The final connection: plugging in the light assembly to the harness.

