



## **PIAA 1100X Driving Lamp Installation**

Many Corvette owners are replacing their stock driving lamps with PIAA 1100X high performance units. These lights are a vast improvement over stock so it's not surprising. Since these lights are designed for universal applications, no specific installation instructions are included for your C5. Never fear, CorvetteDreams.com is here with C5 Corvette specific instructions to help make your installation job easier.



These instructions assume you have a C5 Corvette with factory driving lamps. This is because the installation makes extensive use of existing wiring and mounting hardware. If your car does not have factory installed driving lamps, you can still install the PIAA 1100X kit but it will be a little more work. We recommend that you attempt to purchase the factory mounting brackets from your dealer. You might also want to purchase the stock driving lamp switch for the dashboard. If the brackets are not available, you may have to buy the entire light kit or fabricate your own mounting system. The brackets may also be available from Blazer, the manufacturer of the driving lamps.

This installation can be done by one person (although a helper is always nice) in one to three hours. Only simple hand tools are required. A collection of wire ties, crimp terminals, wire taps and a crimper will also be needed. If you like an extra clean look, we suggest you obtain black wire ties.

Begin with a cold engine to make things easier and safer. It is suggested that you disconnect the negative terminal of your battery before working on the vehicle's electrical system. Next, disconnect the brake cooling ducts from their mounting points in the front of the car. This is done easily by pushing back the accordion duct until it's free and then moving it out of the way towards the outside of the car. Now, use the manual cranks on your headlights and move them to the full open position. Remove the screws which hold the headlight trim in place and then remove it on both sides. Be gentle so you don't crack the brittle plastic.

With that done, the next step in the installation is the removal of the factory driving lamps. You can reach the driving lamps through the headlight opening or the brake cooling ducts. Use whatever combinations work best for you. A 10mm bolt holds the factory brackets in place. You also need to disconnect the wiring harness before lamp removal. Once both lamps are out, bring them to a suitable workplace for a short bit of adaptation.





Once at your workbench, remove the factory Blazer driving lamps from their brackets. You might also want to remove all of the extra adjusting hardware as it will no longer be used. Next, rotate the PIAA lamp base so it's all the way back and mount each lamp to it's bracket using one of the supplied mounting bolts for each lamp. The lamp will mount very securely and end up just between the mounting forks which held the original lights. Some people have chosen to mount their PIAA lamps to these forks using the screws which hold each 1100X lamp together. While this works, we feel that bolting the PIAA supplied mounting bracket to the factory bracket provides a more stable and easier to adjust solution and prevents the lights from sticking out past the driving light trim. In addition, it will be much easier to change bulbs in the future. Once each lamp is mounted, adjust them roughly straight ahead and move back to the car for the rest of the installation.



It is best to install the PIAA wiring harness before installing the new lamps. Some people have simply cut off the stock plug connectors and wired the 1100X lamps directly to the factory wiring harness. This method is not recommend since the PIAA lamps draw considerably more current than the factory lamps and could lead to blown fuses, damaged wires and in rare cases, a fire. The PIAA supplied harness is very robust and easily installed using the factory wiring as a low current trigger. The PIAA harness forms a "T" with plugs for the lamps at two ends and the relay connection at the other. From the passenger side headlamp and brake duct openings, fish one end of the harness behind the nose of the car to the mounting location on the drivers side. This takes a bit of twisting but can be accomplished fairly quickly. For the plug to reach the desired location, the "T" junction of the harness will end up in the passage behind the bodywork. Once the drivers side plug is in position, route the other plug into position on the passenger side. Run the feed section of the harness up into the engine compartment on the passenger side, next to the radiator shroud and hood hinge mechanism. Secure the harness behind the nose with wire ties as desired.





Now it's time to mount the PIAA lamps. They go right back into the factory locations using the factory 10mm bolts. Once they're installed and tightened, plug each into the PIAA harness. After that's done, it's time to place the relay and finish wiring the system. Believe it or not, the relay mounts perfectly between the radiator reservoir and inner fender wall. It snaps into place very securely within easy reach of power and ground. Once you have the exact relay position picked out, route the light harness feed wire around obstacles and to the relay. Don't worry about securing it just yet. Next hook up the power and relay switch harness to the other end of the relay. Cut off the PIAA switch from the wire, right next to the switch. The only wire you'll need is the white wire with the brown stripes. Cut off any other wires that went to the switch at the relay connector and tape if needed. Run the positive wire from the relay along the fender to the fuse box. You can hide in between the radiator reservoir and fender, then below the separator to the fuse box. Crimp on a ring terminal (if your harness does not already have one) and bolt the wire to the fuse box main power terminal, located at far passenger side of the fuse box.



Run the ground wire and the white wire you cut from switch under the relay and towards the front of the car. If you loosen the radiator reservoir, you can run the light harness wire, the ground wire, and the switch wire underneath and hidden from view. Run the white and brown switch wire along the light harness wire down to the nose. The ground can be attached to the chassis via a bolt below the air conditioner check valve. Crimp on a ring terminal (if your harness does not already have one) and make sure the connection is solid.

Once you have the white and brown switch wire routed, fish around through the headlight and brake cooling duct openings for the passenger side factory driving lamp plug. You should be able to move this inward towards the radiator shroud area where your light harness bundle and white and brown switch wires is. Locate the purple wire on the factory plug. This is the positive lead which will provide the current to activate the PIAA relay when you turn on the factory driving light switch. Using a wire tap, connect the white and brown switch wire to the purple wire on the factory driving lamp plug. Once crimped and secure, bundle all the wires together, take out any slack leading back to the relay, and secure with wire ties. You can leave the bundle in the very front of the engine compartment next to the radiator shroud. You can cover the white wires in a black wire loom or with black electrical tape (not recommended) if their appearance bothers you.





Now reconnect the battery to the negative lead and secure. Turn on your headlights and turn on the driving lights via the factory dashboard switch (they only come on with parking lamps or low beams). You should be rewarded with a pair of brilliant blue-white beams. If the lights do not come on, recheck all your wires (especially the ground) and keep testing until you locate the problem. Once the lights are working, you'll need to align them according to the instructions provided by PIAA. The



horizontal position should already be set correctly by virtue of using the factory brackets. When they are properly aligned and tightened, you can reinstall the headlight bezels and pop the brake cooling ducts back into position. Before you close out the job, recheck all your wires and connections. Make sure none of the wires are in danger of melting (too close to the engine), getting caught in moving parts (like the serpentine belt), or pinched in the hood hinge mechanism. Check again for slack and appearance and adjust and secure with wire ties as needed.

Congratulations! You've just completed a first class lighting installation and you appreciate all your hard work the first time you take the car out at night. The additional light provided by the PIAA 1100X driving lamps might make you forget about using your high beams!

**PIAA 1100X Driving Lamps**

*Approximate Street Price: \$169.00*

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