STELLA LUX

LED CONVERSION

Next Generation Lighting for your Classic

Congratulations on your purchase of a ***Q Parts STELLA LUX LED Conversion,*** representing a technological breakthrough for classic vehicle lighting, achieving modern performance lighting levels which are up to four times brighter than a standard H4 halogen; providing vastly improved visibility and increased road presence enabling drivers to see up to 100m further ahead without dazzling oncoming traffic; for a safe, confident driving experience whatever the conditions. Featuring latest silicone substrate HGL3 5530 LEDs from Lattice Power, with single side emitting light source technology for improved light density and ultra-slim, double sided copper PCB for low thermal resistance and increased lifespan. Manufactured from aircraft grade aluminium, incorporating dual ball bearing fans for maximum cooling efficiency and adjustable collar for optimised beam pattern

Specification:

LEDs: Lattice Power HGL3 5530
Effective Lumens: 2000 High / 1500 Low
Colour: 5000K Neutral White
Consumption: 2.6 Amps
Voltage: 12V or 24V
Power: 30W
Polarity: Negative or Positive Earth
Lifespan: 30,000+ Hours
Fitting: H4 (Low Beam/High Beam)
Ingress Protection (IP): 67
Temperature range: -45°C to +115 °C

Contents:

LED Light unit	x 2
Driver (Dual Polarity)	x 2

Effective Lumens are the actual output of a light source, measured by an Integrated Light Sphere. Comparisons cannot be made with Raw Lumens, which are a theoretical value often used to overstate LED performance by manufacturers which lack the required and costly testing equipment to provide genuine performance data.

Application:

The supplied LED Conversion has been developed for use in 7” Lucas style headlamps found on:

MG, Mini, Morris, Triumph, Ford, Jaguar, Land Rover, Austin Healey, Aston Martin, Morgan, and more!

Tools Required

You do not require any specialist tools to install the STELLA LUX LED Conversion aside from basic equipment to facilitate access to the headlight. For most this will include a flat or cross point screwdriver and some masking tape to asses and adjust the dipped (low) beam pattern. Some electrical insulation tape may also be useful for some installations. For more information on headlamp disassembly please refer to your vehicle's workshop manual.

Before you begin

On vehicles where the outgoing light source has been adjusted correctly and has been assessed to be compliant with local driving regulations; mark the existing beam pattern by positioning the vehicle with the headlights set back 15-20 feet from a flat vertical surface e.g. garage door/wall/fence panel. Turn the headlights to dip (low) beam setting and use masking tape to mark the projected dipped beam pattern position on the vertical surface. Right hand drive vehicles should have a dipped beam with a defined 45 degree light angle, positioned up and to the left, left hand drive vehicles should have a defined dipped beam with a 45^{o} angle, positioned up and to the right. NB the above method does not apply where complete headlamp assembly is being undertaken. For further information please see 'Beam Adjustment' note below.

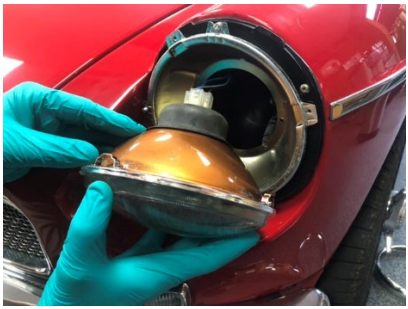
Instructions:

The instructions below are intended to provide general guidance only, with access to the head light unit varying according to application (the images below show installation on an MGB).

Installation

1. Ensure the power to the headlamps is off.
2. Having removed any trim to access the headlamp assembly, carefully remove the fasteners securing the headlamp retainer to the inner bowl, being sure to support the headlamp.

3. Remove the headlamp from the inner bowl to enable access to the rear.

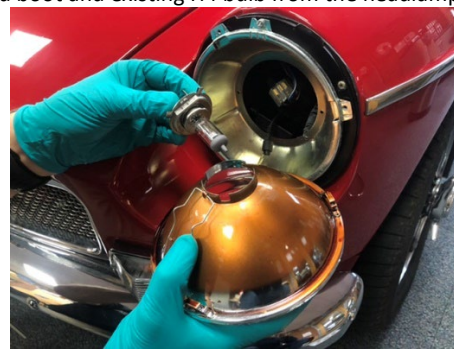


4. Disconnect the electrical connector block and if applicable, the pilot lamp from the headlamp and set the headlamp to one side.

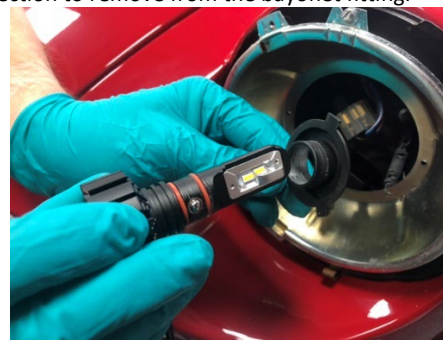
5. Remove a driver module from the packaging and attach the three pin male plug to the existing female block connector on the vehicles wiring loom, ensuring the connection is snug. Before continuing, **make sure there are no exposed electrical components** which could come into contact with the internals of the headlamp assembly (these should be insulated with electrical tape where necessary).

6. Locate the driver module close to the base of the inner bowl, this can be tucked under the retaining spring with the headlamp loom connection on the opposite side.

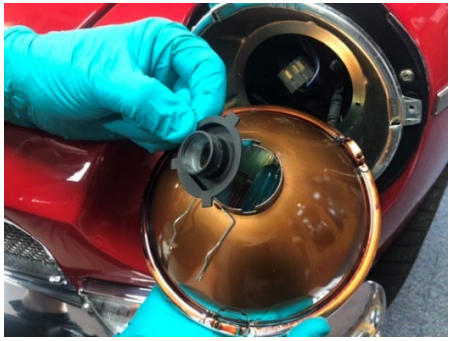
7. Remove weather-shield boot and existing H4 bulb from the headlamp



8. Taking a Q Parts LED light unit, slide off the clear protective sleeve. Holding the base of the lamp in one hand and the LED H4 locating plate in the other, gently twist the base of the lamp in an anti-clockwise direction to remove from the bayonet fitting.



9. Locate the LED H4 locating plate within the rear of the headlamp and re-fit the wire retaining clip and weather-shield boot.



10. Examine the front of the lens and orientate so that the top of the lamp is in the twelve o'clock position. Taking the Q Parts LED light unit install into the headlamp, ensuring the trough like deflectors are at 6 o'clock position and twist the base in a clock wise direction to engage the bayonet fitting.

11. Connect the LED harness ensuring the arrows on each connector align before pushing together. Ensure the threaded portion abuts the o ring , then secure threaded collar.

12. To reinstall the headlamp, guide the light unit into the inner bowl making sure the rear of the unit does not trap the wiring loom or foul the connector and/or module within the headlamp bowl. Incorrect fitment will prevent reinstallation of the headlight retaining rim.

13. Holding the lamp in place reattach the retaining rim
14. **The installation of both LED light units must be complete before testing**. Repeat steps to complete installation, check and adjust beam (see below) prior to refitting finishing trim.

Beam Adjustment
Headlamp beams must be set in accordance with local regulations. If you are undertaking conversion of the H4 bulbs only on a vehicle that meets current beam pattern requirements please refer to the note entitled 'Before you begin'. Following installation it is recommended that the beam pattern is assessed by a professional using standard beam testing equipment irrespective of whether MOT test is due. For vehicles where complete headlamp assembly has been undertaken we advise requesting the assistance of a specialist to make final adjustments before presenting to a local test centre for beam pattern testing.

Basic Vehicle Construction Requirements:
Stella Lux LED Conversion is designed to be compliant with current UK MOT testing requirements when fitted to Lucas 7" headlamp assemblies. The nature of the UK MOT test is currently limited to checking the beam pattern only to ensure that this does not dazzle, currently the test does not extend to inspecting the light source. The Stella Lux LED Conversion achieves CE and ROHS accreditation, separate to European Type approval. It should be noted that international UN agreements that the UK was a signatory to from 1958 were written at a time when only filament bulbs were available as light sources, predating the introduction of LED light technology.

Warranty
Engineered by Q Parts, a Stella Lux H4 LED conversion is backed by a 3 year warranty.