

MR2 MK1 TWIN HEADLIGHT CONVERSION

By reading this guide you are accepting you have also read the disclaimer at the end of the document.

I've gathered as much info as I can about the fitting, and taken as many measurements as I can. There are pictures of as much as possible and two brackets to attach the lamp units. If there's anything you aren't sure about just drop me an email. I recommend printing this off for reference during the job.

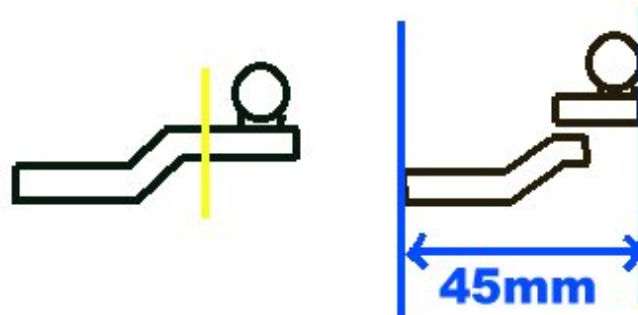
Ok, first job is to strip both lights out completely. Remove the covers and the plastic shrouds and then remove the old headlights themselves. Now pop the push rod off that joins motor arm to headlight, an important bit here...

Mark the position of the motor arm by using some paint or something as it must go back on in the same place.

Using a 14mm spanner undo the motor arm and lever it off with a pry bar and some WD40. It should come off fairly easily.

Next job is to cut the arm so that it can be shortened.

Here's a rough diagram of what you need to do....



Cut the arm with a grinder or hack saw, roughly where the yellow line is and then place the cut bit on top of the arm and weld it back on. It works just as well in this new position and easier to clamp whilst welding.

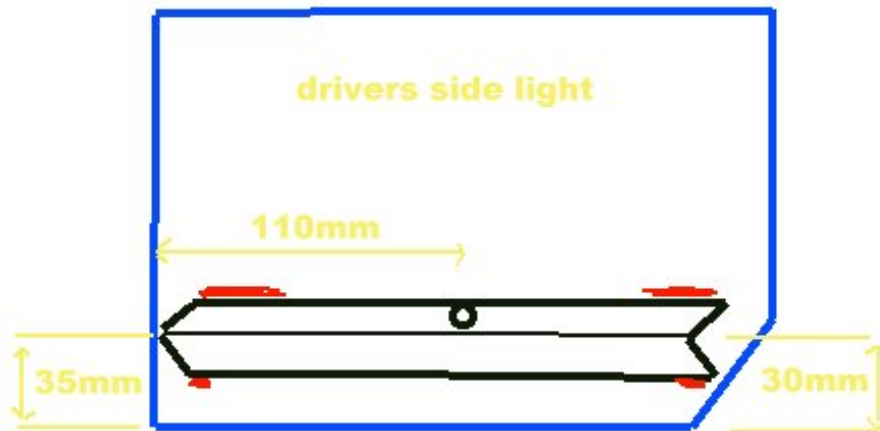
It must be 45mm long from tip to tip to get the correct rise height.

Now refit the new arm to the motor making sure it goes back in the same position.

Next is the light bracket. As you can see I've supplied two angle iron pieces, cut and marked to the correct length, one per side. I've marked them OS and NS because the holes that need drilling in them make them sided. Anyway this bracket needs to be welded to your old headlamp housing to mount the new light onto it, here's a picture.



As you can see it just needs two small welds either side to hold it in place and a hole drilling where I've marked to mount the light unit. Here's a diagram to show the measurements for this bracket.

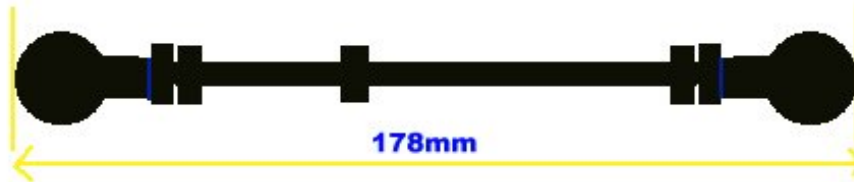


This is the drivers side so reverse the measurements for the passenger side, the red areas are where I've put some weld to hold it on. The light can now be mounted onto this bar and should fit nicely.

Next job is to shorten the push rods, although they are adjustable they don't shorten enough for this, so unscrew one of the plastic ends and cut 10mm off the threads.

Now wind one of the nuts off to clean the threads up.

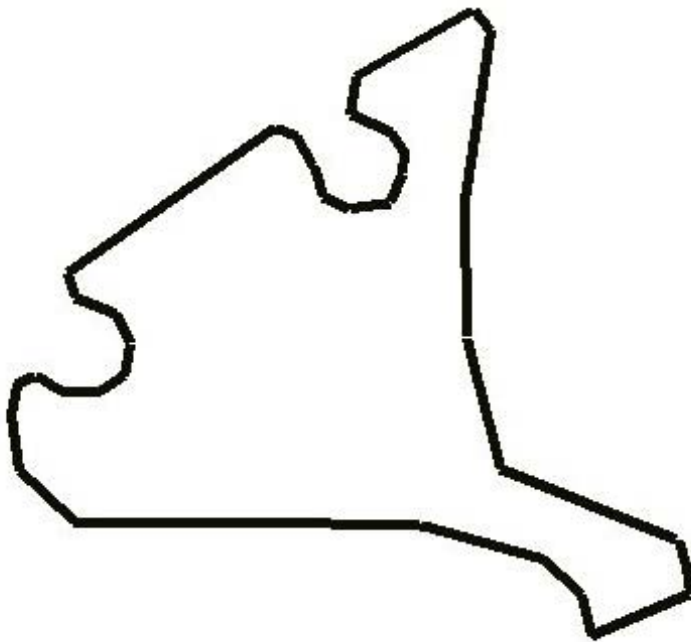
Refit the plastic end and adjust the whole rod length to 178mm from edge to edge.



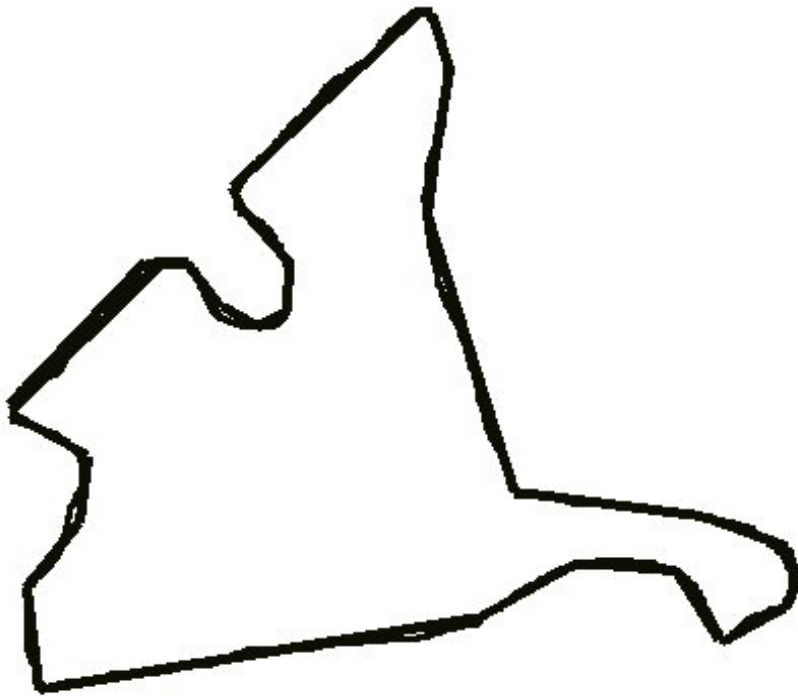
The modified push rod can now be fitted too and then check the lights for operation up and down.

Lastly are the shrouds. Now these can be refitted as standard but I think they look far better modified. They are a bit trial and error to cut and fit and need fibreglassing back together. The best I could manage was to trace the outline of the modified shroud so that you have some idea of the measurements.

the left side of the drivers shroud



the right side of the drivers shroud



These shrouds are a bit of a pain to make but worth the effort. When a good fit is achieved glue them together or tape them with a bit of fiberglass, wait for them to set then remove them and make a proper job of joining them with fiberglass from the inside...a bit of sanding down and painting will make them look like new.

Well I hope these instructions are all you need and everything goes well, as I said before don't hesitate to get in touch if you need help.

Paul.

DISCLAIMER.

This file was downloaded from <http://twobrutal.co.uk> and may not be altered in any way whatsoever without prior notification and permission given solely by the author. Neither the author nor the filehost accept any responsibility whatsoever should damage or injury occur to persons or property using information contained in this guide. For insurance purposes persons carrying out any modifications to a motor vehicle in the UK are required by law to divulge such modification details to their vehicle insurers and the DVLA.