Installation Manual
P/N 2015-1116
E92/E93 Pre-Lci DTM Halo Kit

Warning: Use caution when installing not to damage any factory components or components included in this kit. If you are not experienced in working on cars we recommend taking this kit to your local BMW Performance shop for installation.

Note: Precision Raceworks holds no responsibility for any damage that occurs or laws that are broken in the installation or use of this kit. This kit is intended for off road purposes only.

E92/E93 DTM STYLE HALO KIT PARTS LIST

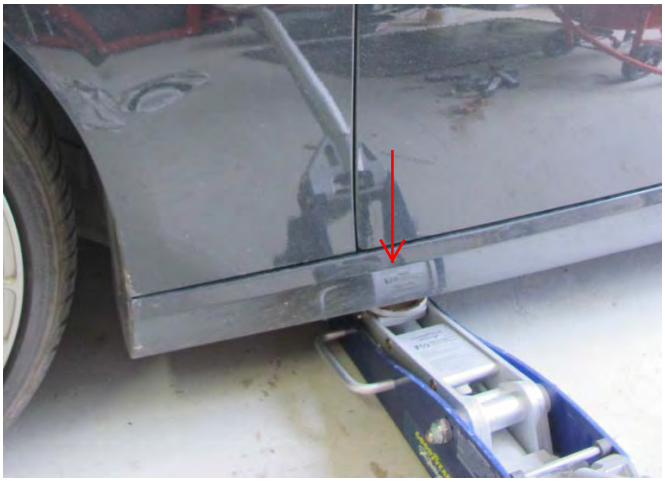
Qty	Description
2	Projector Sized DTM Halo Rings
2	Corning Light Sized DTM Halo Rings
2	Plug-n-Play Wire Harness's with power supplies
2	Form Molded Carbon Fiber Eyelids
2	OEM Style Sealant Tape

Precision Raceworks LLC
Houston Texas 77084
http://www.precisionraceworks.com
Sales@PrecisionRaceworks.com

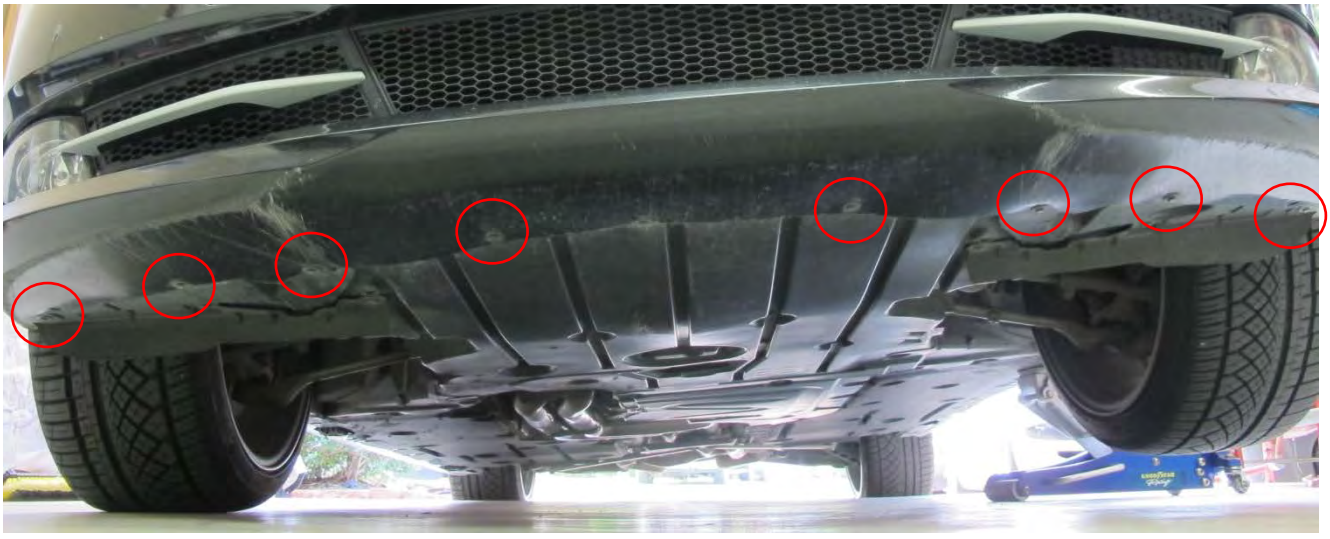
1. Gather the following required tools

- 8mm Socket Wrench
- Socket Wrench Extension
- T30 Torx Socket
- T15 Torx Driver
- Floor Jack (Jack stands recommended)
- Gloves (latex & leather/cloth)
- Large Flat-blade Screwdriver
- Drill with 1/8" bit
- 2 Part Epoxy

2. Using the factory jack points jack the car off the ground and place securely on jack stands. If jack stands are not available you can work safely with only a floor jack or driving the front wheels up on boards. If working off floor jack do not place your body under any part of the car.

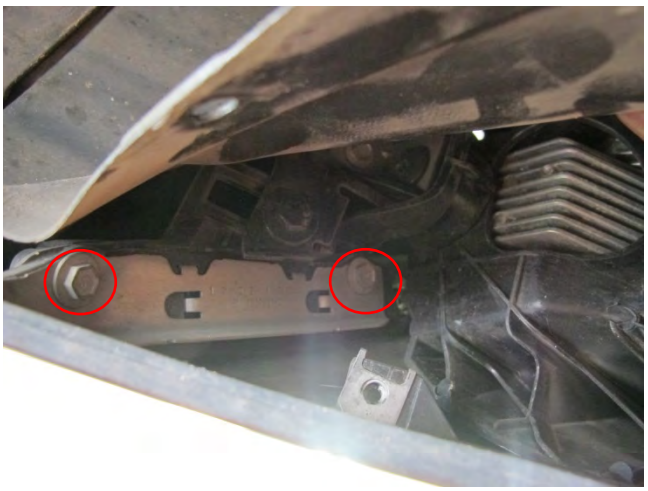


3. Remove the 8mm bolts holding the lower bumper cover to the plastic under tray of the car.



4. Turn the steering wheel to gain access and remove the 8mm bolts inside the finder liner which secure the liner to the bumper cover (for m3 remove the two 10mm plastic nuts on driver's side and two 8mm plastic nuts on passenger side).

5. Pull back the fender liner to gain access and remove the two 8mm bolts securing the bumper cover to the fender on both sides of the car.



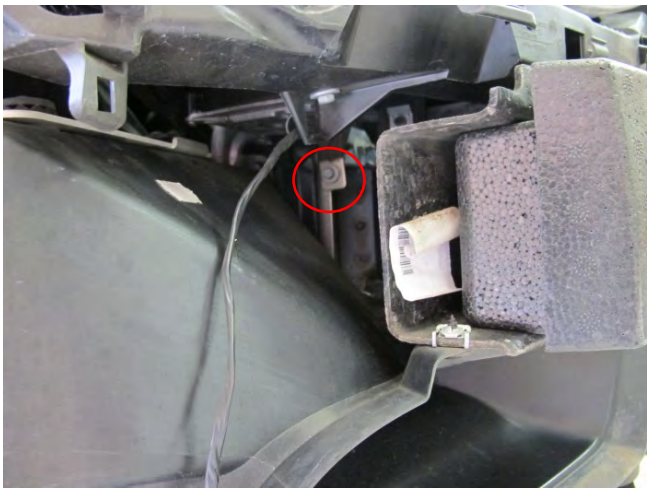
6. Reach inside the fender liner and disconnect the wire harness to each of the fog lights if your car is equipped with fog lights.

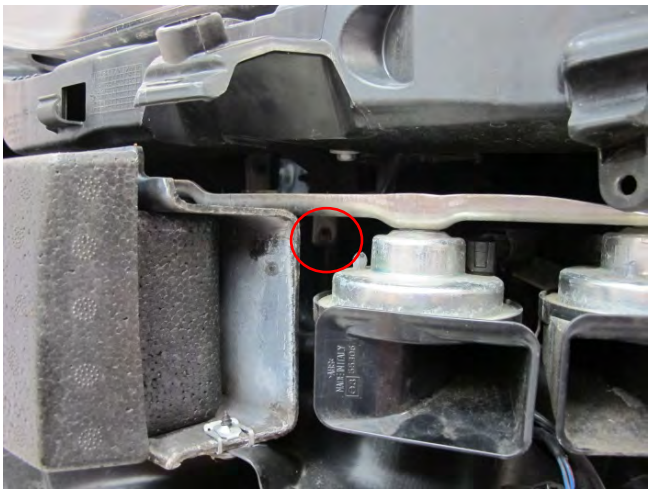
7. Grab a second set of hands if available, or be careful if doing alone not to scratch paint or headlight with brackets attached to corners of bumper. Blue painters tape on fronts of fenders and across headlight lens will prevent accidental scratches.

8. Remove the four T-30 Torx across the top of the front bumper this is all that is left securing the bumper to the car.

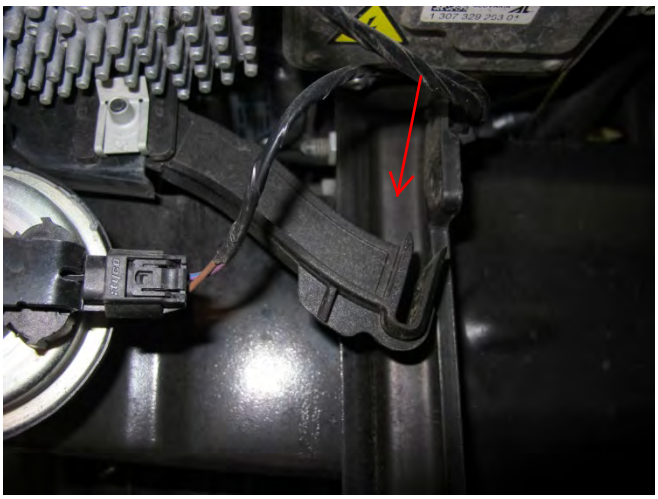
9. Carefully remove front bumper cover and place out of the way sitting up so it does not get damaged.

10. (M3 Only Step) Remove the single 8mm bolt on both passenger and drivers side below the headlight.



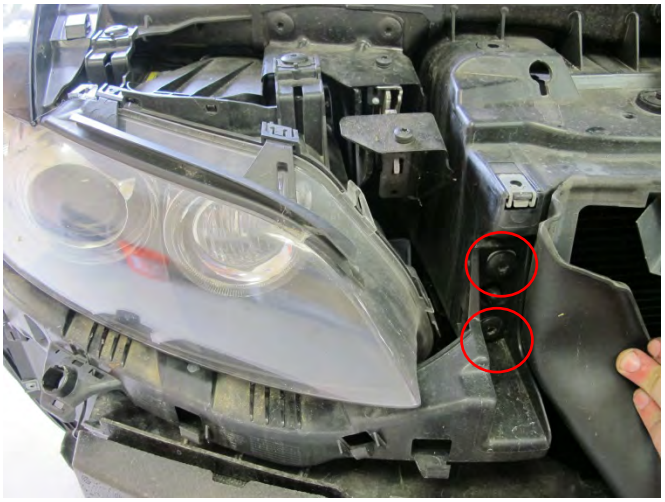


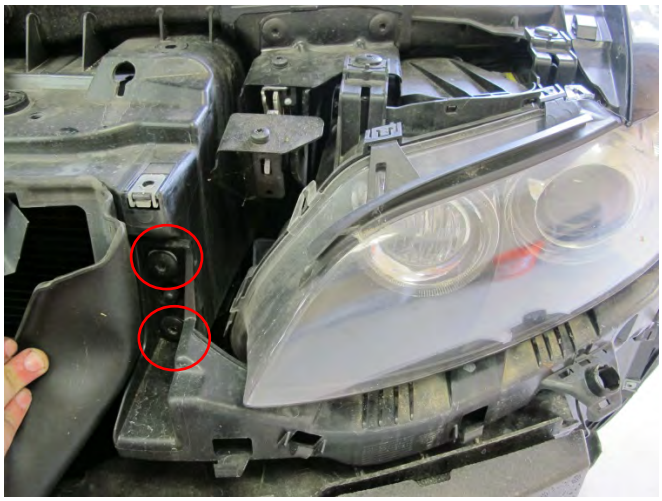
11. (Non M3 Only) Locate the lower brace attaching the bottom of the headlight back to the chassis of the car. The rear portion of the plastic brace is slip connected to the car. Typically you can pull down firmly on this end and it will disconnect. If you have a side that is being stubborn take a long flat blade screw driver and pry open the mouth of the brace where it slips over the chassis while pulling down to release it.



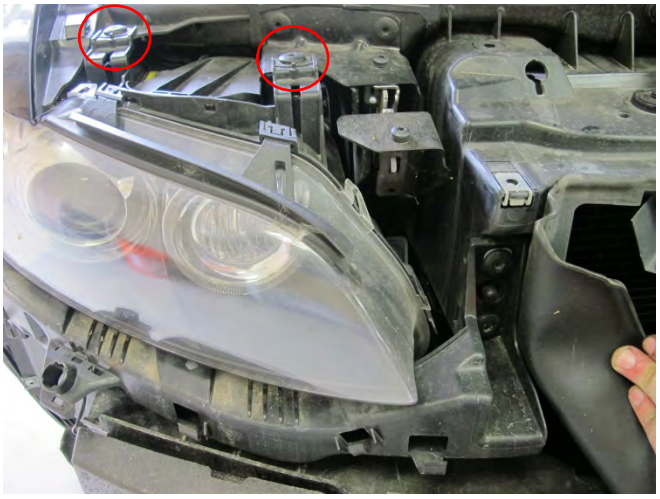
12. Locate and remove the T-30 Torx at the back corner of the headlight just inside the fender (pull back fender liner as needed).

13. Remove the two T-30 Torx from the inside of each headlight closest to the air supply for radiator.

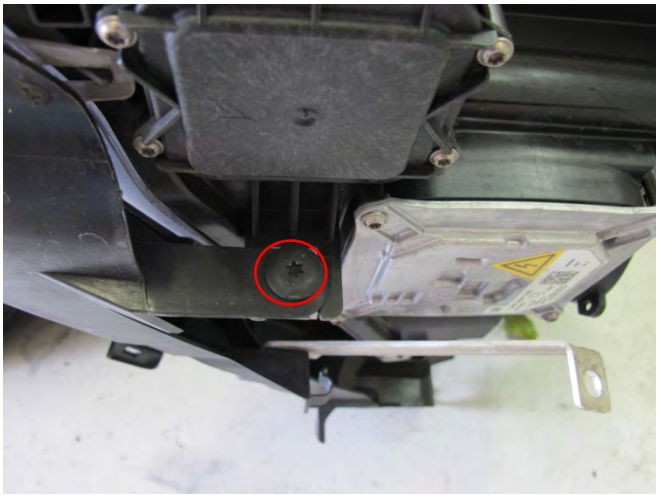




14. The top two T-30 Torx on each headlight is all that is left holding them to the car. Carefully remove the screws while holding the headlight. Once they are out remove the headlight and disconnect the wiring then carefully place the headlights on a towel or other soft material to keep lens from getting scratched.

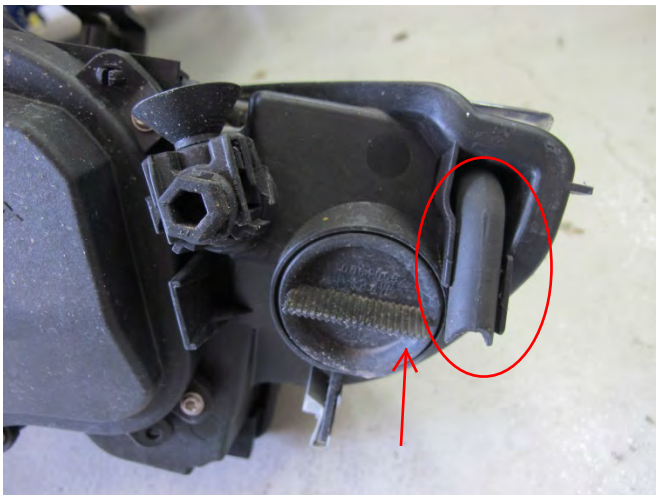


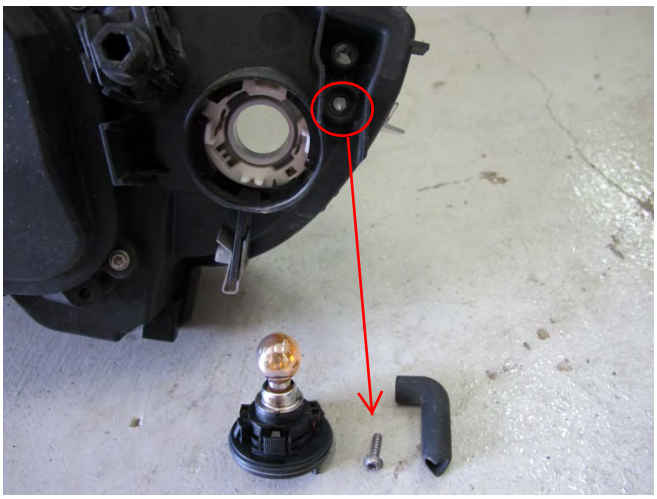
15. Remove the two T-30 Torx from each headlight bracket that secures the headlight to the mounting bracket then remove bracket.



16. Unclip the rubber cover at the top of each headlight and set aside.

17. Pull the rubber vent in the corner of each of the headlights and remove them. Twist and remove the turn signal bulb from the housing. Remove the T-15 Torx that was hidden behind the rubber vent before it was removed.



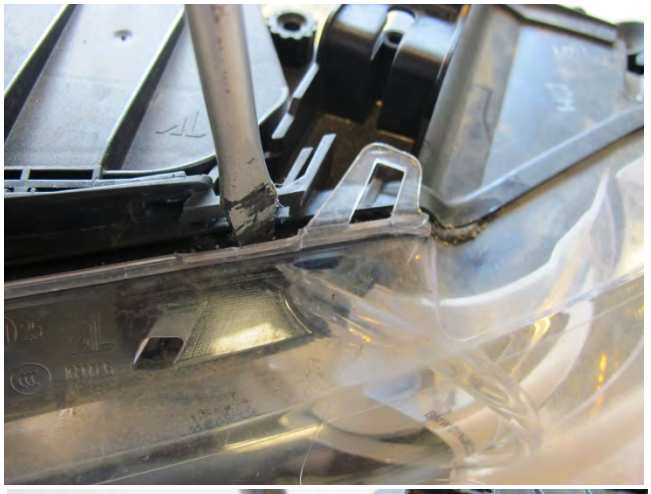
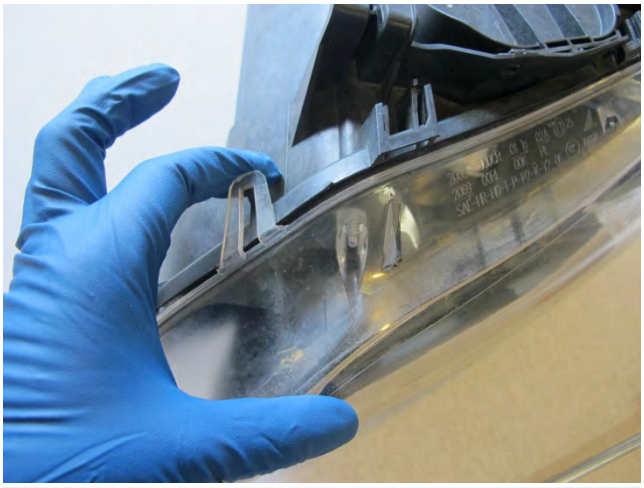


18. Remove all but one rack from your oven and test fit one of the headlights on a cookie sheet for clearance inside the oven. Once rack is adjusted to proper height remove cookie sheet and headlight and preheat oven to 215 degrees.

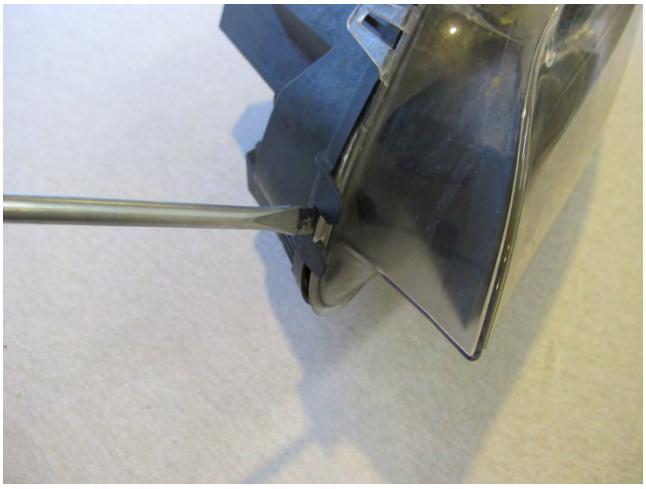
19. Place one headlight in the oven on a cookie sheet and set timer for 10 minutes (do not pull out early).

20. Remove headlight with gloves so that you can handle the headlight without getting burned.

21. Using a large flat blade screwdriver and your fingers lift each of the tabs and carefully pry the lens away. Do not try to pry the lens all in one motion just enough so the clips do not click back into place.

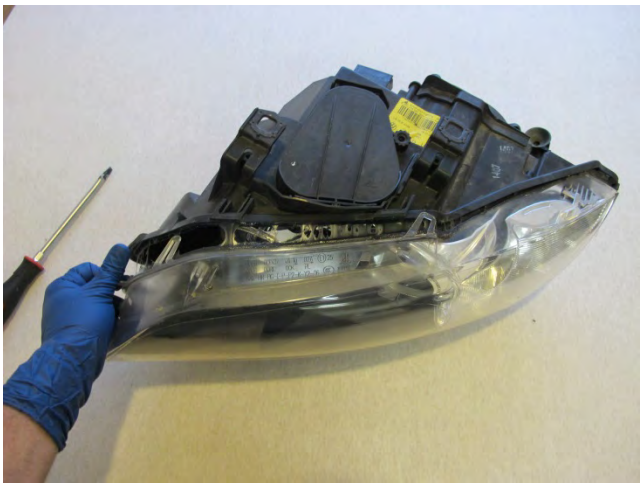





Images Continue on Next Page



22. Once all clips have been released continue prying next to the clips working the lens loose. Prying on the end close to the turn signal where there is a thick lip is very helpful in getting the lens released.

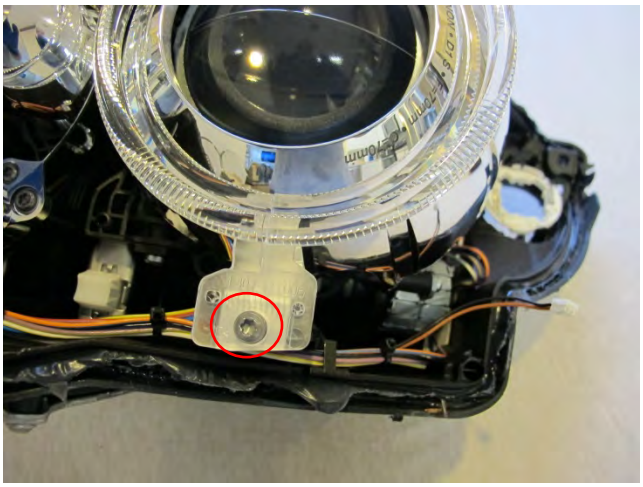
23. Once lens is released and pries easily using your hands grab the lens and pull it off (note there is one wire still connecting lens to headlight)



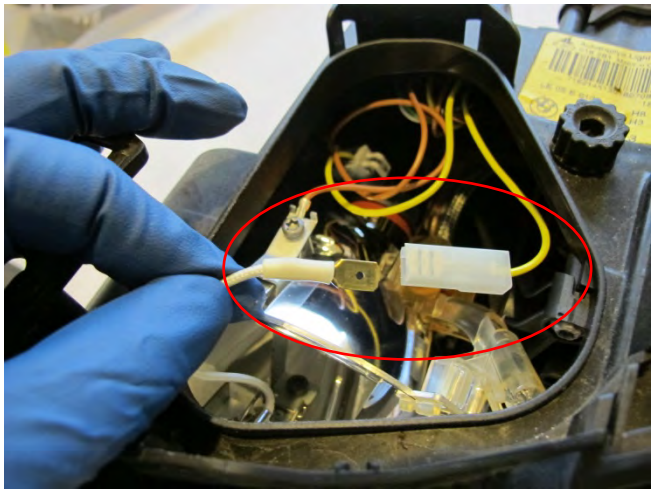
24. Using your hand grab onto the wires next to the plug inside the lens wiggle and pull to remove the plug from the board. The lens will now be free of the assembly and should be placed outside of lens down on a soft towel.

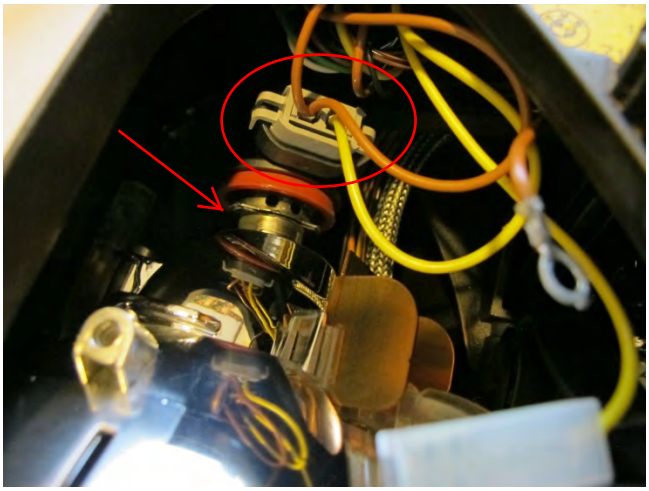
25. Repeat steps 20-26 on the other headlight

26. Remove projector ring from each headlight by removing the T-15 Torx at the bottom of the ring. Once screw is removed lift up on one half of the ring and twist the ring will unsnap from the top. Remove all 4 half rings (1 ring form each headlight)



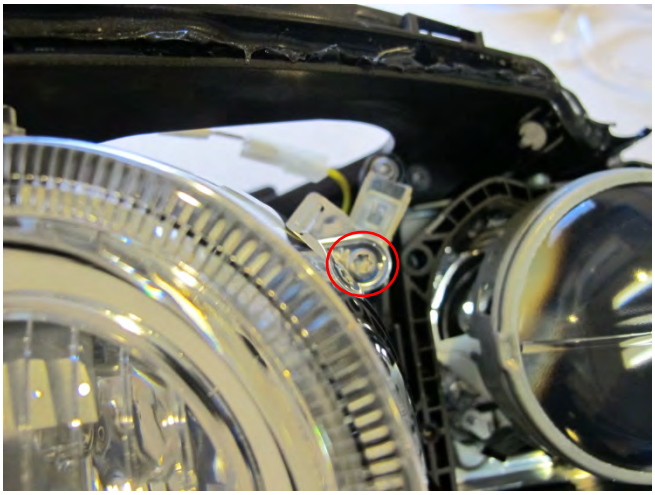
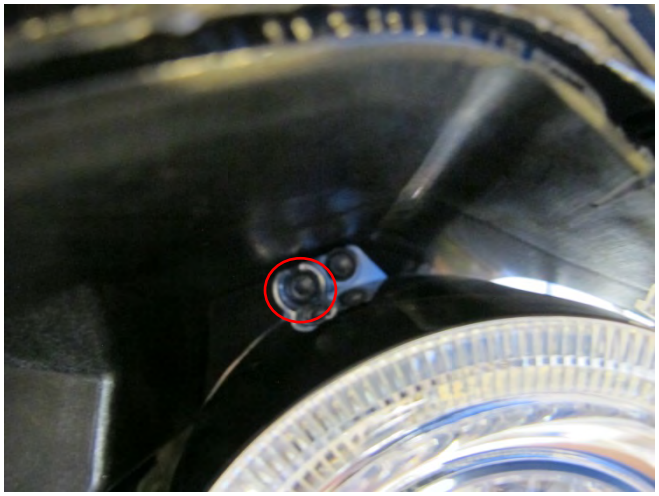
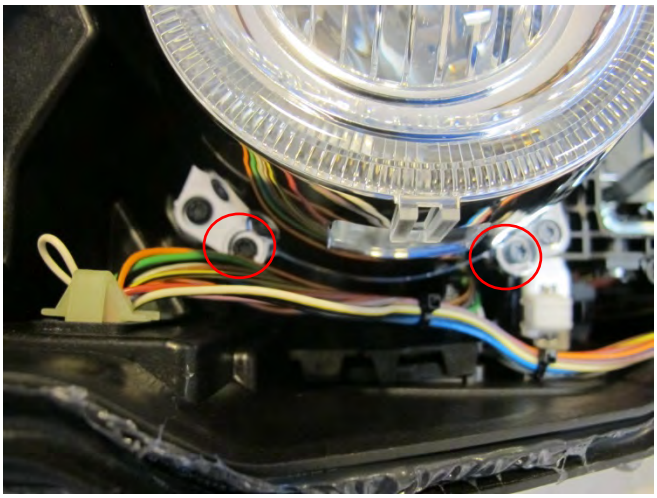
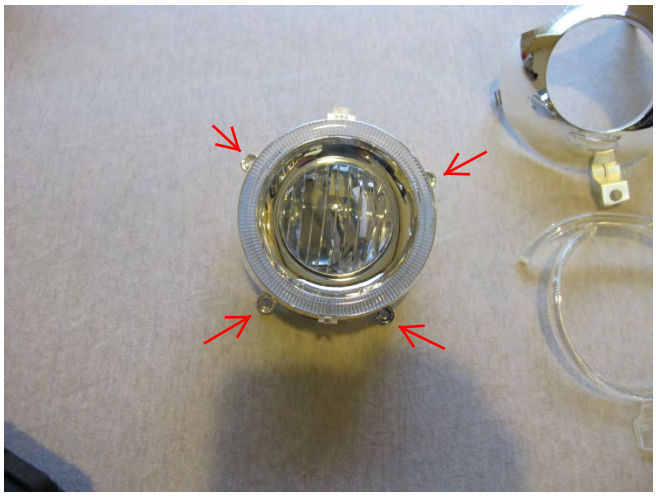
27. Open the top cover and disconnect the cornering light bulb & the plug for the factory angel eye bulb.



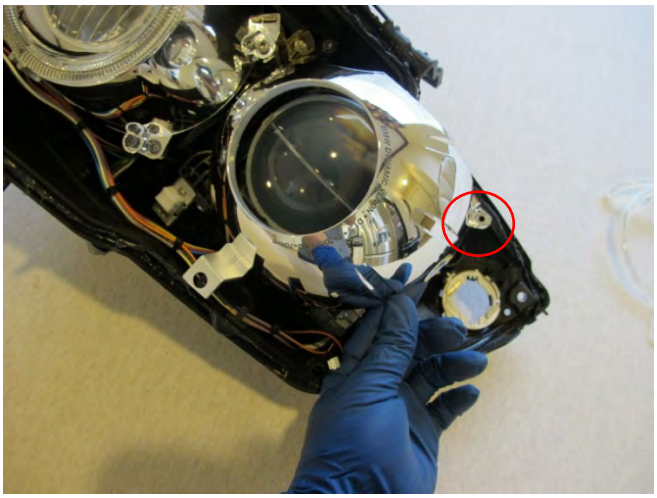
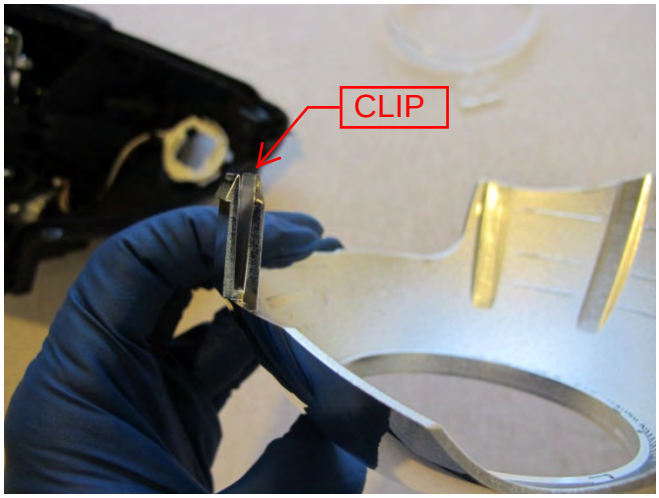


28. Remove the single T-15 Torx screw from the metal brace inside the access cover (Will have brown ground wire attached as well with this screw).

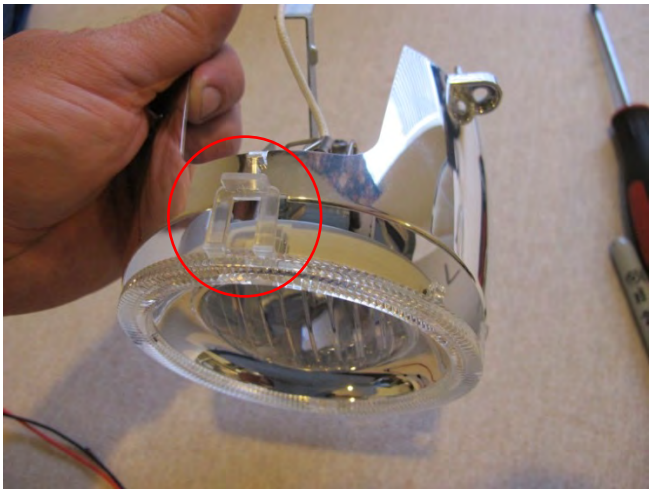
29. Remove the four T-15 Torx screws around the cornering light housing, once removed the front half of the corner light housing can be pulled free (do not remove the rear half of the housing it is not needed).

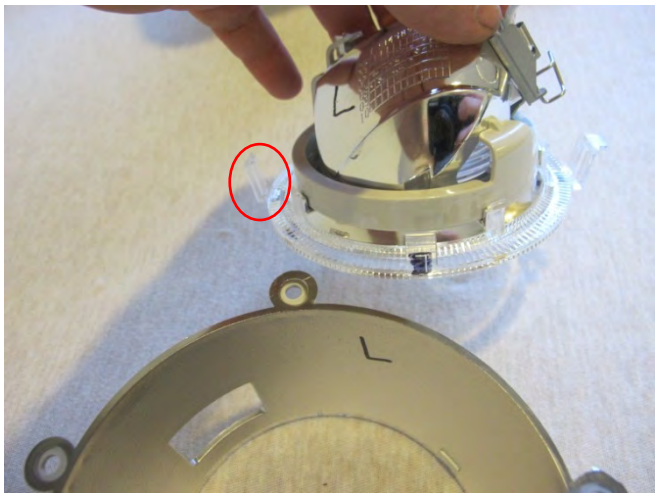





30. (This step is only required when painting chrome) Remove the T-15 Torx in the corner of the projector cover then carefully remove the plastic cover for the projector.

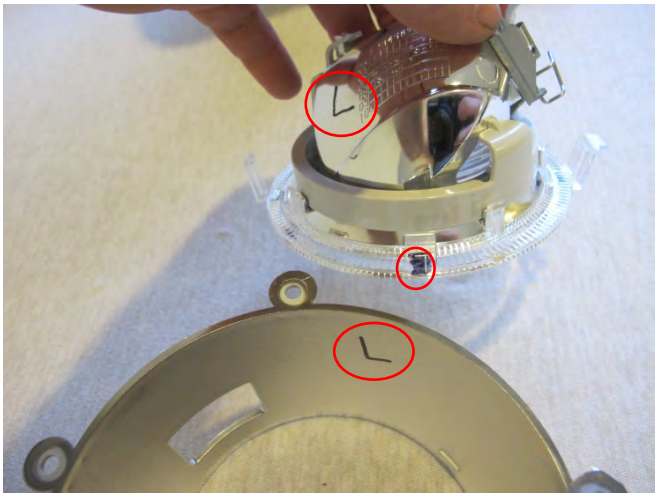



31. Holding the cornering light housing assembly carefully the upper clip on the clear lens to release it then release the lower clip removing the corner light reflector housing and clear halo ring.

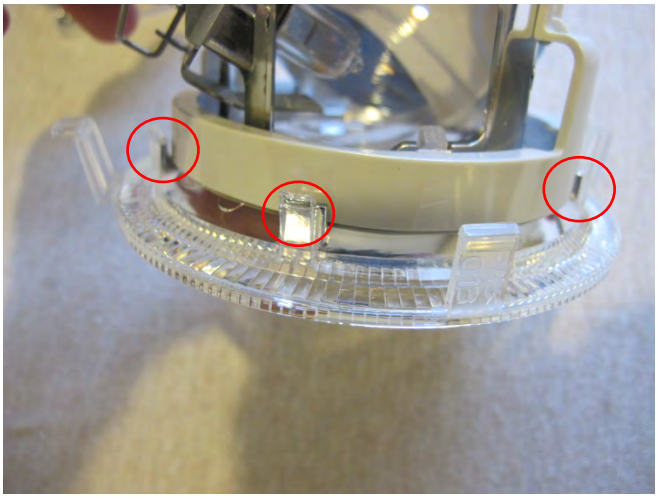


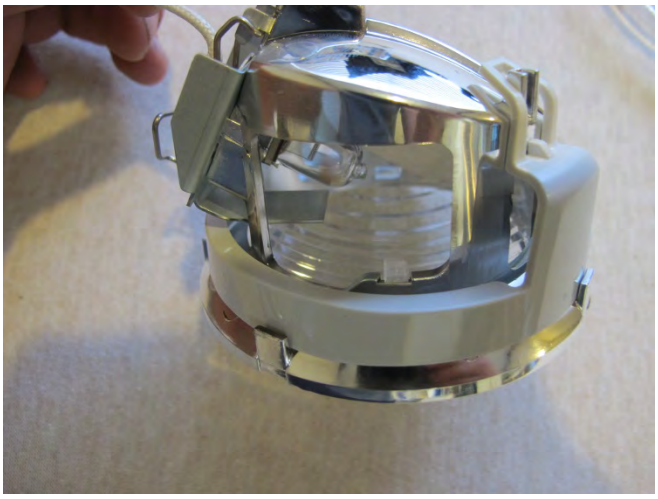


32. Label the inside of each component with a sharpie so that the left and right components do not get mixed up during paint.



33. Remove the Factory clear halo ring pushing carefully off clips.





General steps for prepping and painting headlights

We do not provide suggestion for paint to use and we don't get into details on how to sand. Please Google for more information on sanding and prepping plastic for paint and use what works best for you. We do this because when we do headlights in house we have special equipment that does the prep work and use paint that is not publicly available. Rattle can and sand paper from your local big box store will yield great results however as the headlight lens protects the insides from UV. But decide for yourself how far you want to go with prep and paint.

34. (This step is only required if painting chrome) Remove the lens from the cornering light by pushing the clip located on the outside while also pushing lens no tools should be required.

35. (This step is only required if painting chrome) Use painters tape to cover the entire lens tightly and neatly then reinstall onto cornering light housing.

36. (This step is only required if painting chrome) Prep/Sand the chrome with high grit sand paper ensuring to get good etch on all surfaces and in the corners.

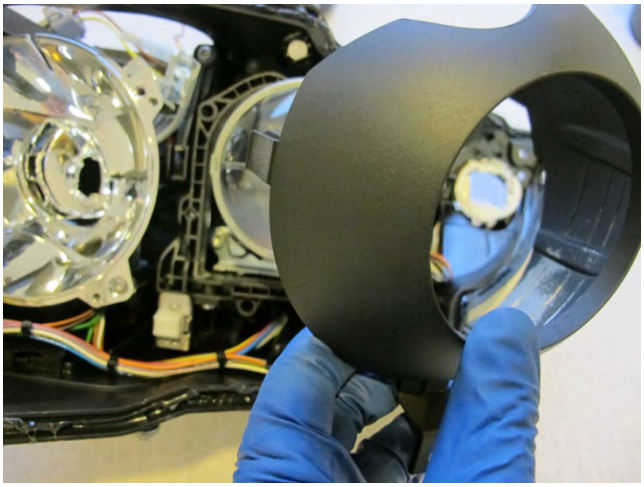
37. (This step is only required if painting chrome) Prep/Sand the outer chrome housing for the cornering light with high grit sand paper ensuring to get good etch on all surfaces and in the corners.

38. (This step is only required if painting chrome) Prep/Sand the outer chrome housing for the projector light with high grit sand paper ensuring to get good etch on all surfaces and in the corners.

39. (This step is only required if painting chrome) Clean all sanding dust from the parts inside and out and use blue painters tape to mask and prevent overspray from unwanted areas (example reflective surface inside cornering light). Do not place painters tape on any chrome surface you wish to keep as it often peels off when paint is removed.

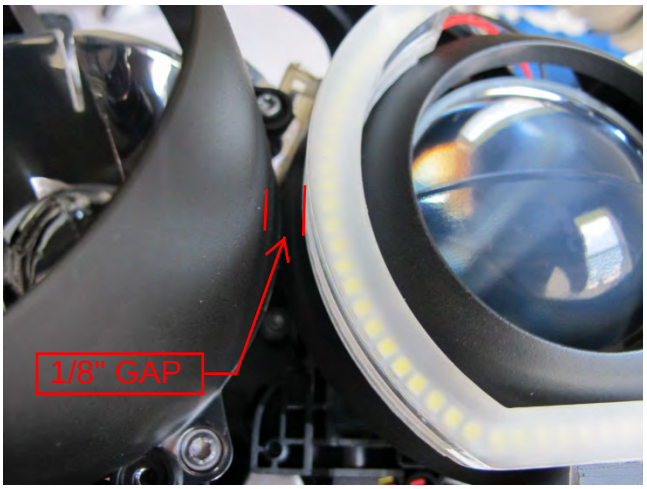
40. (This step is only required if painting chrome) After ample dry time remove all painters tape from the components. Remove the lens from cornering light as done previously, remove the painters tape from lens and reinstall lens.

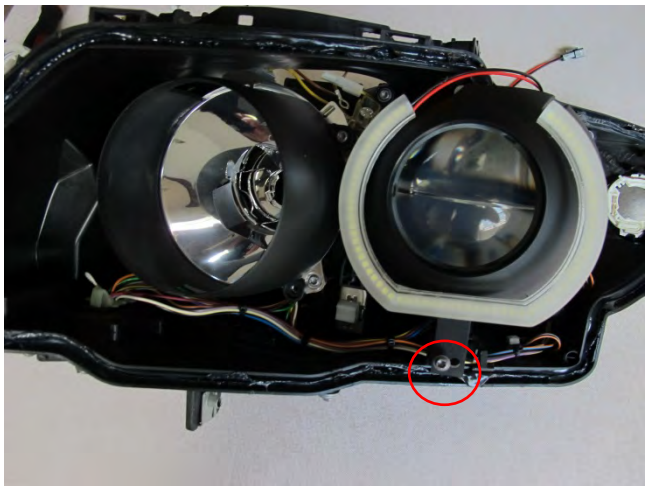
41. Install the projector cover fastening the blade style clip on the inside closest to cornering light and replace the T-15 Torx screw previously removed from the corner.



42. Install the cornering light outside housing only using the four T-15 Torx screws previously removed

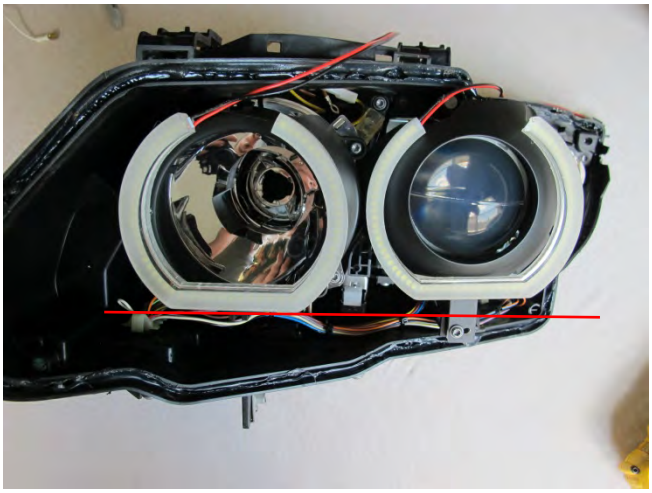
43. Align one of the larger halo rings provided in the kit roughly 1/8” from the cornering light housing. Using the hole closest to the cornering light to secure the ring by replacing the previously removed T-15 Torx screw. (tighten screw snug but do not over torque)





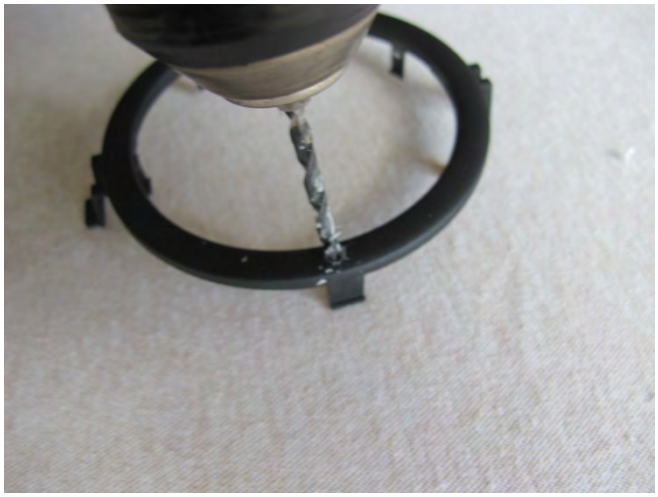
44. Temporarily install the clear plastic ring (might be painted now depending on your preference) but do not install the cornering light housing and lens.

45. The clear ring has 2 fasteners that are level on the right and left side of the ring. The holes should be drilled in the center of the front face of the ring using these to align level. Make a mark on the outside with a sharpie where you want to drill. Take one of the rings and hold it so the pins are on top of your sharpie mark and ensure you are happy with the location of the ring and that it is parallel with the outside ring. If you do screw up the drilling you simply drill another hole the ring will cover the holes but it is rare to not get it perfect the first time.

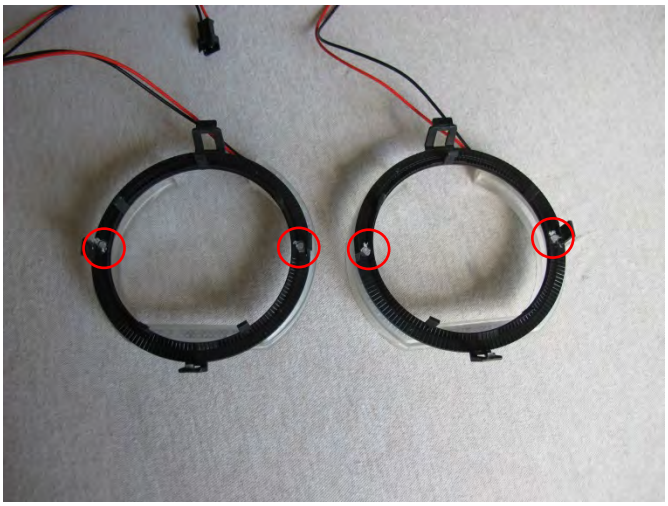


46. Remove the clear ring from the housing for drilling.

47. Using a 1/8” drill bit go slow and drill both holes through the clear ring for the new DTM halo to be attached.

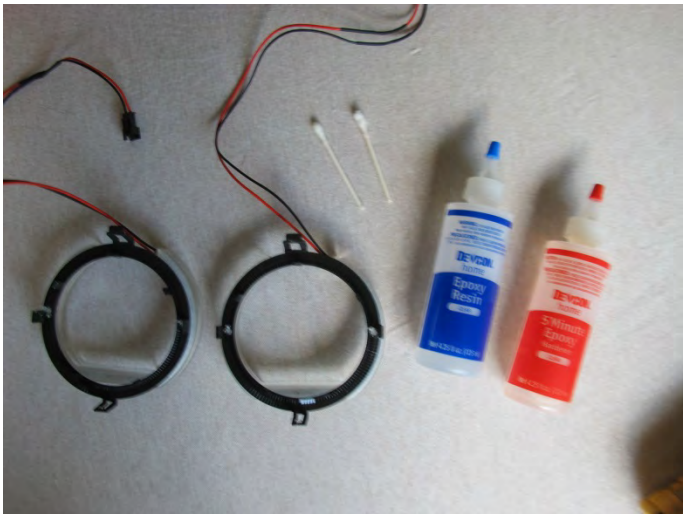


48. Place the ring face down on a hard surface such as a counter top and push the clear ring down over the pegs evenly until the clear ring has bottomed out on the DTM ring.



49. This next step is not required if drilling was done properly and everything is a tight fit but we highly recommend this step and do it on every set of lights we install.

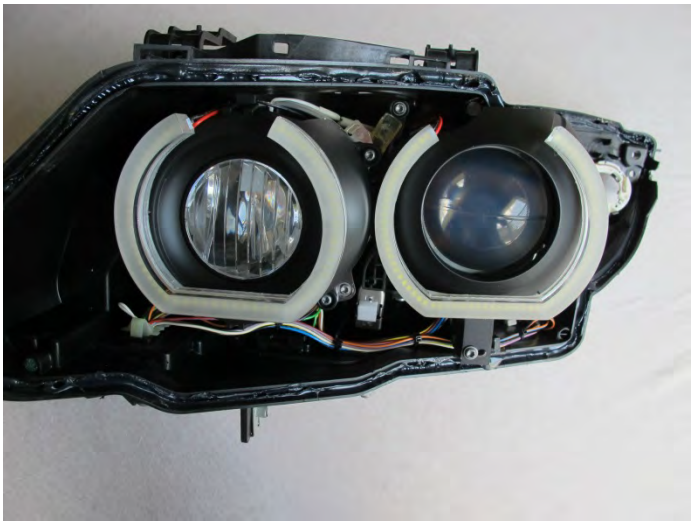
50. Mix together a 2 part epoxy of your choice (cheap $1 harbor freight epoxy is fine) once mixed to manufacture instructions put a small dab of epoxy on the back side of the pin that was pushed through and allow it to cure. This will prevent the ring from ever coming out in a wreck or from road vibrations over time.



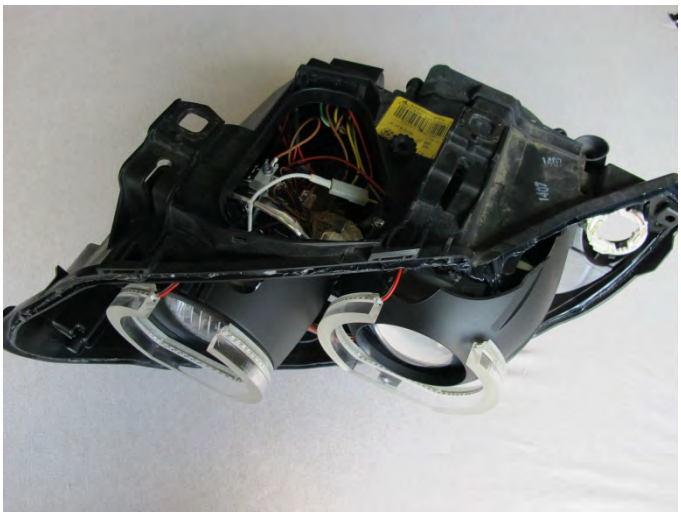
51. Carefully attach the cornering light housing to the clear ring / DTM ring assembly.

52. Insert the wire for the DTM ring through the hole where the old halo bulb was.

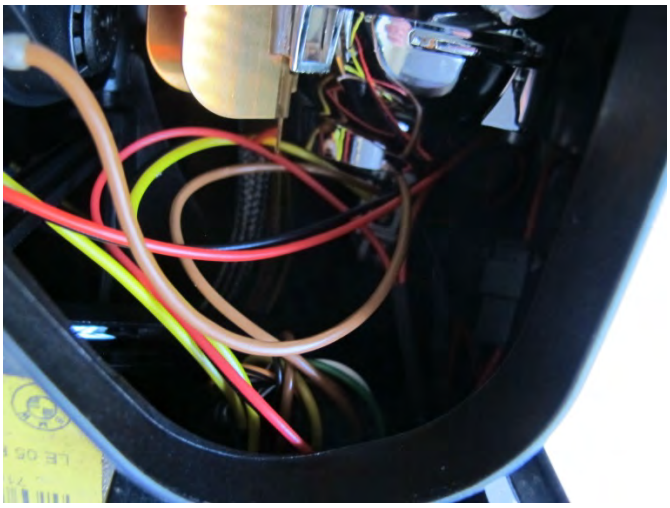
53. Carefully insert the cornering light assembly with rings back onto the larger housing until it is secured by the factory clips and the clip on the top and bottom aligns properly with the notches cut by the factory for them.



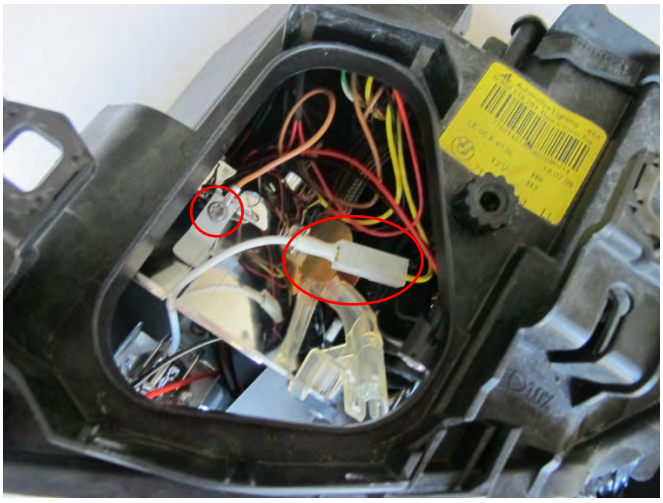
54. Route the wire for the outside DTM light to the top access cover and pull the harness up from the cornering light where it came in through the factory bulb location.



55. Plug the provided harness into both DTM rings and the other end of the harness into the harness previously connected to the factory bulb matching the brown wire to the black wire) then tuck wires down neatly behind cornering light housing.



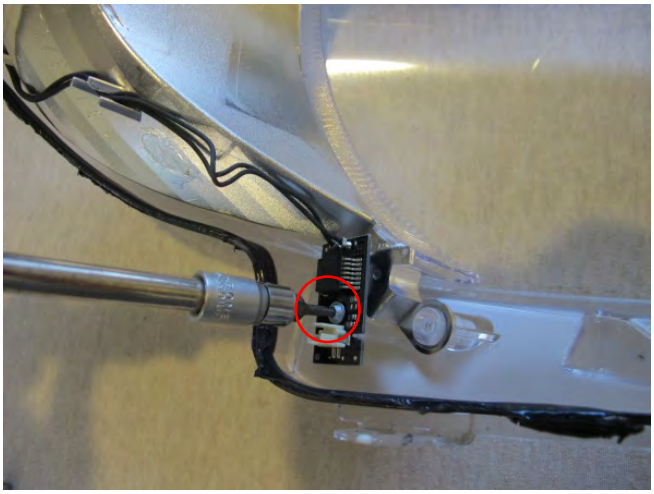
56. Reinstall the screw that secures the cornering light housing and the brown ground inside the top access cover removed in step 29 above & reconnect the cornering light bulb wiring (Yellow to white wire)



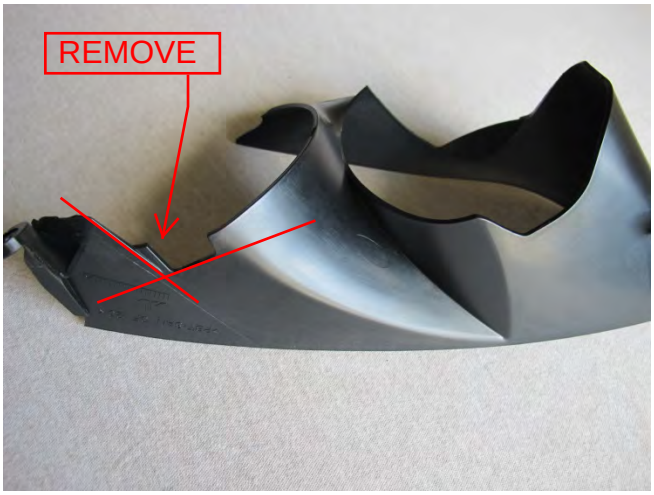
57. Replace top Cover on headlight and take both completed headlights to the car for testing do not attempt to install the lens on the headlights yet. Carefully secure headlights and plug in wire harness. Test all headlight functions (note turn signal bulb has been removed).

58. Remove the 3 T-15 Torx holding the black plastic inside each of the headlight lens covers, and then remove the black plastic shroud.

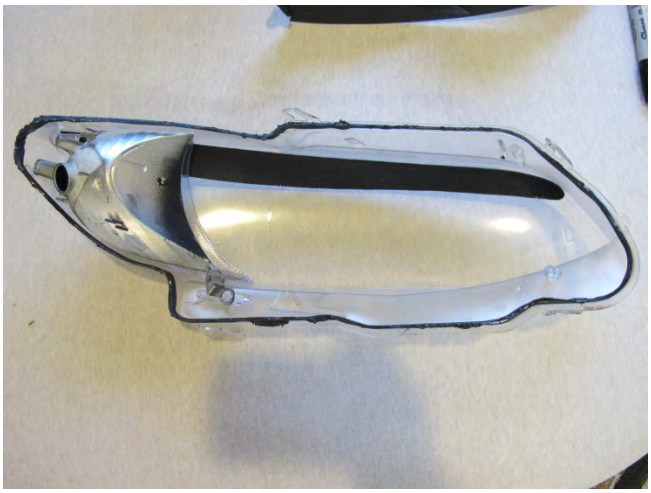
59. **(Optional if painting)** The turn signal housing can be removed by removing the single Torx screw on the circuit board typically the inside (chrome) is prepped and painted gloss black. This will reduce light output but the gloss black allows for some reflection and signal is still visible.



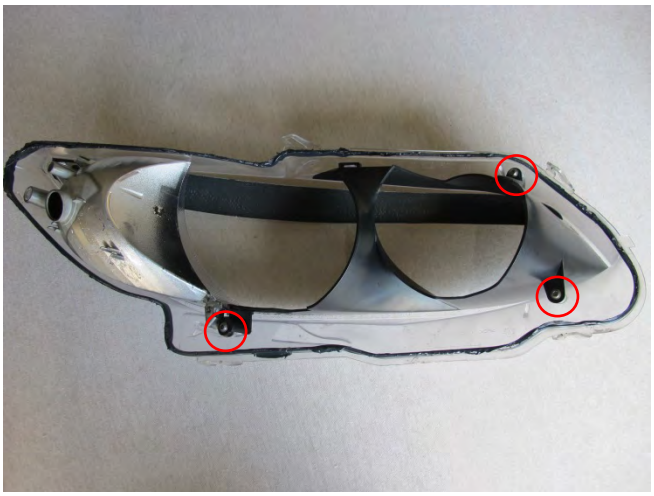
60. Using a dremel or other grinding tool remove plastic from the black shroud that goes inside the lens as shown in the images below. This is required to provide proper clearance for the DTM halo mount.



61. Install the Carbon Fiber eyelid inside the lens it is not secured by glue or tape of any kind it fits loose until everything is assembled. For now insert between the turn signal lens and the headlight lens on the inside.



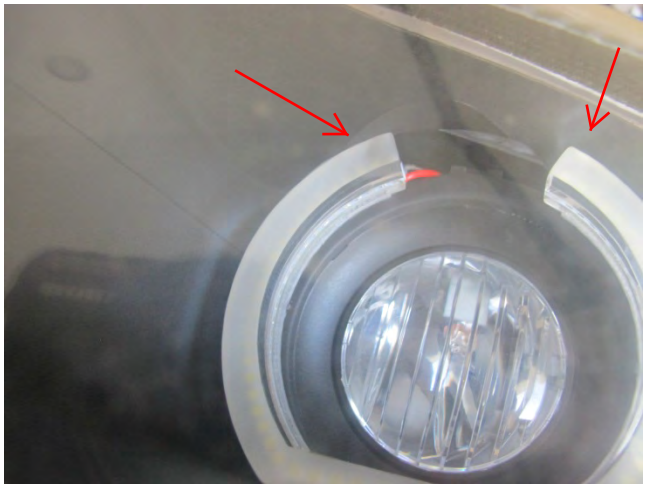
62. Reinstall the black trim inside the headlight housing, tighten all 3 screws tight the back each off ¼ of a turn this will allow for some movement during assembly if the grinding was not done exactly right on the black trim. It will not ever loosen more or appear loose later.



63. The OEM sealant provided in the kit is too thick for the lens to go back on the headlight. Stretch the sealant (making it thinner) as you insert into channel. When stretched correctly there will be a little extra left over. The goal here is to push it into the channel that was created in the old sealant when the lens was removed.

64. Put a little water on a paper towel and dab your finger on it as needed while you push the sealant into the headlight channel. Work your way around the entire channel making the sealant as wide as possible and with little to no voids.

65. Carefully install headlight lens it is a very tight fit with the new rings do not force it. As you line things up and push the lens on watch for clearance between the projector ring and the housing for the cornering light. We left an 1/8" gap earlier for this reason we need some clearance. Also watch around the cornering light DTM ring and make sure it doesn't snag. Everything will fit just take a little time and don't force it things needs to line up as you push them together.



Note: For the rest of assembly use images from earlier instructions for guidance.

66. Do not try to push lens on all the way work your way around and push firmly but not hard. Start the screw that came out of the rear corner of the headlight behind the vent but do not torque down on it just tighten snug.

67. Place headlight back in oven on cookie sheet again at 215 degrees for 10 minutes.

68. Remove headlight from oven with gloves, work around the headlight pushing the lens down alternating between tightening screw on back snug (not tight) and pushing lens on. Each of the 4 clips should snap in place, once they have snapped in place tighten the screw down tight but do not over tighten it screws into plastic.

69. Place headlight back in oven for another 10 minutes at 215 degrees on the cookie sheet.

70. Remove headlight with gloves and push firmly all the way around and see if screw can be tightened anymore everything should meet flush now.

71. Replace turn signal bulb in each light & replace the rubber vent that goes above the screw in the corner of each headlight.

72. Install the headlight mounting brackets replacing the two T-30 Torx previously removed. Use the dirt marks vs. shiny area on the bracket to put bracket back in exact same position it was previously. There is some adjustment in the brackets for when cars are wrecked or installed for the first time to make body lines perfect. Using these marks as reference allows for alignment to be exactly where it was.

73. Reinstall headlights & front bumper on car using pictures and instructions listed in the earlier steps of these instructions.

12 Month Limited Warranty

Precision Raceworks, LLC warrants to the consumer that all Precision Raceworks products will be free from defects in material and workmanship for a period of twelve (12) months from date of the original purchase. Products that fail within this 12 month warranty period will be repaired or replaced at Precision Raceworks discression, when determined by Precision Raceworks that the product failed due to defects in material or workmanship.

This warranty is limited to only the repair or replacement of the Precision Racweorks part. In no event shall this warranty exceed the original purchase price of the Precision Raceworks part nor shall Precision Raceworks be responsible for special, incidental or consequential damages or cost incurred due to the failure of this product.

Warranty claims to Precision Raceworks must be transportation prepaid and accompanied with dated proof of purchase. This warranty applies only to the original purchaser of product and is non-transferable. All implied warranties shall be limited in duration to the said 12 month warranty period. Improper use or installation, accident, abuse, unauthorized repairs or alterations voids this warranty.

A Precision Raceworks Warranty Claim Form Must Accompany All Warranty Claims. Products returned to Precision Raceworks with no Return Goods Authorization and or No Warranty Claim Form may be rejected and returned to sender. Precision Raceworks disclaims any liability for consequential damages due to breach of any written or implied warranty on all products manufactured by Precision Raceworks. Warranty returns will only be accepted by Precision Raceworks when accompanied by a valid Return Goods Authorization (RGA) number. Credit for defective products will be issued pending inspection. Product must be received by Precision Raceworks within 30 days of the date RGA was issued.

Please note that before we can issue an RGA for any product, it is first necessary for the installer or end user to contact us at Warranty@PrecisionRaceworks.com to discuss the problem. Most issues can be solved through email or over the phone. Under no circumstances should a product be returned or RGA requested before the above process transpires.

A PRECISION RACEWORKS WARRANTY CLAIM FORM MUST ACCOMPANY ALL ELECTRONICS WARRANTY CLAIMS. Precision Raceworks Products returned to Precision Raceworks with no RGA and or No Warranty Claim Form may be rejected and returned to sender.

A copy of the Precision Raceworks Warranty Claim Form can be obtained by sending a request for the form to Warranty@PrecisionRaceworks.com .