

# **How to Change a 6<sup>th</sup> Generation Accord Console LED's**

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## 1 Introduction::

Even through today's growing age of materialism and wealth, we have succumbed ourselves towards buying things or doing things to create another form of status... bragging rights. This document outlines a general step-by-step instruction on how to modify the stock lights on your 1998-2002 Honda Accord into an eye-dazzling deep blue, blood red, lime green, bright white, or even soothing purple LED's (yes they do make purple LED's, but they cost a fortune). This instruction set may apply to other types of cars, but the reader will have to find out how to remove the console from other sources.

I may as well put the **Notice Statement** here. The author is not liable for any consequential damages from performing modifications as instructed in this documentation. Assume everything at your own risk. If you don't know how to do it, ask a friend to do it for you. If you're really desperate, and you live in Ontario, I may be of assistance, but that's about it. Finally, you have the right to make as many copies of this as you want, but please-o-please, keep my name on the papers plus the web link. It is the very least you can do for me. 'Nuff said. Let's get to the good stuff.

## 2 Removal of the Centre Console::

There are 3 screws to be removed from the centre console before the entire face can be removed. There are two located on the bottom side of the dash, and one hidden behind the clock (refer to the green circles on the diagram). The two screws on the bottom can be removed by a 'stubby' Philips screwdriver (the 'X' one). As for the clock, grip the edges of the clock and pull back really hard towards you (refer to diagram). If it's in too tight, a flat-head screwdriver with the tip taped with masking tape (so you don't scratch the merchandise) could be used to assist the disassembly. Disconnect the two connectors for the clock console. FYI one connector is for your emergency flashers, and the other is for your clock. If you've got to drive your car while the console is still disassembled, make sure you put in the emergency flasher control... otherwise you won't be able to use your turn signals!!!



Back to the instructions. Remove the screw from the new cavity created. After that,



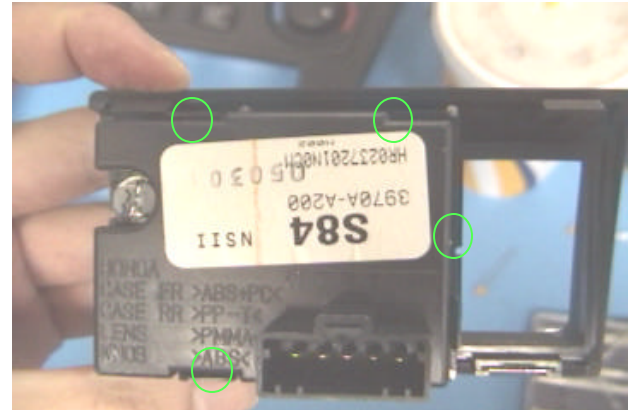
pull out the entire dash. The first time removing it will be very hard. Try pulling the console first from the bottom, then from the new cavity created, back and forth a couple of times. Things will start flying once it snaps out - that is normal. Pick up all the fallen metal clips (due to opening the cover), and save them for when you need to put the console back again.

Disconnect the remaining two connectors that are hooked to the climate control panel. The first cable is for the fan control, and the second one controls everything else. Please note that this only applies to all Accords, except for the EX-V6 – I have no idea what lies beneath that beast. Oh yeah, another thing; don't take drugs.

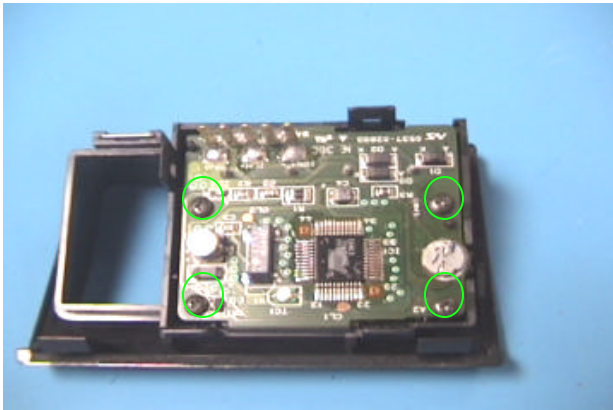
### 3 Changing the Colour of the Clock backlight::

This project was undertaken during the fall of 2001. Consequently, very little footage was taken, as well, many points may have been forgotten because of the long term of not being exposed to it. To disassemble the clock unit, there are four clips that you'll have to pry aside before removing the back cover (refer to diagram, green

circles). Try prying this clips back just enough so that you can slide the cover back just by a bit. Repeat with all four clips. **Note:** Don't pry back too far, otherwise you'll break the tab. Note that to the left you'll see the bulb. Also, the Emergency light button has been removed so that the unit is easier to work around with. At the back, there are two tabs on the top and bottom of the Emergency light button



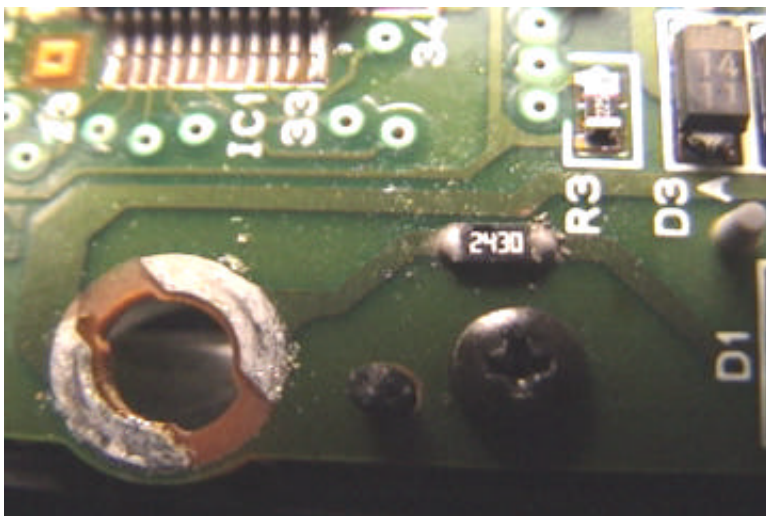
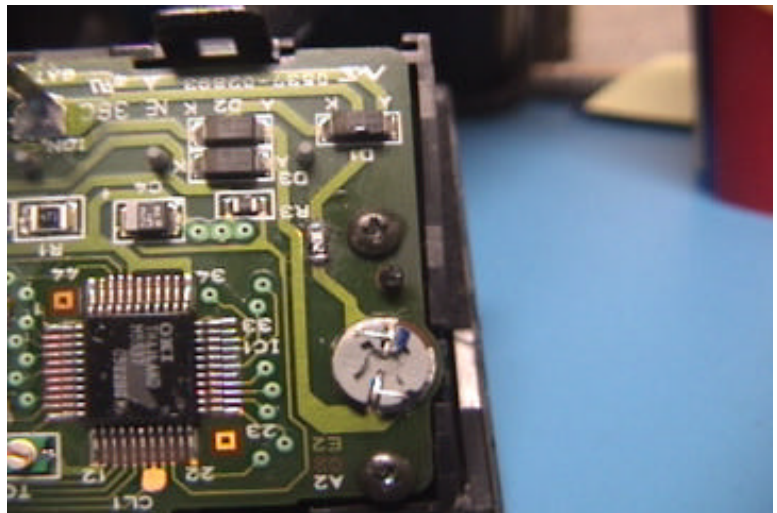
that must be pushed so that the button can be popped out. When the cover is removed, it will look like so (refer to diagram). From here on you'll have to rely mostly on words rather than diagrams, because it's a pain in the ass to open up the screen one more time to get more pictures. There are four screws to remove (based upon the



picture, there might be one or two more). Remove it carefully. The first time you remove it, the LCD screen will stick to the PCB (printed circuit board, or circuit board for short). After a couple more times, it will fall off. If it does, just position the LCD properly on the inside of the black plastic, and make sure you position those rectangular rubber things (forgot what they are called, to their respective cavities.

There are two of these rubber things. You will notice right behind the LCD a blue sheet of plastic tint. Remove it if you're planning on lighting it up with a LED or bulb other than baby blue. It absorbs in too much of the light otherwise. For the cavity for the bulb, you might want to either put aluminium foil inside of it (so that the black plastic won't absorb all the light, or spray-paint it with metallic paint. Remember to mask off any place you don't want painted before spraying. When done, put back the PCB board and screws.

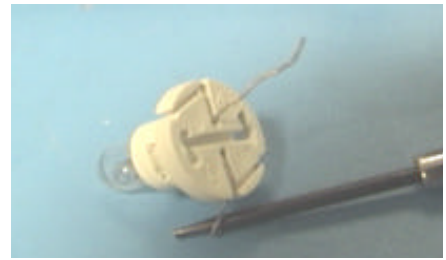
As for lighting for the clock, If a strong blue is desired, a super-bright 3mm blue LED can be used in place of the stock bulb. Please note that blue LED's require ~4.0 volts to operate. Any higher and the LED will burn out. Hence a resistor will be needed. The resistor can either be attached to one of the legs of the bulb before returning back to the bulb holder, or the resistor may be attached inside on the PCB.



Note: If you decide to work on the PCB, make sure you have good soldering skills, especially on SMT devices. If you don't know what SMT is, don't even bother attempting this. SMT installation requires a good soldering iron, one preferably with temperature adjustment. Set the iron at 750°F. Now, with a very sharp hobby knife, slice off about 1/20" of the upper track, and scratch off 1/32" of the green coating on

each edge of the remaining track so that the SMT resistor can be soldered on to. FYI the upper track runs to the +12v ignition rail (+12v when the key is in ignition, 0v otherwise). The SMT chosen here is 243.0Ω. It fits perfectly on the track. From here it's just Pik and Paste. Again, if you don't know what this means, you don't know SMT. Don't bother attempting it. And if you're wondering what SMT stands for, it's Surface Mount Technology.

To replace the bulb with an LED, first remove the stock bulb from the bulb holder. Then use a small flat-head screwdriver to assist in picking out the bulb's terminals. Straighten the terminals, and then pull out the bulb. If the bulb can't be pulled out by hand (i.e. if they're sweaty, oily etc.), wrap a



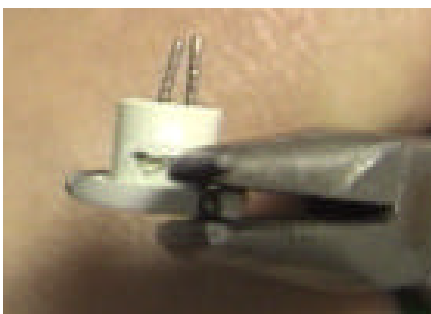
portion of an elastic band around the bulb tip, then pull. With the blank base, you can replace it with almost any type of 12v (or less) bulb. If the bulb is less than 12v, a resistor needed, especially for LED's (Light Emitting Diodes). A good size of LED for this type of socket is 3mm (a 5 mm LED

may not fit through the hole when the bulb is to be re-inserted). Pass the LED's pins through the two holes. If the SMT technique is used, wrap both pins around the original bulb's location. Otherwise, leave one of the leads sticking up, meanwhile wrapping the other lead around. With the open lead cut it down to 1/2", and solder it solder one end of a resistor (also with one side cut down to 1/2"). The recommended resistor to use is as follows:



<u>Resistor</u>	<u>Recommended resistor value</u>
Super Blue or White LED:	290Ω~350Ω (250Ω minimum.)
Blue LED:	400Ω~500Ω
Super Red LED:	410Ω~600Ω
Red / Orange / Green LED:	500Ω~600Ω

The higher the resistor value, the dimmer the light output, but the longer the LED will last. The same applies with SMT resistors. Typically, choosing the higher resistor values will make the LEDs last about 10 years (on constantly 24/7). When putting the bulb back, the base might need to be crushed at the

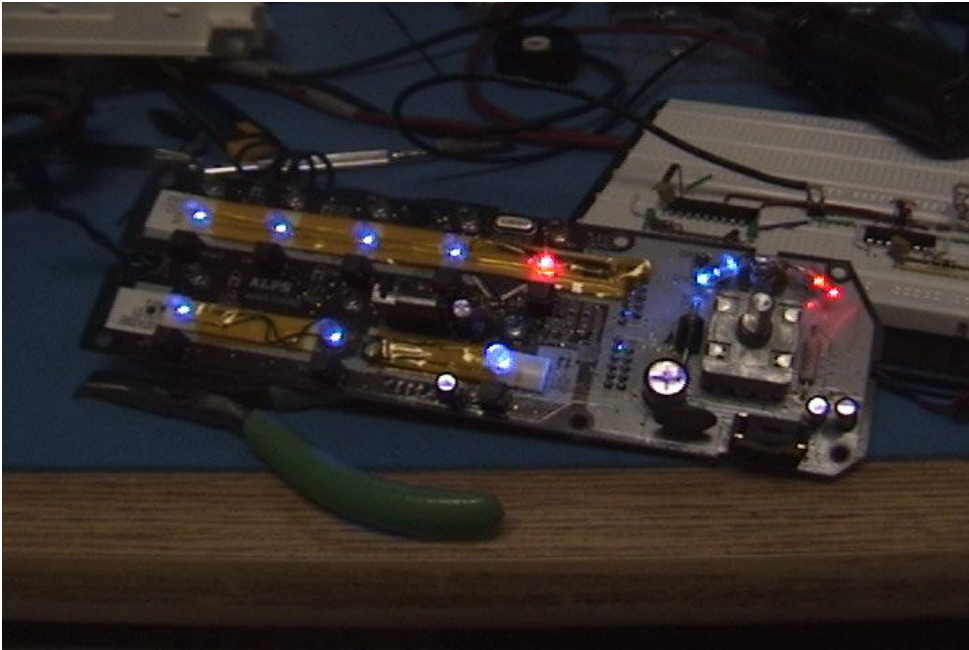


pins so that it may be screwed back on properly to the PCB. Also with LED's you HAVE TO OBSERVE the polarity. An easy way to determine the polarity is to look inside the LED. Typically, the larger of the two insides is the negative. Worst case, if the bulb doesn't light up, pull the socket out, turn it 180°, then try it again.

## 4 Epilogue

### Stuff Yet to Come:

- Changing Climate Control LED's + Revamp on button lighting:
- Knight Rider for your car! PIC processor version



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