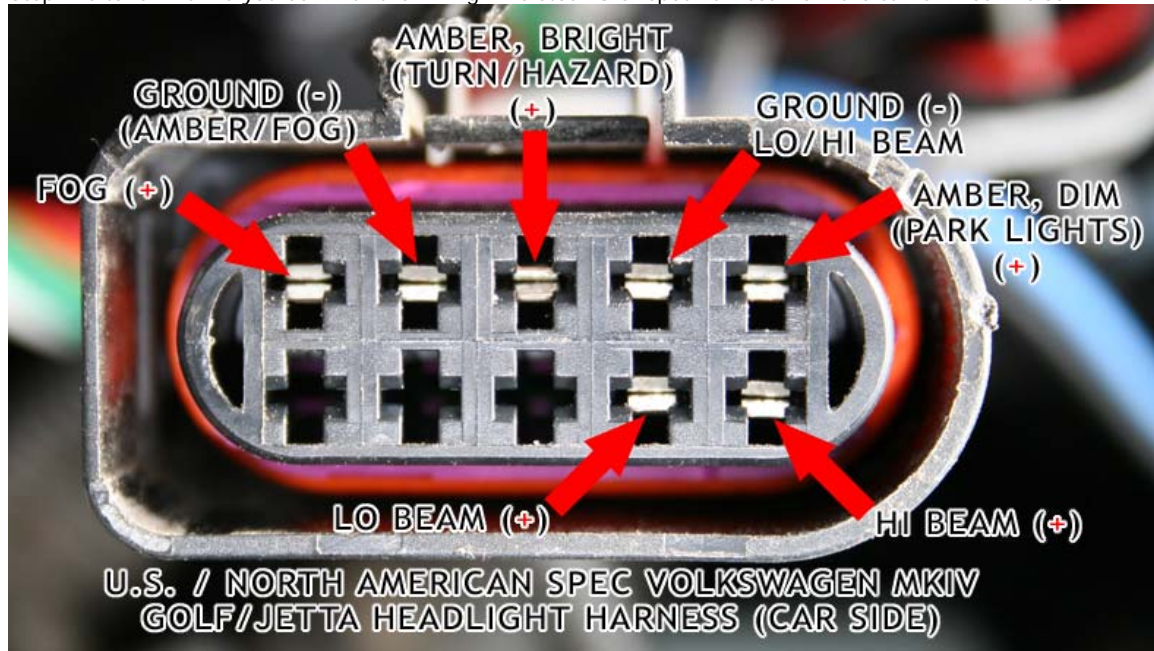


Well, I've seen a lot of confusion around "how do I wire these angel eye headlights?" When I ordered mine I looked all around and found little to NO useful information. Being an EE major right now I had a slight advantage, so I broke out the DMM and figured out how the car was wired and matched my headlights to it - like many other have done. Since I had a lot of free time this week I thought I'd try to make it easier for others. It really is not hard at all if you have the right information!

This article should provide useful information for ANYONE trying to set up a headlight wiring application.

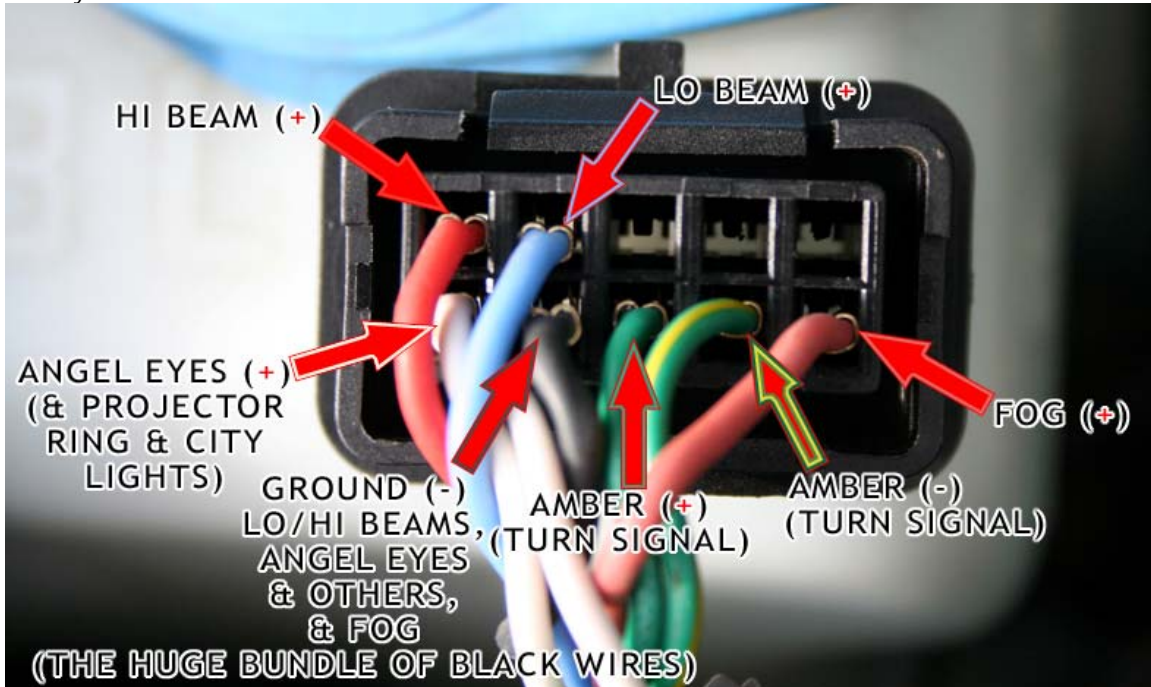
Just a note - these are DEPO projector angel eye lights (fleabayed), which are similar if not identical to the "Helix" ones, and probably VERY similar to the FK ones as well. For the record, I'm also using an euro switch, but it's not required for full operation (you just have fewer options w/o it).

Step 1 is to familiarize yourself with the wiring. The stock U.S. spec harness from the car is wired like so:



So, from this you should be able to determine the proper pin-out for your headlight connector. In case you don't want to, here's how I did mine. Note: It's very easy to determine which wire goes where, as you probably noticed, since the wiring is clearly traceable back to the parent bulb. I would recommend doing this just in case your wires are different colors than mine, but I'll provide how mine came out for general reference. Note: The arrows in this picture have a small border on them to indicate which color wire they're pointing toward in case it is not 100%

clear by their direction.



In order to remove the pins from the headlight plug, all you need to do is insert something small into the hole above/below the pin that sticks out, as noted by the red arrow in the picture below. This is going to push the pin out the back of the housing. I accomplished this using something most people probably don't have, it's pushrod used to connect a servo to a control surface on a model airplane. A paperclip straightened out will probably work just fine. **NOTE:** After you remove the pin you will need to make sure to bend the tab on the pin back up so the pin has a way to "hold on" to the connector so it doesn't get pushed out.



Here are pictures taken of the various modes of operation of my headlights now.

Notes:

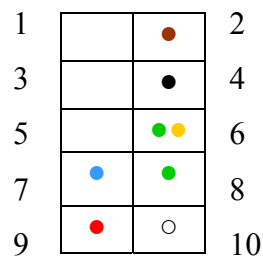
- I am using a Euro switch. You won't be able to achieve all the same combinations without one.
- I am using amber bulbs in my city lights. Your headlights will be without any parking lights (you will have angel

eyes/city lights/projector rings on instead) now, which means you will ONLY have amber light facing forward while the turn signal is on. I didn't like this, so I made my city lights amber (they will be on when your headlights are on).



- My driver's side projector is burnt out (waiting for Osrams in the mail), so just ignore that
- The city lights come on with the first 'click' of the switch and stay on no matter what mode you chose (this includes the projector ring & angel eye)

1999-2004 VW Jetta headlight wire harness diagram (US version)



1. Empty *
2. Brownish red wire (for fog light)
3. Empty *
4. Black wires wired together
5. Empty *
6. Green and yellow wire
7. Light blue wire
8. Solid green wire
9. Red wire
10. White wires wired together

* Empty slots are for optional HID leveling motor

1. Euroswitch only - City lights



2. Euroswitch only - Fogs + City lights



3. Lo-beams



4. Lo-beams + Fogs



5. Hi-beams



I hope someone finds this useful!