

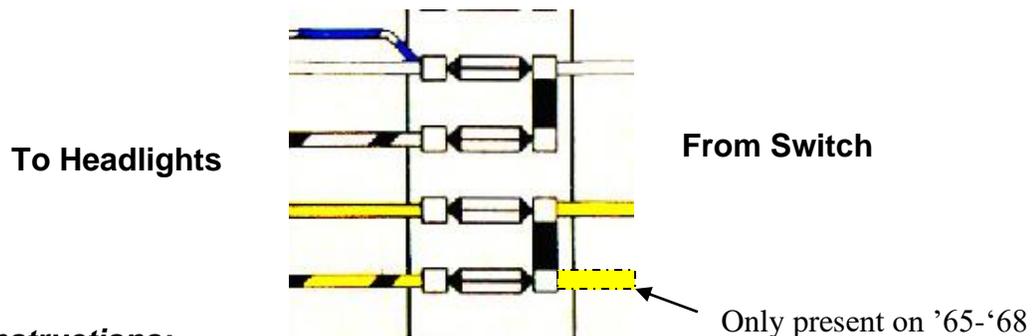
1973 and Earlier Porsche 911 Headlight Relay Kit

This relay kit is designed for installation in early Porsche 911 with a vertical fuse box mounted just behind the battery. If your 911 has a 21-fuse horizontal fuse box mounted on the inner fender well, please exchange this unit for our '74-'89 911 Headlight Relay Kit.

This kit reroutes the current flow away from the column switch to a direct path from the battery to the fuses. The redundancy and fusing of the circuit is equivalent or better than the factory design, that is, relay contacts are more durable than the switch and the complexity of the relay is offset by having two separate relays. The upstream unfused portion of the circuit has been shortened considerably compared to stock.

We recommend a maximum of 100W per bulb element, after checking to be sure the rest of the wiring from the fuse box to the headlight is in good shape.

The fuse box numbering can be confusing because Porsche changed the convention over the years. We've tried to make it clear with different ways of numbering the correct fuses in the following steps. Also note that if you follow along with the factory diagrams, the fuse panels are shown as though you are looking from outside *through* the left fender of the car. From in the trunk where you actually see the fuses, the input and output sides are flipped vs. the diagrams. Our graphics below are oriented as you look at the fuses from inside the trunk.



Installation Instructions:

- 1) **Disconnect the battery negative terminal.**
- 2) **Remove the yellow low-beam input wire from the fuse.** Inputs are on the front. *We list two fuses for each input because they are coupled together internally and can be interchanged with no difference in function. This also means the positions could have been changed at any time in the car's life, so we can't be sure what you will find. Some cars have added equipment, have been altered, or are for small markets not covered by these directions, in those cases you will have to test which wire is the feed from the headlight switch. Remove one of the wires at a time from the input side (make sure the loose end is not touching anything) and reconnect the battery with the appropriate headlight beam turned on. When you find the wire that causes both headlights to be off, this is your input wire for step 3 or 6.*
 - a. **'65-'68** 12-position fuse box. **Fuse # 9 & 10** (numbered from the bottom, or count 3 & 4 from the top). There will be a wire on each input fuse and you will have to test which wire is the feed from the headlight switch. Remove one of the wires at a time (make sure the loose end is not touching anything) and reconnect the battery with the low-beam headlight switch on. When you find the wire that causes both headlights to be off, this is your input wire for step 3.
 - b. **'69** with (2) 8-position fuse boxes. Fuse # 3 or 4 of the lower fuse box (count from top, or 11 or 12 from the very top fuse, or 5 or 6 counting from the bottom).

- c. '70-'73 with upper 10-position and lower 8-position fuse boxes. **Fuse # 3 or 4 of the lower fuse box** (count from top, or 13 or 14 from the very top fuse, or 5 or 6 counting from the bottom).
- 3) **Attach the yellow wire from the relay kit to the wire you just removed.**
 - 4) **Attach the green wire from the relay kit to the fuse from which you removed the yellow wire.**
 - 5) **Remove the white high-beam input wire from the input (front) side of the fuse.**
 - a. '65-'68 12-position fuse box. **Fuse # 11 or 12** (count from the bottom, or 1 or 2 from the top).
 - b. '69 with (2) 8-position fuse boxes. **Fuse # 1 or 2** of the lower fuse box (count from top, or 10 or 11 from the very top fuse, or 7 or 8 counting from the bottom).
 - c. '70-'73 with upper 10-position and lower 8-position fuse boxes. **Fuse # 1 or 2** of the lower fuse box (count from top, or 11 or 12 from the very top fuse, or 7 or 8 counting from the bottom).
 - 6) **Attach the white wire from the relay kit to the wire you just removed.**
 - 7) **Attach the blue wire from the relay kit to the fuse from which you removed the white wire.**
 - 8) Information only: Factory blue traced wires on the output side of the high-beam circuit are for the high-beam dash indicator.
 - 9) **Mount the relays** with the included well-nut into an unused hole for a factory relay and tighten the screw to secure, or use the Velcro in a convenient spot, or mount with a screw through the bracket in another suitable location. Because of the different configurations of the early cars and modifications that may have happened over the years, we provide multiple options for securing the relay set.
 - 10) **Install the red wire** on the positive battery terminal after cutting to length and crimping the included terminal onto the wire. We leave the length up to you because of the many possible battery solutions that have been adapted to the early 911.
 - 11) **Install the brown wire** to a chassis ground or negative battery terminal after cutting to length and crimping the included terminal onto the wire.
 - 12) **Replace the negative battery terminal.**

