



'74-'89 911 High Power Headlight Relay Kit

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This relay kit is designed for installation in the Porsche 911 with a 21-fuse horizontal fuse box mounted on the inner fender well. This kit is not designed for '73 or earlier 911 that has a vertical fuse box, nor is it for 964 or later 911.

This kit reroutes the headlight current flow away from the column switch to a direct path from the battery through new fuses and relays to the headlight bulbs.

We recommend a maximum of 150W per bulb element.

Items needed not included in the kit:

- Silicone Spray Lube
- Electrical tape and wire ties
- Basic hand tools for component removal and replacement (sockets, wrenches, screwdrivers)
- Floor jack and stands to access the headlight harness inside the fender

Installation Instructions:

TLDR: Run new harnesses to headlights. Remove the outputs wires to the headlights from Fuses 5-8. Replace with new relay wires. Red and Brown wires connect to battery cables.

- 1) Jack up the front of the car and support with stands. Removing the wheels will give more room to work.
- 2) In the right wheel well, remove oil cooler mountings (there are many variations of oil coolers both factory and aftermarket). You want to be able to move the cooler enough to access the headlight wiring grommets from the trunk sidewall and into the rear of the headlight bucket on the inner side. There are two grommets in the back of the headlight bucket, facing toward and away from the car – you need to access the inner one.
- 3) Inside the trunk, remove the carpet to be able to access the harnesses along the front of the trunk on both sides and to gain full access to the fuse panel and battery.
- 4) Disconnect the battery negative terminal.
- 5) Remove both headlight assemblies.
- 6) Place the new relay set near the fuse panel and extend the harness toward the front of the car.
- 7) **Important!** Find the end of the right side harness and pass it through the front hood latch brace along the path of the factory harness.
- 8) Feed the end of the right-side harness over to the right trunk side wall. The lighting harness exits through the rear-most grommet in this area. You can pass the harness through any available grommet. These instructions use the same hole as the lighting harness, which is the most challenging because it is the most full, but it can be done!
- 9) Spray silicone lube into the grommet. This should be clear silicone, not a white grease mix so as to not make a mess. Using lube is very important in order to be able to slide the harness through the rubber. The difference goes from relatively easy to not-going-to-happen.



- 10) Insert the end of the included pointed tool into the grommet. You want to feed it between the existing harness and the "funnel" of the grommet. Don't allow the tip to poke into the harness or tear into the wall of the rubber grommet. You can look at the grommet funnel in the fender well to check progress. Once the tool is through, bend it around to stretch the rubber to make a path for the new harness to go through. Remove the tool.



11) Feed the new harness through through the grommet, adding more silicone if needed. The white mark on the sleeving should end up about 1 inch inside the trunk.

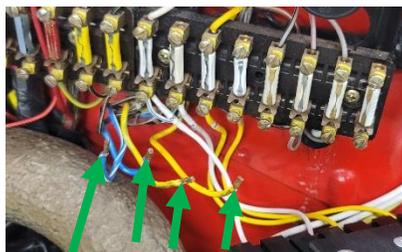
12) Repeat the lube and tool process on the headlight bucket grommet. Route the harness along the factory "S-curve" path and feed into the headlight bucket. Pull the harness so that about 9 inches is inside the headlight bucket. Adjust the amount of harness between the back of the headlight bucket and the trunk grommet so that the new harness follows the factory harness.

13) Move to the left side wheel well. If the windshield washer reservoir is present, remove the lower reservoir bolt and strap and the upper reservoir mounting bolt. Lower the reservoir and disconnect the lines to remove if desired (depending on how high you have lifted the car will determine your access to the wiring harness).

14) Repeat the installation of the left side harness using the same lube and tool process as before. Leave about an inch of harness sleeve of the left headlight leg inside the trunk grommet.

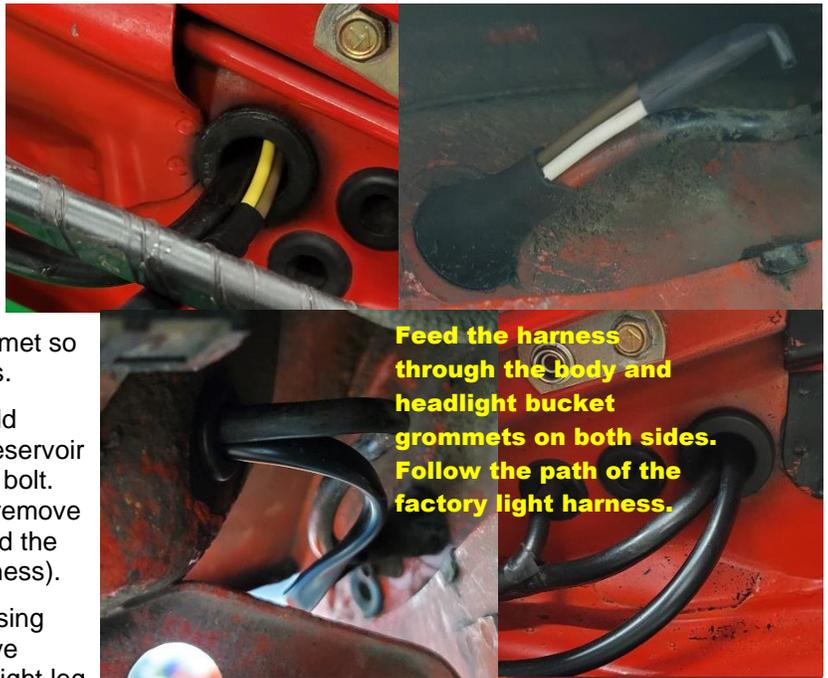
15) Remove the fuse box cover by squeezing upward on the bottom to release the lower tabs and rotate the cover up and off the upper tabs.

16) Remove the front lower screw that mounts the fuse panel to the body.

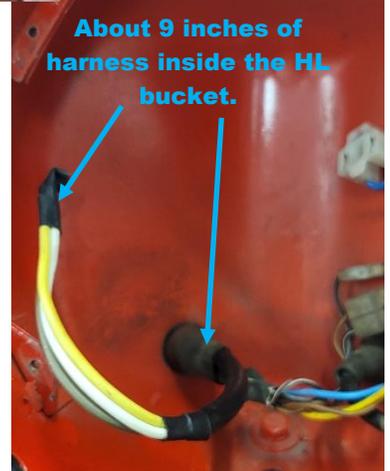


**Remove these wires
Cover the ends with heat shrink**

17) Counting fuses back from the front, remove the larger wires from the bottom of fuses 5, 6, 7, and 8. These wires should match the wire color and size that you see at the connection to the headlight bulb. Put a piece of the included heat shrink tubing on each wire and heat to seal these off. Tuck these out of the way.



Feed the harness through the body and headlight bucket grommets on both sides. Follow the path of the factory light harness.



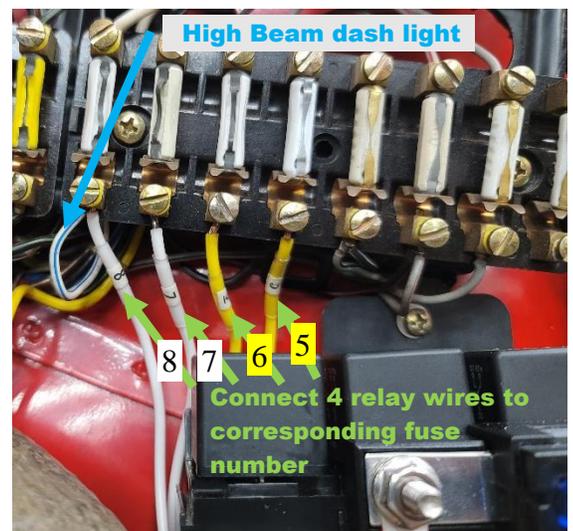
About 9 inches of harness inside the HL bucket.

18) The bottom of fuse 8 should have a smaller wire (White/Blue) that goes to the high-beam indicator on the dash, this needs to remain in place.

19) The bottom of fuse 7 or 8 may also have a White/Brown wire that goes to the fog light relay. This wire keeps the fog lights from coming on while the high beams are on. The high beam light element is actually used as the ground circuit for the fog lights when the low beam headlights are on. The new relay breaks this circuit, so the fog lights will not work at all. If you ground the White/Brown wire the fog lights will remain on when the high beams are on.

20) Fuse 5 may have a Gray wire from the fog relay. This wire makes it so the fog lights are only on when the low beam headlights are on. If you would like to change the operation, you can move this wire to Fuse 2 to have fogs available with the light switch on or move the wire to Fuse 11 for the fogs to be available whenever the key is on. The fog lights will still be controlled by the fog light switch.

21) Attach the 4 wires from the relay kit into the lower outputs of the fuses. The wires are marked with the corresponding fuse number.



High Beam dash light

Connect 4 relay wires to corresponding fuse number



Secure new harness here

22) Place the new harness into the factory clips from the fuse panel forward and across the front of the car and adjust as necessary.

23) At each headlight bucket, remove the heat shrink from the ends of the wires. Attach the headlight plug by pushing in each spring clip and inserting the wire. The terminals are marked:

- 31 is the Brown wire (ground)
- 58A is the White wire opposite the ground (high beam +)
- 58B is the top terminal Yellow wire (low beam +)



24) Tape off the factory headlight harness inside the bucket. There is room to leave the old connector in place, but it is recommended to secure the harness and cover the wire ends in the connector.

25) Plug in the headlight and reinstall.

26) Attach the two brown ground wire ring terminals to the grounding post in front of the battery.

27) Install the red wire on the positive battery terminal.

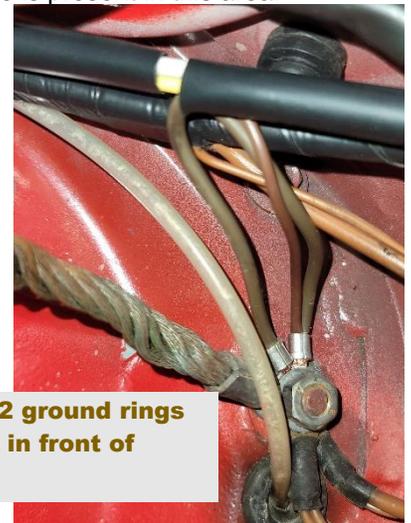
28) Fit the relay set into position under the fuse panel, and mount using the original front lower mounting screw removed earlier. The relay can be mounted on the top of the plastic harness connector if one is present in this area.



Attach big red power wire to positive battery cable

29) Reinstall the fuse cover.

30) Replace the negative battery terminal.



Attach 2 ground rings on post in front of battery