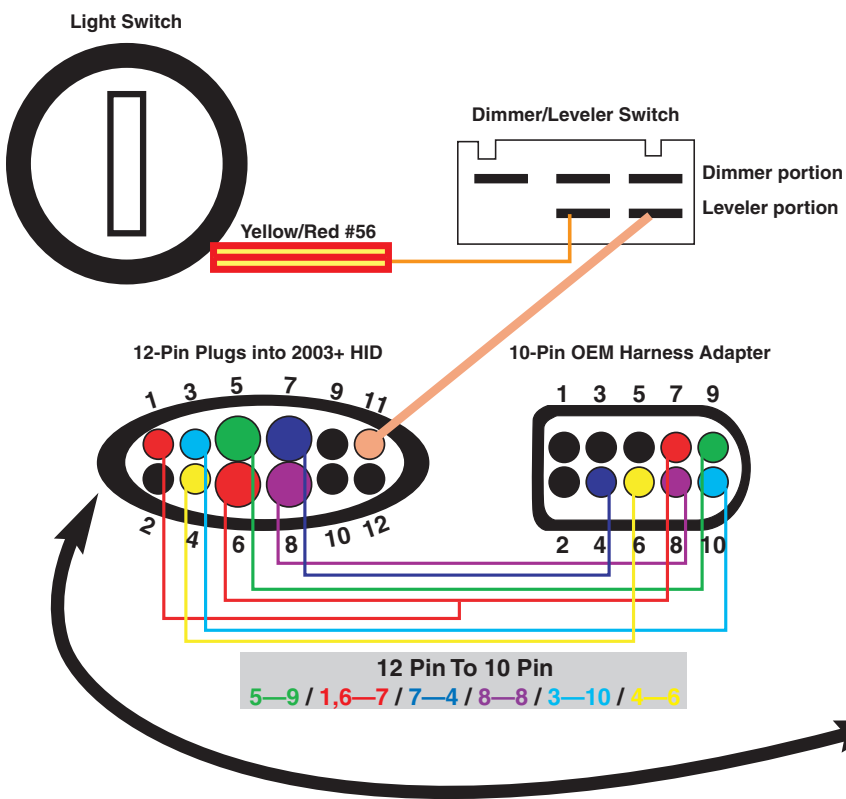


The 2003+ HID's are pre-wired internally to use the auto-leveling system which requires additional sensors and an ECU to control everything. A way around this is by using the manual rheostat, which will allow you to manually adjust the height of the lights. To do this you will have to rewire 2 wires inside the light. So here we go...

First let me make this very clear! Do this at your own risk, it will require you to open your lights and cut wires. I can't guarantee things are laid out the same way since VW is known to do funky little changes.

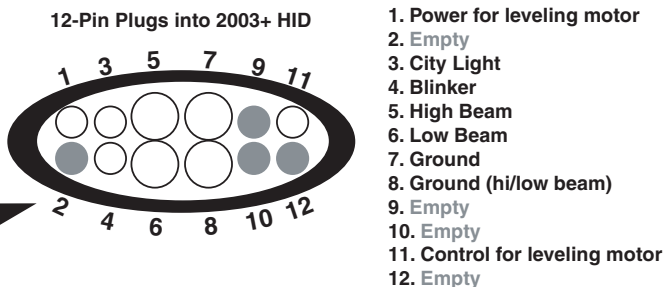
## Info

First I want to start off by explaining the positions of certain wires. I have been asked about which wire is what, many times and I think this might clear it up.

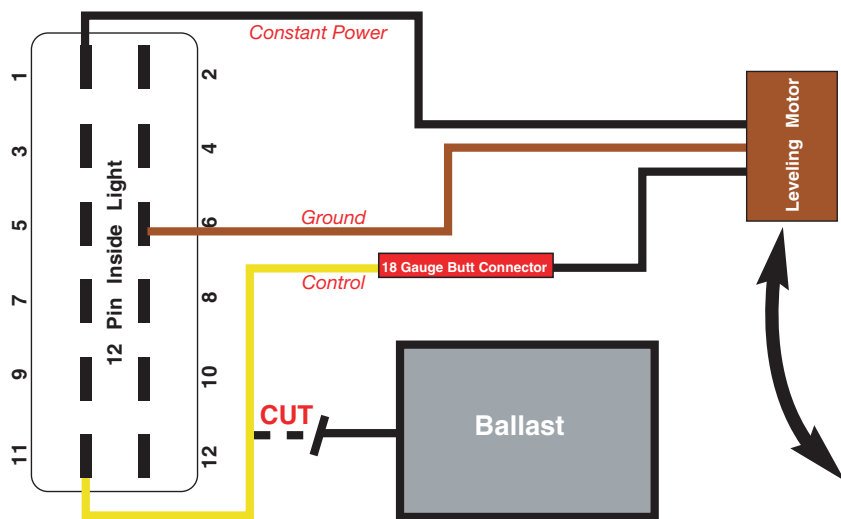


## External Wiring

This is a diagram illustrating the entire external wiring breakdown. The 3 components involved are the light switch, Euro Rheostat leveling switch (The Rheostat part number is **1J0941333A** It can be ordered from ECS for \$32 <http://www.ecstuning.com>) and finally the 10 to 12 pin adapter that bridges the factory NA wiring with the plugs for the euro lights. Below is an expanded breakdown of what each wire is on the 12 pin plug on the light.



## Internal Re-Wiring on 03+ HID for Leveler Switch Use



## Internal Wiring

This is a diagram illustrating the entire internal breakdown. Inside the lights you will find various components. The major one we are concerned with is the actual leveling motor with is a small **rectangular box** off to the corner of the light housing. There are 3 wires going to that motor, a brown and 2 black ones. Below is a view of the actual motor removed to show the 3 wires.



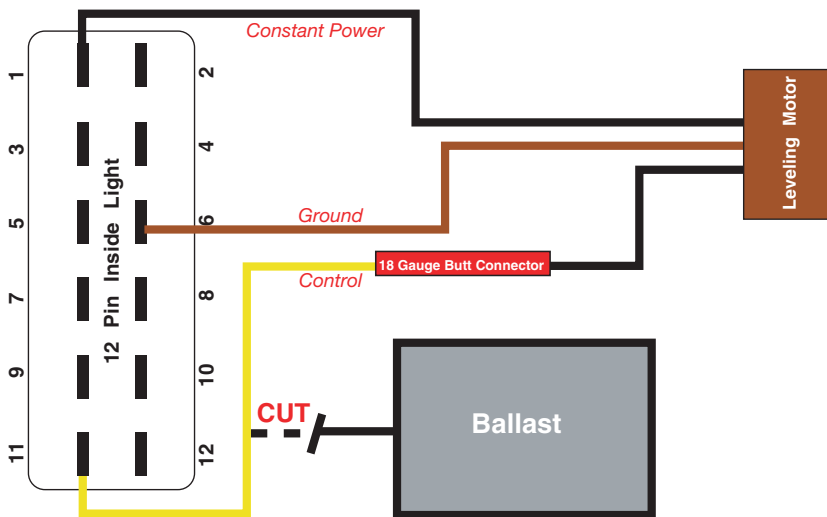
# How-To

## Explanation of leveling system:

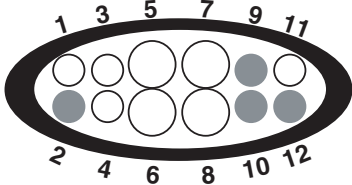
The 03+ HID option in Europe consists of the lights and an auto leveling system. The auto leveling system automatically adjust the height of the lights based on the cargo in the vehicle. The manual Rheostat switch we use for this mod is used to manually adjust the lights if the driver needs to shine more light on the road ahead. The way the system works is by having leveling sensors at each wheel that can pick up a difference in the car's stance due to cargo in the vehicle. The sensors then send the reading to the lights ballast through the yellow control wire. From the ballast a signal is then sent to the motor through the black wire. By cutting the ballast out of the middle and hooking up the control wire directly to the motor we can manually adjust the light height through the rheostat without the self adjusting system.

The other black wire going to the motor provides constant power and the brown wire provides the motor with a ground.

## Internal Re-Wiring on 03+ HID for Leveler Switch Use



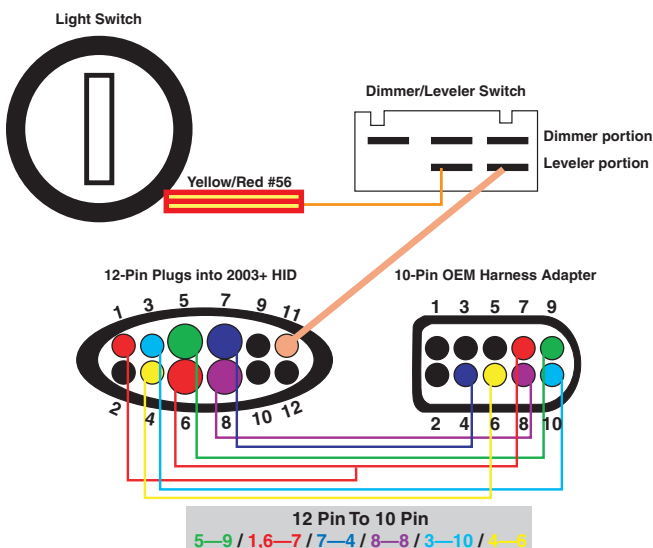
12-Pin Plugs into 2003+ HID



1. Power for leveling motor
2. Empty
3. City Light
4. Blinker
5. High Beam
6. Low Beam
7. Ground
8. Ground (hi/low beam)
9. Empty
10. Empty
11. Control for leveling motor
12. Empty



1. Once you open the back of the light you will see several wires. First locate the 3 wires going to the motor (black, brown, black)
2. After locating the 3 wires, follow the one going to the ballast (big metal box on the outside of the light) Cut that black wire somewhere near the half way point.
3. Next find the Yellow wire at position #11 on the 12 pin main harness, cut that also.
4. Join the Yellow wire from Pin #11 to the black wire going to the motor. This is the new manual control wire.
5. Next we will wire up the harness adapters. Again position #11 is empty and we will be adding the Control wire to that position. Slot #1 is also empty and we will be adding another wire in that position to provide the constant power to the motor.



6. The power for the #1 wire will be taken from the low beam source which is #6 on the 12-pin adapter. You can join both wires (1 and 6) and lead them both into slot #7 on the 10pin adapter.

7. Now we will have to run the control wire through the firewall to the rheostat inside the car. This control wire will split into 2 in the engine bay to provide control to both lights

8. Inside the car we will now wire up the rheostat. The dimmer portion remains the same, you can just plug in the wires into that slot of the rheostat. Then your left with 2 bare pins, the one on the edge is the controller and the middle pin will be hooked up to the red/yellow wire off the light switch harness for power.

That's it. You can clean everything up and give it a try. When aiming your lights for the first time, keep the rheostat at position #1 so you have a greater height range later.