

1999.5-2001 Audi A4 (B5) HID conversion installation instructions

Tools Needed:

A drill
1" hole saw
T27 Torx bit and driver with a 4" extension
Extendable magnet
Pliers

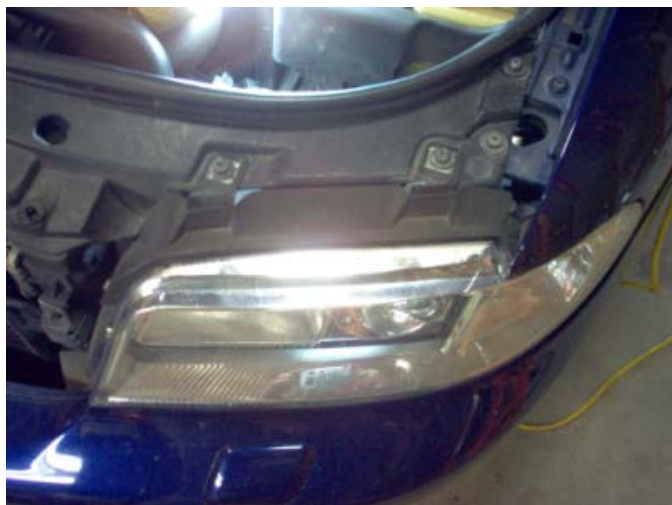
or

A drill with a smaller bit such as a 1/4"
A dremel or similar to cut a hole in plastic
T27 Torx bit and driver with 4" extension
Extendable magnet
Pliers

1. Take the kit out of the box and lay everything out. You can install either the ballasts or bulbs first but typically it is easier to install the bulbs first.



2. There are 3 T27 torx screws holding the headlight on. The 2 on top are visible in this picture.



3. with the 2 screws removed...



4. The third screw is shown here. A long extension is needed to get to it and an extendable magnet is helpful to retrieve the screw (or bit if it falls).



5. Disconnect the headlight and turn signal connectors and remove the headlight by pulling it toward the outside of the car and toward you.



6. Drill a 1" hole in the center of the cap as shown. If you use a hole saw that will be all you need. If you use the small drill bit you will need to use your dremel to cut a 1" hole. You may want to use some sand paper just to smooth the edges you have cut.



7. Some of the bulbs come with adaptors that some other cars require. The Audi installation does not require them. Take your pliers and cut them off. This will allow you to remove the base of the bulb case later on.



8. Feed the AMP connector ends of the bulbs through the hole from the inside out and seat as shown. Seal the provided 1" gasket in the hole you have made. You should have two connectors coming out of the same side as the bulb that will eventually connect to the OEM harness - these will be connected later. Leave the bulb in the case for

now.

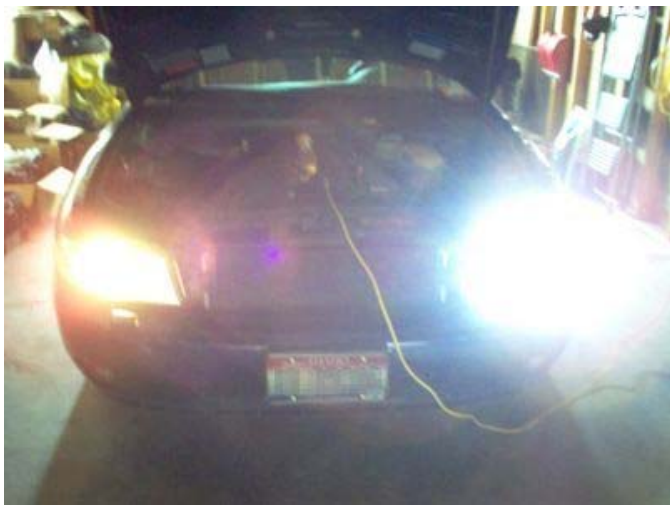


9. Now mount the ballast to the underside of the headlight housing with the double-sided tape provided. The square opening is perfect to mount the ballast to but other locations are possible also. There will be extra wiring so try to tie it up out of the way.



10. Take the headlight over to your car so you can reconnect the wiring. Plug the connector coming out of the outside of the cap to the ballast connectors. Plug in the black and red wires coming out of the inside of the cap to the OEM bulb harness. It should not matter which wire connects to which in the case of the H7 connectors, but I connected the red wire to the purple wire side and the black to the brown wire side of the OEM harness. See below for troubleshooting if one or both do not light up.

11. Now reinstall the headlight in the reverse order you uninstalled it and turn them on to make sure they light up properly.



Troubleshooting:

The bulbs aren't lighting up when I have connected everything and I am testing it.

You may have a faulty bulb, damaged during installation or failed from the factory. Please refer to our [support](#) page for replacement instructions. If damaged during installation please note that the replacement will be at cost to the customer. Another problem may be that on some cars the wiring polarity is backwards on the OEM harness. This is because halogen bulbs are no polarity sensitive. You will simply need to switch the wiring around.

I have finished the installation and the lights are flickering when they first turn on. Is this normal?

Some flickering is normal during start up of the bulbs. If they do it for more than 5 seconds or so there may be a problem with the bulb or ballast. Some ways to narrow this down is to switch the ballasts around from one side of the car to the other.

I have finished installing the kit but one bulb seems to be a different colour than the other.

This should not be the case. Please refer to our [support](#) page for replacement instructions.

I have finished installing the kit and when I go to turn the lights on they turn on for a moment and then shut off.

This is most common on newer cars. The lights are monitored by the on board computer system and because HID's use a lot less power than OEM halogen bulbs the computer detects this as a bulb failure. You may also be getting a bulb out warning on your dash due to this problem. A fix is to either upgrade to a 50w kit or use a wiring harness with either the 35w or 50w kit that allows the kit to draw power directly from the battery but is still controlled by the headlight switch in the car.

I finished installing the kit but one of the headlights seems to take a considerable amount of time to turn on if at all.

This can either be a faulty ballast (though uncommon) or that the car needs a wiring harness. There are slight variations between ballasts that can cause one to not start up properly when drawing from the OEM headlight wiring. A wiring harness solves this by providing clean constant power directly from the battery. Switching the ballast around may not help diagnose the problem in this case. First try would be a wiring harness. If that fails to solve the problem then a replacement ballast is required. See our [support](#) page for replacement instructions.

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