

# Midwest Light HID Headlight Installation Instructions (MK4 and other models).

This document includes installation instructions for your new HID Bi-Xenon Projector headlights, aiming instructions, troubleshooting information, and other important information regarding your headlights. These instructions are intended for MK4 VW models, though they generally apply to other models. If you have any questions or issues, please consult the troubleshooting flow charts in this document before contacting us for further help.

## Part I. Headlight Installation

In order to install your new lights, you first need to remove the old ones. Some people remove the headlights by slightly pulling back the bumper cover, but we find it easier to remove the bumper cover itself. It is important to make sure you have all the parts before installing. Our headlight comes with HID bulbs pre-installed. Most of our customers also order HID ballasts from us, which are required for operation. Most of our lights DO NOT come with turn signal, city light, fog light, or high beam (Golf IV only) bulbs pre-installed. Before installing make sure you have at minimum the turn signal bulbs installed. Also note that on MK5 and above not having all bulbs installed will result in a computer warning.

In order install the new lights first remove your existing housings:

- A. Start by opening the hood and removing the grill. The grill is held on by tabs and simply pulling on it from the top corners will free it from the car. Once it is free, you must use a flat head to un-clip the hood latch (very annoying).
- B. Once the grill is removed, remove both lower front bumper inserts. These come free by pinching the finds from the outside portion of the insert.
- C. After the inserts are removed, remove the torx screws on the fender liner of the wheel wells. There should be 4 on each side/wheel well. You just need to remove the first 4 from the bottom upward. You will need a T-25 Torx socket for this.
- D. After you have done step C, there are now (7) T-30 torx screws holding the bumper cover to the car. 5 of them are located between the headlights, and are now visible that the grill has been removed. 2 of them are located under the lower inserts.
- E. With the 7 bolts from above removed, the bumper will now slide off. Be sure to remove the side marker bulbs while taking the bumper cover off.
- F. With the bumper off, you must now just remove the 4 screws holding each light on. They should be T-25 screws. Before doing this, be sure to disconnect the main headlight connector with a flat head. Once the screws and connector are off, the headlights will simply pull out of the car.
- G. Install the new headlight housings (reverse of install).

All of our headlights come wired to be plug and play. The ballasts simply plug into the back of the housing. The ballasts can be mounted any place that is accessible. The ballasts can be mounted using the bolt hole on each ballast, or with double sided stick pads (3M stick pads work great). Zip ties can also be used.

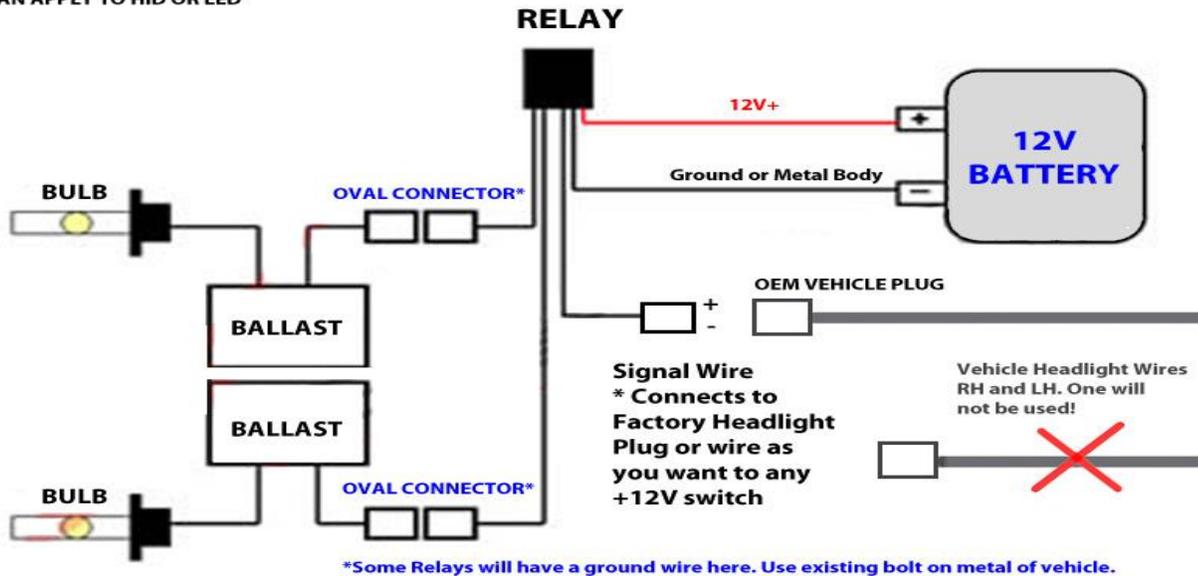
Before reinstalling the bumper of the car we suggest testing the lights to ensure correct operation.

\*When plugging in the ballasts: Red to Red, Black to Black!

## 9006 Harness Install

Some of our customers choose to install 9006 HID wiring harnesses. If you are doing so, a wiring diagram is included below. Note that the 9006 connection out the passenger's side headlight will NOT be utilized in an capacity if using a 9006 relay harness. If not using a 9006 harness (specifically ordered), your ballasts will plug right into the headlight directly. The "ground" points are best placed on the fenders of the engine bay. Be sure there is metal to metal contact and to remove paint if need be.

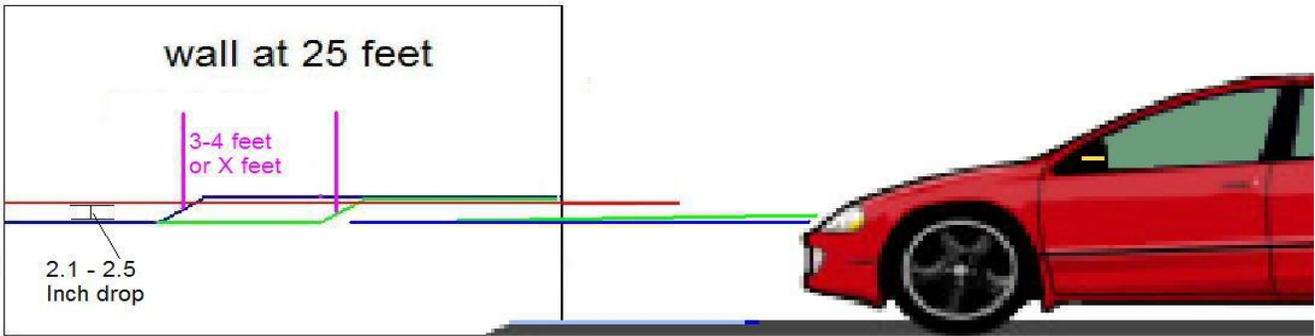
### **RELAY CONNECTION** CAN APPLY TO HID OR LED



## Headlight Aiming

Important Note 1: We highly recommend that our lights be installed using shims/spacers on the bottom mounts. Use a shim/spacer/washer to get the headlights to about where you want them in accordance with the aiming diagram below and then use the adjusters for fine tuning. The MK4 housing design is such that the adjusters pop out of their sockets if pushed too far, and shimming the lights prior to adjusting reduces the likelihood that you will accidentally break the adjusters. Also note that the projectors themselves reduce the adjustable range of the headlights given their weight and space conflicts with the main headlight lens. We recommend a product sold in most hardware stores called "Ideal Spacers", which are in essence stackable "lego" style washers. They are roughly \$5 for a pack of hundreds of them. Their stackable nature makes them easy to work with as opposed to washers.

Important Note 2: The headlight adjusters work in tandem. Both top adjusters are ball and socket type, which as noted above means that if you put too much pressure on them, the ball will pop out of the socket. What most don't realize though is that moving one adjuster affects the pressure on the other. If for example, you raise the headlight using the middle adjuster (by pulling it back), then the outside adjuster is going to be put under greater pressure. You should always do your best to move adjusters together. If you pull one back, try to relieve some tension by pulling the other. That is not to say that you HAVE to do so, as sometimes you like the horizontal placement and just need vertical adjustment, but you should be aware that both are affected.

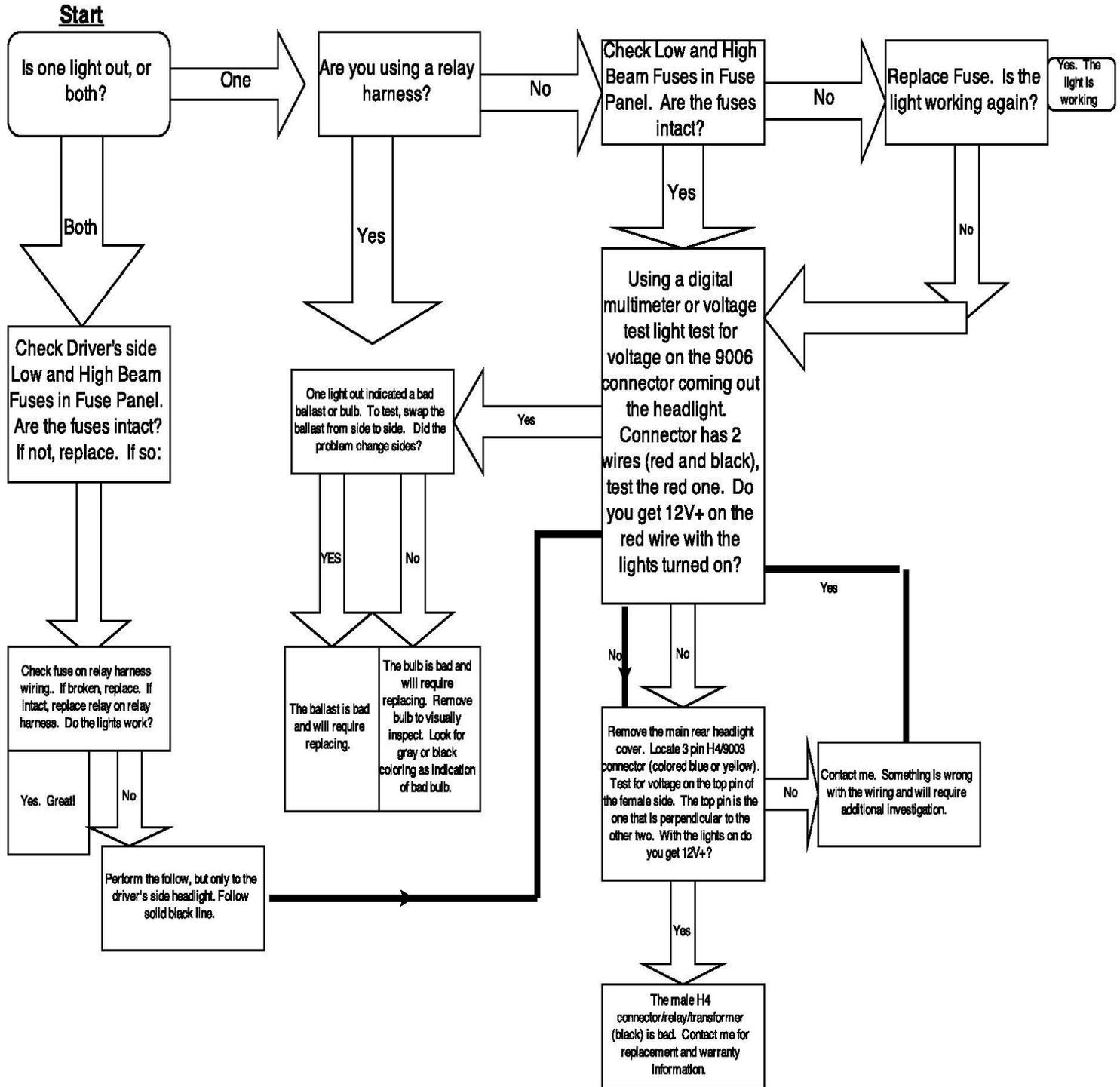


The car is facing the wall head on

# Troubleshooting

Before contacting us make sure you follow the flow diagrams below. If you have trouble we can be reached via the contact page on our website or at 614-653-8434.

## MidwestLight HID Troubleshooting: One or Both HID lights are not working



\*In the following chart note that Jetta 4.0 and 3.0 headlight share the internal components as it pertains to high beams. If both high beams are not working, 4.0 owners should follow instructions for "Jetta 3.0". The same applies to Golf owners. All our golf models use the same wiring.

**Jetta IV/Golf IV 2.0 and 3.0 Headlight High Beam Troubleshooting**

