

Jlevi StreetWerks

Angel Eye Install Guide

1) Open the box.

You should have

- box with 4 rings
- wiring harness
- 2 ballasts (only for CCFL)
- 4 black connectors (CCFL)
- 2 wire taps (blue)

Disregard the ballasts and black connectors if you bought an LED System. They are not needed.



2) Next step (IF YOU HAVE HEADLIGHT WASHERS) is to drain your washer fluid reservoir. You can do this with a siphon or just by continually spraying your windshield until its empty. I suggest the 2nd option and wash your car when you are done.



3) Next remove the corner lights. To do this you will either need a Phillips screw driver or a flat headed screwdriver. Insert the screw driver in the oval hole on the inside rail and unscrew the retaining clip. Once the screw is backed out enough you should be able to push the corner light out from behind. Repeat on other side.



- 4) Next you will have to remove the weather strip from the top of the lights. There are 5 clips that hold it on. Pull up on the clips from behind and the strip should come off quite easily. Repeat on other side



- 5) The next stage is to remove the lower trim piece. This is somewhat tricky the first time. Use a flat head screw driver covered in a cloth to pry the headlight washer jet out just enough to get a finger in there and pull it out by hand...be sure to pull it back straight and **DO NOT TWIST**.



- 6) Now you will have to remove the nozzle. Holding the telescoping rod with one hand take a firm grip on the jet and pull **STRAIGHT BACK**. Be careful not to move the telescoping rod side to side. ****caution**** when the jet comes off and you release the rod, it is spring loaded and will shoot back into the trim, this is ok. The Water that shoots out when it does this is not. Be prepared with a cloth to dry your self off. Repeat on other side.



- 7) Next remove the painted lower trim. Use a flat head screw driver to release the clip closest to the kidney grills first. You do need to use some force to pull this piece off. Its held on with either 2 or 4 clips depending on the year of your E46. But you must start with the clip shown in this picture. Repeat on the other side.



- 8) Here is a picture of what the trim looks like when it comes off. The last clip on the fender requires the most amount of force to remove. It will come off eventually. If you have a coupe, you need to get in and twist the center pin until it releases from the fender. This can be pretty tricky, but keep at it. You must remove this piece to get it back on.



- 9) Next is to remove the clear lenses covering the headlights. Again this part is held on by clips. 7 clips in total. 3 on top, 3 on bottom, 1 on the inside near the kidney grills. Lift the black tabs on the top, and push the tabs on the bottom down to remove them, as you do this, pull the clear lens towards you.



10) Pushing down on the lower clips



11) Removing the clear lense once all clips have been cleared.
Repeat on the other side.



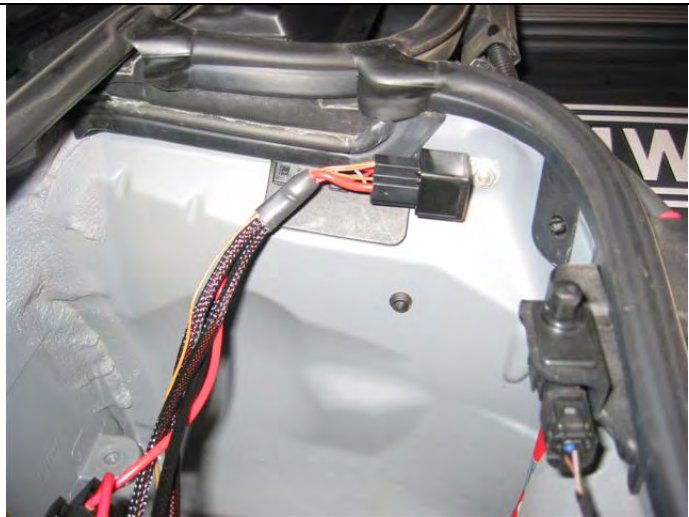
12) The final stage of disassembly is to remove the black/silver headlight trim. To do this you need to pull straight out. Pressure clips hold it in. Start at the top (2 corners) and then do the bottom (2 corners)



13) Next mount the wiring harness in the passenger side bay up near the fire wall. Here is where I like to mount them. There is a bolt there that you can undo and mount the harness to.



14) Mounted wiring harness.



15) Next connect the ground wire. It's the shortest wire that just about reaches the factory grounding terminal in the same bay you mounted the wiring harness. Remove the nut and put the O ring over the bolt and reattach the nut.



16) Next you need to run the shorter of the two braided wires down the passenger side fender towards the headlight. It should come to just past the washer fluid reservoir. How neat and clean you hide the wire is up to you.



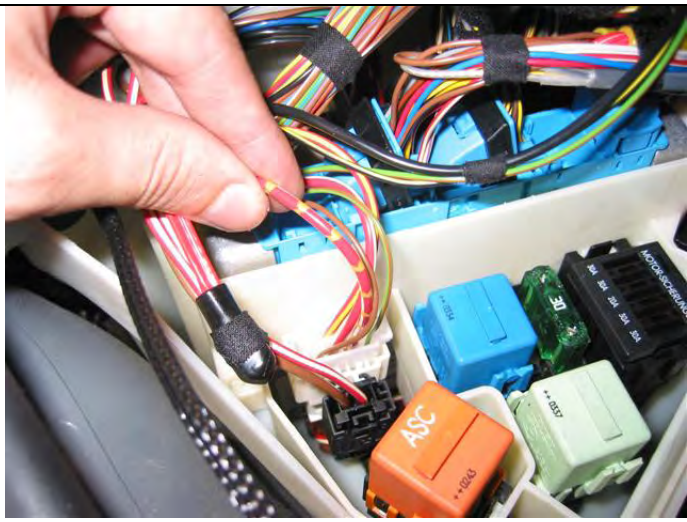
17) Next take the other remaining braided wire (3 wires) and run it across the engine bay. You can hide the wires in the wire carrier that runs across the top of the engine bay. 4 clips hold this piece on. In this picture I am removing the first of the 4 clips.



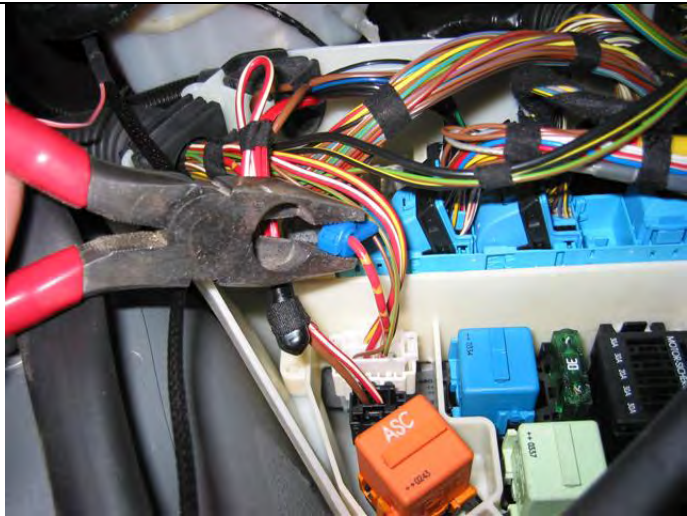
18) Now that you have the wire run across the engine bay you will need to remove the ECU cover with a Torx bit. There is either 4 or 5 screws that hold this on. ****Caution**** some cars have a wire connected to the lid, so don't pull it far away, just let it rest on the windshield.



19) Next you will have to find this wire. It's a red wire, with Yellow Spots and a White line. This is the Trigger wire that will turn your DDEs on when you put your key into position 2.



20) Take one of the blue wire taps provided and use a pair of pliers to clip the wire tap onto this wire. Be careful not to drop the wire tap into the ECU. Could make recovering this piece difficult.



21) Now you must run the pink wire with the spade connector into the ECU. Lift the rubber wire loom that carries all the wires into the ECU and run the pink wire under it into the ECU. Connect the pink wire into the Wire Tap as shown in this picture.



22) As you did on the passenger side you will need to run the braided wires down the inside fender towards the headlight. Again, how neat you are is up to you.



23) Next I lifted the air box top and propped it up. It's held on with 4 clips. I only did this because I found it gave me more room for the next steps, I have a 330i ZHP and I think my air box may be slightly larger...I dunno?



24) Now for the Ring Install. Start with the inside light first and pull back the soft rubber cap on the back of the light. Now run the two white wires connected to the ring on TOP of the reflector housing and UNDER the black railing. You should be able to fish the wires out the back of the light with the rubber cover removed.



25) As you can see you clip the ring onto the top of the reflector housing and push it as far back as possible. Needless to say, these rings are somewhat fragile and be gentle with them. Any twisting or pulling apart will likely cause the bulb inside the ring to break.



26) Using the same picture as above, you can see you need to now run the outside or xenon side (if equipped) ring wires through the same rubber cover on the back of the light. The wires are defiantly long enough to do this. Then clip the ring on the outside light as you did the inside. REPEAT steps 24-26 on the other side.



27) Here is a picture of the rings installed on the other side. Follow steps 24-26 to complete this sides installation.



Here is a picture of the wire wires coming out the back of the headlight



Again another picture, be sure to replace the rubber cap once the wires have been pulled through. Also, it will make your life easier if you keep the wires from each ring separate. So you know which two wire to use in the next step.

****If Installing an LED Angel Eye kit, SKIP TO STEP 31! ****



28) Next you will use the black connectors provided and insert the white wires into slots 1 & 3. It doesn't matter which wire goes into which slot. Just don't use slot 2. Hold the black clip with the release on top, and then push the wires in with the tab on the metal connector facing up also. Push the wire in until you hear it click and it's locked in.



29) You will have to repeat step 28 three more times for the other connectors provided in the kit

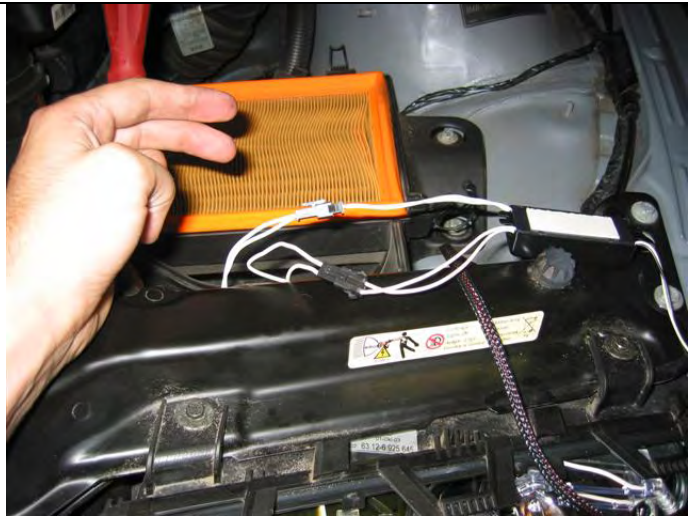


30) Now take the ballasts and connect the wires that you ran down each fender. You can't make a mistake here as they only connect one way. Repeat on the other side.

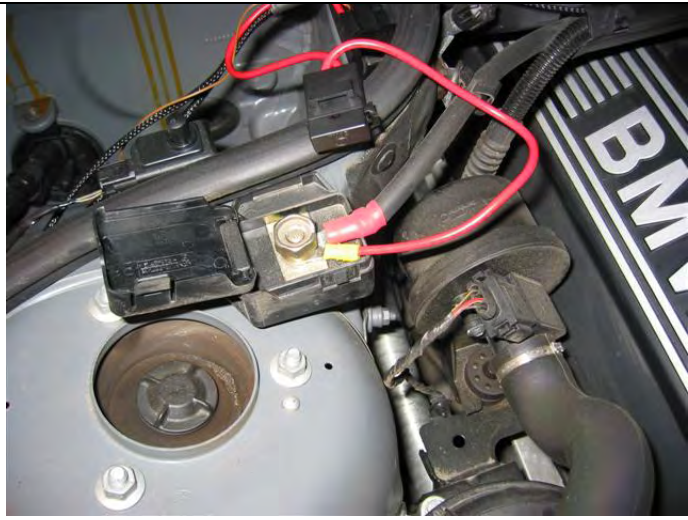


31) CCFL: Connect the other ballast wires to the wires from the rings with the clips you installed in steps 28 and 29. Repeat on the other side.

LED: With the supplied red butt connectors, crimp both white wires to the red wire from the harness (remove gold connector), and black wires into the brown. It will be 2 wires to one, for + and -, on both sides



32) Connect the Power wire and then put your key in the ignition and turn it to position 2. The rings should light up. If they don't, go back and make sure you did all the connections correctly. If 3 of 4 rings work check the dead ring carefully and make sure you didn't break the bulb inside during the install.



33) If everything works well, you are ready to move onto the Remote Mod install. Start by disconnecting the power wire from the battery terminal.

34) Now you will need to remove your glove box. Start by removing the strap on the door side of the glove box. Repeat and remove the other strap on the other side.



35) Under the glove box you will see this. Remove the 4 screws that hold on the bracket and the glove box should drop down to the floor.



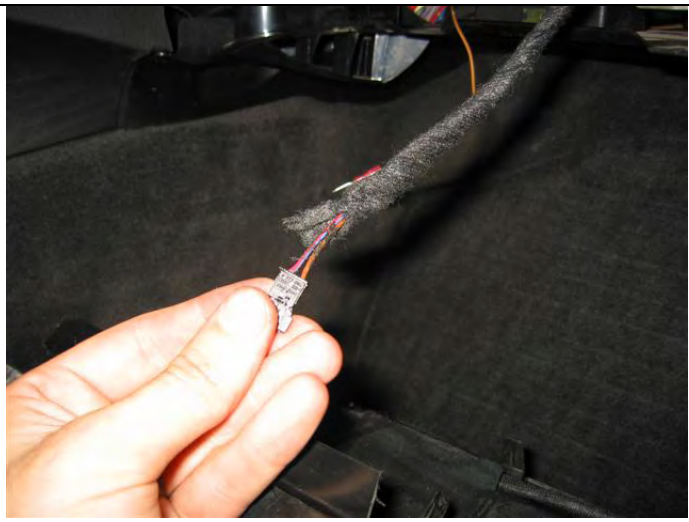
36) Next you will need to remove a number of screws that hold in the top lining of the glove box. Most e46's will have about 6 or 7 screws holding this piece on. When you have undone them all, you can pull the entire lining out towards the passenger seat, and drop it down to the floor.



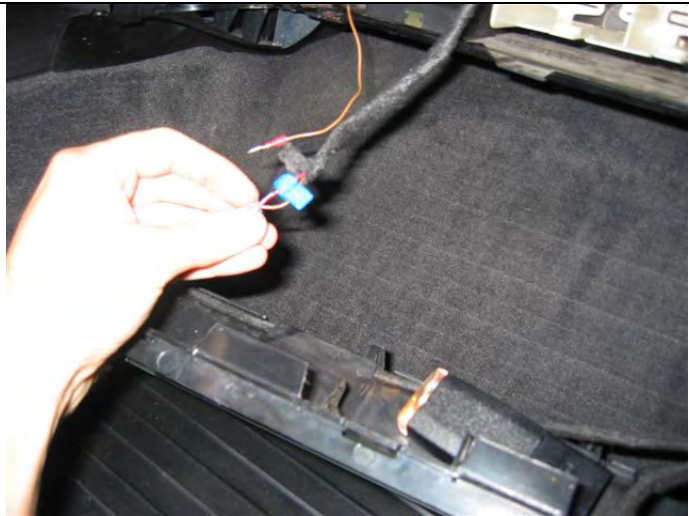
37) Here you will see the black box. This is the back of the foot well light. Remove the wiring harness going into that light.



38) Peel back some of the tape that holds the wires together. You will need to tap that wire.



39) Take the 2nd blue wire tap and in the same fashion as step 20 tap the RED AND BLUE wire.



40) Head back out to the engine bay and take the Brown wire from the wiring harness and make a slice in the rubber grommet as seen in this picture and fish the wire down into the car's cabin.



41) In the same fashion as step 20, connect the spade connector to the wire tap you did in step 39.



42) Reconnect the wiring harness to the foot well light and hide the excess wires back in there too. Once you have done this you can re-assemble the lining, then the glove box.

...almost done!

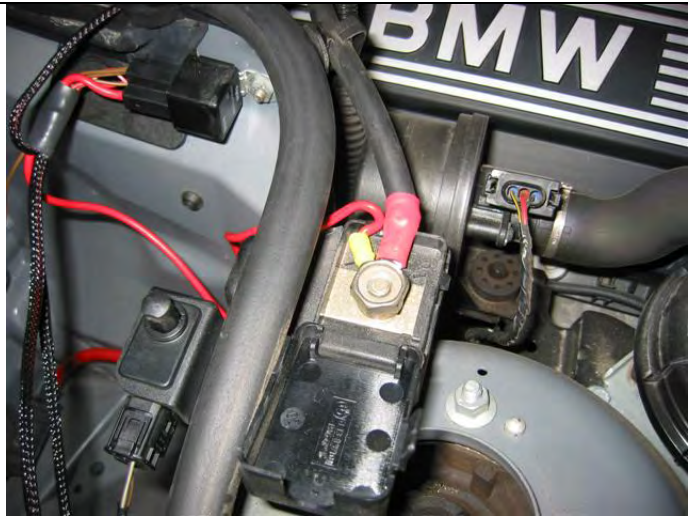


43) You can see here I have lifted the rubber seal and ran the power wire under it, you may need to notch out a small piece of the plastic to keep the install clean. Wire cutters do an excellent job for this.

Make sure to either notch the plastic out or to attach the loop to the bolt on the inside of the compartment. Any stress to this wire will cause it to chafe against the chassis and WILL cause a fire! DO NOT STRESS THIS WIRE!



44) Again to keep the install clean, I notched out a small part of the power wire case to fit the DDE power wire in. Remove the nut from the power wire, place the O ring over the bolt and replace the nut. Close the cap. Test the remote mod by locking and unlocking your car, DDE's should light up.



45) Now go back and re-assemble the headlights starting at step 12 and working backwards to step 2. When replacing the headlight washer you may need to use needle nose pliers to pull the telescoping rod out before replacing the jet. Don't forget to replace your washer fluid.



Enjoy.

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Happy modding!

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