

BMW E9X M3 Sequential Switchback Sidemarker Wiring & Installation



Thank you for your purchase. These custom sequential switchback sidemarkers require some additional wiring for proper function. This guide is written as detailed as possible with accompanying photos to ensure a trouble and hassle-free installation.

If you have any questions please contact us by phone 469-440-99449 or email cs@visionautoworks.com.

Step 1: Preparation

Disconnect battery. Remove front wheels and drop the wheel liners to access the original sidemarkers. Release the sidemarker housing tabs behind the fender to remove the original sidemarkers properly. We do not recommend yanking them from the outside. You will need access to the inside of the fender anyway during the wiring process so go ahead and remove them properly without any risk of damaging the housings. Once the wheels, wheel liners, and original sidemarkers are removed, proceed to wiring.

Step 2: Wiring WHITE and RED on LED Driver

This step covers the wiring runs that must be extended from the LED driver to the main headlight harness and to the battery post lead in the engine bay. We do not provide the wires for this portion, please acquire 16ga automotive wire. Make sure the wire lengths you run are long enough, it is easier to trim excess off than deal with wires that are too short. You can cleanly route wires and hide them for a "stealth" install if you take some extra time during this step.

-- RED: Battery Lead (Wired to RED on LED Driver)

-- The battery lead provides constant power to the LED driver.

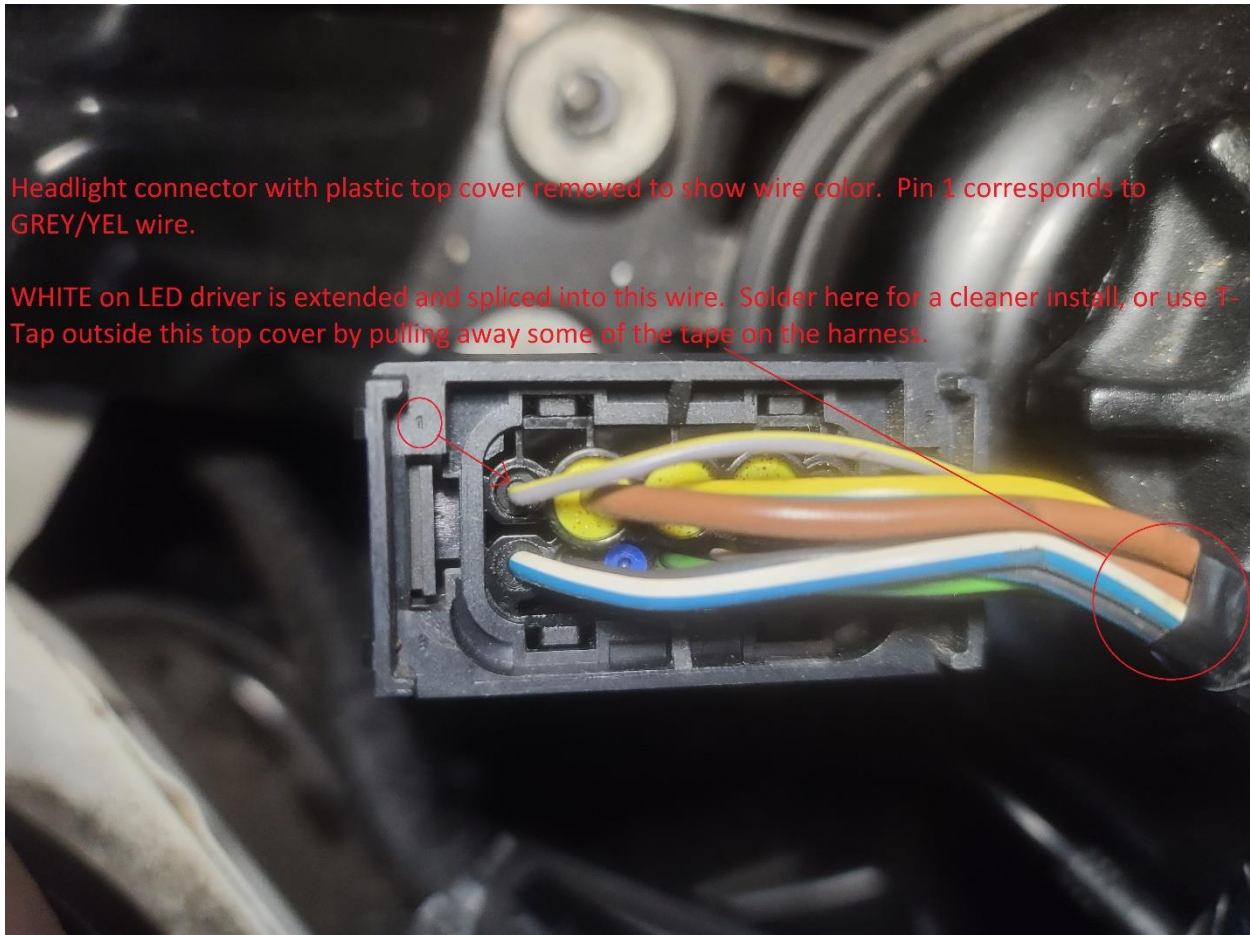
Locate the positive jumper point in the engine bay. Remove the plastic cover behind it to reveal positive battery cable and stud. Remove the nut. Use a ring terminal and crimp (or solder) 2 battery lead wires to the terminal and bolt it to this terminal with the original nut. Each length of wire you cut will need to run to each fender where the LED driver will be mounted. Leave extra length and cut once everything is finalized.



-- **WHITE: Halo Lead (Wired to WHITE on LED Driver)**

-- **The "Halo" lead provides the signal input for white color operation on the sidemarkers.**

Run a length of wire from the LED driver to the main headlight harness behind the headlight. Driver side connector is difficult to get to without removing the airbox. Once removed you will have plenty of room to make the connection here. Wire to Pin 1 on the headlight harness. The wire is GREY/YEL on our vehicle but wiring color may vary. The connector has a plastic top cover with two small tabs, release the tabs and pull the top cover away to reveal the wires to be certain. Pin 1 is labeled on the plastic connector. Strip back this wire and solder your wire here; you can hide the connection with the top cover for a cleaner install. Other option is to just use T-Taps and make the connection on the outside of the top cover, you will need to peel back some of the electrical tape. Repeat on other side of vehicle. Cut your wire to length once you are satisfied with your runs.



Step 3: Wiring BLACK and YELLOW on LED Driver

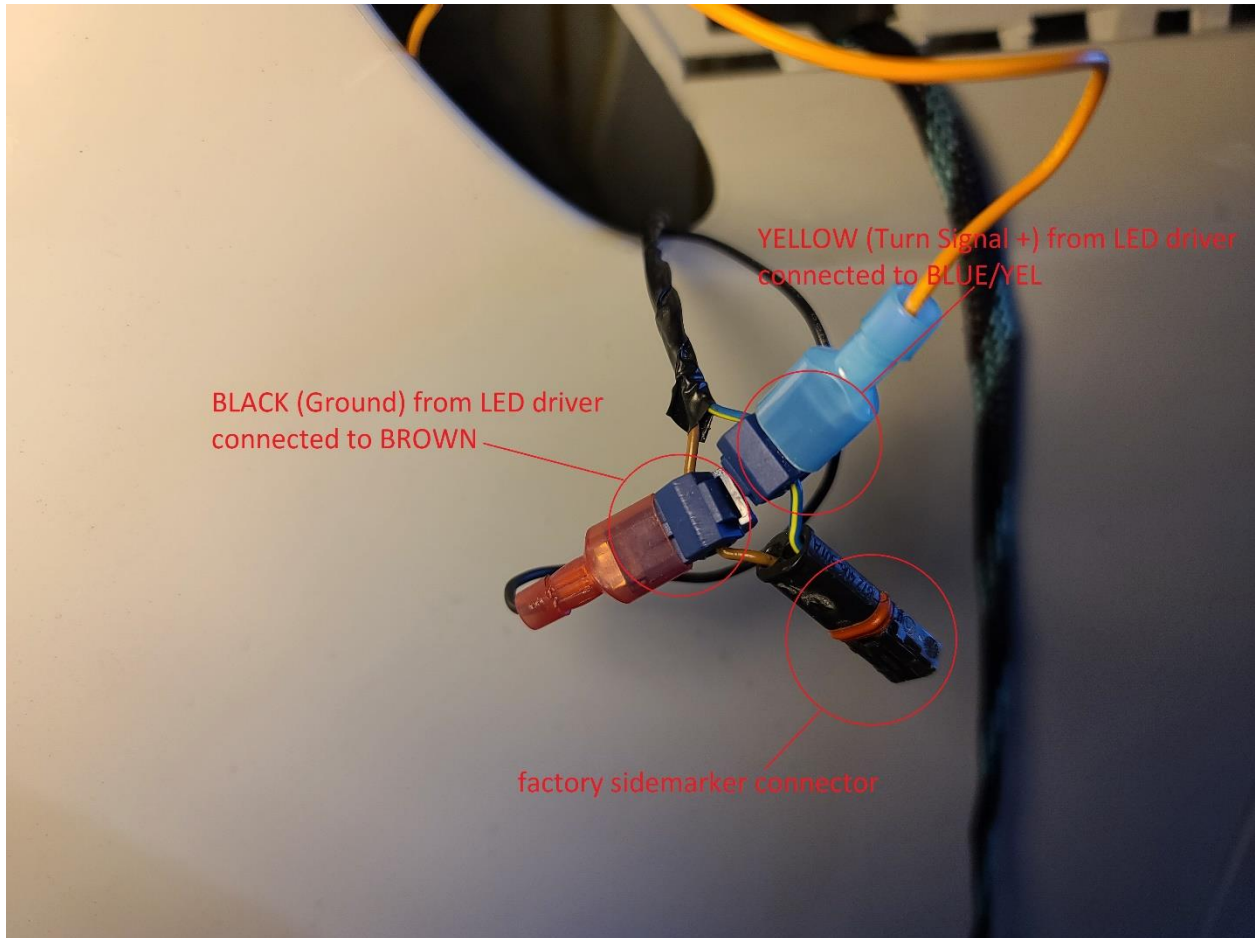
Locate the factory wire connector for the original sidemarkers. Use the included blue T-Taps to connect the wires here. You can double layer some heatshrink or use electrical tape to waterproof the factory connector, but this is not necessary. Repeat on other side of vehicle.

-- BLACK: Ground

Brown on the vehicle harness is Ground, use the T-Tap and connect it to BLACK on the LED driver.

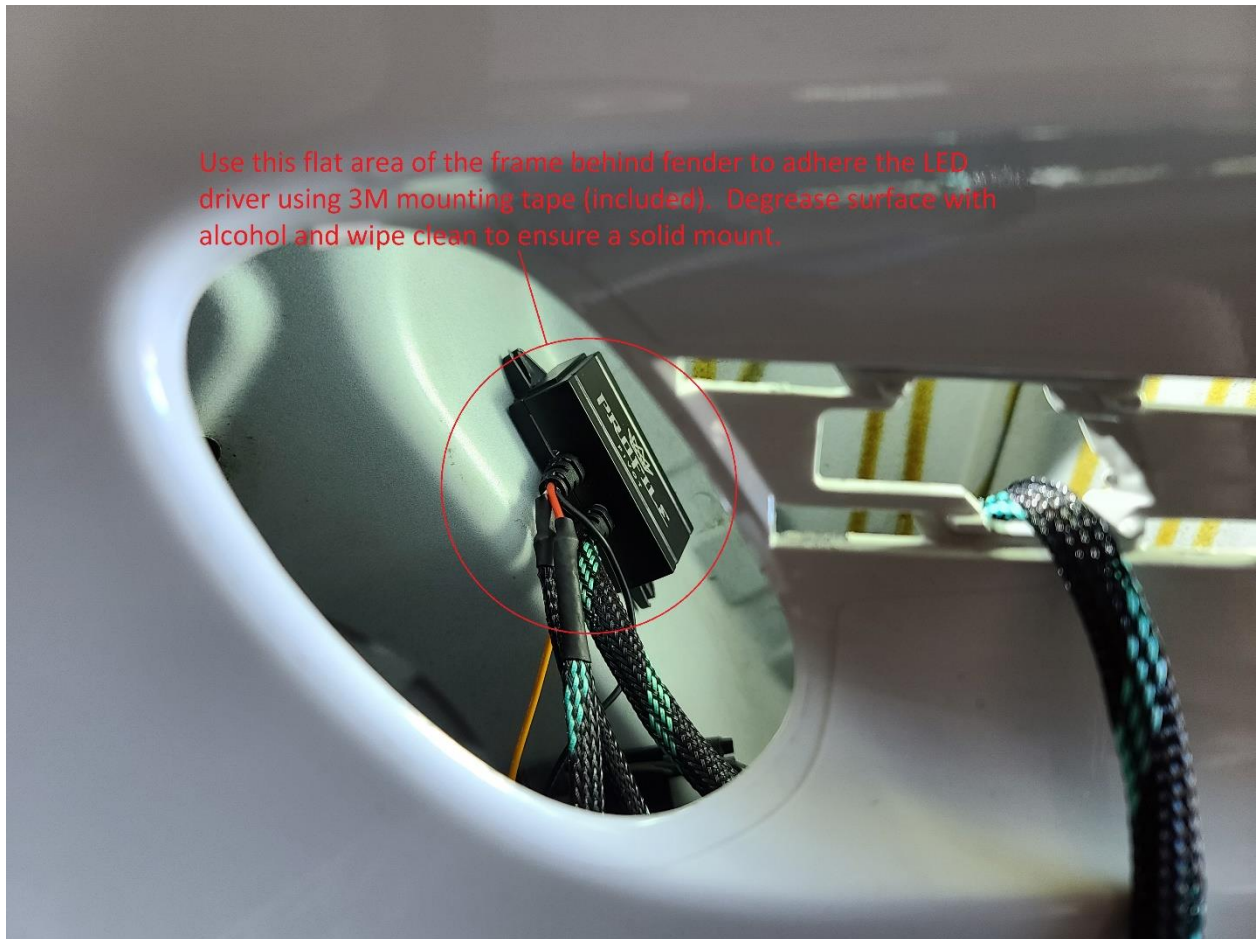
-- YELLOW: Turn Signal

Blue/Yel on the vehicle harness is Turn Signal, use the T-Tap and connect it to YELLOW on the LED driver.



Step 4: Secure LED Driver

Locate the flat spot on the frame behind the fender as shown in the photo below. Clean the surface with ISO alcohol and wipe clean. Use the provided 3M mounting tape and adhere the driver to this position, press firmly to ensure a solid mount. The LED driver is now secure.



Step 5: Test Function & Finish Install

You are done with the wiring. Reconnect battery and test function of the sidemarkers. The amber should light up with lock/unlock of vehicle. As soon as the vehicle cranked and on, the sidemarkers should show white illumination. This is the DRL mode. Upon activating turn signals/hazards, the sidemarkers should show amber, and return to white once turn signals/hazards are deactivated. In iDrive menu, disabling "Daylight Running Light" will also turn off the white mode on the sidemarkers if you ever want to disable the white color. Turn signals/hazards still function regardless if DRL setting is ON or OFF!

Once all operation is verified functioning, clip in the sidemarkers to the fenders, re-install wheel liners and wheels. You're ready to roll!

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