'74-'89 911 Headlight Relay Kit

This relay kit is designed for installation in the Porsche 911 with a 21-fuse horizontal fuse box mounted on the inner fender well. If your 911 has a vertical fuse box mounted just behind the battery, please exchange this unit for our 1973 and Earlier 911 Headlight Relay Kit. This kit is not designed for 964 or later 911.

This kit reroutes the current flow away from the column switch to a direct path from the battery to the fuses. The redundancy and fusing of the circuit is equivalent or better than the factory design, that is, relay contacts are more durable than the switch and the complexity of the relay is offset by having two separate relays. The upstream unfused portion of the circuit has been shortened considerably compared to stock.

We recommend a maximum of 100W per bulb element, after checking to be sure the rest of the wiring from the fuse box to the headlight is in good shape. Osram's 85/80W ultra high efficacy H4 bulb is our personal favorite.

Installation Instructions:

1) Disconnect the battery negative terminal.

2) Remove the carpet and fuse box cover.

3) Remove the front lower screw that mounts the fuse panel to the body.

4) Remove the yellow (fuse number 5 or 6) and white wire (fuse number 7 or 8) from the upper inputs to the fuse, noting which color came from which fuse.

   Note: We list two fuses for each input because they are coupled together internally and can be interchanged with no difference in function. This also means the positions could have been changed at any time in the car's life, so we can't be sure what you will find.

   Note: Fuse numbers are counted from the front of the car. A gray wire may be found which feeds the fog-light circuit – leave it in place.

   Note: *Some cars have added equipment, have been altered, or are for small markets not covered by these directions, in those cases you will have to test which wire is the feed from the headlight switch. Remove one of the wires at a time from the input side (make sure the loose end is not touching anything) and reconnect the battery with the appropriate headlight beam turned on. When you find the wire that causes both headlights to be off, this is your input wire for step 7 or 8.*

5) Slide off the crimped ends (if lucky), or cut the crimped ends off of these two wires, and strip about ¼" of insulation.

6) Position the yellow, green, white and blue wires from the relay behind the fuse panel. Starting from the area of the front lower mounting screw, feed the wires up so they come out next to the wires removed from the fuse inputs.

7) Connect the factory yellow wire to the new butt connector on the yellow wire. Crimp with appropriate crimping tool.

8) Repeat Step 7 for the factory white wire using the new white wire.

9) Insert the new green wire into the fuse input where the factory yellow or olive wire was removed (fuse 5 or 6) and tighten the screw.
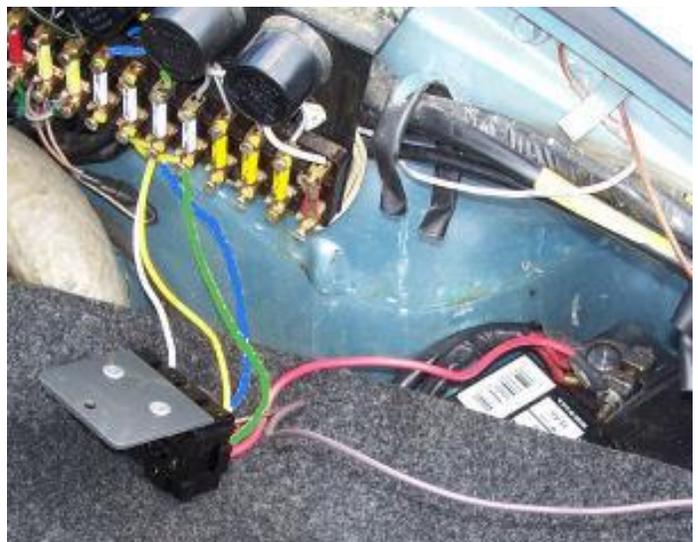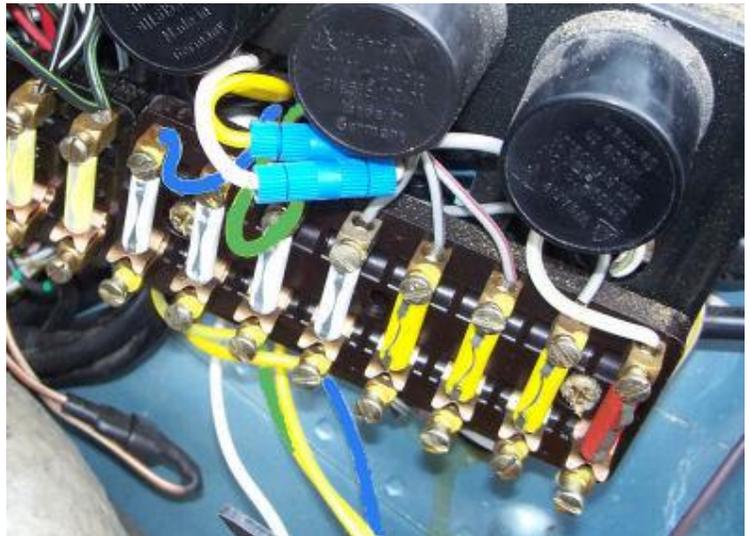
10) Repeat Step 9 for the blue wire on fuse 7 or 8.

11) Install the red wire on the positive battery terminal.

12) Install the brown wire onto the grounding post located near the battery negative terminal (follow the negative battery cable away from the battery to find it).

13) Fit the relay set into position under the fuse panel, and mount using the original front lower mounting screw removed earlier. The relay can be mounted on the top of the plastic harness connector if one is present in this area.
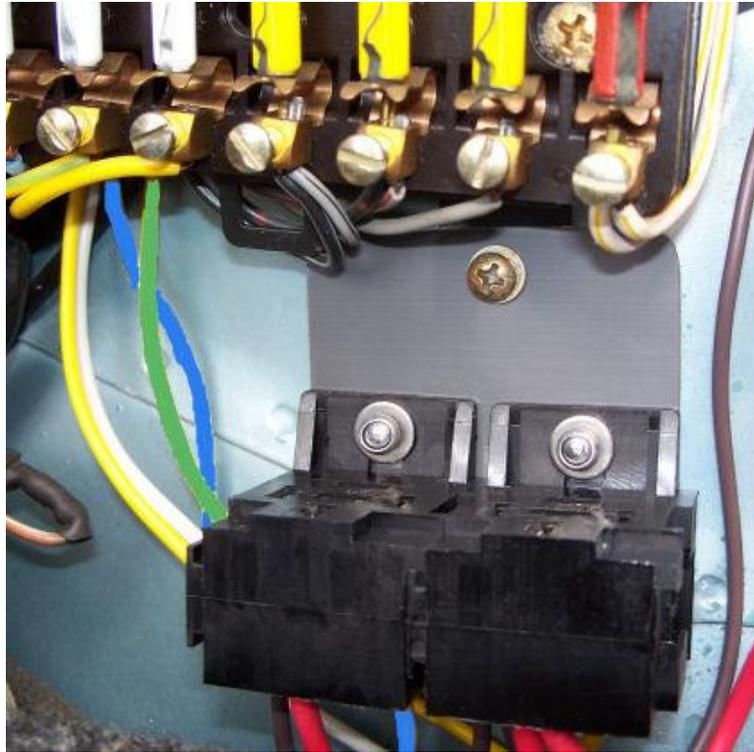
14) Reinstall the fuse cover.
15) Replace the negative battery terminal.