

## **Litronic Retrofit with Automatic Dynamic Headlight Beam Adjustment (AHBA) System Porsche Boxster – 986**

There are several references on the Internet that provide instructions for the litronic retrofit. These do not include instructions for the AHBA system. However, they provide useful additional information and photos that will make the installation easier. I recommend that you become familiar with these:

[http://skylersrants.com/Porsche/Litronics/InstallingLights\\_Starting.html](http://skylersrants.com/Porsche/Litronics/InstallingLights_Starting.html)

Porsche TSB 9415, March 1999. This is available on Renntech to contributing members:

<http://www.renntech.org/forums/tsbs/boxster/>

### **Parts**

In addition to the litronic headlights you will need the following parts:

Suspension sensors – these detect the relative position of the front and rear of the car and send signals to the control module.

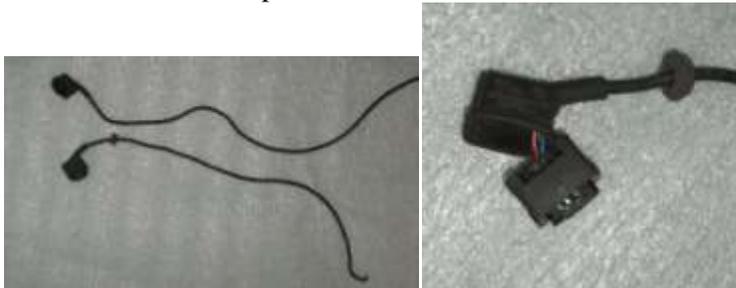
Front Sensor



Rear Sensor



Connectors for the suspension sensors



## Control Module and Wire Harness

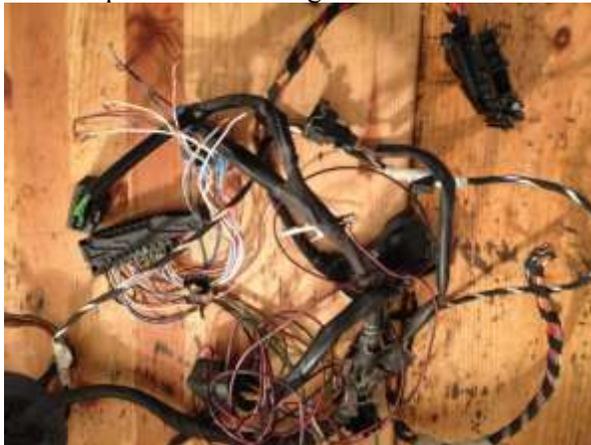


Note that there is an 18-pin connector that attaches to the control module with a sliding mechanism. Please refer to the information on Sklyer's web site ([http://skylersrants.com/Porsche/Litronics/InstallingLights\\_Starting.html](http://skylersrants.com/Porsche/Litronics/InstallingLights_Starting.html)) for information on mounting the control module and wiring for power, ground and high-beam turn on signal.

In regards to the following information, I am indebted to Renntech and Boxa.net user Duffy 3074 for his pioneering efforts in proving this can be done. You can see his posts on the subject here: <http://www.boxa.net/forum/index.php?showtopic=55572&page=16> and here: <http://www.renntech.org/forums/topic/44528-litronic-retrofit-question/page-3>

## Electrical Wiring

The additional wiring needed for the AHBA system is described below. Here's a picture of a wiring harness removed from a donor car.



You won't need everything shown here, but this gives you an idea of the material you will need to sort through. I think the most efficient way to explain this is to list each pin on the 18-pin connector and describe where the wiring goes and what it does. I also note the connections that are done during the installation of the Porsche retrofit. The retrofit covers only the high-beam rotation and not the AHBA function.

## Pin Assignment

Pins 1-8 - these pins provide power and control of the [litronic](#) drives in the headlights. Skyler's web site and the TSB provide more detailed information. For some reason, the wire colors on the retrofit kit I installed are different from the OEM harness that I obtained from a donor car. Four wires go to each headlight.

Pin 9 - Diagnostic (Blue/Orange) Not used because of the risk of throwing codes

Pin 10 - Signal on light (Gray) This tells the system that the lights are on. (Provide picture of connection point after installation.)

Pin 11 - ESO (Engine Speed Output) (White/Brown) This appears to run to CP (Connecting Point) 88. This is not used and does not appear necessary.

Pin 12 - Front sensor (Blue)

Pin 13 - Rear sensor (Blue)

Pin 14 - +5V power supply to both sensors (Red/White)

Pin 15 - Signal on high beam (White) – This is also described in the instructions for the retrofit kit

Pin 16 - Power (Red/Black) - This is also described in the instructions for the retrofit kit

Pin 17 - Ground to both sensors (Brown/Black)

Pin 18 - Ground (Brown) - This is also described in the instructions for the retrofit kit

## Installing the Suspension Sensors

Note that the sensors fit on the left side of the suspension. That is the driver's side in the U.S. and the passenger side in the UK. Duffy provided the following general guidance:

*I fitted both front and rear sensors (which are a straight bolt on to either front or rear cross members as required) and made up a loom using the original colours, 1cm soldered joints with 3 cm adhesive shrink wrap and 4mm wide cloth tape for that [OEM](#) look, and fitted the [litronic](#) control unit in the retrofit position (on the righthand inner wing in the frunk.)*

*The only variance from the factory wiring pattern was that I used the retrofit manner of providing the unit with a switched 12 volts (that's from the right hand heated washer feed.) I did not connect it to the [DME](#)/diagnostic system, essentially to prevent error codes being thrown up as the car goes 'WTF?' every time the lights are switched on. I've also retrofitted the [litronic](#) washer system, again very straightforward. Only thing that proved tricky until I worked out what was going on, was that the [litronic](#) control unit played dead until both headlamps and both*

*sensors were wired in completely (I did a technology test on the bench before fitting it all and thought that a partial set up would be enough to see how things were) it obviously does a self diagnostic on start up.*

Here's Duffy's description of the installation procedure for the front sensor:

*The sensor mounts onto the suspension arm through a plastic mount and peg that key into the arm, if you shop for arms it appears there are listings for cars with and without litronics, the practicality seems to be that they all have the pegs and holes as standard now. I had a bit of a wobble (a feeling of not being certain about something for U.S readers) when I saw that the mounting hole (the dimple on the inside) had no hole in it and I thought I was going to have to strip out the front subframe (again) and drill/tap a hole. I then realised that I was being a bit of a thick bar steward (I'm not exactly sure what that means, but I assume it describes muddled thinking or something similar) and could just drill the hole from the underside and only had to remove the plastic under tray.*

Here are pictures of the front mounting area showing before and after mounting the sensors.



I will provide an update on the size of the drill needed when I have completed my installation. I will also provide some photos of the rear mounting. However, according to Duffy, there are only 2 big bolts that go through the black cross member into the aluminum sub frame that goes over the driveshaft on that side. Put the arm onto the coffin arm mount and you'll see where it sits easily enough.

The wiring from the sensors to the control module should be installed on the left side of the car to join the wiring at the back of the left headlamp. Once there install the wires into the loom there with the feeds to that headlamp and into the shell through the large grommet that this all runs through. A metal coat hanger, gaffer tape and silicon spray are your friends when it comes to getting the new wires through without cutting the grommet.