

This a DIY for replacing headlights, fog lights, and angel eyes all at the same time, by removing the headlamps in the e60.

The majority of this DIY was created by brabusw209amg (John), and he has given his blessing to modify his original DIY in hopes that other forum members will benefit.

I purchased all my lights from brabusw209amg. **My changes appear in blue text.** Everything else is John's. It's a DIY on mostly one side. It's the same exact procedure for the other side. I'll use Scott's (sdg1871's) pictures for now until I can find my cable for my camera. It literally takes me about 2 minutes to remove BOTH headlights from the car. Procedure works for LCI and pre-LCI e60s. If the stealership tells u it takes them 2 hours to install headlights, then tell them to EFF off because u don't have to remove your bumper. **You can also use this method to install HID fogs without going into the fender well while installing headlights!** 🤪

I began by installing the headlights, fog lights, and then angel eyes. I started on the passenger side because I had read where installing the fogs on the driver's side was much more difficult. Yes, it was. When I got to the driver's side I started by installing fogs, then angel eyes, followed by headlamps. I think that is the order from hardest to easiest.

Pop the hood open



Lift rubber piece UP with your finger on one side



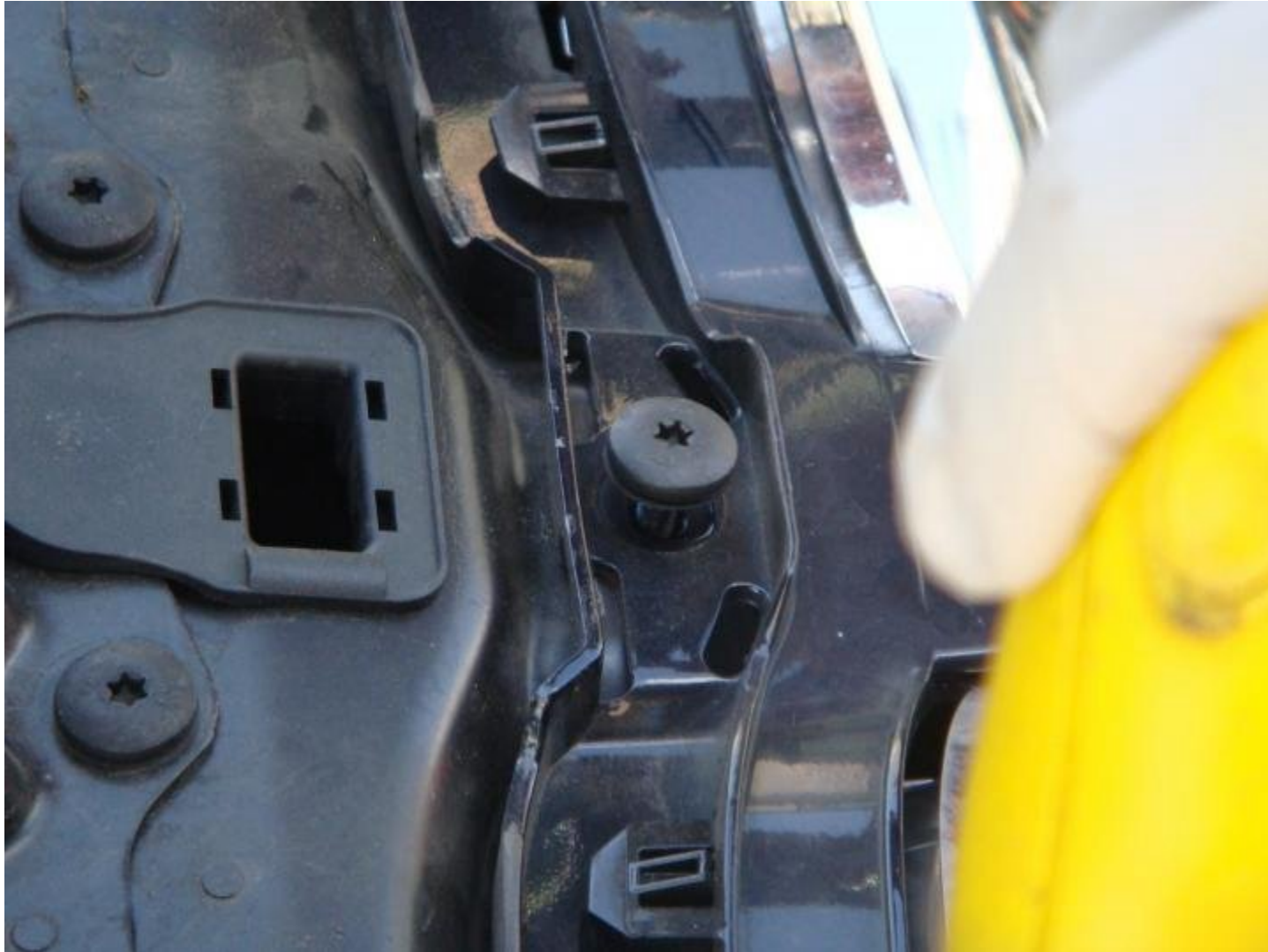
Rubber piece removed



Remove the five screws that holds the beautiful front bumper **using a T30 Star Bit.**



Screw #1



Screw #2



Screw #3



Screw #4

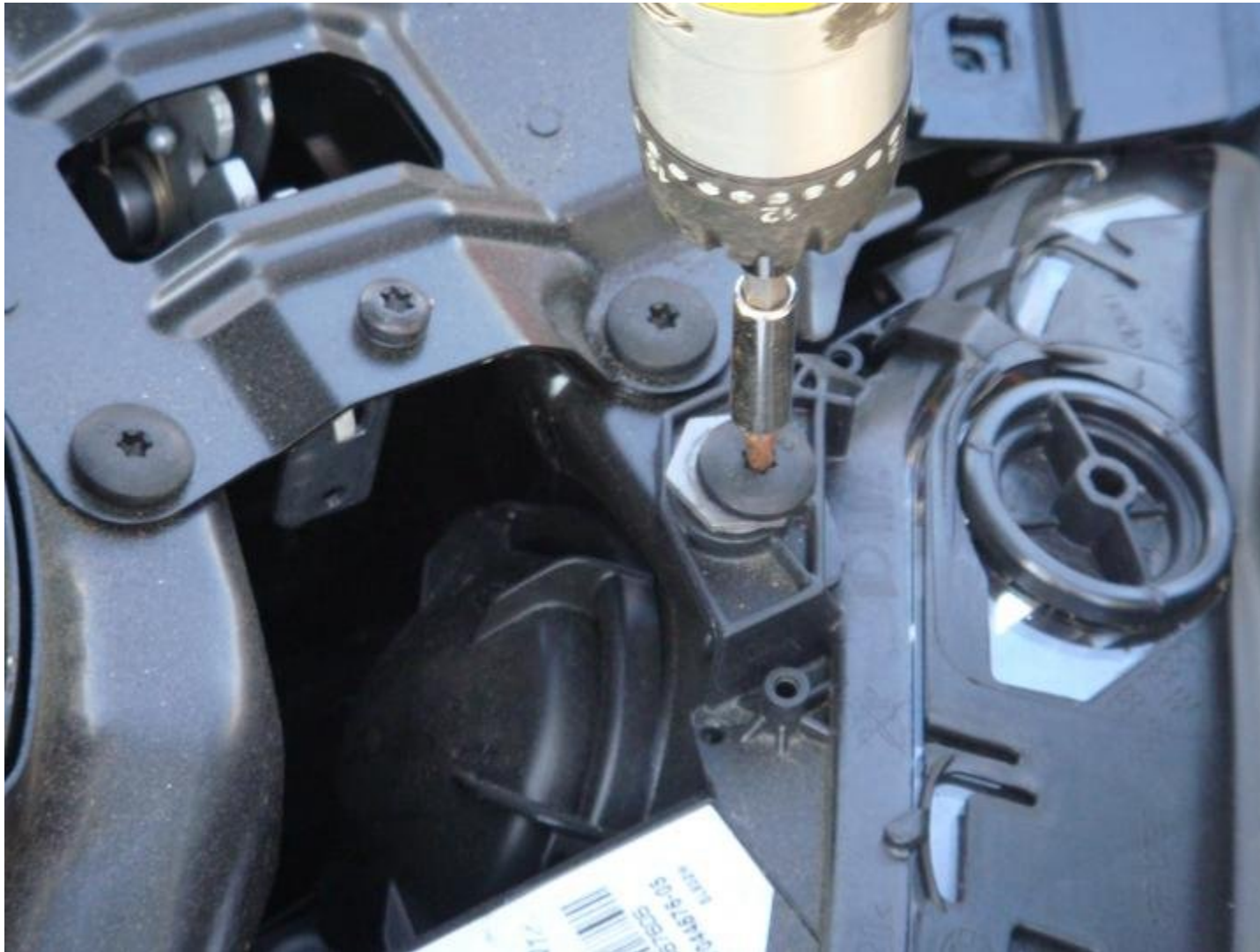


Screw #5





Now remove the two top screws holding the headlight **using a T30 Star Bit**. I set mine aside and **labeled them as I removed them**, as you can see the right screw is longer than the left.

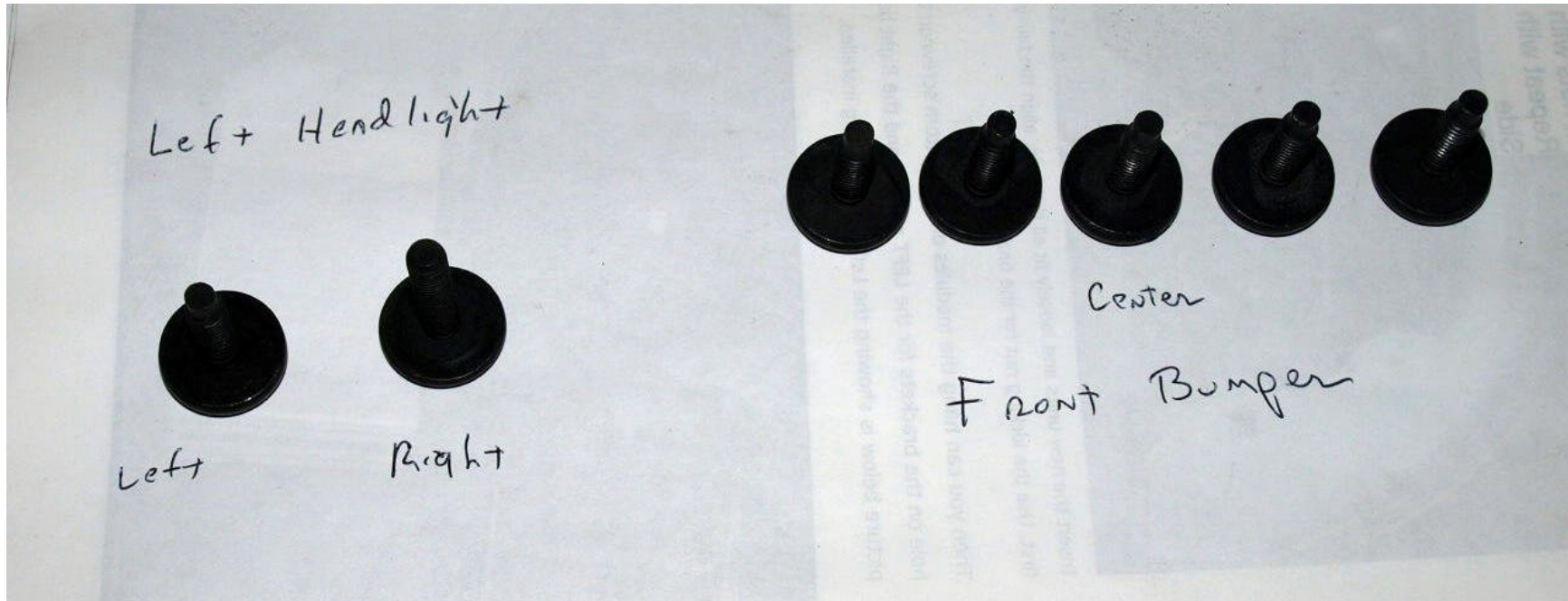






Here you can see where I placed the screws in order of removing from car.

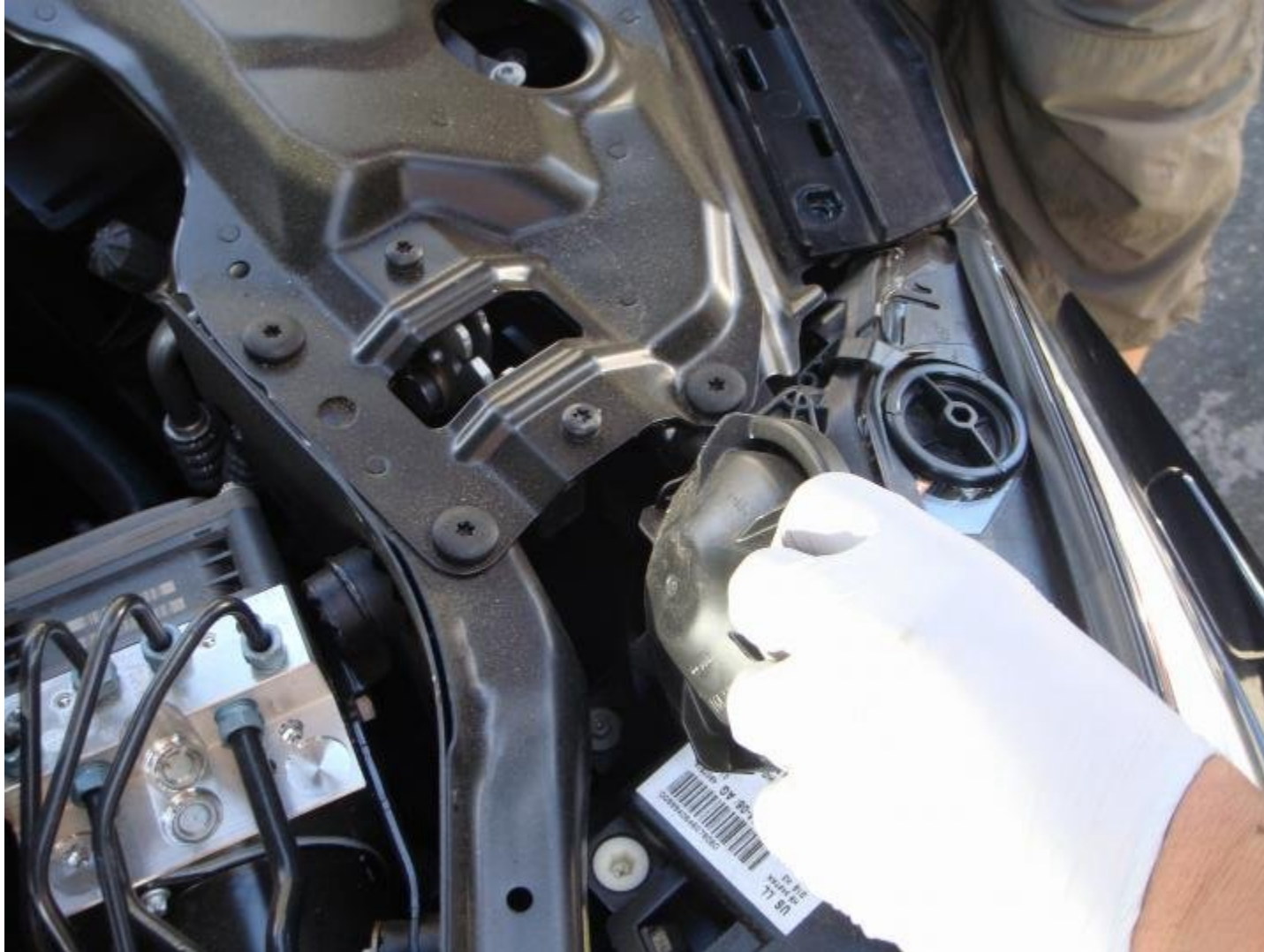
The right screw to the left headlight is longer than the right screw. I knew it would be a long time before I got back to reinstalling, so I wanted to be sure to keep track correctly.



Here's the screwdriver I used with a 6" extension & the T bits.



Remove angel eye cover **by twisting or turning.** I first tried to pry off with a screwdriver.



Unscrew the bottom screws for the headlights a **FEW TURNS ONLY**. You don't need to unscrew all of it and then lose the screw. Then you are really **SCREWED**.





I used a 1/4" screwdriver with a 6" extension and a T20 Star Bit to loosen the bottom two screws.



You may also open the headlight cover to get more room. **I didn't do this at this point because I have a M-Tech Bumper and my headlights slid out relatively easy. But you have to remove the headlight cover at some point.**





Next, yank it out carefully so you don't scratch the paint. It should come out with EASE especially on MTECH bumpers.





No need to unplug ANY cables. Don't risk of forgetting to plug it back.



Rest it in the engine bay



This is where I pulled out the microfiber towels to be sure to protect the paint.



Aren't these headlights beautiful!!!!



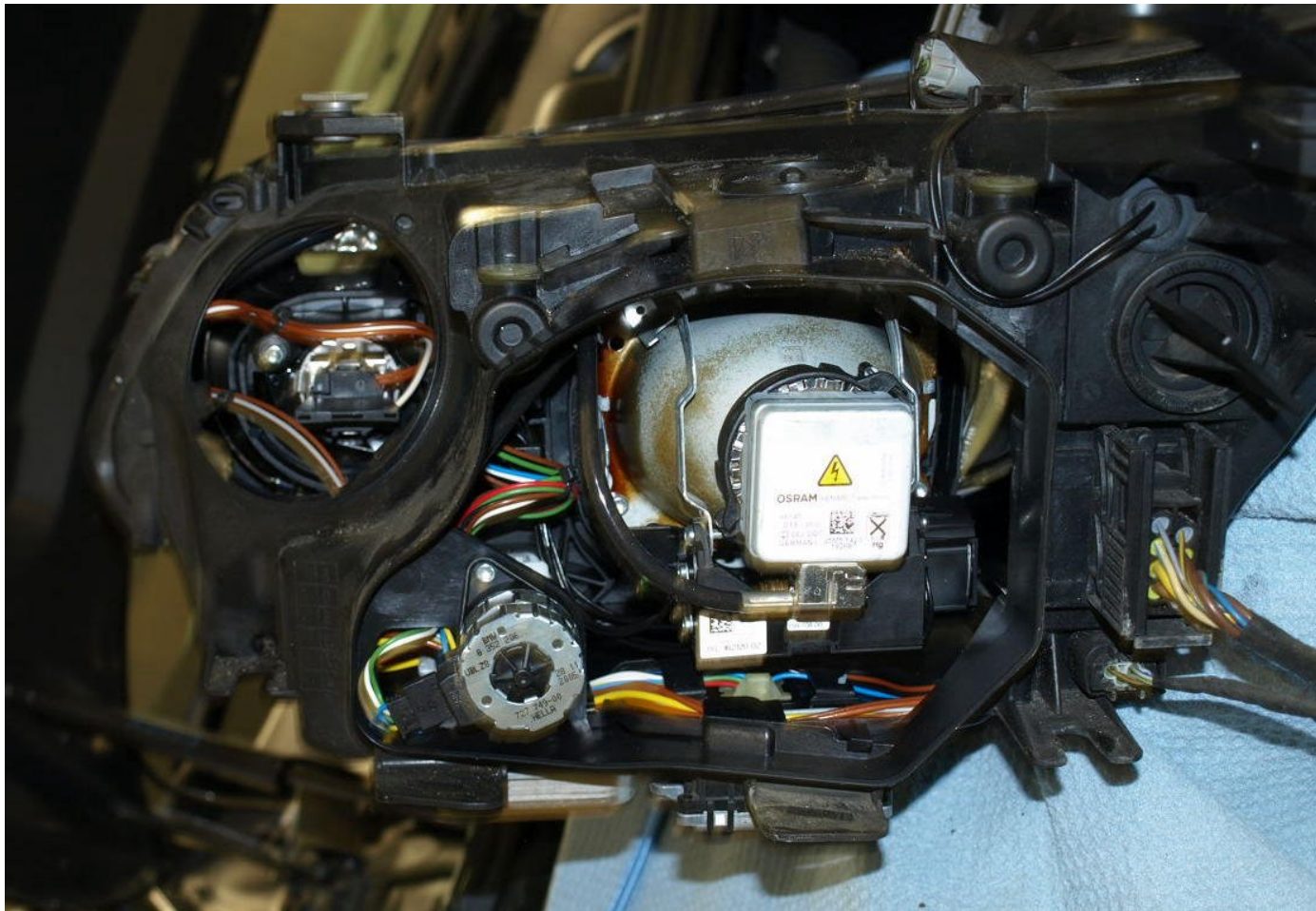
The brand new 6000K D1S bulbs fresh in the box!



At this point I realize I have to remove the head light cover. So, given my last experience with the license plate bracket breaking, I decide to be extra careful. Here's what the headlight cover looks like.



Now you just push the two clips on the top down so you can slide the top of the head light cover off. The tabs on the bottom will then fold out. It took me forever to get the right clips to slide off. Of course, when I got to the driver's side it took seconds. But, my thumbs were pretty sore at this point. Here's what the back of the headlight looks like with the covers off. I am big on visuals.



Unplug the cable that goes to the D1S bulb. **There is a little push clip on the side, easy off.**







Rotate the bulb counter clockwise



NOTES: For D1S bulbs and D2S bulbs, it's slightly different but once you get it out, it's simple. The D2S bulb just unplugs with a slight twist then you have to reinstall it. I've never installed a D2S yet.

Now remember to take the retaining clip from the old bulb



Stock bulb with retaining clip removed. DO NOT TOUCH BULB. If you touch the bulb with your hands, wipe it down with alcohol. V_therussian recommends to use vodka



Comparison of the 6000K D1S bulb (left) and stock bulb (right)



Install the retaining clip on the new 6000K bulb. **This was easy, just be sure to line up the interior groves in the retaining clip with your new bulb.**



Install and twist it back into the headlamp via clockwise motion.



It's IN! Ready to be plugged in





Now close the hood and drive!

I'm just kidding. Don't close and drive. LOL. Turn on and off your headlight a few times to make sure it works properly.





Now on to the fog lights.

My lights came in a box without much identification, or any instructions. Since I had purchased so many lighting items, I had a hard time figuring out which was which. After searching the forums, I was able to determine the Digital Ballast and the Tai Chang Xenon Head Lamp was actually the Fog lamp.



Here's what the boxes look like.

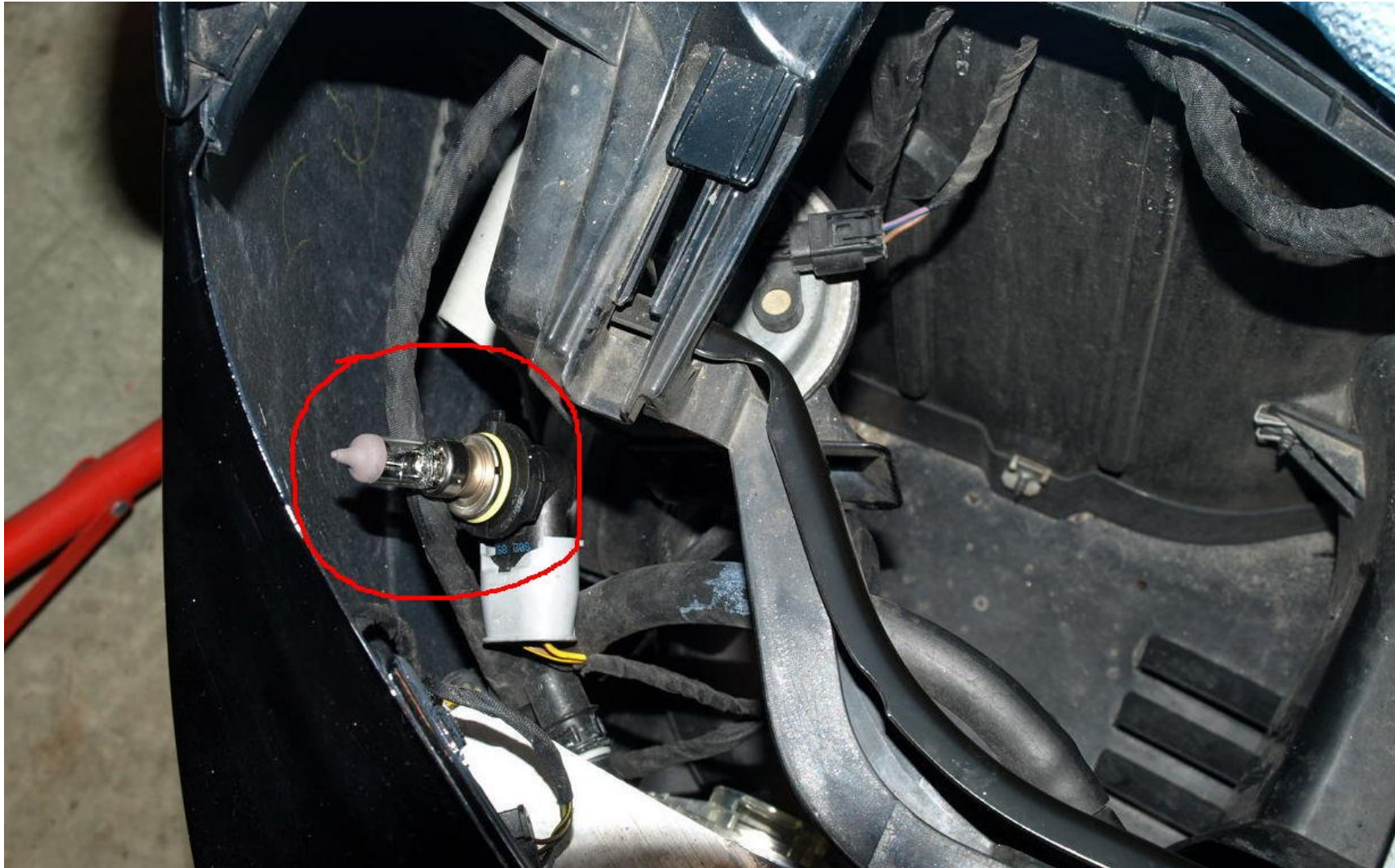


Thankfully I found this photo by searching. Thanks to forum member Bedford530i

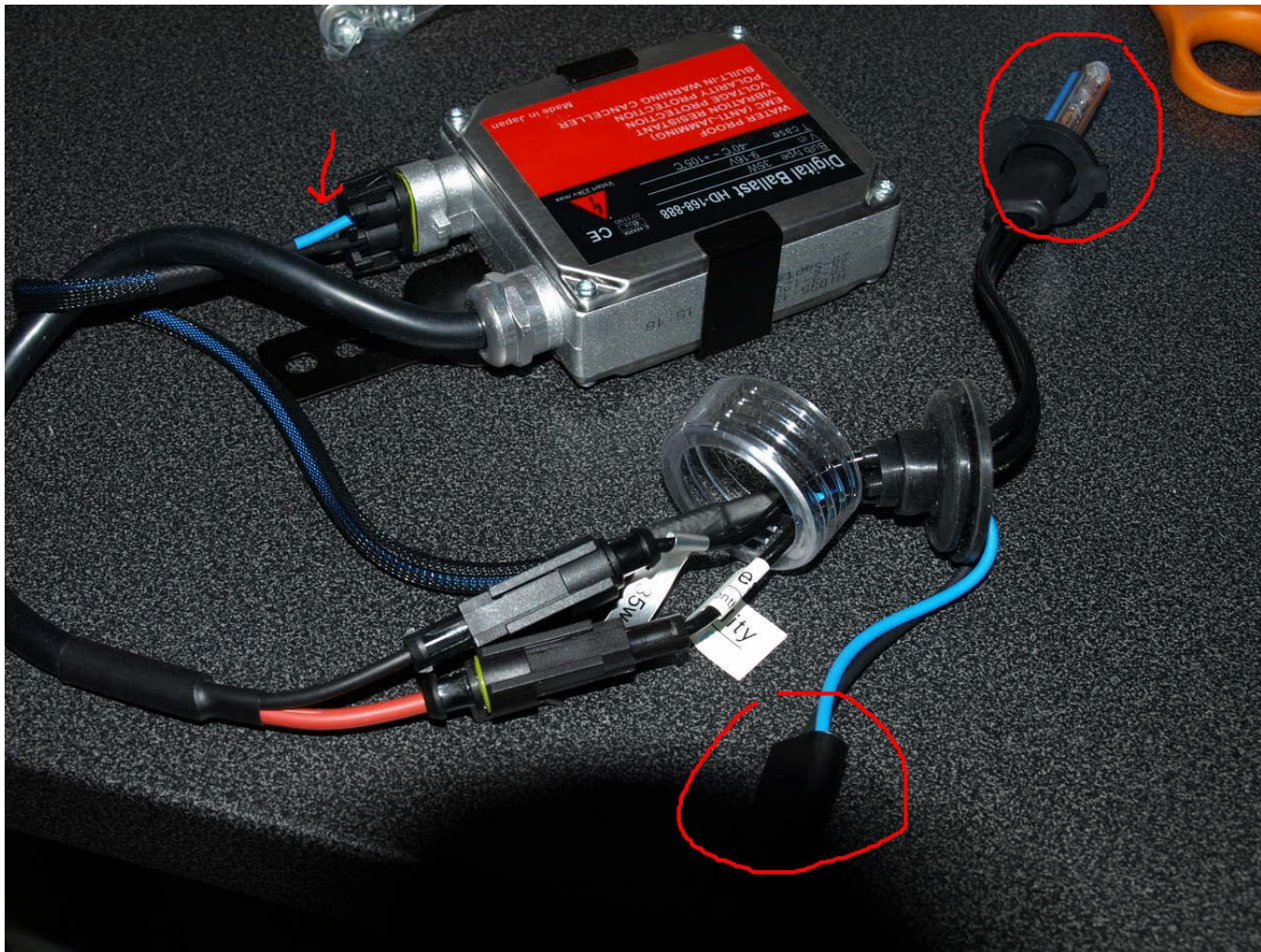
Here's how the two parts of the new fogs connect. **IMPORTANT NOTE**: I read where someone asked whether they should plug the light into the ballast with the red wire up or down. Someone said it didn't make a difference. It does. In my case the red wire was a blue wire. I initially had it plugged in with the blue wire near the face or tip of the ballast. Fog light did not work. Then I flipped the cable so the blue wire was near the bottom. Works like a charm.



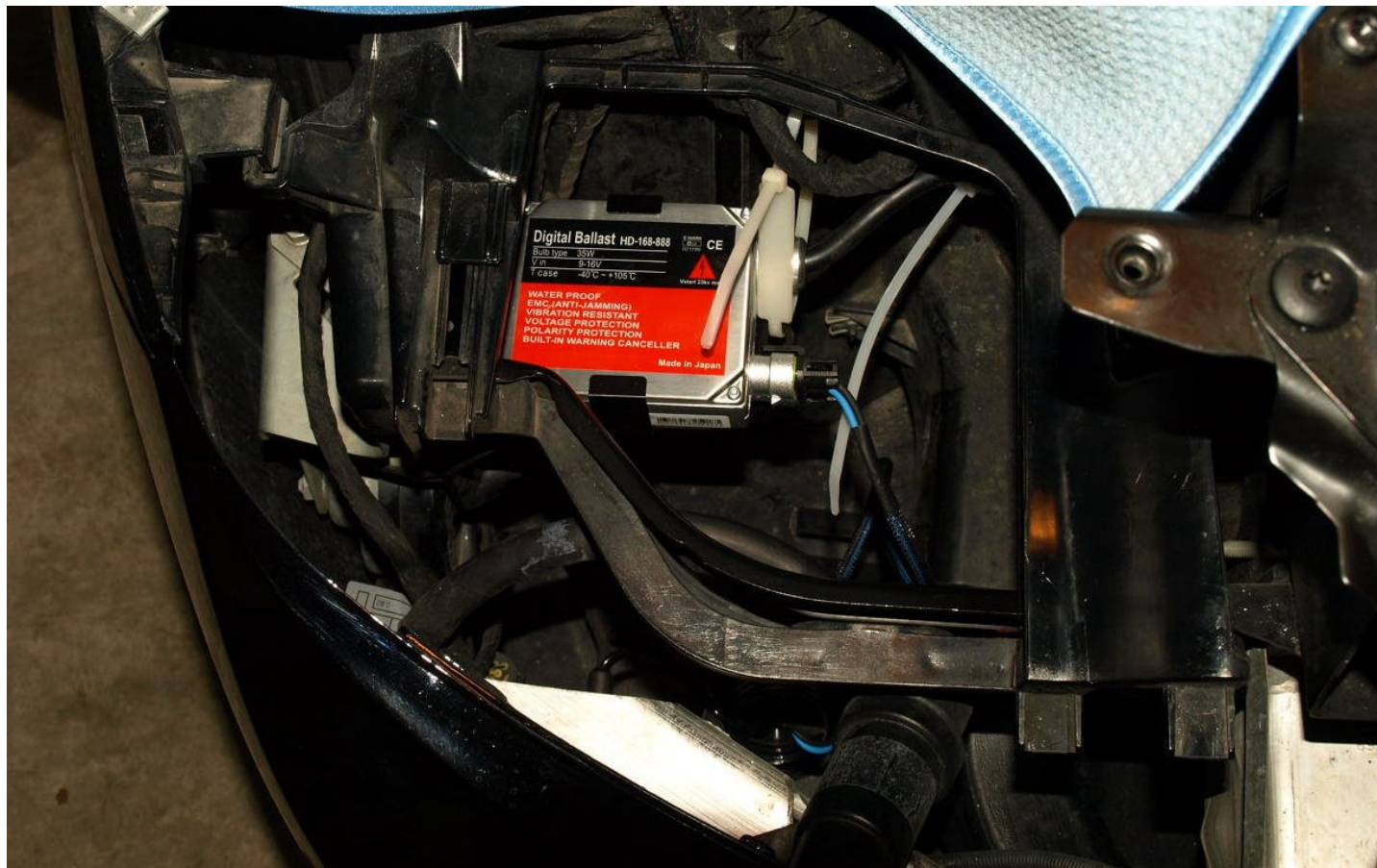
First lean way over and twist out the OEM Fog light. Here's a photo of the OEM.



Now unplug the OEM light from the gray connector. There is a clip on the back, which makes removal fairly easy. Here's a pic of my ballast and new Fog light. See the red arrow, this shows how I had the connector plugged in upside down, as the blue wire is on top and needs to be on the bottom. The Fog light in the upper right hand corner simply gets plugged into the Fog lamp housing. The connector shown in the lower right hand corner gets plugged into the gray OEM connector.



Now on to the most difficult part of the Fog install. Mounting the ballast. I am picky, but I don't want that thing rattling around. I read where others had mounted theirs on the Horn bracket. I sure wish I would have known where exactly. I ended up mounting the ballast bracket on top of the bolt/screw that sticks up from the top of the horn. This required me drilling a hole in the bracket to make the hole wider so that it fit over the bolt.



Because this was by far the most difficult part, I am showing more pictures. I used the end of the bracket that had three holes, drilled out the middle hole. Still not solid enough for me so I also added a couple of ties just to secure it.



Now on to the Angel Eyes.

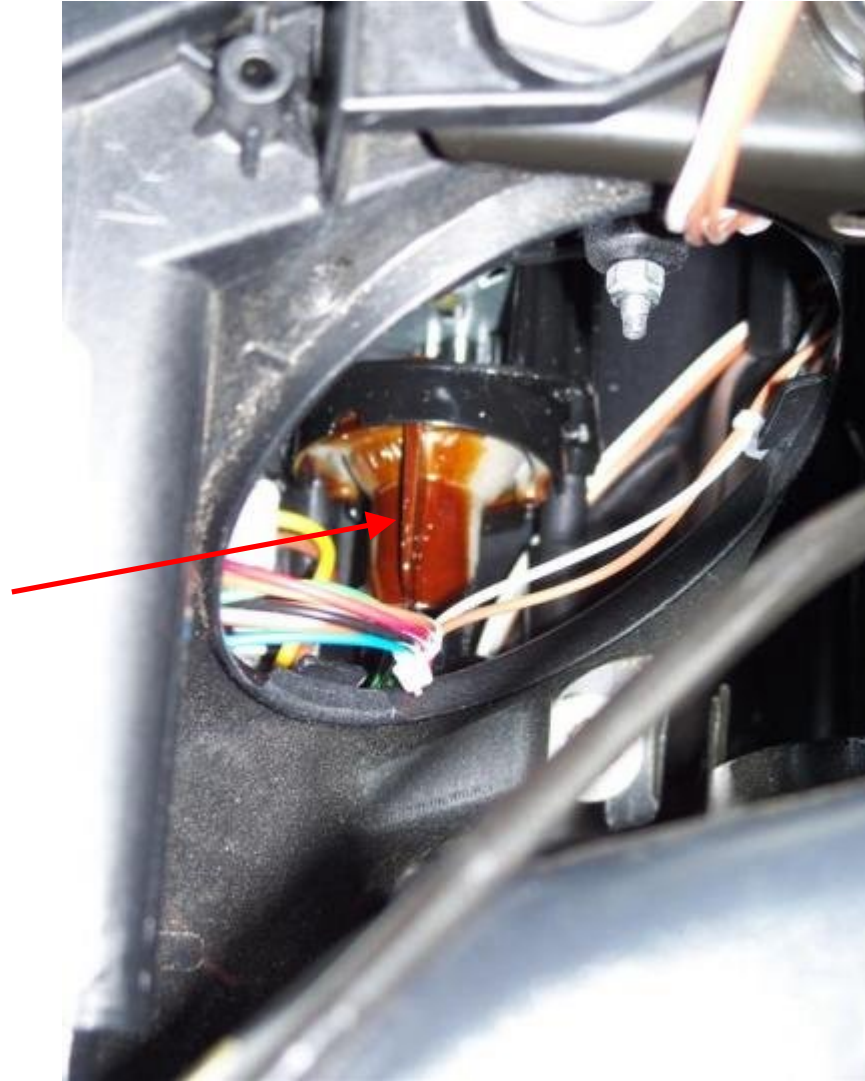
I have to give much of the credit for this section of the DIY to forum member JRV550i. I am including his instructions here, and again, my additions will be shown in BLUE text. I purchased these 11" needle nose pliers that he recommended, but I did not use them.



First I removed the light simply by twisting and laying aside.



Then I tried using long nose pliers to remove the OEM Angel Eye brown housing, but I couldn't, so I ended up just using my hand. It came right out.



**This is a great shot of the Angel Eye connector and DRL by forum member JRV550i.
Somebody will have to tell me what DRL stands for.**



Here is what my M-Tec Angel Eyes out of the box look like.



According to the instructions, for my car, an e60 I do not use the connectors. Unlike JRV550i, I plugged in the connectors before connecting the Angel Eyes. Pay special attention to the three tabs and be sure to get them lined up just right. I bet I spent 30 minutes on trying to get them plugged into the connector. I finally gave up, went into the house, did a little more searching, and went back outside, did nothing different and the darn thing went right in. The installation Gods must have known I was nearing the end of my patience.

I am not sure if mounting the ballast of the Fogs or screwing these Angel Eyes back in was the hardest. Both were sure challenging.

Last, reinsert your DRL by twisting back on, then recap the opening with the round lid and you're done!

Now for the results

Hope you can tell that the new lights on are on Left and OEM on the Right

It's pouring outside, so these shots are not the greatest.



One more



Now stuff the headlamp back CAREFULLY. Do not scratch the paint! You see how I angled it kind of at a 45 degree angle? It's the best way to slide it in easily. Remember to align it with the brackets on the bottom.





Headlamp is now placed back in the car



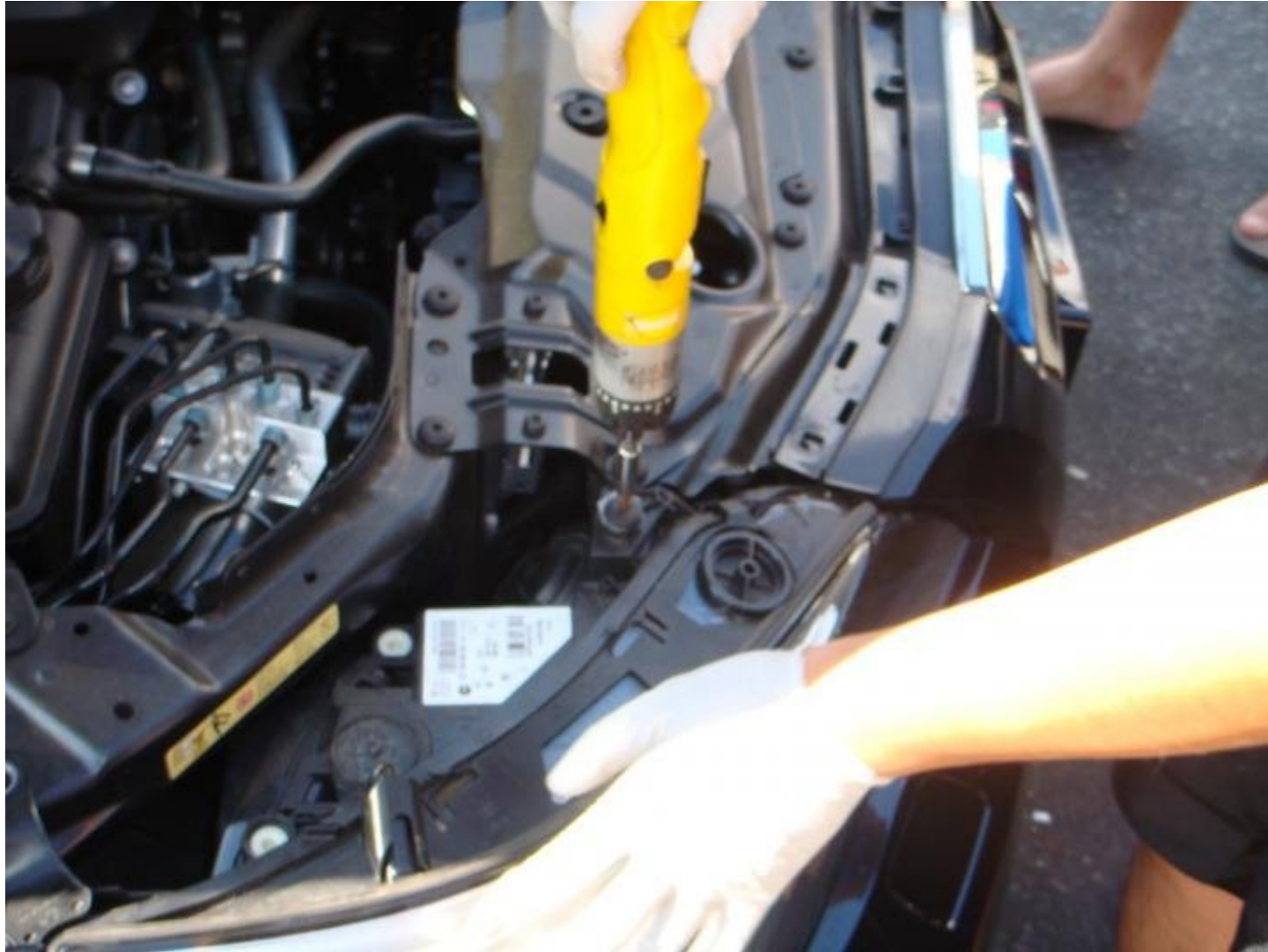
Try to align it first and then screw the bottom screws back on



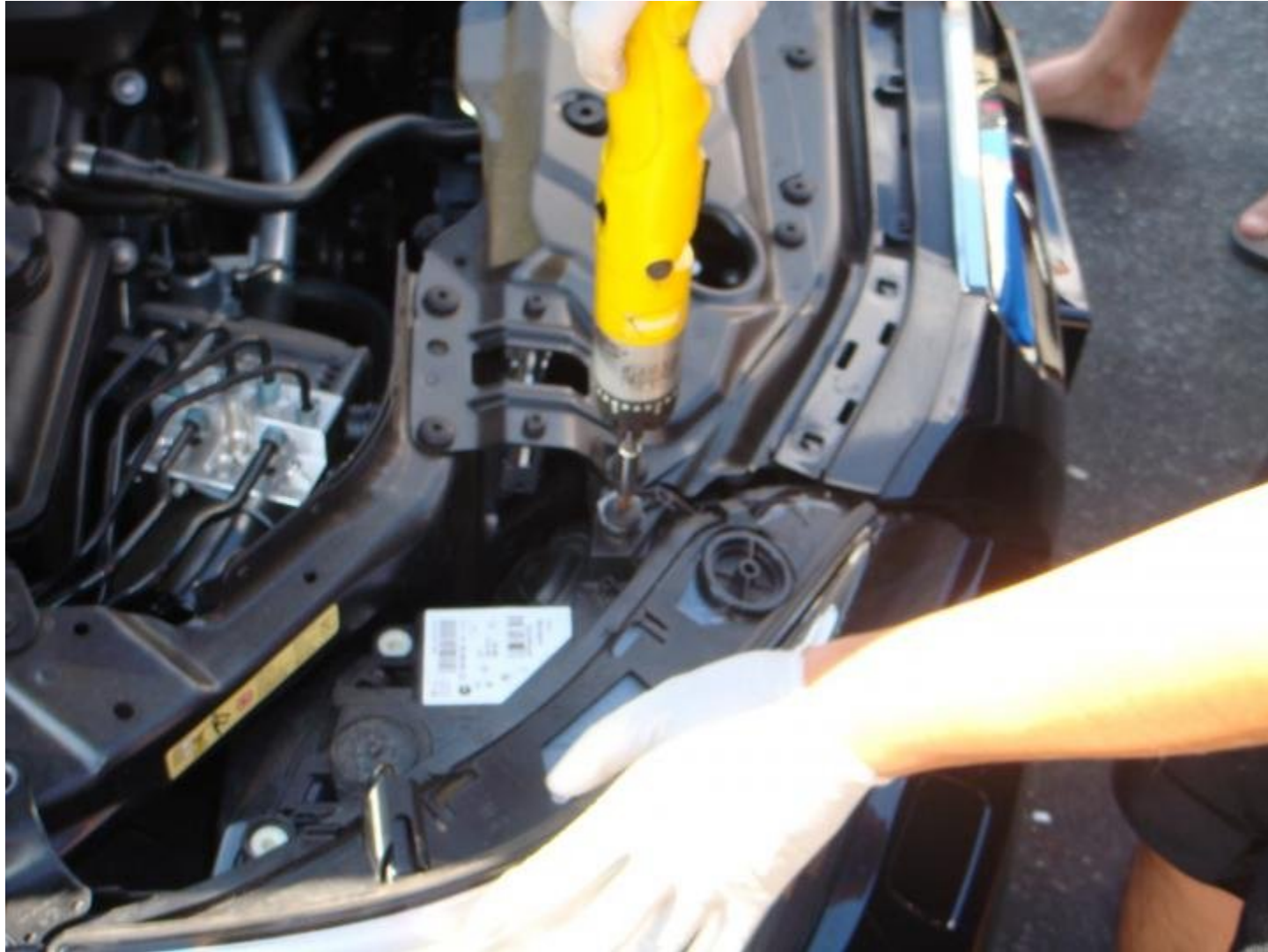
That's a picture of Vlad holding my camera in action!



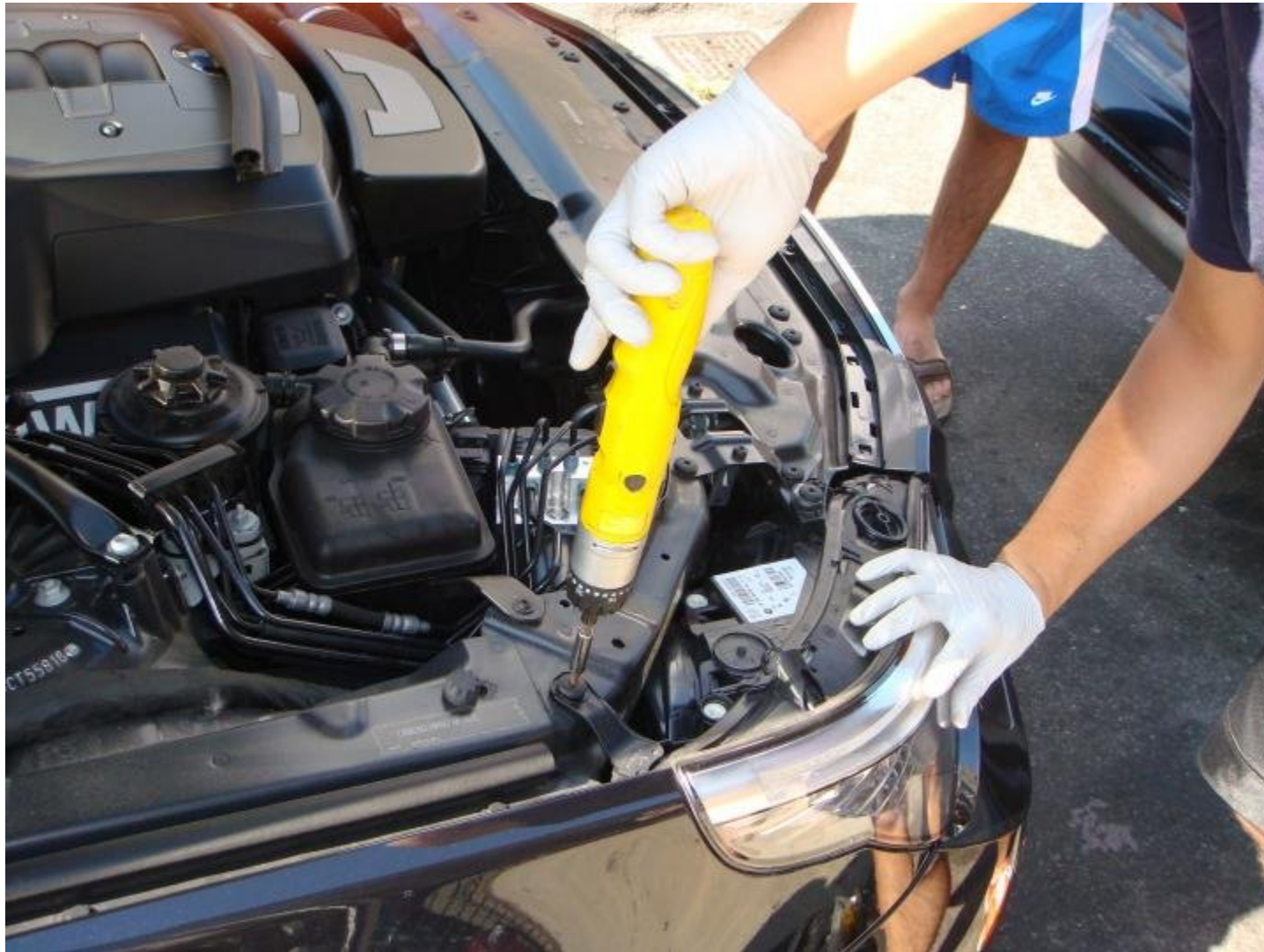
Remember to close all the covers and screw on the angel eye cover



Reinstall all screws



I had to loosen the two lower screws before I could slide the light underneath them.



The driver's side only took an hour, and half of it was spent finding a place and installing that darn Fog Ballast. Boy, it sure is tight under there with the Headlight Washer and Windshield Wiper Reservoir. I ended up deciding to mount the Ballast Bracket in a hole just under the headlight framing. I put the bolt in from underneath and then used the locking washer, washer, and nut that came with the mounting bracket. It helps to have little hands to get behind the hole.



And, again, because I am picky, I also attached a tie to make sure the ballast didn't fall off when I hit a bump.



I tested everything and then installed the lights, put the screws back in the front bumper, and attached the rubber piece.



Remember to install the rubber piece back!

