

W204 Illuminated sills DIY

This DIY is to install OEM illuminated sills on a W204 C Class. They were fitted to a right hand drive car so for left hand drive cars, simply reverse the instructions that refer to passenger and drivers sides.

Parts/Tools needed

Illuminated sills kit – Includes sills, plates, wiring looms, converters and CAN module. Part number in UK is A 204 680 36 35.

No. 15 TORX screwdriver

No. 10 Socket

Double sided waterproof 25mm wide, 1mm thick tape

Plastic wedge (Not essential, but helpful to remove some trim pieces)

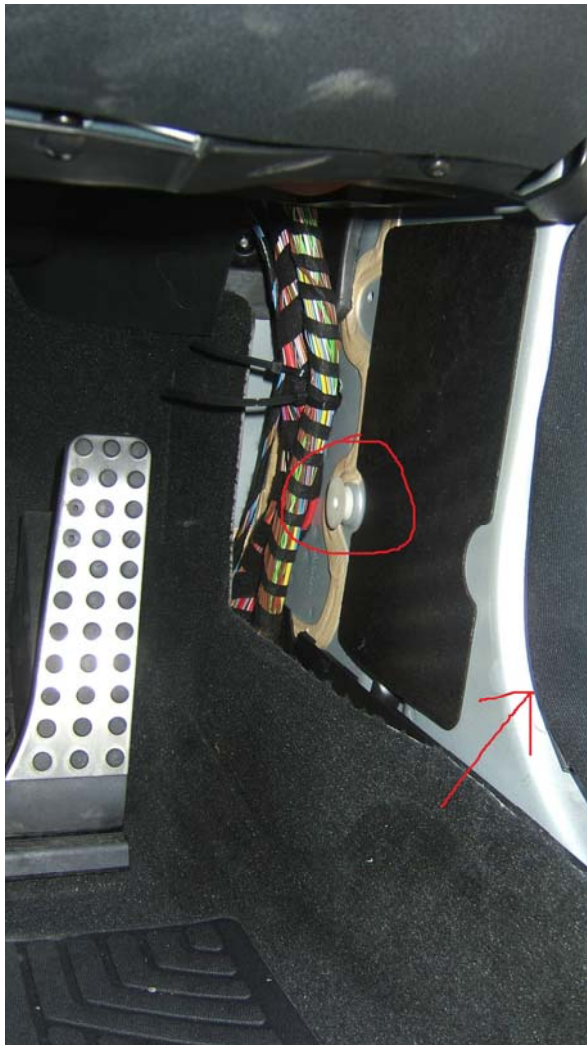
Cable ties



Remove the existing sills by pulling them upwards towards the roof HARD. They are fixed in place by clips that grip the sill very well so pull hard



Next, remove the lower A pillar trims. These are clipped in place so pull them towards the centre of the car and then unclip them at the bottom. The drivers side trim has a section that attaches to a pin circled in the picture, the arrow points at the door seals which when pulled back expose the clips.



Next, on the drivers side undo the 3 torx screws which hold the section above the footwell and pull it down a little. There are cables connected to it so be careful.



Now move to the passenger side and remove the same trim pieces except the part above the footwell and the carpet by simply untucking it from the trims and pulling it out. This exposes a foam pad which unclips from the bottom and behind that is the metal footplate.

Foam pad



Footplate. Unscrew the 3 plastic nuts using a 10mm socket. Don't lose them. This will then allow you to pull the footplate down and expose the wiring and parts on its reverse side.



The picture below shows the back side of the footplate. The circle shows the grounding point which is used later and the square shows the position the CAN module is fixed to.



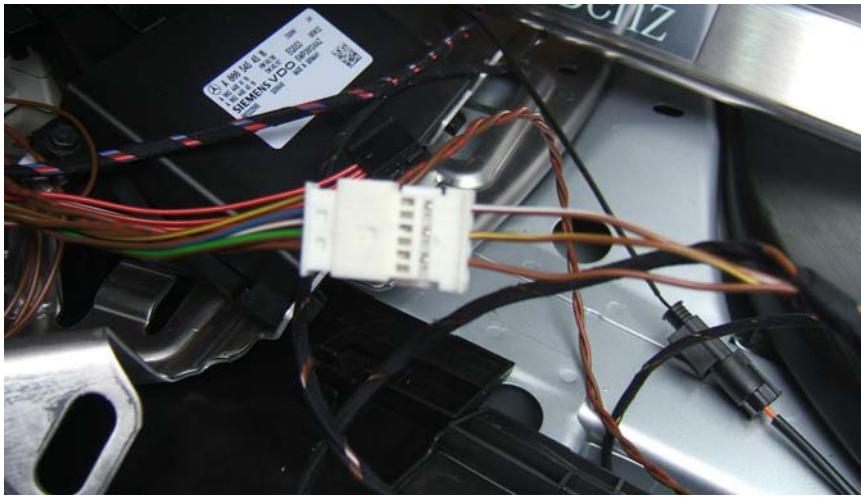
Next its time to install the CAN module. Take the module and completely cover the reverse side in double sided tape. Make sure the surface is clean first.



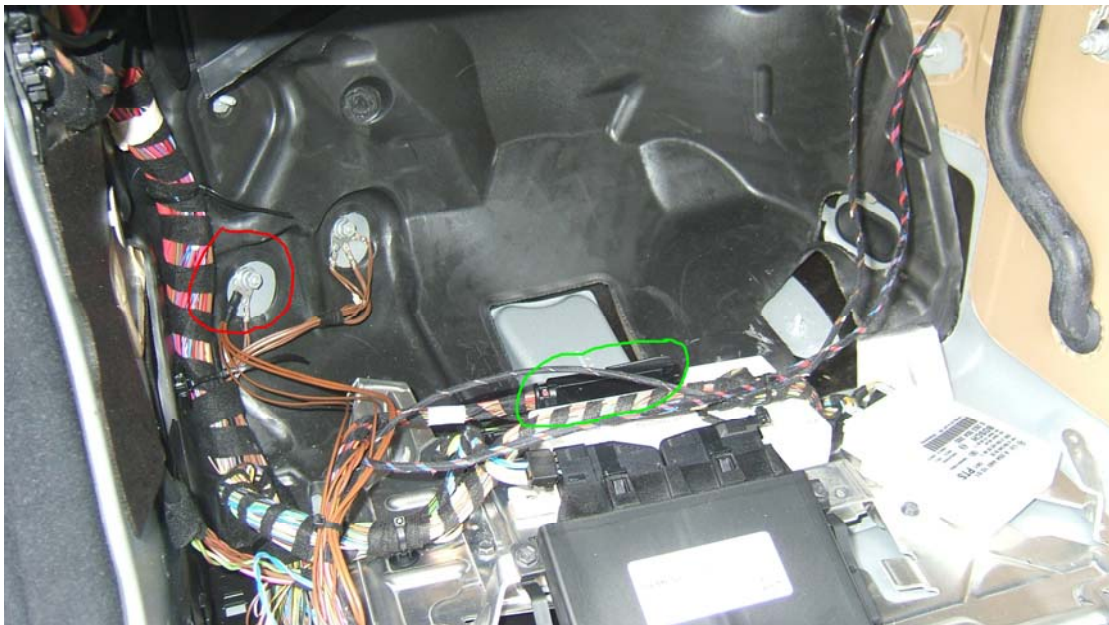
Next stick it place as per the picture below. Make sure the black connection point is pointing towards the front of the car.



At this point if you are fitting this to a right hand drive car, an adjustment is required. On the second wiring harness there is a white 6 pin connector. There are 3 wires going into it, brown, brown/white and brown/yellow. This harness is set up for left hand drive cars. Using a small screwdriver push down on the exposed pins (not the ends) and they can be pulled out. Take out the brown/yellow and brown/white ones and swap them over. Make sure you do not forget which locations they came from. Once this is done connect this to the white connector on the main wiring harness. The picture below shows the cable layout for right hand drive cars. For left hand drive cars, leave the connector as is.



Next connect the main black connector to the CAN module. It hooks in at one end and is then pushed home. Then connect to the grounding point using a no.10 socket to undo the nut. The grounding point used is the one seen in picture 7. Slot it on and do the nut back up. The picture below shows the connections. Red is the grounding point and green is the main black connector connected to the CAN module.



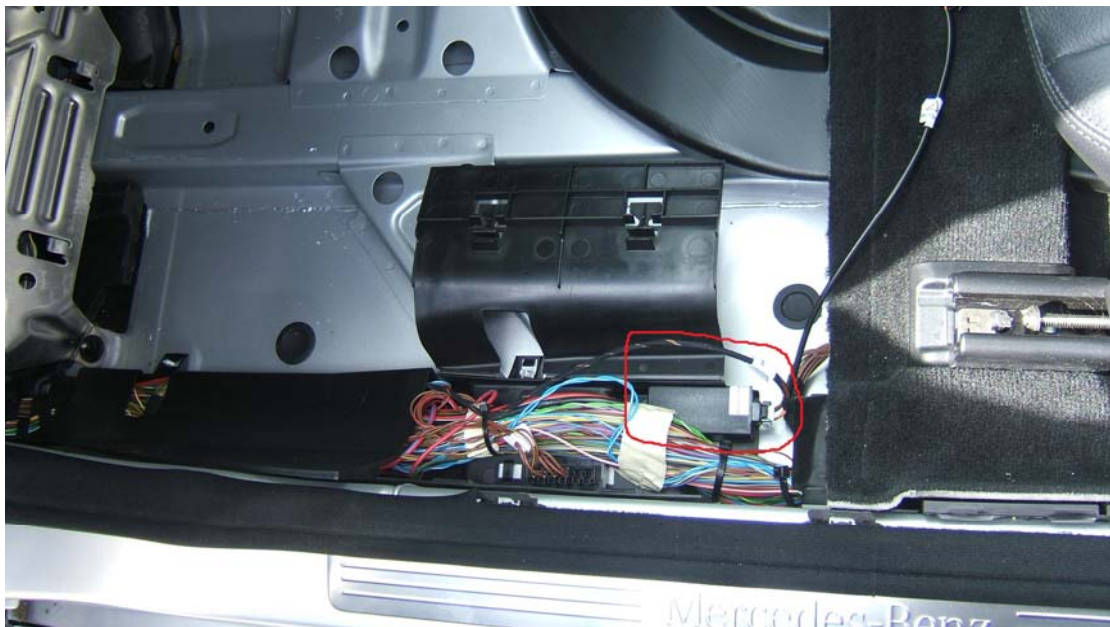
Next, plug the small connector with the 2 brown wires into the CAN distributor rail which is located in the cable duct at the door opening. See below. Connect it to any of the free slots.



Next, feed the fuse wire and the longer end of the 2nd cable harness over the transmission tunnel to the drivers side. You may need to use a cable rod or coat hanger to feed it through. The picture below shows the cables having been routed through to the drivers side.



Now, on each end of the 2nd wiring harness there are 2 black connectors. One fits the connection on the door sills and the other fits the connection on the converters. Using the double sided tape, glue the converters in place. The instructions call for the converters to be fitted to the side of the cable duct but I chose to put them on a small empty section of the cable ducting itself. They are a nice tight fit and are held securely. See picture below.



Plug the connector into the converter and repeat for the drivers side. When doing the drivers side I found it easier to tie the cables to the existing cables up near the steering column. Make sure nothing is going to be impeded by this. This area is above the panel removed in picture 4. Now, using cable ties you can tie all the cables down on both sides of the car neatly making sure they will not get pinched when any trim is put back. Lastly, clip the cable duct covers back into place. On the passenger side, the footplate, foam pad, carpet and A pillar trim can be refitted as below.



Now, at the drivers side you will have one cable left to fit which will have the fuse on it. This needs to be connected to the fuseboard. Pull out the cover on the side of the dashboard to reveal the fuseboard. The fuse board simply unclips and can be pulled out.



Next, remove the fuse from the connector and feed the cable up into the dashboard and through the hole where the fuseboard was. Clip the connector into slot 129 and put the fuse back in. See below for the finished article.



Now, some cars will not have the interior fuseboard and the fuse will need to be routed through to the fuseboard under the bonnet and connected there instead.

Once the fuse is fitted, replace the trim and start putting back all the trim pieces in the drivers side.

Next, the new plates can be fitted over the existing ones. To do this, gently pull the door seals up to reveal the entire plate. Clean it thoroughly and stick the new plates over the existing ones. Carefully push the seals back into place. Lastly, connect the illuminated sills to the connectors and push them into place. Be careful not to pinch the cables. The new sills push down into the clips that held the old plastic ones. Use the newly fitted plates to guide where the sills need to go to be central.



Now that's all done the last thing to do is to wait until its gets dark to see what a brilliant modification this is.



NOTES :

When I fitted these I checked their operation before refitting all the trim pieces. If they are not working, its probably because the cables in the white 6 pin connector have not been put back into the right slots. Check this before refitting all the trim.

Hope this DIY helps anyone wishing to do this mod. Cheers.