Mercedes W210 Foglight Harness

The purpose of this document is to illustrate the steps required to renew the foglight harness. This particular foglight is from a 2001 E430.

The following assumptions are made;

- The foglights have been removed from the car.
- The foglight lenses have been removed, cleaned and reinstalled.
- The reader understands the importance of cleanliness when it comes to the foglight bulb. Any contaminates may cause premature bulb failure.

Tools required;

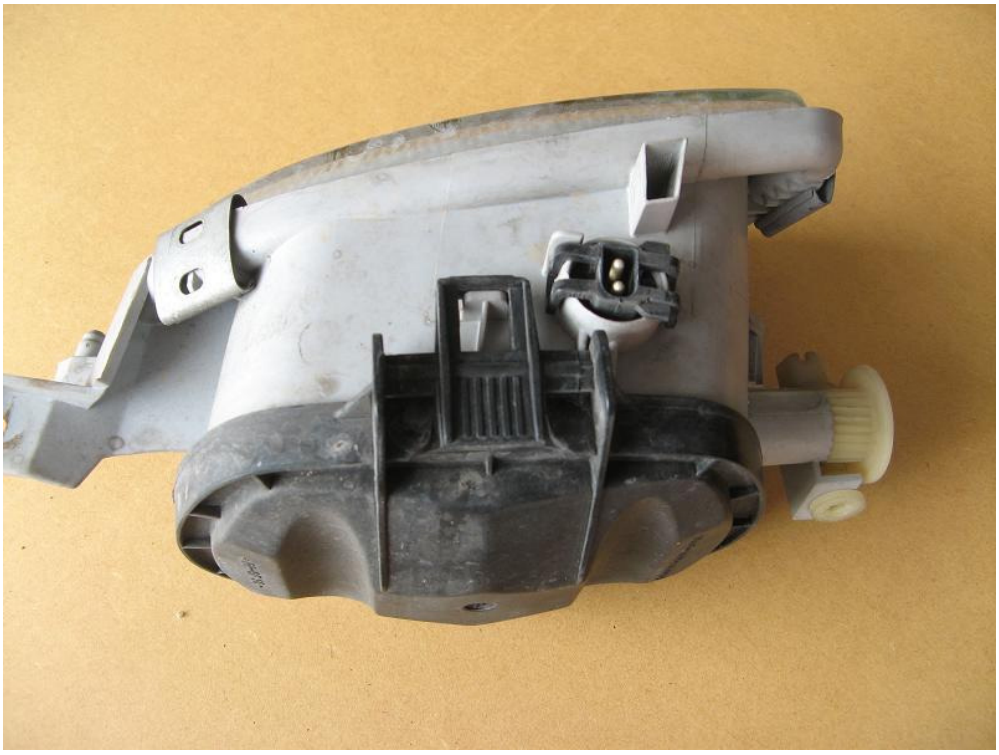
- Wire cutters
- Flat bladed screwdriver

Parts required;

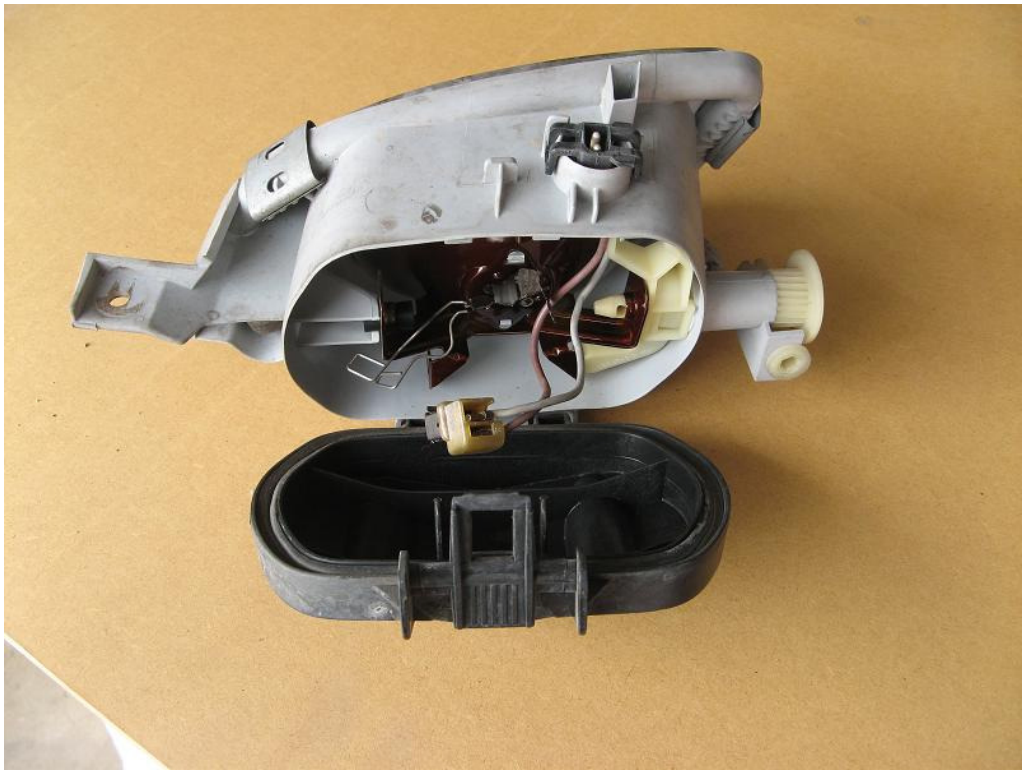
- New bulb(s) – as needed
- Mercedes P/N: 000 540 21 05 (If your dealer can't get this, find a new dealer, it is available)

The back of the foglight.

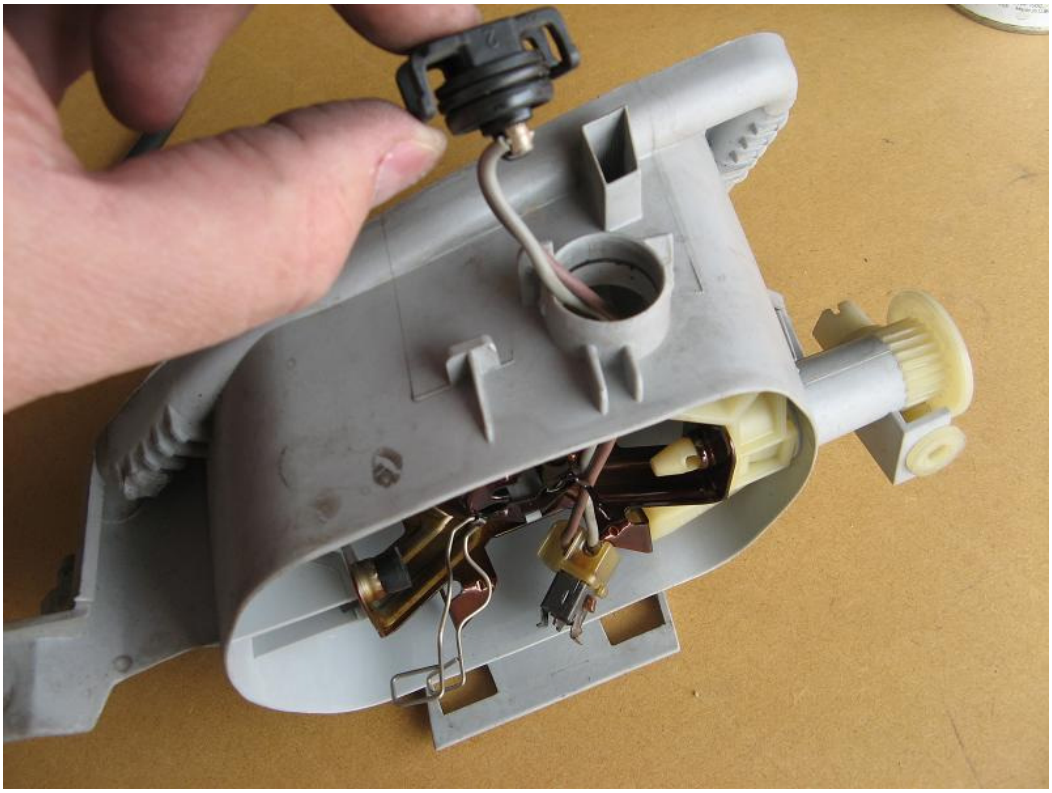
The Bottom of the foglight, showing the connector for the lamp harness.



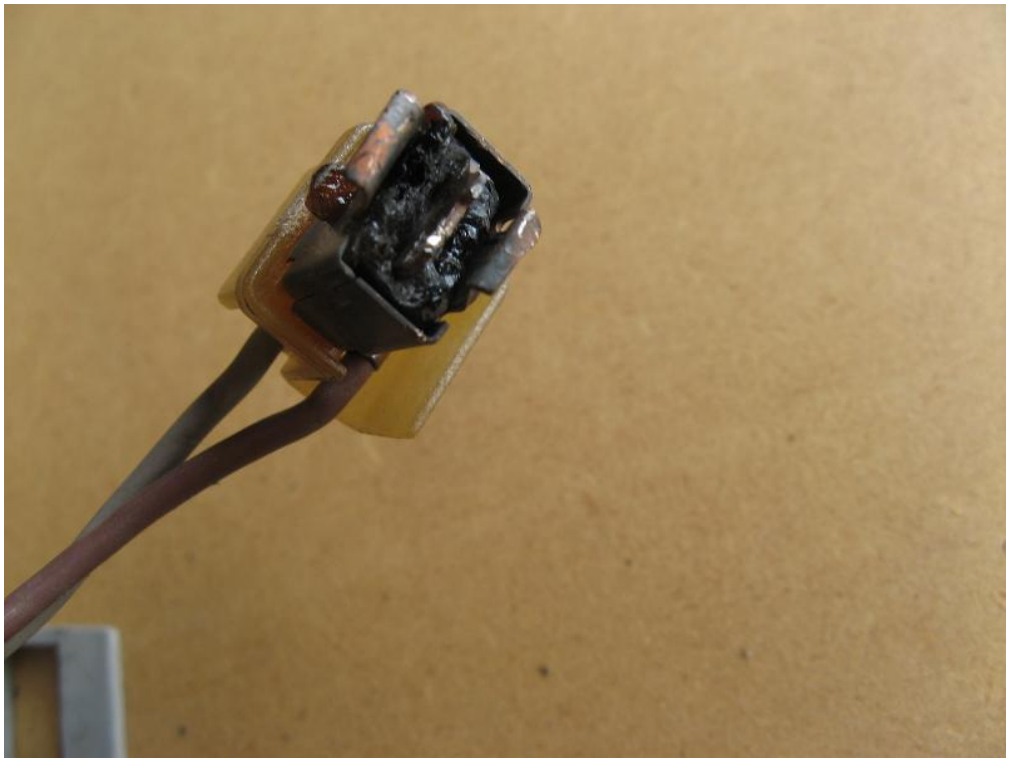
Access door opened -- the bulb for this light broke off at its base when I tried to remove it from the connector. The connector was melted to the bulb (see below).



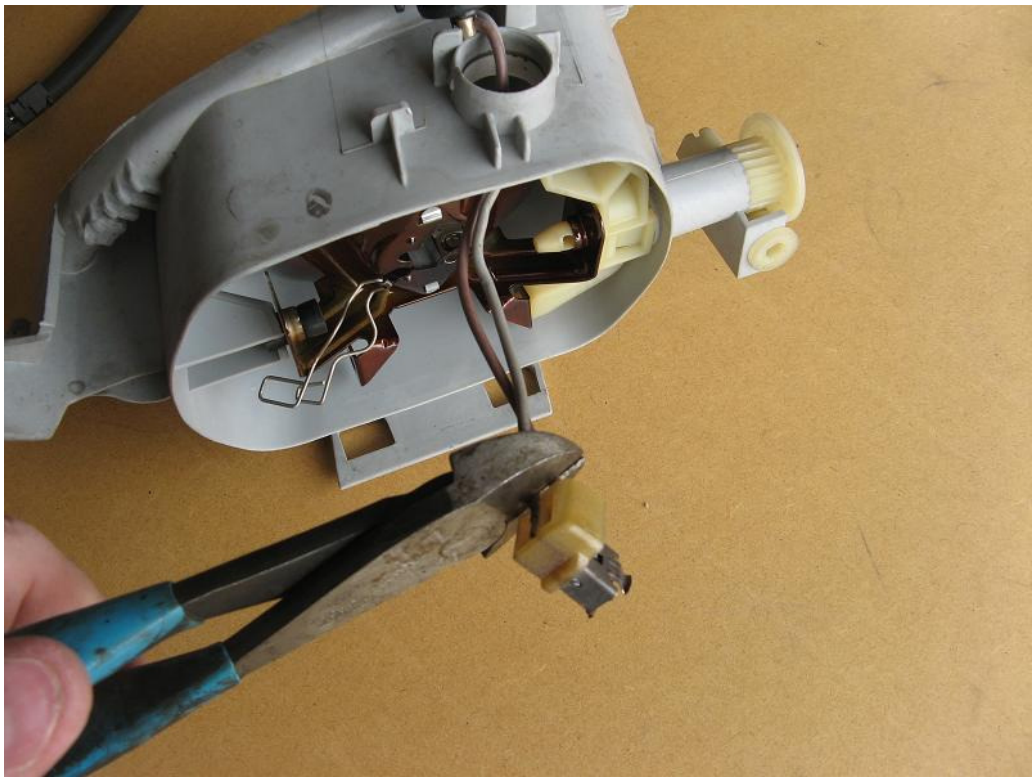
Removing the wiring from the housing



This photo shows how badly the connector was melted to its plastic shield.



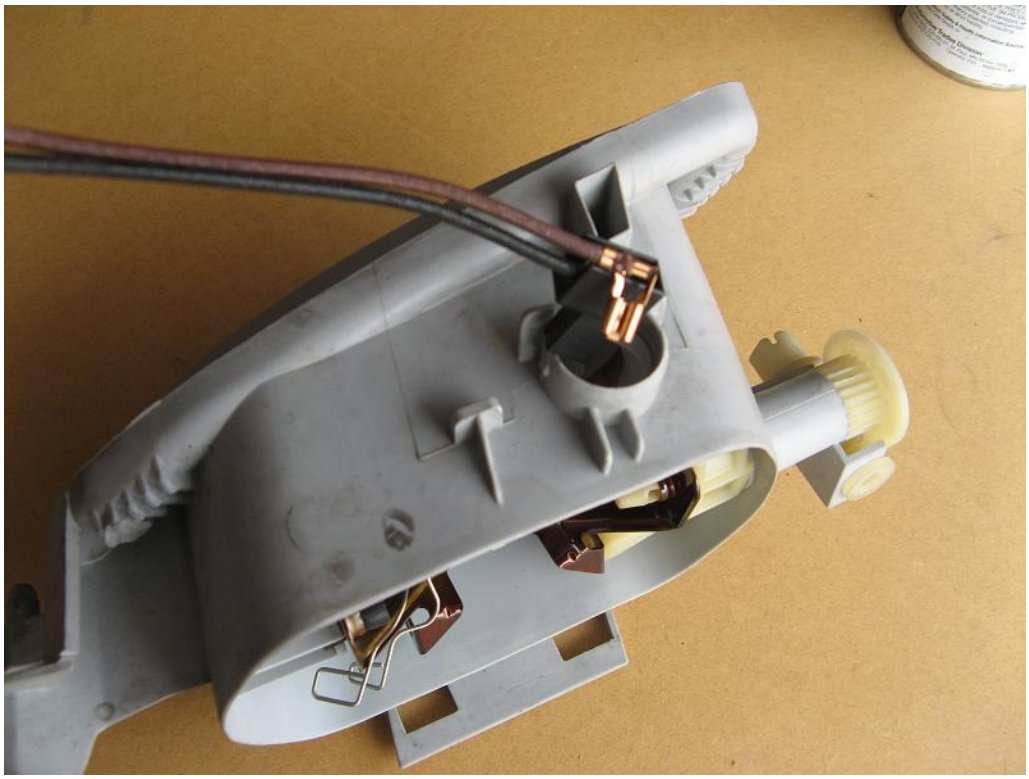
Note that the connector inside the housing is too big to fit through the opening, so I just cut it off.



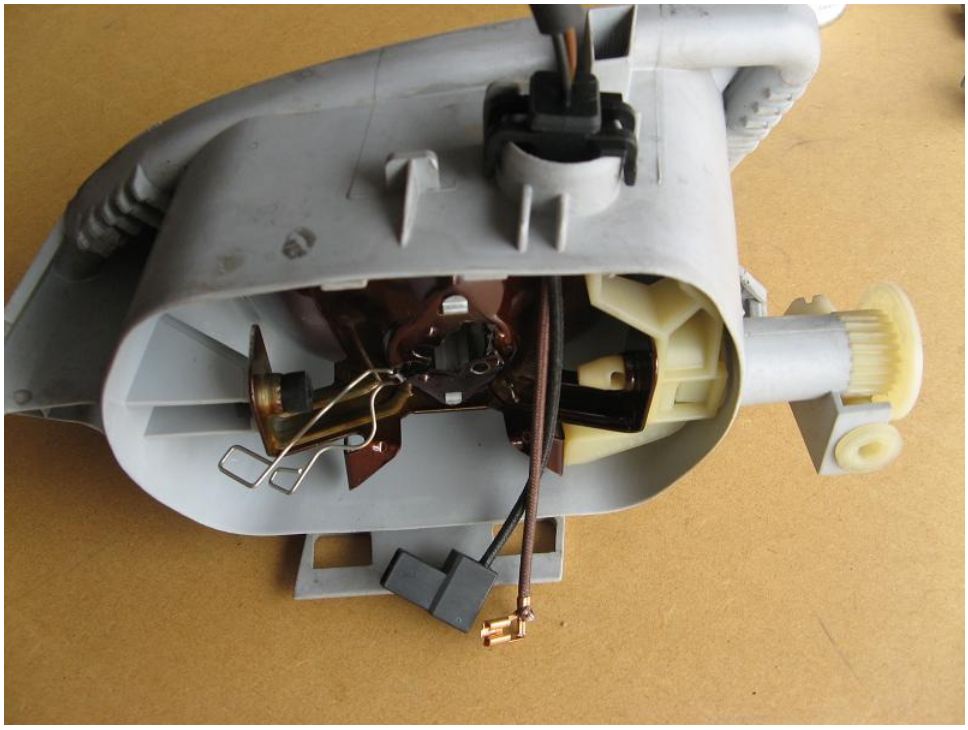
This is the repair harness. Note that it comes with a replacement pin bushing and pins. This would be handy if your existing harness were rotten where it connected to the foglight.

This is the harness itself. At the top of the picture is the two-pole, female connector, which snaps into your existing harness. At the bottom center is the ‘grommet’ which snaps into the foglight housing. At bottom right, the shielded (+) and unshielded (-) connectors for the bulb.

Feeding the new harness into the foglight housing.



And, snapping the grommet into the housing. This grommet seemed to want to snap one way and not the other. What I noticed about this is that when it snapped in correctly, the connectors on the wires were lined up perfectly with the bulb.



Note that the reflector is actually coated steel. The negative terminal (brown), simply connects to a spade connector built into the reflector housing, just above the bulb spring. The positive connects to the single spade terminal from the bulb.

It was mentioned in the foglight glass replacement sticky, that anytime you have the foglights out is a good time for gasket maintenance. I like to use this stuff on both gaskets, it really helps them stay soft and pliable.