# FOOTWELL LIGHT INSTALLATION

**Please bear in mind that this installation refers to a right-hand drive Q5, 2010 SE Model and you will need a VAGCOM cable to enable the ambient and footwell lighting options through your OBD port. I did this after the physical installation and I will explain the process at the end.**

There are four lights with the loom kit. The front two are already connected but the rear must be connected to the fronts once they are in situ. In order to fit the front ones, you need to remove the trim under the steering column and the glove box. The pair of rear lights are fitted under the two front seats without any trim removal and are relatively straight forward.

# 1 – Driver side trim removal

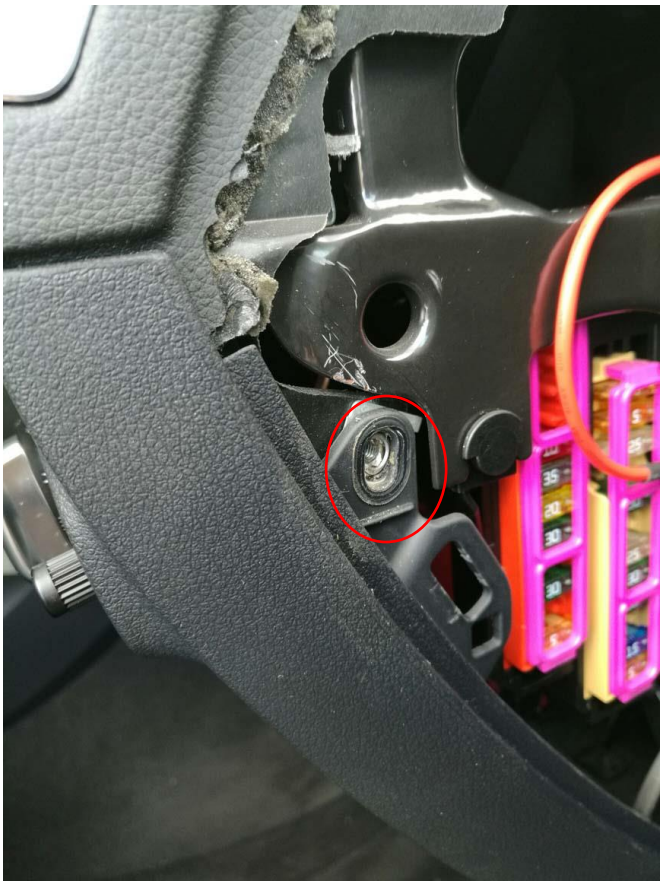
There are 4 x 8mm bolts to remove to get the underside dash trim off. First thing you must do is detach the small piece of trim above the steering column. Use a trim remover to pry off the left and right sides of the trim and then unclip it at the centre. There is a piece of leather fabric which keeps the trim attached to the main head unit but you only need to move the trim aside to get to the bolt underneath.


Under here is the first bolt you need to remove.

The 2nd bolt is on the right-hand underside of the steering wheel dash next to the OBD port (Removed in the pic)

The 3rd bolt is on the left-hand underside of the steering wheel dash (Removed in pic)

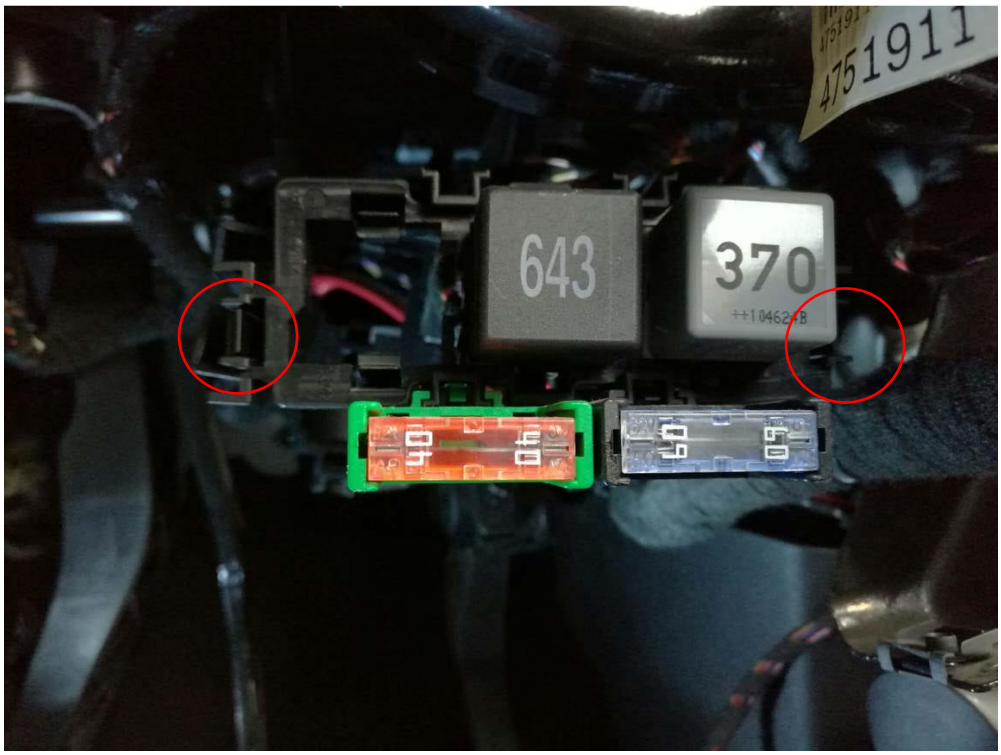
The fourth and final bolt is behind the driver side fuse panel, whose 3 clips can be easily pried off at the bottom.



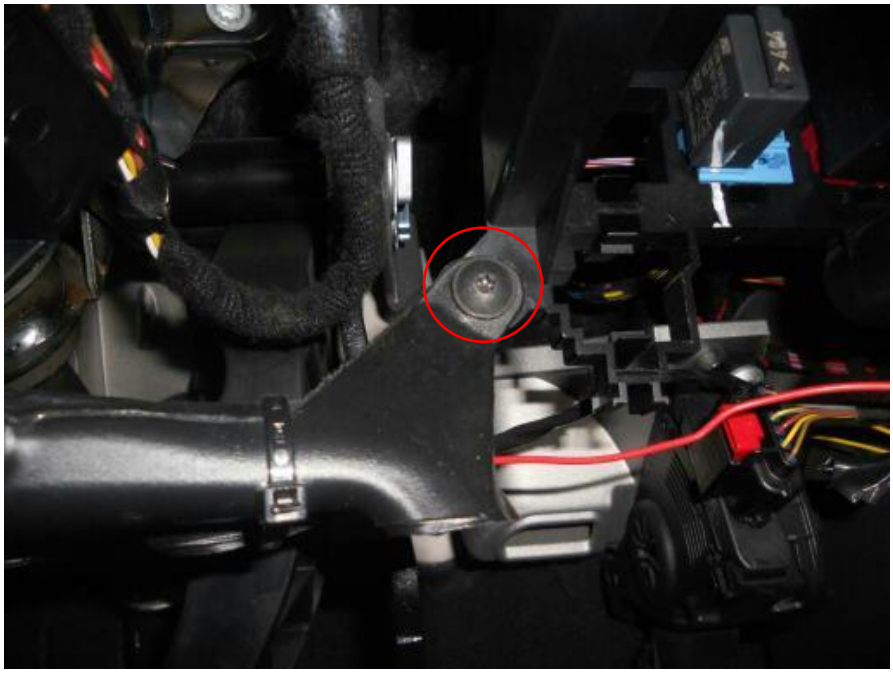
Finally, before you can pull whole thing down, you need to move the retaining clip on the bottom left hand side of the trim by the foot rest. There will be the same on the glovebox side as well.

Before you take the whole piece of trim away, make sure you unplug the headlight switch unit and the OBD port. Once removed, you will be able to see the pre-cut cavity on the trim for the light itself. Once removed, it should look like below.


Then you need to remove the 1st of 2 fuse cradles. The first one simply unclips on either side of the cradle and can be placed aside.



Then you need to remove a piece of horizontal plastic air duct which is connected to the 2nd fuse cradle by a T20 torx screw.



Once that screw is removed you can move it aside and get to the 2nd cradle. To the right of the cradle there is a catch which should be depressed and this releases the cradle on that side. The left side is held in place by two protruding parts of the cradle which simply sits on another piece of plastic. It isn't fixed down in anyway. You can bring the right-hand side down and swing towards the left and the cradle will come away, albeit, hanging by the cabling.

When the 2nd cradle is set aside, you can see the J519 module. Below is a diagram of it and below that is what I could see after removing the 2 fuse cradles.

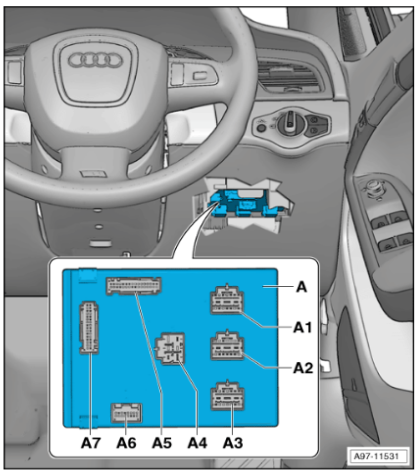
**Location onboard supply control unit -J519- for models with right-hand drive:**

Driver side dash panel, bottom.

***Note:***

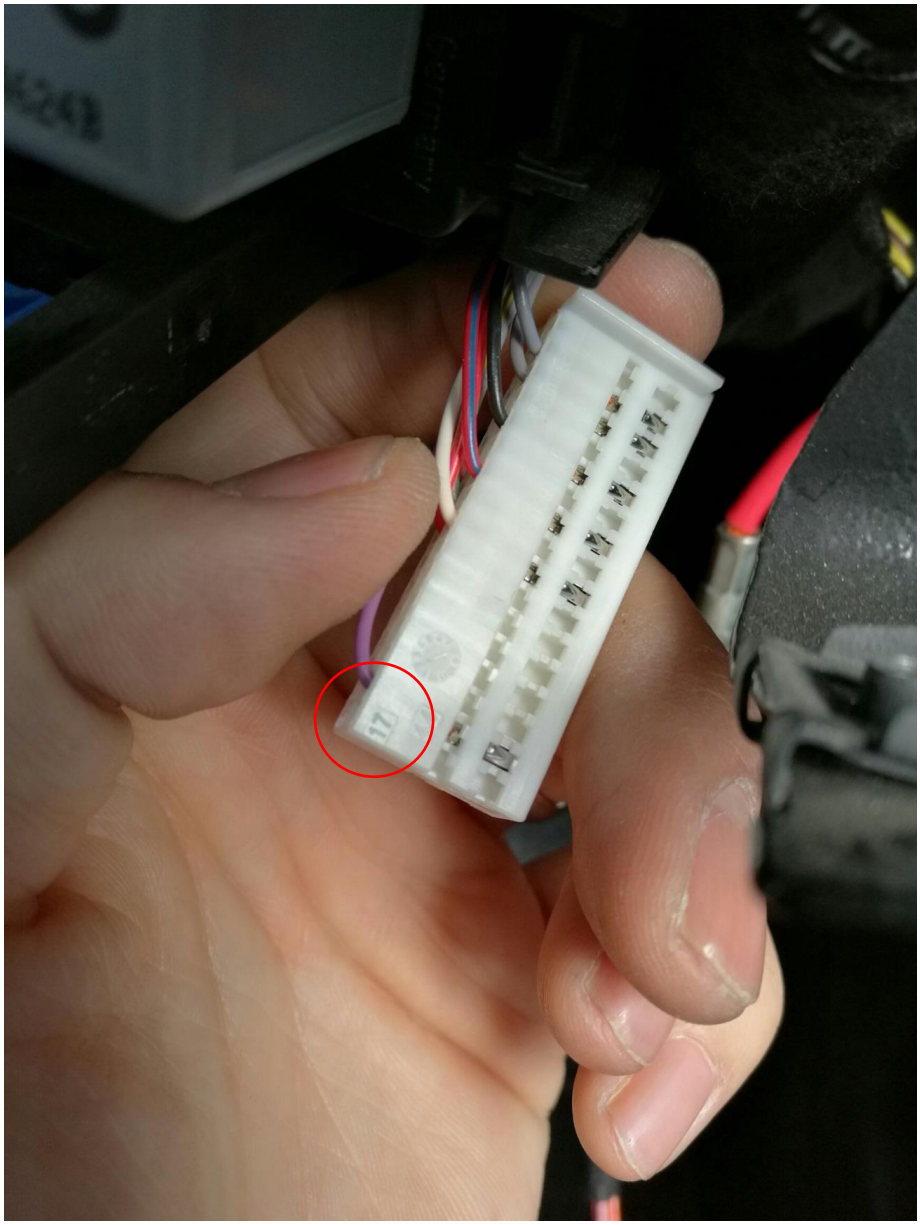
- *Figure shows right-hand drive model.*
- *Figure for left-hand drive models → Anchor .*

**A - Onboard supply control unit -J519-**
**A1 - 17-pin connector, black (connector D) -T17l-**
**A2 - 17-pin connector, brown (connector E) -T17m-**
**A3 - 17-pin connector, red (connector F) -T17n-**
**A4 - 6-pin connector, green (connector G) -T6f-**
**A5 - 32-pin connector, grey (connector A) -T32a-**
**A6 - 16-pin connector, brown (connector C) -T16b-**
**A7 - 32-pin connector, black (connector B) -T32b-**




You're attempting to get to the A5 module (the grey one below) which can be unclipped by the purple retainer and pulled out.

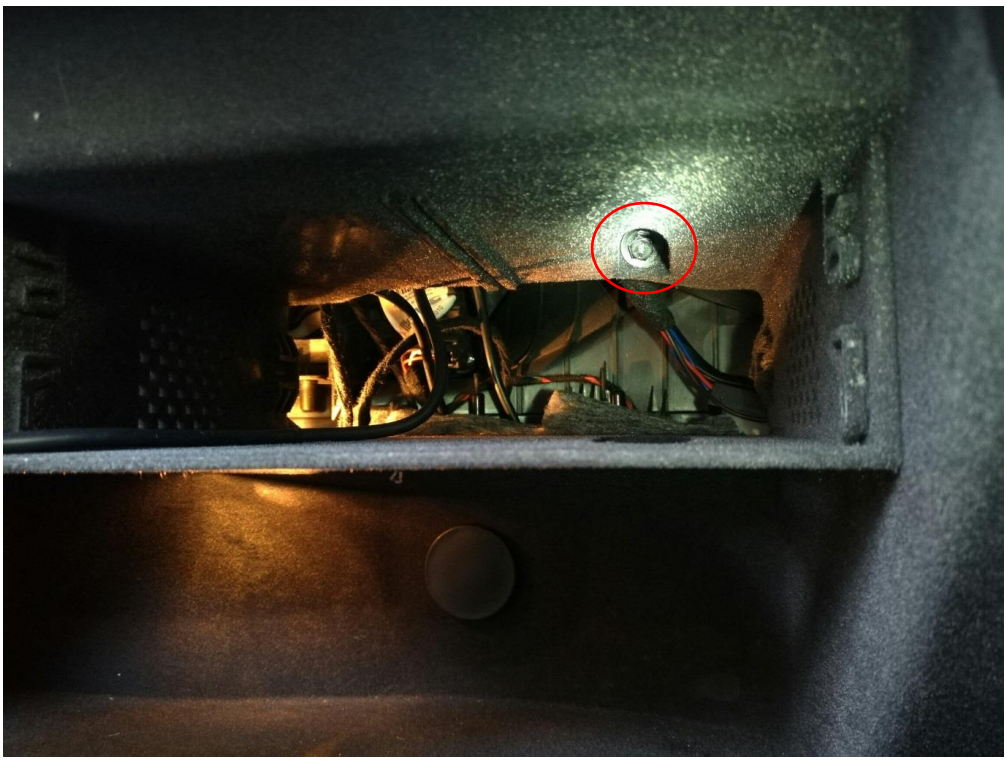
Once out, you should unsheathe the pin module by taking off the grey plastic part with the help of something pointy like a fine flathead screwdriver. It should look like this…



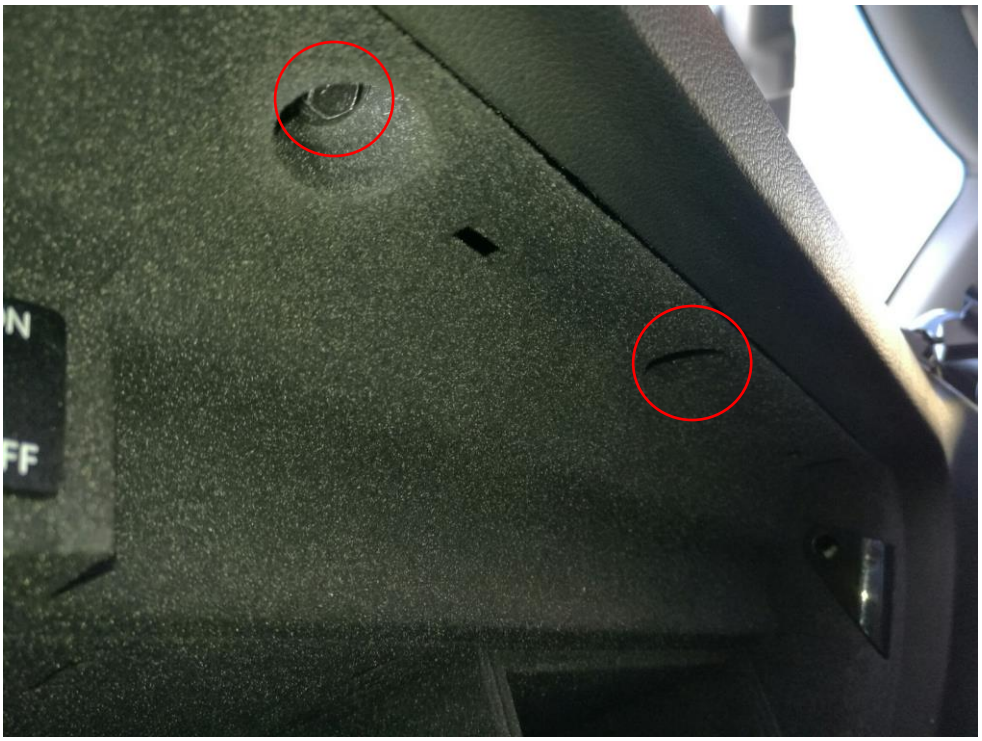

You are looking for pin point **17** which is where the red, live wire should be inserted. The other brown, earth wire can be grounded through any existing bolt nearby. However, before you connect anything you should head to the passenger side and remove to the glove box. This allows you to pre-position the front looms before you commit to the electrics.

# 2 – Glovebox removal

There are 5 x 8mm bolts in total for this removal. When you open the glovebox you will have to take out any existing AMI/DVD player etc. first, then remove the internal casing which is held in place with two catches on either side of the cavity. Pull this out and this will reveal the first bolt.

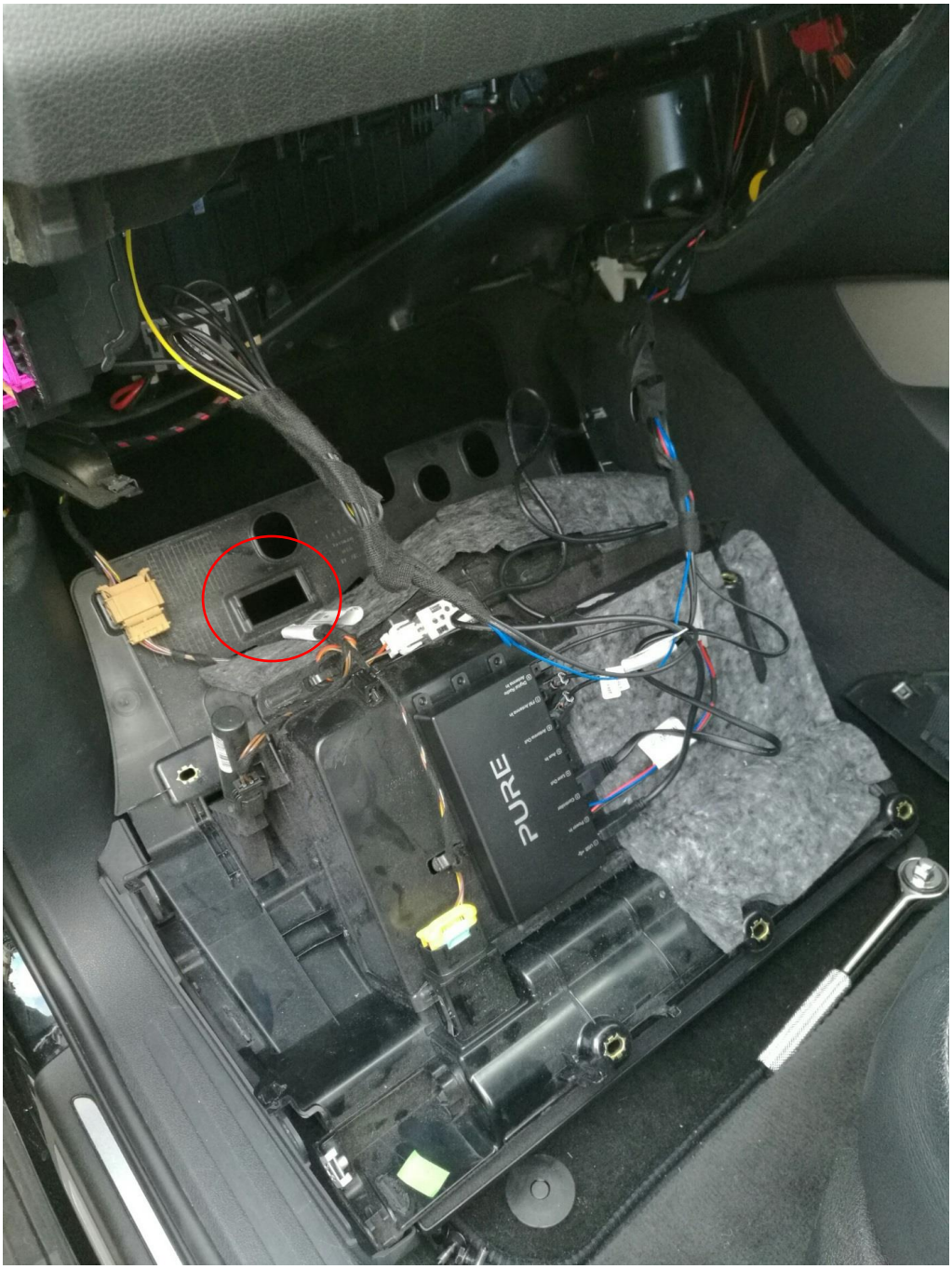


The 2nd and 3rd bolt are on the upper part, inside the glove box.



The 4th and 5th bolts are on opposite sides of each other, underneath the glovebox.

Once all 5 bolts are removed, the whole glovebox can be pulled down, away from main dash. You can see where the pre-cut holes are for the lights themselves.




You can detach the cabling to remove the glove box entirely and give yourself extra space to work with but I worked around it as to negate the necessity to cancel any airbag faults etc. when reconnected. From here, the front footwell looms can be fished through the centre console to the driver side by way of some electrical tape around a wire coat hanger or stiff flexible cable.

Once the wire is through, you can affix the lights in the pre-cut cavities on the trims so you have an idea of how much wire you have to play with.

## 3 – Rear footwell lights

The front loom has appropriate connectors for the two rear light looms which can be connected from this point. I used a pry tool to lift the door sill trim to supply the route for the loom to the under the seat. The picture below shows the passenger side sill, where you can start to pry it up. You needn't remove the entire part, just enough to feed the loom underneath.

As you feed the loom towards the underside of the seat you can open the hatch underneath the seat to feed the loom under the carpet and up through where existing cables lie to achieve a more OEM look. However, it proved to be a right nuisance for me and I simply trailed the loom from underneath the sill to the chair (by the pillar under the seat belt). A little untidy but the only exposed area was about an inch of loom which is unnoticeable unless you were looking for it.

I trailed the loom under the seat and followed the existing trunking, making sure that there enough slack to allow the seat to move entirely forward and back. Under the seat you will find the pre-cut cavity where the light can be affixed.

At this point, you can repeat the same process on the opposite side and fit the lights in place. One final check that the loom is all connected together and I plugged the live wire in the pin module number 17 and earthed the brown wire as explained previously.

Fit back the glove box and driver side dash in reverse and the physical installation is complete.

# 4 – VAGCOM

Plug your cable into the OBD and go to control module **'09 – Central Elec.'**

Click on the **'Long Code Helper'** and you're presented with 27 bytes (28 black squares (the 1st byte is counted as byte '0') with pairs of numbers in each).

Click on **Byte 16** and you'll be presented with a list of tick boxes called 'Bit's.

I activated **Bit 6: 'Interior/Ambience lighting adaption active'** first, by clicking on the tick box.

Then, I activated **Bit 0: 'Footwell lights front installed'**.

Come out of the **'Long Code Helper'** by clicking on **'Exit'** and then **'Do it!'**

Once you come out of the VCDS and restart your ignition, your footwell lights should be on and you should be able to adjust the light level in your MMI.

Enjoy!