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Looking to start reparing my car after hitting a deer a few months ago. Trying to source all the parts to get it done in the one go. I need to source a headlight as the retaining bracket has been broken and the bumper is the only thing holding the headlight in place properly. Can the new led facelift headlights replace the pre-facelift led ones. Hindsight being a wonderful thing had I known how expensive the headlights were I'd have just claimed my insurance at the time. You could try to repair your headlight brackets with PLASTEX. Many bikers use it to repair panels so it should easily work on a headlight bracket or two My understanding is the new LED will not easily replace the pre facelift lights. My understanding is the coding would need changing and the wiring would also need sorting as a minimum check out for full details. This is one of the reason's why insurance premiums have gone up so much, LED lights are not cheap I am afraid. I have seen some repair kits around on Ebay but not sure what they are trying to repair. Thanks for the replies. Was hoping it would be an easy swap as it would give me another option if one came up cheaper. Repairing isn't much of an option as some of the bracket broke off when I hit the deer. Might just repair what it can cosmetically and eventually hope it's not noticed come trade in time. If you end up binning the broken lamp let me know before you do. I'm quite interested to tear one down and see what LED chips have been used and if there is a more modern replacement that may actually allow me to see at night Reactions: nick.buchan2 If it’s only the bracket for the lights that has broken and not the lens, then a headlight repair kit for most VAG cars is available - speak to the parts department / TPS. The repair bracket self taps into the headlight unit. 5F0998225 is the part number for passenger side (UK). Do an eBay search for the above part number for an idea of what’s in the kit - c.£20. Funny that the body shops rarely let you know about these parts. Last edited: Dec 11, 2018 Reactions: nick.buchan2, BlackFR and Deleted member 103408 Hi all, whilst removing Eurolites Headlight adapters for driving in Europe and I have slightly damaged the polycarbonate ie light abrasions. Is there a way to polish these abrasions out without causing further damage.According to the VW dealer ,the only other option is to replace the headlight unit ie 200 pounds per unit. The H4 headlights I have are not particularly good and on asking could I replace them with H7 ,was told this option is also not possible. Thank you for any help PG sup Hi all, whilst removing Eurolites Headlight adapters for driving in Europe and I have slightly damaged the polycarbonate ie light abrasions. Is there a way to polish these abrasions out without causing further damage.According to the VW dealer ,the only other option is to replace the headlight unit ie 200 pounds per unit. The H4 headlights I have are not particularly good and on asking could I replace them with H7 ,was told this option is also not possible. Thank you for any help PG sup You can get polishing kits for headlights. As far as fitting H7 headlights I'm afraid the Dealer is not being very truthful. There are after market H7 headlights that can be fitted. One supplier, who can also fit is Travelinlite I've done it by hand but needs lots of elbow grease. This AutoGlym looks easier. Thank you all for you advice ,wil have to come to some decision.I am considering upgrading to LED LIGHTS,I am so pleased with my T6 Beach that I feels it’s worth it.Thanks once again. PG sup You can get polishing kits for headlights. As far as fitting H7 headlights I'm afraid the Dealer is not being very truthful. There are after market H7 headlights that can be fitted. One supplier, who can also fit is Travelinlite Be careful when selecting LED Headlights as some only have LED DRL's and Halogen dip & mainbeam. To be fully legal with LED Headlights they require auto levelling. Have a close read on here as to LED bulbs being 'off road only' Thank you all for you advice ,wil have to come to some decision.I am considering upgrading to LED LIGHTS,I am so pleased with my T6 Beach that I feels it’s worth it.Thanks once again. PG sup Be careful when selecting LED Headlights as some only have LED DRL's and Halogen dip & mainbeam. To be fully legal with LED Headlights they require auto levelling. Have a close read on here as to LED bulbs being 'off road only' Thanks all once more can have an informed discussion with the VW DEALER.Your all so helpful and informed. Thanks all once more can have an informed discussion with the VW DEALER.Your all so helpful and informed. Your Dealer will not retrofit VW Full LED headlights. They might supply and fit VW H7 headlights but that will require some computer coding to get them working as the normal H7 headlights work. On the Ocean both dipped and main beam come on when Full Beam is selected. On the H4 headlights it is one or the other. Hazzydayz can fit full LED headlights but at a cost. Thanks once again, the devil is in the detail.My beach is still under warranty ,so I have assumed work done by non VW dealership will invalidate this warranty. Thanks once again, the devil is in the detail.My beach is still under warranty ,so I have assumed work done by non VW dealership will invalidate this warranty. Not with Hazzydayz. Genuine OEM parts and covered by their own and VW warranty. VW use them themselves if there has been a cockup on the options list, but only certain options can be retro fitted. Just tried my Headlamp Protectors on for size, now I'm not the "sharpest tool" in the box, but it looks to me that the black tape tape bits you put on are on the wrong side for a UK Right hand drive headlamps to stop dazzling johnny foreigner on our upcoming trip to Spain. What do you think? When I dip my lights they go to the left-away from those bits of tape, so when I am abroad driving on the right, there is no interruption of the beam for the vehicles on my left. It's as if they are positioned for a left hand drive car to come over here. I believe this is a genuine part. Just tried my Headlamp Protectors on for size, now I'm not the "sharpest tool" in the box, but it looks to me that the black tape tape bits you put on are on the wrong side for a UK Right hand drive headlamps to stop dazzling johnny foreigner on our upcoming trip to Spain. What do you think? When I dip my lights they go to the left-away from those bits of tape, so when I am abroad driving on the right, there is no interruption of the beam for the vehicles on my left. It's as if they are positioned for a left hand drive car to come over here. Hi Snowy, Confusingly this is correct. Headlamps on all vehicles perform like lens'. The light beams from the bulb are reflected and inverted as they are projected. So the part the rises on the left on the road in the UK is actually generated by the lower left part of the headlight as you look at it. This is why that part of the headlight protector has to be blacked out. Provided you have followed the instructions and stuck the correct black patch within the little corner marking, all will be fine. Enjoy your holiday. Alan Ah that sounds good, Thanks Wondered who'd be the first one to spot that Pike :laugh2 Right Hand Drive Vehicles Thank you for purchasing our Travel Spot Headlamp Adaptors (also packaged as Halfords / AA / RAC, etc.) Please fit as follows: Open the packaging and remove the card + the folded ‘fitting information’ leaflet. Now follow the flow chart below: Universal Fitting Information Firstly, you will need to gain access to a ‘Headlamp Alignment’ machine. These can be found at most Vehicle Dealers or Servicing garages and at ALL MOT testing garages. Position your vehicle in front of the alignment machine with the Headlamps switched onto ‘Dipped Beam’ (i.e. No blue ‘Full Beam’ light illuminated on you dashboard). The headlamps will throw a light pattern in the machine similar to the one shown in the diagram below (Areas ‘A’ + ‘B’). Passenger's Side: Driver's Side: It is the ‘raised’ area marked ‘A’ on the diagram which is used to illuminate road signs etc, when driving on the left in the UK. However, this area will shine into oncoming driver’s eyes when driving on the right in Europe, and therefore needs to be adapted to prevent dazzle. This can be achieved as follows: Without removing the backing paper, take hold of the ‘tail’ end of an adaptor and offer the ‘round’ end up to the Headlamp in various positions (see folded leaflet for typical positions – Diagrams 1 - 8 are the most commonly used). The aim is to achieve a reasonable dimming of the ‘dazzle causing Area’ –A, without compromising the overall brightness of the headlamp’s beam ‘hotspot’ (Area ‘B’). By a process of experimentation it will be possible to find the optimum position for the Adaptor. NOTE: Ideally, the engine should be left running during this process to ensure maximum beam clarity. Once the fitting position has been identified, the adaptors should be applied using the ‘fitting Instructions’ section of your leaflet. NOTE: Generally, the Adaptor will fit in the same position (NOT the opposite position) on each of the two Headlamps. For example, if the Adaptor fits in the bottom left corner of the Driver’s side Headlamp, it will also fit in the bottom left corner of the Passenger’s side headlamp. We trust the above information will allow you to successfully apply your Eurolites, but please email us at help@travelspot.co.uk if you have any further questions. Quick Fit Videos Watch 'How To' videos for fitting Eurolites Headlamp Beam Adaptors to your vehicle: How to use the Fitting Leaflet... View How to apply the Adaptors using your Fitting Diagram... View What type of Headlamps do you have - Standard or Projector/Xenon/HID?... View What are Traditional Line Patterned Headlamps and How to apply the Adaptors... View How to remove the Adaptors after your trip... View Watch all 5 Quick Fit Videos... View Latest Fitting Information 1. Latest list of vehicles... Download 2. Recently added diagrams... View Left Hand Drive Vehicles Counterfeit Headlamp Adaptors - June 2014 There have over the past few years appeared on eBay / Amazon a number of cheap counterfeit copy adaptors that look like genuine ‘Eurolites’. These copies are proving dangerous because: 1. They use poor quality adhesive – so they easily fall off your headlights – leaving you driving illegally. 2. They are not made from the same high quality material and therefore result in a loss of headlamp beam intensity. 3. They come with incorrect fitting information – so may not fit your car correctly – leaving you driving illegally. For your own safety, if you buy from an eBay / Amazon auction please make sure the adaptors you receive are genuine, as follows:- a) Eurolites should arrive in either of the two ‘retail’ packs shown below. Note: to keep shipping costs down, and save the environment, many internet retailers use the smaller ‘simplified’ packaging pictured. b) The adhesive ‘backing paper’ on the reverse of the adaptors should be white and printed with a blue or red ‘removal warning’ – see image below. c) If the adaptors you buy:- 1) Arrive in a simple plastic bag containing just 2 adaptors and an instruction sheet AND 2) Have un-printed yellowy-brown adhesive ‘backing paper’ on the reverse. They are counterfeit… so please: Send them back to the seller and demand a refund. Report the offending auction to eBay / Amazon, andReport the seller to your local Trading Standards, and Report the seller to us so we can investigate and action as necessary. Please remember, Headlamp Adaptors are a ‘Safety Critical’ car lighting product and we all benefit from the product being genuine and working correctly. Hi All. As I understand it (maybe someone will confirm), IN THE UK, T6s with LED headlamps have a 'travel mode' option in the multi function display which auto adjusts the headlamps for driving on the right. (?) Can anyone with an LED Headlamp specced EUROPEAN (LHD) T6 confirm if it has the same 'travel mode' option (for driving on the left)? I'm importing a Cali from Europe and my local UK VW Cali Dealer incorrectly suggested stickers then said I'd have to change the complete headlamps so I gave up there and called VW UK Customer Service, who said that they don't actually know and asked if I'd called my local dealer as they might know . The European dealer says that nothing has to be done to the LED headlamps as far as they are aware. To get the vehicle certified here the VCA gives a number of headlight options, 2 of which are: - Original factory fitted headlights that are, through a standard feature of the vehicle, adjustable so that the beam can be changed from right dipping to left dipping - Original factory fitted flat-beam headlights (we can not accept a right dipping beam that is adjusted to flat-beam unless that is a standard feature of the vehicle, e.g. done via operation of a lever) As always, any help is much appreciated! thanks S2 I have it and yes, it has the travel mode option Enviado desde mi Moto G (4) mediante Tapatalk I was reading about this in the workshop manual recently, I'll find it for you. The only beans that are definitely flat and don't need stickers are the twin H7s and H4s. But I wasn't reading it with your scenario in mind but I'll have a read of that section again tonight and report back. Thanks chaps.... love this place! No problem, if you need more info about the European model just ask Enviado desde mi Moto G (4) mediante Tapatalk Thanks Pablo - much appreciated! I'm guessing you only have one rear fog lamp (left) but can get Miles Per Hour displayed on the multi function display? Thanks Pablo - much appreciated! I'm guessing you only have one rear fog lamp (left) but can get Miles Per Hour displayed on the multi function display? You can adjust the units to British in the MFD. Regarding the rear fog lights I don't know. I'll check Enviado desde mi Moto G (4) mediante Tapatalk You can adjust the units to British in the MFD. Regarding the rear fog lights I don't know. I'll check Enviado desde mi Moto G (4) mediante Tapatalk Thanks Pablo, you're most kind sir! here it is; 1.7.3 Converting headlights from driving on right to driving on left, LED headlights If a right-hand drive vehicle is driven in a left-hand drive country, or vice versa, the headlights must be converted. This is necessary in order to avoid dazzling oncoming traffic with the asymmetric low beam headlights. The adjustment for driving on the left to driving on the right or vice versa (travel mode) is carried out in the dash panel insert using the menu. ♦ It is only permissible to make use of the headlight converter for a short period of time. When permanently driving in the respective country during a longer period of time, suitable headlights need to be installed according to valid specifica- tions. 1.8.1 Converting headlights from driving on left to driving on right, H4 headlights If an RHD vehicle is driven in a left-traffic country, or vice versa, the headlights do not need to be adapted in any way. 1.8.2 Converting headlights from driving on left to driving on right, H7 headlights If an RHD vehicle is driven in a left-traffic country, or vice versa, the headlights do not need to be adapted in any way. 1.8.3 Converting headlights from driving on left to driving on right, LED headlights If a right-hand drive vehicle is driven in a left-hand drive country, or vice versa, the headlights must be converted. 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When permanently driving in the respective country during a longer period of time, suitable headlights need to be installed according to valid specifica- tions. 1.8.3 Converting headlights from driving on left to driving on right, LED headlights If a right-hand drive vehicle is driven in a left-hand drive country, or vice versa, the headlights must be converted. This is necessary in order to avoid dazzling oncoming traffic with the asymmetric low beam headlights. Thanks Loz. Much appreciated. I wonder why it's only permissible for a short period of time. Not quite sure where that leaves me. Legally it would seem fine according to the VCA. Probably 1/2 of my annual mileage is in Europe anyway so in theory I'd have the same problem if I put different headlamps in! You can adjust the units to British in the MFD How do you convert units (other than fuel consumption) from British imperial units to metric? I think I've exhausted menu options, but perhaps I've missed something. Ok - done. You have to covert all to metric, and can't convert all except mpg. It's much easier to set the ACC to the speed limit now. Follow my blog at www.au-revoir.eu Thanks Pablo - much appreciated! I'm guessing you only have one rear fog lamp (left) but can get Miles Per Hour displayed on the multi function display? 2 rear fog lights Enviado desde mi Moto G (4) mediante Tapatalk Hi All. As I understand it (maybe someone will confirm), IN THE UK, T6s with LED headlamps have a 'travel mode' option in the multi function display which auto adjusts the headlamps for driving on the right. (?) Can anyone with an LED Headlamp specced EUROPEAN (LHD) T6 confirm if it has the same 'travel mode' option (for driving on the left)? I'm importing a Cali from Europe and my local UK VW Cali Dealer incorrectly suggested stickers then said I'd have to change the complete headlamps so I gave up there and called VW UK Customer Service, who said that they don't actually know and asked if I'd called my local dealer as they might know . The European dealer says that nothing has to be done to the LED headlamps as far as they are aware. To get the vehicle certified here the VCA gives a number of headlight options, 2 of which are: - Original factory fitted headlights that are, through a standard feature of the vehicle, adjustable so that the beam can be changed from right dipping to left dipping - Original factory fitted flat-beam headlights (we can not accept a right dipping beam that is adjusted to flat-beam unless that is a standard feature of the vehicle, e.g. done via operation of a lever) As always, any help is much appreciated! thanks S2 If you do consider changing your European lights I might be interested in buying the old ones if the price isn't too high , my situation is almost the reverse of yours ...if brexit makes it too difficult to freely move around Europe I'm going to leave UK , probably taking my Cali with me , so it will need I think LHD lights If you do consider changing your European lights I might be interested in buying the old ones if the price isn't too high , my situation is almost the reverse of yours ...if brexit makes it too difficult to freely move around Europe I'm going to leave UK , probably taking my Cali with me , so it will need I think LHD lights Don't mention the 'B-Word' ! , besides. Will need them myself for the same reason! Wow I only just read this. Great news - thanks Pablo! There are 2 fitted but very surprised that they are both wired and working. Normally only the offside is wired up. Hi there. Does anyone know if is the same on the 6.1? I'm looking at importing a lhd 6.1 with LEDs. Hoping they can be adjusted! Hi All. As I understand it (maybe someone will confirm), IN THE UK, T6s with LED headlamps have a 'travel mode' option in the multi function display which auto adjusts the headlamps for driving on the right. (?) Can anyone with an LED Headlamp specced EUROPEAN (LHD) T6 confirm if it has the same 'travel mode' option (for driving on the left)? I'm importing a Cali from Europe and my local UK VW Cali Dealer incorrectly suggested stickers then said I'd have to change the complete headlamps so I gave up there and called VW UK Customer Service, who said that they don't actually know and asked if I'd called my local dealer as they might know . 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[/QUOTE] I think they just deleted it .... because none of us can leave the UK so it wasn't necessary.... ;-) Page 2 There are 2 fitted but very surprised that they are both wired and working. Normally only the offside is wired up. I've just looked at my Highline T6with LED headlights and can confirm that I have two working rear fog lights. I've imported my T6 Ocean 204 4x4 with Led lights to France, I always leave the lights on travel mode, I am unsure if it really meets the French night driving requirements, although I do have a certificate of conformance from VW, which cost about 90£ to obtain. A new vehicle after 4 years must pass the Control Technique in France, rather like the MOT in UK, subsequently the control is then every two years. I took my T6 to the local CT last week when we were having anorher vehicle checked, just to ask the technical guy if he thought I woukd need to change the lights for its first CT test next June when it will be 4 years old. He thought the lights wouldn't need changing, although he didn't test the lights. I think he was just making that view based on what he saw and I said re the travel mode and the fact it has a conformity certificate. When I go to get it really tested I will just take my certificate of conformity, have it switched as usual to travel mode and cross my fingers... as it will be expensive to get a new LHD set, especially as the Cali is due to be sold 6 months later back in UK. (I normally change each 4 years before the 5 year guarantee extension runs out) I've imported my T6 Ocean 204 4x4 with Led lights to France, I always leave the lights on travel mode, I am unsure if it really meets the French night driving requirements, although I do have a certificate of conformance from VW, which cost about 90£ to obtain. A new vehicle after 4 years must pass the Control Technique in France, rather like the MOT in UK, subsequently the control is then every two years. 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I think that mode simply brings the lights down to a flat dip pattern. It does however show up as a 'fault' when the vehicle electronics are scanned. I believe that is only to remind owners to reset it back to the vehicle's native pattern. If you want to see a print out of how travel mode shows when the vehicle is scanned please let me know as I have VCDS. Has anyone upgraded the standard head lamp bulbs if so which did you go for please ? Has anyone upgraded the standard head lamp bulbs if so which did you go for please ? Try Osram Nightbreaker or Phillips 130 +. Longevity of the bulb is reduced a little. I fitted Philips H7 Racing +150 bulbs, 2 sets needed. Improvement. They are 50% brighter a bit of misleading describing as 150%; 100% being the standard bulb output. A bit of a struggle to get access as air filter box top needs to come out on drivers side. Bulbs are a pull out push in fitting, no retaining clip springs to undo. Bulb should pull out using the plug/cable. When fitting I looked into the glass/lens from the front to see the bulb position. hash=item1a22c13250:g:1SUAAOSwo4pYZR24 Thanks Guys .... guess I need 2 sets for Dipped and Main Beam ... Bought 2 sets of the Philips H7 racing 150+ bulbs and this weekends job to replace them. Hopefully it won't be to awkward and i will still have some skin left on knuckles. Thanks for the tip on removing the air filters box to improve access Bought 2 sets of the Philips H7 racing 150+ bulbs and this weekends job to replace them. Hopefully it won't be to awkward and i will still have some skin left on knuckles. Thanks for the tip on removing the air filters box to improve access Hi please let me know how the fitting goes and how you think the brightness and night driving has improved. I need to order some !! Thanks Paul Hi all 2010 1.4TDi Ecomotive, 90k miles, mostly motorway. I can drive 50 miles with light accelerator and not much more than 2.5k rpm = no flashing glowplug light. 1/2 mile with heavy accelerator and 4k rpm = flashing glowplug light and limp mode. Possibly EGR issue? Switch off and switch on, glowplug light and limp mode disappear. Engine management light now on permanently. I have a generic OBD2 code reader (when I can find it), will this read VAG codes for EGR issues? I can't see a brake light switch in the footwell, there is a switch very close to the master cylinder in the engine bay. 3 wires to switch, has anyone worked out which wire does what? If so, is it possible to to disable the "brake_pedal_is_being_depressed, so_don't_allow_the_engine_to_be_revved" feature? Photo of what I think is the EGR: Looking into the EGR: Switch next to brake master cylinder: Last edited by a moderator: Apr 25, 2014 Generic OBD2 code reader shows P0299 "under boost", turbo actuator is moving when revved at idle, but not very much. Lots of movement when prodded with a long screwdriver, actuator doesn't hold a vacuum when sucked, should it hold a vacuum? I'll reply to myself Vacuum actuator for variable vanes for turbo u/s, have converted to fixed vane with some boost until I get a new actuator (looks like a nightmare to change). Fixed vane with maximum boost was lively! For an Ecomotive. Hi, same issues here, Going to fix mine tonight and see what happens. But everywhere I looks it seems that the turbo and actuator is a sealed unit? Any ideas if this is correct? Could do without a 1k bill atm! Last edited by a moderator: Jun 9, 2014 Ebay item 360726731806 might fit. I've followed a different route with a couple of servo motors and some microswitches. Seems OK at the moment. How to Fit Headlamp ConvertersIt really is easy to fit these beam converters to your car, van motor-home or motorbike.Fitting InstructionsIf you are concerned that you won't be able to fit your headlamp converters when you have bought them from us you needn't be. Larry from London writes;I drive regularly in Europe. I have taken a number of different vehicles. Previously I have always used Eurolites and have been disappointed by the number of drivers – French in particular – who continually flash me. This trip, using your deflectors, I was not flashed once, and what’s more, I could see that light was definitely being deflected to the desired pavement.Elaine from Preston writes;Just back from a successful trip to France when I used the headlight deflectors - easy to follow the instructions & position correctly (seemed easier than other makes that fellow motorists were attempting to apply!) ... a nice product & I'll be ordering more shortly.Gary from Somerset writes;Just a quick report. As you said in your e-mail the converters were very easy to fit. At the end of a trouble free 2566 mile trip round Europe (no range anxiety) they were easy to remove. Thank you for your help. I will certainly be using them again.Ian from Surrey writes;Just a bit of a follow up really.... I used the headlight converters on our recent European road trip and I have to say that they worked really well to deflect the beam...and also easy to remove with no sticky residue. It certainly does what it says on the tin. I'll be back next time for another set. Cheers.We only Sell Authentic ProductsUnlike other cheaply supplied versions ours come with full and easy to follow step by step fitting instructions. If you read what one of our customers says about fitting them on the headlamp deflectors page it should put your mind at rest regarding how easy these are to fit.Fit All Makes and ModelsWe do not offer a list here of all the cars and vans they fit as there are too many. Though you can rest assured these simple adapters can be used on virtually any car on the roads today.See our Gallery for images showing them being fitted.How to Remove?When you get home from your trip they are straightforward to remove. Depending how long you have been away and how much driving you have done with your headlights on will make a difference to how tightly stuck on they are.Normally they just peel off quite easily but if they seem to be stuck on quite hard then I suggest that you put your headlights on for a short-while to warm them and then peel them off.If there is any glue left on the glass/perspex of your headlights then some warm soapy water and a sponge will remove it quite easily. Been trying to locate some of the new tick style rear lights that you see on the 2012 cars any one know how much and where I can buy a full set also are they plug and play or do they need to be wired in I have a 2011 leon and liked the look of these lights Ok thanks I did not think they would be that expensive ill just wait to see if a set pops up or if anyone has a set let us know Been trying to locate some of the new tick style rear lights that you see on the 2012 cars any one know how much and where I can buy a full set also are they plug and play or do they need to be wired in I have a 2011 leon and liked the look of these lights I've been looking at exactly the same for my 2010 LCR, did you get any further with this and if so, was it a DIY fit? When I originally asked at a dealer they told me the connectors were different??? I picked up a set for £250 2nd hand, Fitting took around 15 minutes They then needed to be coded by a VAG dealer using the VAS system A lot of the run out Copas seem to have them fitted, just wait till one of those pops up at a breakers yard and then buy the rear lights! Could probably be had reasonably cheap. Try TPS Audi seat skoda Vw parts Whats Involved when coding them..? SEAT dealer needs to code them on the VAS system Sent from my GT-I9505 using Tapatalk 4 Yeah I understand that but Is there a particular code or anything you need..? MK2 they came on most since 2012 Sent from my GT-I9505 using Tapatalk 4 Coding you go into the lights section and change rear from halogen to LED Sent from my GT-I9505 using Tapatalk 4 Thanks Andrew, I'm going to price some up through work tomorrow. Anyone got a picture of these lights..? Page 2 They look good them, I need a set.... A friend of mine just installed a set of used ones that he have bought and it was just plug and play, no codification needed, he have one 170cr from 02/2010. I recently found that seat one are made by valeo. Valeo also sell's it much more cheaper than seat, valeo references are: 044622 044623 044624 044625 I am due to collect my Cupra R on 1st Feb, I have had the tick facelift lights fitted by the SEAT garage where I am buying the car from, however they are unable to code the lights as do not have the facility there. There is an intermittent fault light on the dash for the new lights Does anyone know how easy it is to code the lights or the cost? I'm just debating on keeping the original lights? Last edited: Jan 26, 2015 Its easy but you need someone with VAS or ODIS to code them in/select them. I am due to collect my Cupra R on 1st Feb, I have had the tick facelift lights fitted by the SEAT garage where I am buying the car from, however they are unable to code the lights as do not have the facility there. There is an intermittent fault light on the dash for the new lights Does anyone know how easy it is to code the lights or the cost? I'm just debating on keeping the original lights? What SEAT garage? Hmm is it a SEAT dealership or just a small dealer that serves many brands? As far as I know all SEAT dealers should have ODIS etc. Hmm is it a SEAT dealership or just a small dealer that serves many brands? As far as I know all SEAT dealers should have ODIS etc. It's defintely SEAT, they sell brand new and used SEATs, Ive got full 12 month SEAT warranty with it and road cover. That's weird I will speak with them again. I don't really want to pay for the lights and then pay to get them coded somewhere else if it's going to be costly If they are really seat tells them to go search and see what TPI 2026910/1 says. That TPI have all the instructions on how to code the led rear lights Request a print of that TPI, i would like to see it Last edited: Jan 27, 2015 it takes about a minute to select LED Lights, so shouldnt be anymore than an hours labour..... or find someone else that can with odis. I spoke with SEAT Listers, which is the nearest garage to where I live, they gave me the TPI code, they were so helpful!! I've passed this onto White Dove and I'm waiting to hear back if the coding was successful Its that easy that MK SEAT let me do it myself. Eurolites Headlamp Beam Adaptors [Click image to close] By law, at any time - day or night, when driving in Europe you must convert your headlamps to avoid dazzling other road users. UK Vehicle headlamps are specifically designed for driving on the left hand side of the road. Consequently, when driving on the right in Europe your headlamps will shine into oncoming traffic. This will severely dazzle other road users, is dangerous, illegal, and must be prevented at all times - night or day (including, rain, fog, etc.). Before driving on the continent, always ensure your vehicle is LEGALLY FIT FOR THE ROAD by adapting your headlamps. Eurolites are easy to fit and are supplied with individual fitting instructions for over 800 vehicles for the latest 'Clear Glass', 'Projector' and 'Xenon / HID’ headlamps, along with instructions for traditional headlamps with 'line patterns in the glass'. Travel Spot is still the ONLY company to test ALL new vehicles to ensure accurate, safe and legal adaptation of the headlamps. There are four versions of Eurolites: For UK motorists driving in Europe Price: £ For French motorists driving in UK Price: £ For German motorists driving in UK Price: £ For Dutch motorists driving in UK Price: £ Other Eurolites Versions: ‘Imported Vehicle’ Eurolites Truck Eurolites These are for Left Hand Drive vehicles BUT with an English language instruction sheet. They are specifically for English speaking drivers who are coming back to England in a ‘European’ car and need to convert the headlights for use in the UK. They are also often used for getting a European car through a UK MOT test. Click here for more information on using Eurolites for MOT’s. Price: £ These are specifically for Truck use and include multi-lingual instructions for ALL truck specification headlights. Price: £ Next Generation Eurolites Travel Spot’s latest ‘Next Generation’ newly patented Headlamp Beam Reflectors have been specifically designed to deal with the latest curved polycarbonate headlamps and increasingly powerful Xenon HID / projector headlamps. Eurolites will, of course, also continue to be suitable for Halogen and traditional headlamps with 'line patterns in the glass'. Features include: Anti-Scorch Technology using Heat Mirror foils - ensures the extra heat / light generated by Xenon HID / projector headlamps is reflected back into the headlamp to optimise the beam pattern and prevent scorching to modern polycarbonate headlamps. Latest 2-core Acrylic Adhesive - for reliable performance even on curved headlamps. Enhanced UV Protection - affords excellent performance, even for those staying in Europe for longer periods. Independent tests have shown that Eurolites out-perform other headlamp adaptors... More info FAQ: Frequently asked questions ... More info Warning: Don’t use masking tape on your headlamps... More info Fitting Instructions: Latest update to Eurolites fitting instructions... More info European Motoring Kit This product is included in our European Motoring Kit... More info Pricing & Delivery All prices include VAT. Get FREE delivery in the UK for all orders over £35 inc VAT. Click here for our standard delivery charges. You are using an out of date browser. It may not display this or other websites correctly.You should upgrade or use an alternative browser. Hi, I think I’ve established from the forum that I need headlamp deflectors for my 2018 California Ocean with standard headlamps. I’ve bought Eurolite deflectors, read the instructions, watched the videos and still can’t work out where to place them. Any advice/photos/instructions on positioning with regard to headlamp bulb would be appreciated. Many thanks. What does the info sheet say? We have a 2008, so might be different, but it's normally quite simple to work out... Check the sheet again - it's usually very simple on these if you have regular halogen lights. Pop the dipped beam on, squat down in front and line up the sticker with the corner of the beam as shown on the leaflet. I don't have a head on shot but... What does the info sheet say? We have a 2008, so might be different, but it's normally quite simple to work out... There are 2 options it would seem. Option 1 (shown as fig 2 in their leaflet) relates to standard headlamps on Transporter 2009 onwards ans suggests positioning them at approx 7pm relative to bulb. Option 2 (shown as fig 114 in their leaflet) relates to Projector or Xenon headlights only and suggests positioning deflectors at 3pm against Dipped Beam Projector Lens. I should know what type of headlamps I have but sadly don’t. I only know they were the standard lenses as I didn’t pay for upgrades. Any help appreciated. Check the sheet again - it's usually very simple on these if you have regular halogen lights. Pop the dipped beam on, squat down in front and line up the sticker with the corner of the beam as shown on the leaflet. I don't have a head on shot but... View attachment 38080 Thanks. What position against a clock face does your photo show do you think? Just follow the pic No.2 (and EXAMPLE 1 on top right below) on the instruction sheet. (presuming you have 'normal' bulbs). Personally wouldn't do it with the headlights turned on... Ours is done as option 2, look head on at the bulb and place the sticker to the lower left... And oh, I clean the glass first... Ours is done as option 2, look head on at the bulb and place the sticker to the lower left... And oh, I clean the glass first... Same here. Though I did get a couple of flashes as we drove through the night in France recently though. I wound down the headlights and no problem after that. Sent from my SM-G950F using Tapatalk There are 2 options it would seem. Option 1 (shown as fig 2 in their leaflet) relates to standard headlamps on Transporter 2009 onwards ans suggests positioning them at approx 7pm relative to bulb. Option 2 (shown as fig 114 in their leaflet) relates to Projector or Xenon headlights only and suggests positioning deflectors at 3pm against Dipped Beam Projector Lens. I should know what type of headlamps I have but sadly don’t. I only know they were the standard lenses as I didn’t pay for upgrades. Any help appreciated. I would suggest you find out which headlights you have as it is a legal requirement to carry a Spare Bulb set in many EU countries. Recent developments in Headlight technology have meant we have added a number of new diagrams to our instruction sheet. This updated information can take time to filter down through store stocks, so we have included the latest diagrams below to assist with the fitting of Eurolites to these types of headlight. We trust the above information will allow you to successfully apply your Eurolites, but please email us at help@travelspot.co.uk if you have any further questions. Quick Fit Videos Watch 'How To' videos for fitting Eurolites Headlamp Beam Adaptors to your vehicle: How to use the Fitting Leaflet... View How to apply the Adaptors using your Fitting Diagram... View What type of Headlamps do you have - Standard or Projector/Xenon/HID?... View What are Traditional Line Patterned Headlamps and How to apply the Adaptors... View How to remove the Adaptors after your trip... View Watch all 5 Quick Fit Videos... View Latest Fitting Information Latest list of vehicles... Download Left Hand Drive Vehicles