

Your problem is almost certainly failure of the 'Control Unit' on the back of the underbonnet fuse box.

This unit is notoriously unreliable, and expensive to replace 😞

It's part number - **VUB501690**

[Britcar \(UK\) Ltd > VUB501690 DRIVING LAMP CONTROL UNIT DISCO11 \(G\)](#)



See also - [Help/Info Wanted About Front Spotlights.](#)

I've currently got one listed [on eBay](#) - [Discovery 2 TD5 & V8 - Spot / Driving / Auxiliary Lights Control Unit VUB501690 | eBay](#)

But, I would recommend changing it for a relay, it's cheaper and more reliable.

You do have to change the switch body for a latching live-switching switch, but for this, you can use a Defender Puma Heated Seat Switch (**YUF500150LNF**), which is only a fiver 🎁

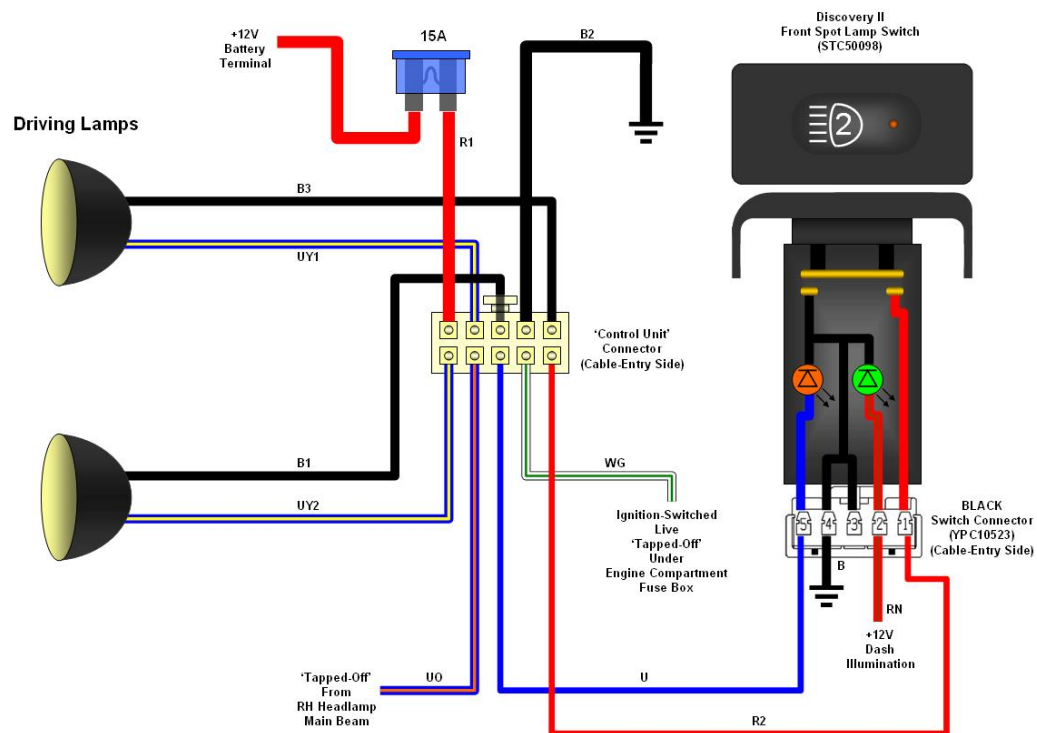
The Driving Lights Switch's 'Aux 2' front can be easily swapped to the Puma switch body.

If you want to change to a relay, you might find this useful -

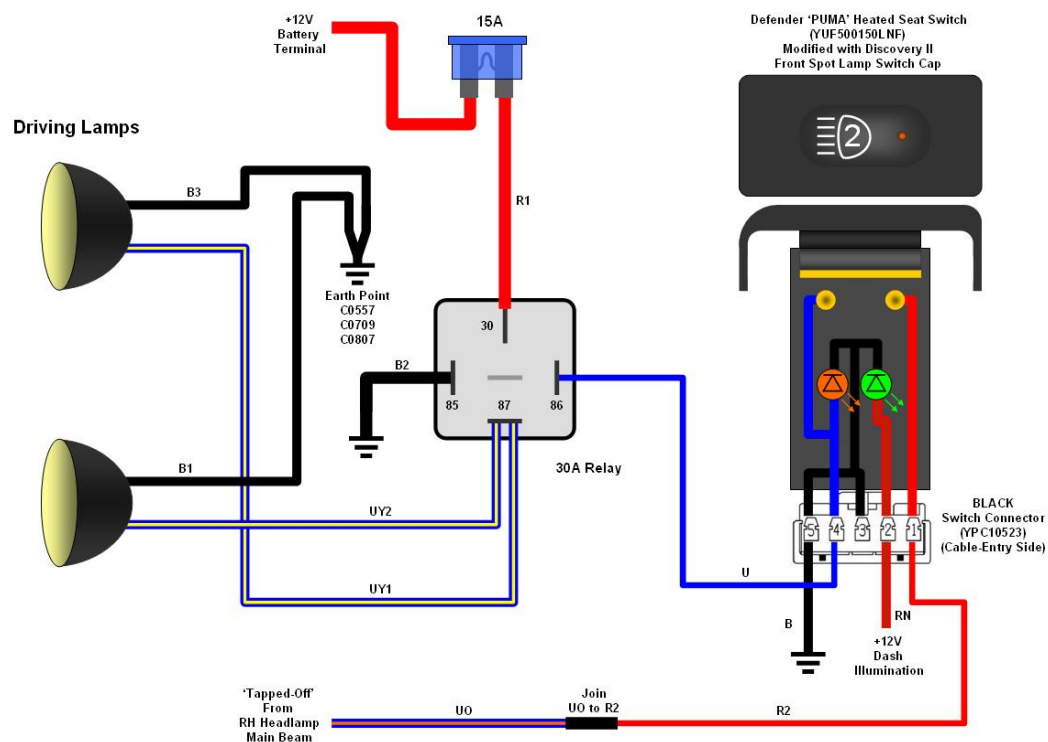
Wire Colour Codes

B = Black . **G** = Green . **O** = Orange . **R** = Red . **U** = Blue . **W** = White . **Y** = Yellow

BEFORE



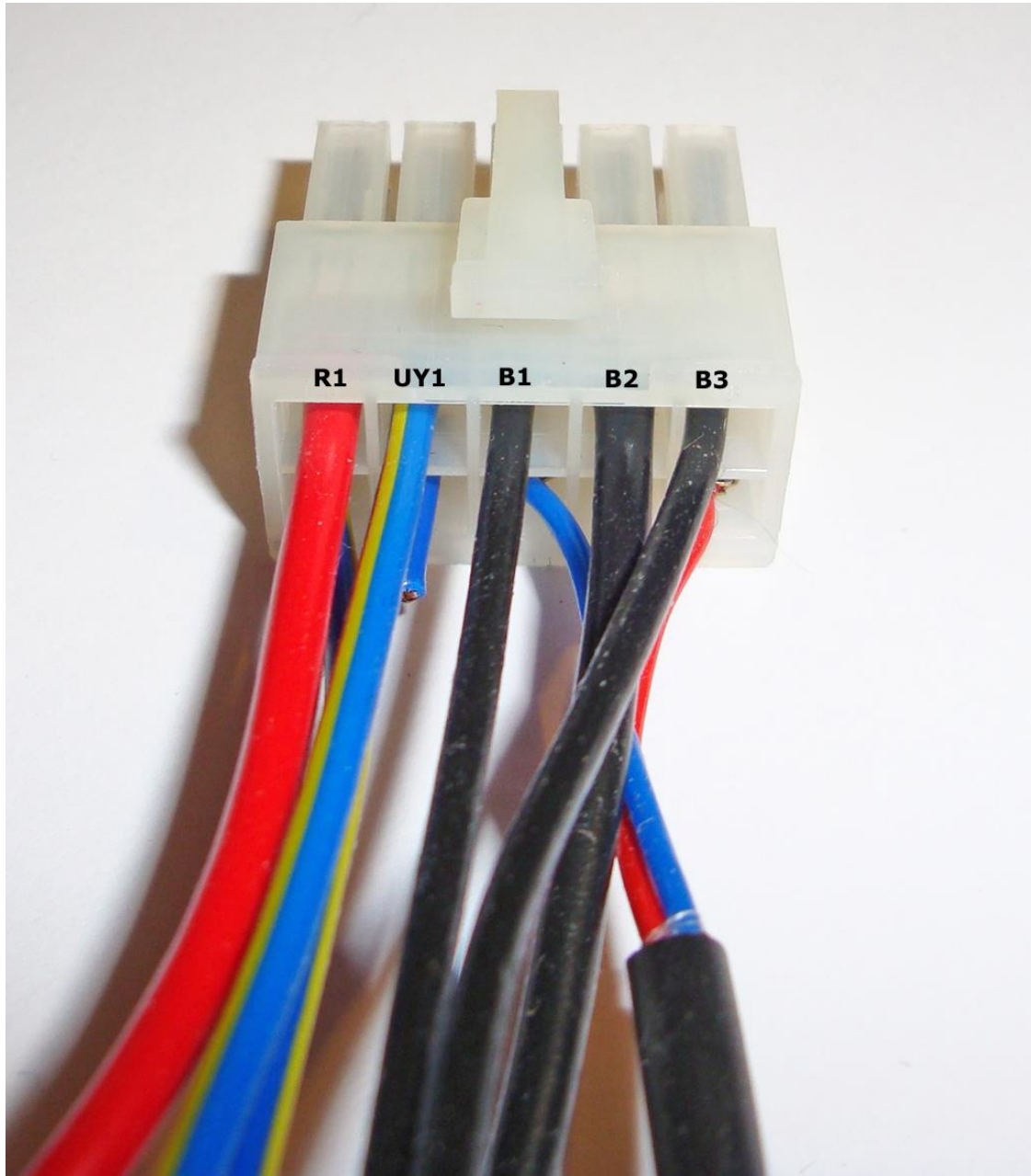
AFTER



DETAILS

We'll start at the 10-way connector at the 'Control Unit'

Top row -



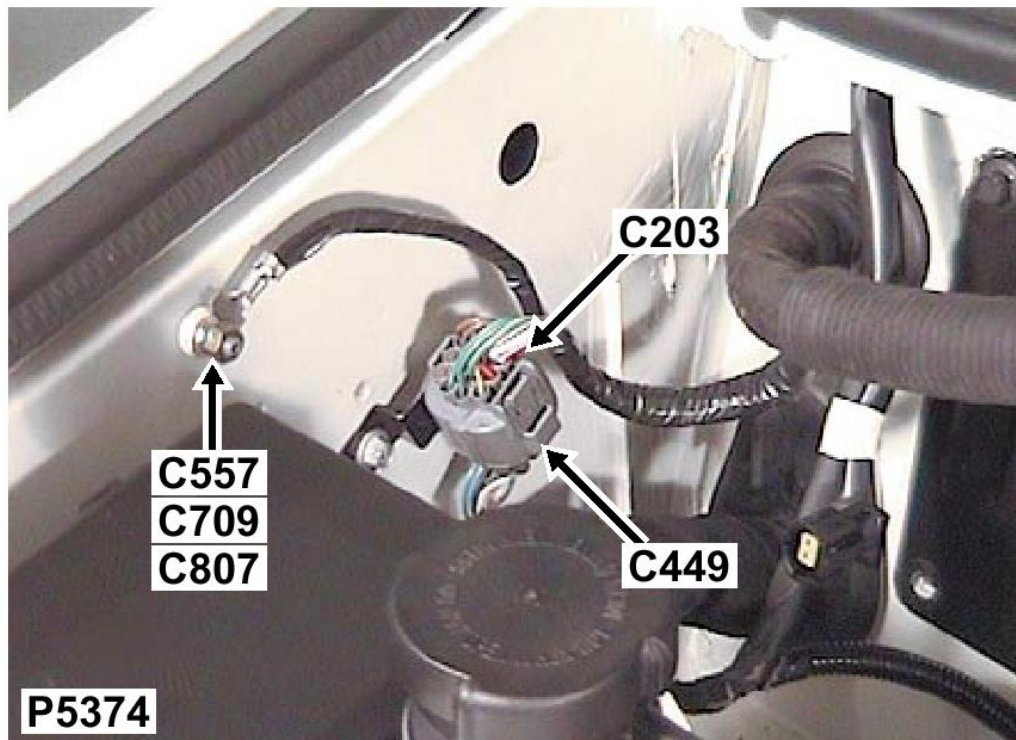
Cut **R1** - connect it to terminal 30 of your relay

Cut **B2** - connect it to terminal 85 of your relay

Cut **UY1** - we'll deal with this wire soon...

Cut **B1** and **B3** - crimp them together in an M6 eyelet and take them to the earth

point **C0557/C0709/C0807** on the inner wing -



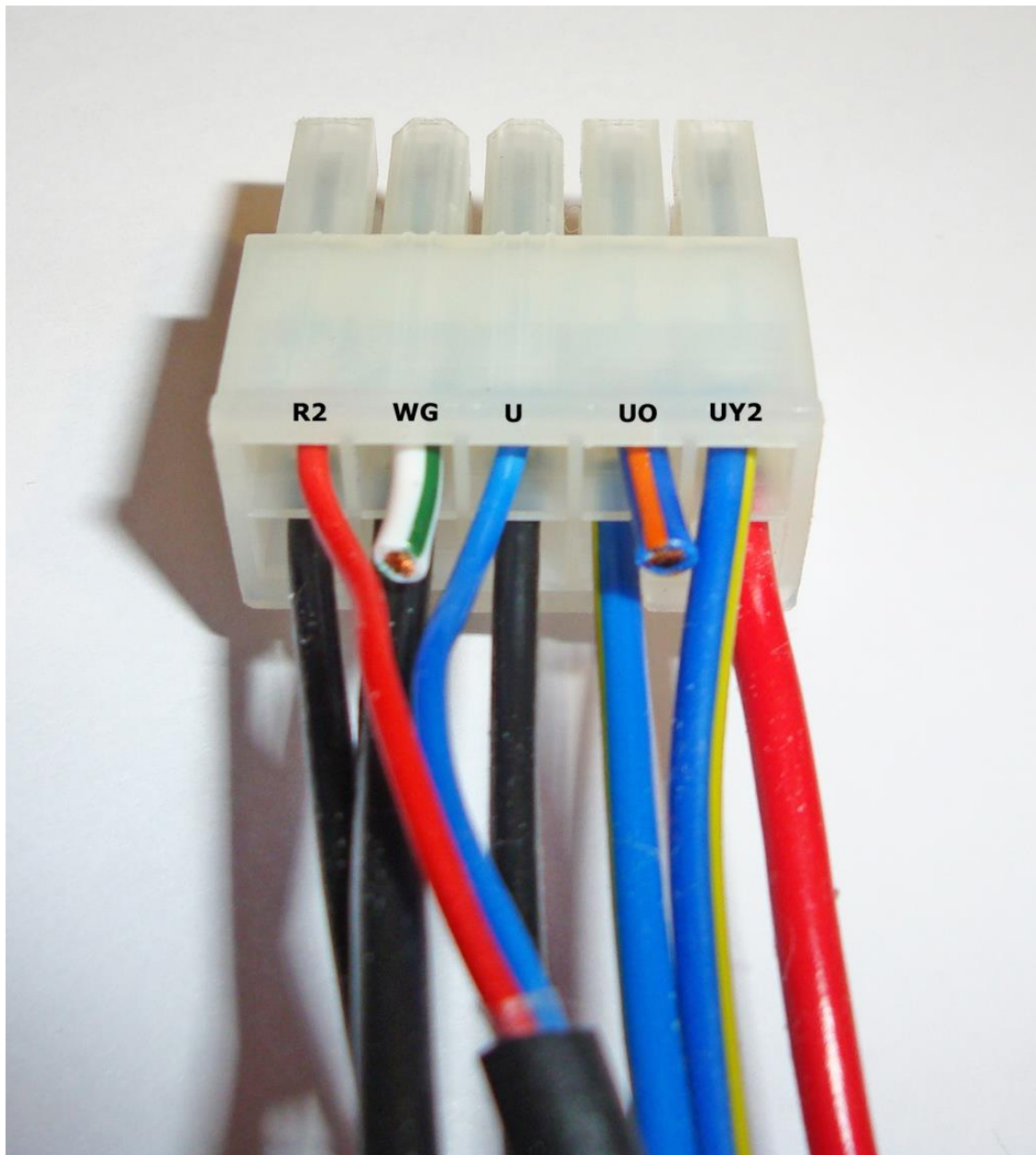
The mounting bracket that the fuse holder clips to, can be removed from the 'Control Unit' body and mounted elsewhere.

It's held on by a small countersunk screw.



Bottom Row -

(ignore the fact that I've already cut the White/Green and Blue/Orange wires)

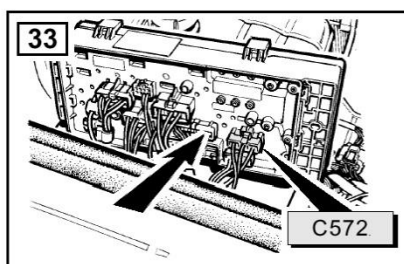
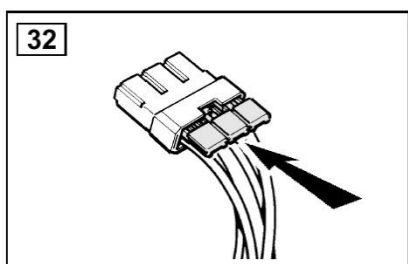
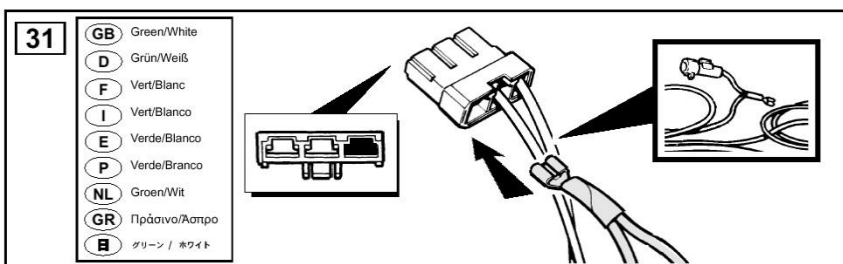
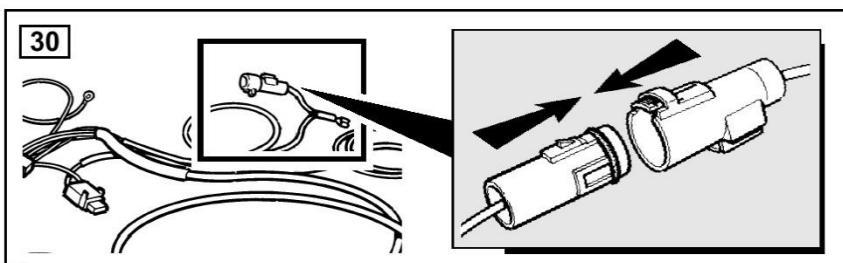
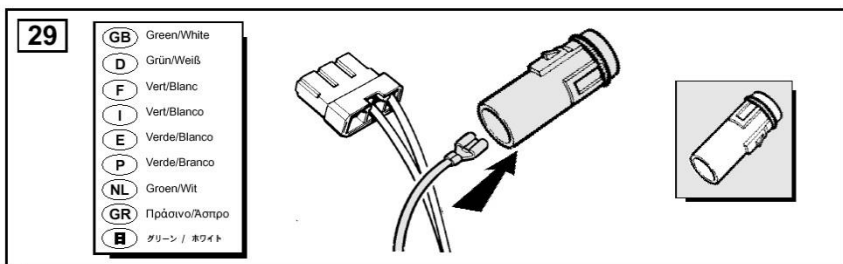
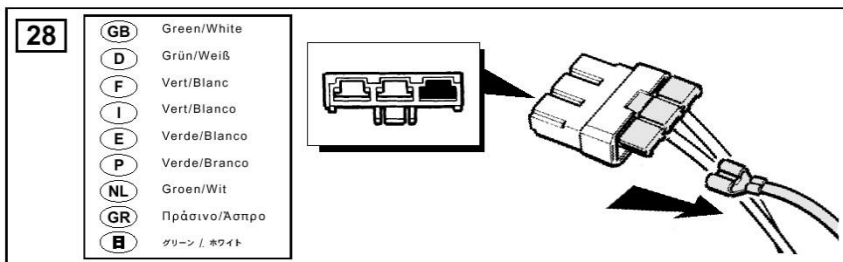
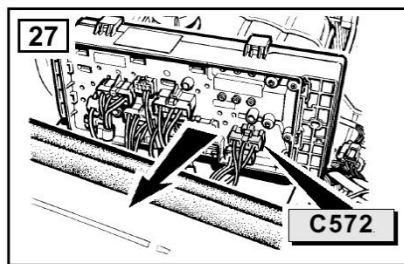
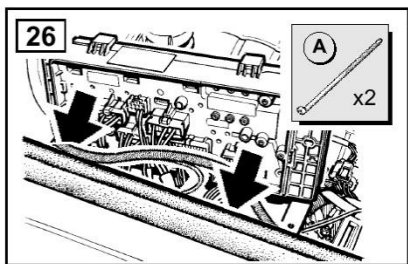


Cut **R2** and **UO** - join them together (solder and sleeve, or splice joint)

Cut **U** - connect it to terminal 86 of your relay

Cut **UY2** - connect it, with **UY1** from the top row, to terminal 87 of your relay

Cut **WG** - NOT NEEDED - remove it back to it's 'tap-off' under the engine compartment fusebox, in a 'reverse' of the installation procedure, below -

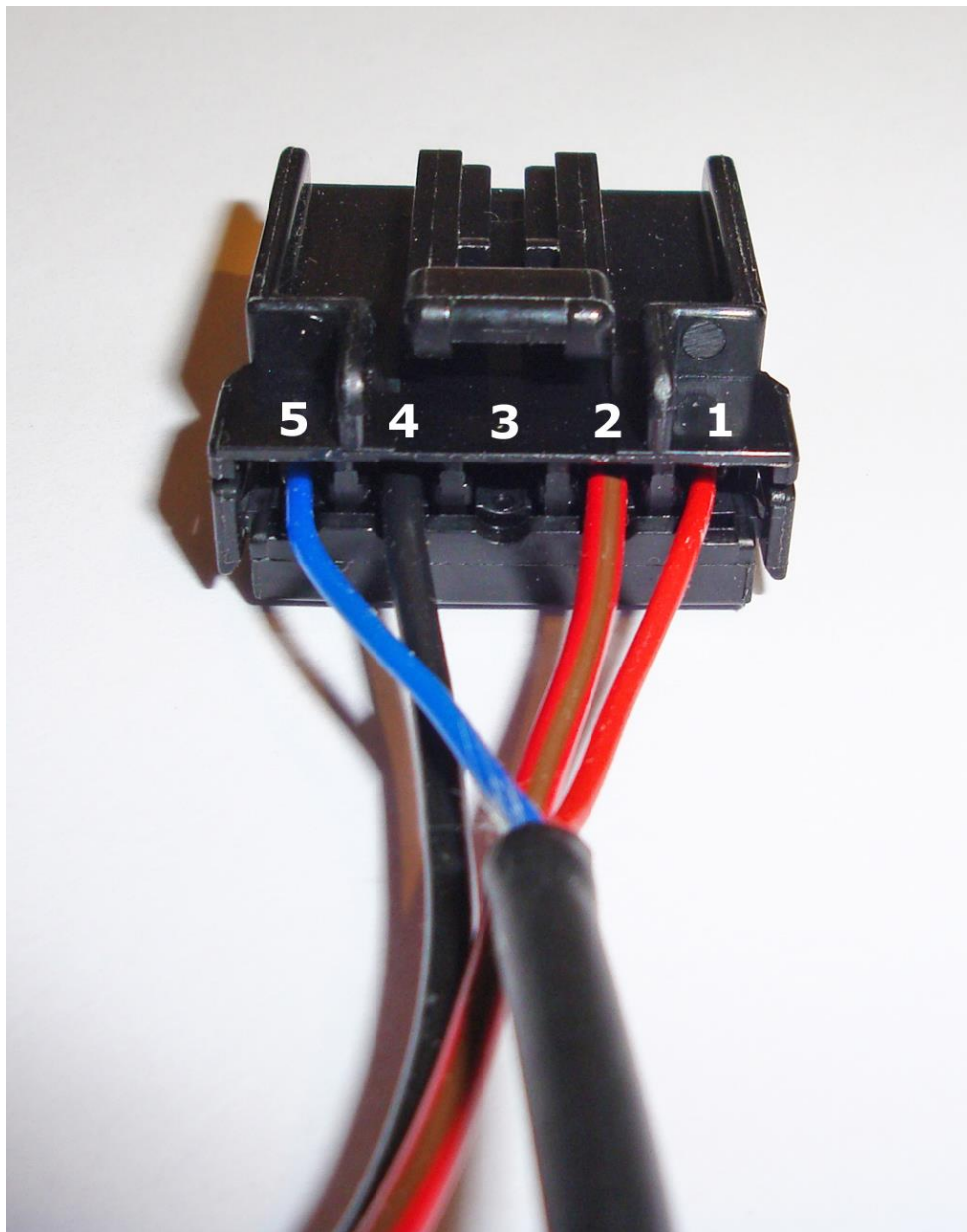


Alternatively, you can just trace the White/Green wire **WG** from the 10-way connector, back to where it emerges from the underbonnet fuse box Brown 3-way connector **C0572-1**, cut it and tape-up the bare end.

Make sure that you don't cut the other **WG** wire from the same terminal (**C0572-1**), which goes to the inline White/Translucent cylindrical connector, as this powers a large number of ignition-switched circuits from the under-dash fuse box.

Changing the switch wiring to suit a PUMA Heated Seat Latching On/Off Switch (YUF500150LNF)

At the Black switch connector –



Open the hinged terminal lock and, using a safety pin from the front of the connector -

Release the Blue wire from cavity 5 and the Black wire from cavity 4

Swap their positions, so that the Blue wire is now in cavity 4 and the Black wire is now in Cavity 5

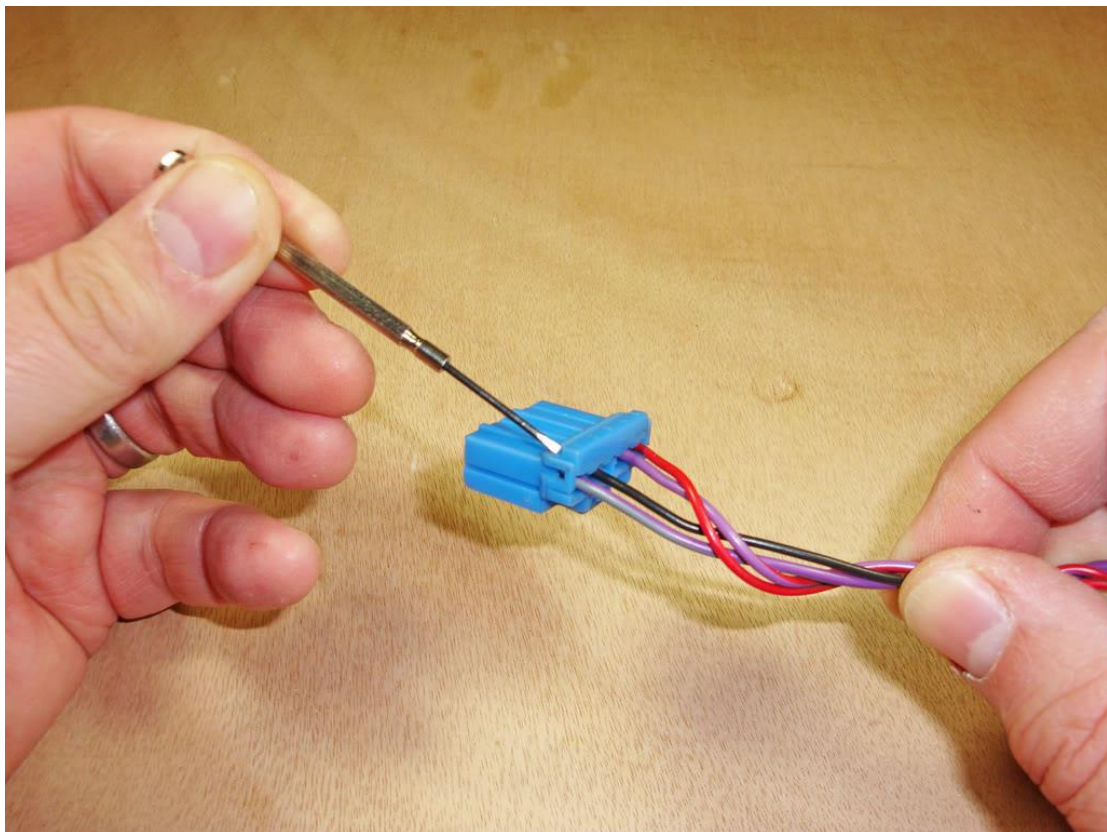
Close hinged terminal lock

Job done 🙌😊

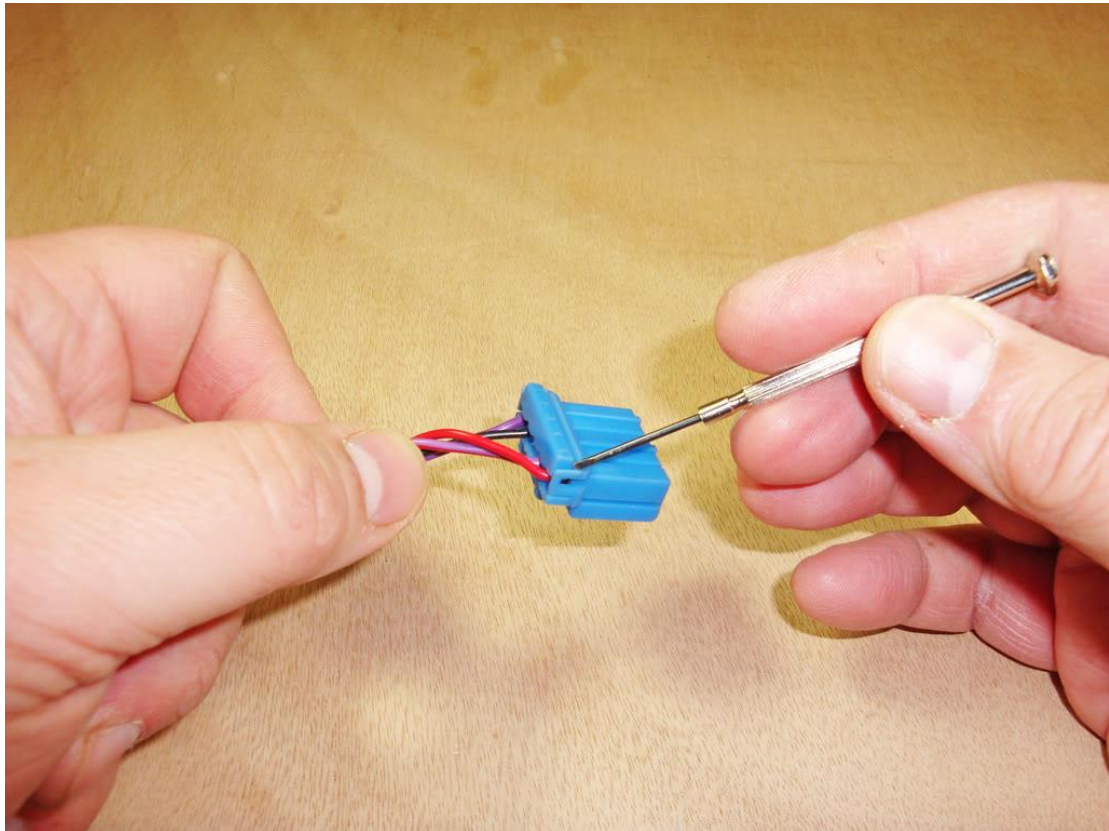
Here are some pictures that show how to open a 5-way switch connector and release the terminals.

These are from my '[Fuel Flap Relocation Harness](#)' [Installation Instructions](#), so show a Blue connector, but the procedure is the same for all colours of these switch connectors -

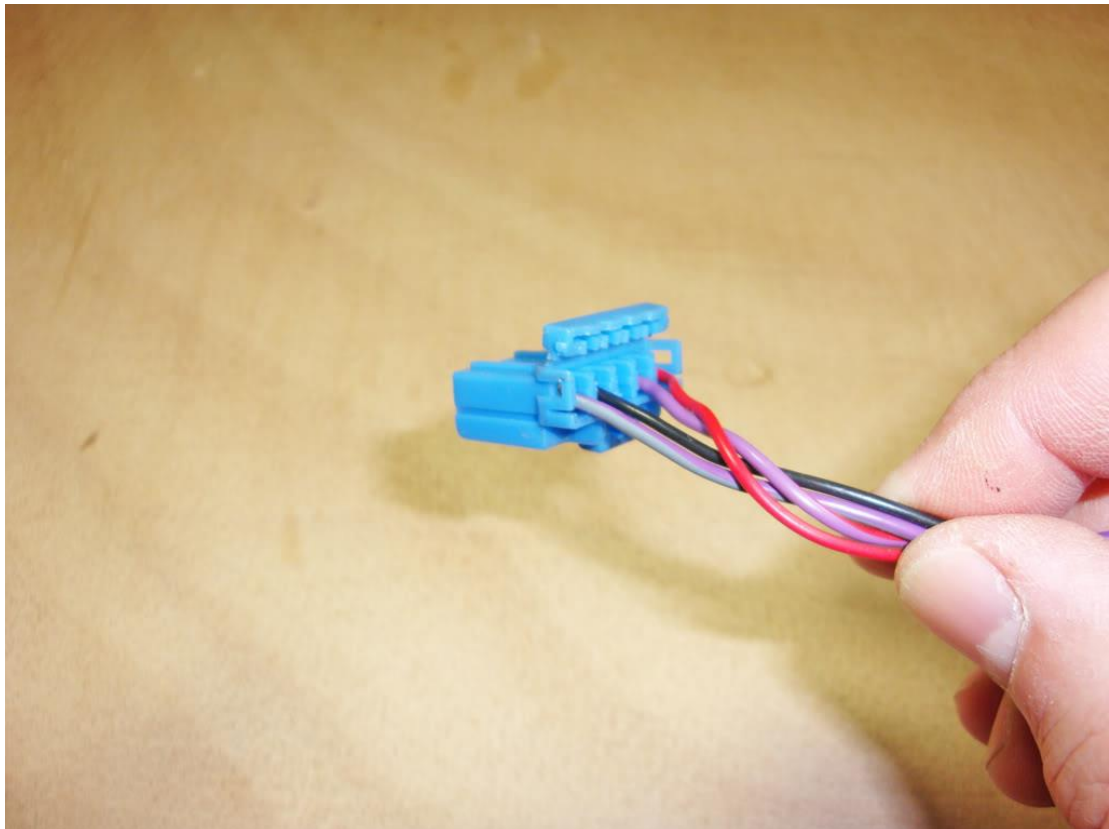
Use a small screwdriver to open the hinged terminal lock, 1st side -



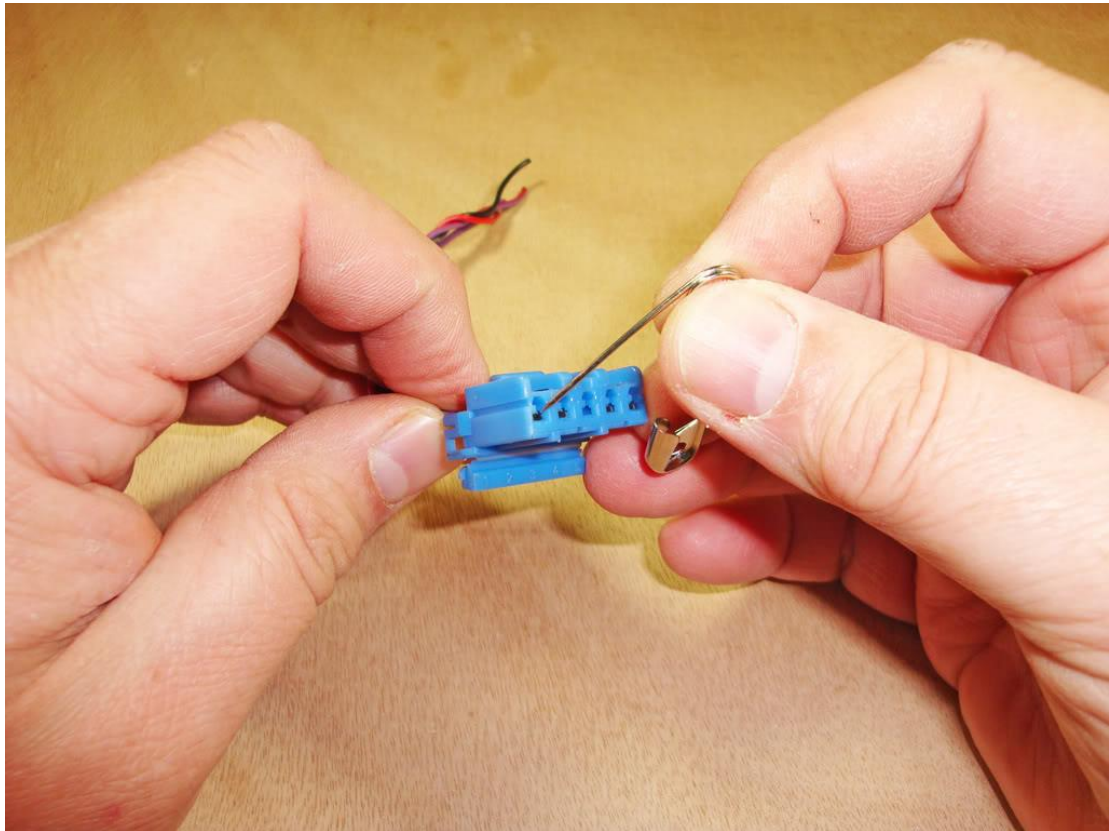
And on the 2nd side -



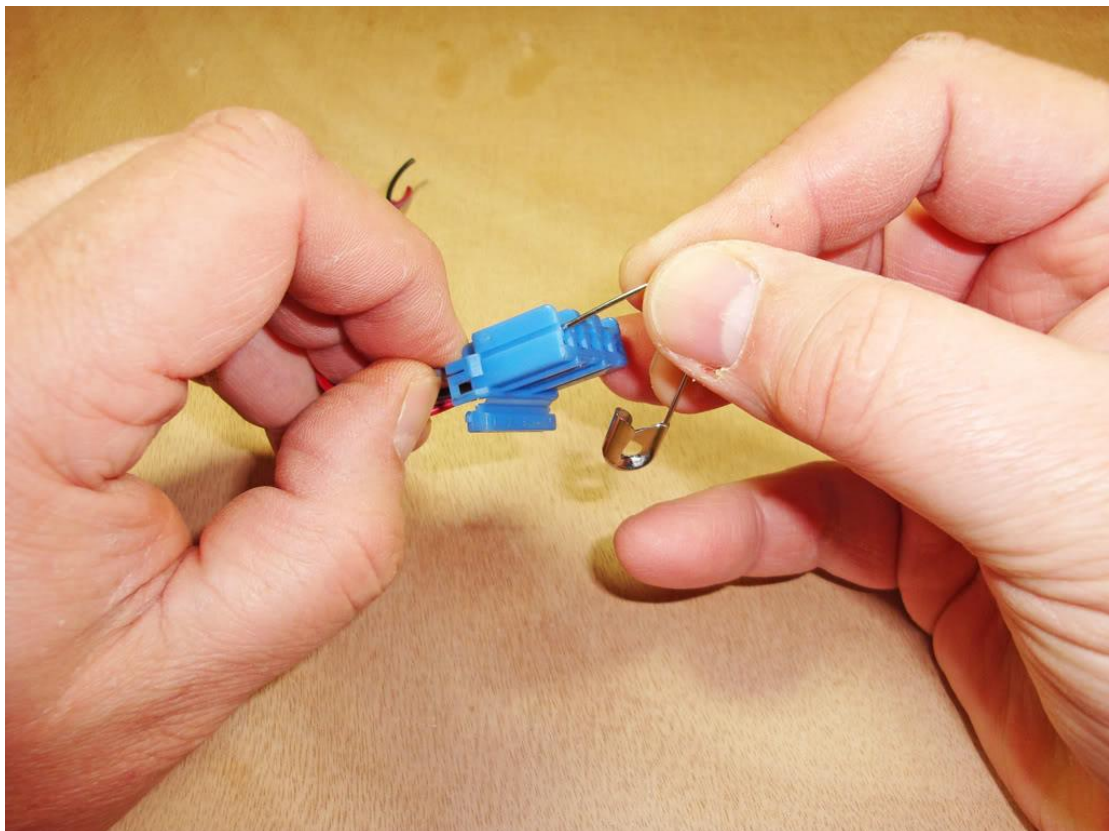
Hinged terminal lock opened -



Use a safety pin to lift the locking tab above the wire's terminal -



At the same time as lifting the locking tab, pull gently on the wire



Terminal released from connector housing -

