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



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How To: Rewiring the fog-lamp switch the way YOU want it.

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44 posts • Page 1 of 1

How To: Rewiring the fog-lamp switch the way YOU want it.

by **Jahntassa** » Sun Sep 05, 2004 11:52 am

Alright, here's a quick how-to on re-wiring the existing foglamp switch to do what YOU want. (Yes, the one on the turn-signal stalk)

There're several ways you can do it.

- 1) The fog-lamp switch is completely independant, on/off irregardless of anything else.
- 2) The fog-lamp switch will control the fogs, but only be active when the parking lights are on.
- 3) The fog-lamp switch will be active only when the car is in IGN or ACC on the key.
- 4) The fog-lamp switch will do any of the above, and be able to be set to factory with the flick of a switch (Good in NJ, or any state where annual inspections check your foglamp operation)

First off:

You need to get to the wiring harness for the fog-lamp switch, to do this, you need to remove three screws. One on the bottom of the steering column, and two behind the steering wheel itself. To remove the two behind the steering wheel, you'll have to turn it slightly so you can access them. Then, carefully pull the bottom of the steering column off, you may have to drop it down a bit to do this, but it shouldn't be too hard to come off.

On the bottom left-handside of the steering column, there's a white connector. On that white connector are two Green/Orange wires. I believe you want Pin 4 (Mike, please go through this and fix wherever I'm unclear!)

This wire feeds signal to the foglamp switch, and is fed by the DRL module. We're going to interrupt that!

Leaving enough room to do wiring with either side, cut that wire in half. Now, here's where things get optional.

Option #1

If you want the foglights to run WHENEVER...meaning irregardless of if the key is on, off, or if any other lights are on/off. (NOT RECCOMENDED), then simply ground the wire heading to the steering column. Boom. Fogs whenever.



Jahntassa

Posts: 2979

Joined: Wed Jul 09, 2003 2:06 pm

Option #2

The side of the Green/Orange from the steering column gets matched up with the parking lights wire. Mike or I will update this later with the correct wire, as my documentation is not right in front of me. It all gets done at the harness, though.

Option #3

For this, you will need a SPST relay. You can get an automotive relay at a car-parts store fairly cheap. There should be either four or five pins on the bottom (or wires, if you got it with the matching wiring harness). On the bottom of the relay, as you're holding it, you will see three pins facing the same way, with either one, or two facing at a 90 degree angle. Don't worry, each pin will be labelled on the bottom of the relay.

The connections are as follows:

- 30 - Ground
- 86 - Tie in with 30
- 85 - Run to switched power *
- 87 - Run to Green/Orange heading to steering column.

* Switched power can be any 12v source. It can be gotten from the ignition harness itself, or from behind the radio, or from the defroster switch (which isn't ALWAYS constant). Once again, i'm away from wiring diagrams, so either myself or Mike will fill this in.

Basically, you're using the relay to create a switched ground in a car that otherwise wouldn't have one.

Option #4

See Option #3, with differences. You will need a SPDT relay, which has five pins, and is numbered 30, 85, 86, 87, 87a. You'll still need the SPST relay, or can use two SPDT relays, as long as one of them has a Normally Open and a normally Closed pin. You'll also need a toggle switch, any on/off will do.

What we did on Mikes was wire in a simple on/off toggle switch and placed it in the center console under the shifter, where you could get to it with the pocket open, but it's mostly hidden.

So, here goes.

Relay #1 (SPDT)

- 30 - Green/Orange in the steering column
- 87 - Green/Orange heading to the dash
- 87a - To 87 of Relay #2
- 86 - Tied in with 87a
- 85 - To switch

Relay #2

- 30 - Ground
- 86 - Tied in with 30
- 87 - To 87a / 86 of Relay #1
- 85 - To any 12v source (Ignition/ACC)

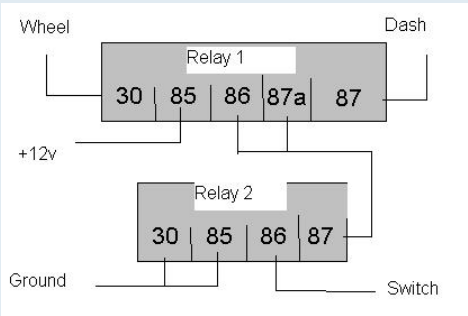
Switch

- Pin 1 - To pin 85 of Relay #1
- Pin 2 - To any constant 12v source

This setup will allow you to have the fogs come on with ACC or IGN, and return to factory operation with the flick of a switch. I'll see if Mike can clean up my post and put up some pictures, but i'll also include a diagram of Option #4. Please excuse the crudeness..

- Jahntassa

Attached files



2003 Vibe GT Lava
"He inched his way up the corridor as if he would rather be yarding his way down it."
"For a moment, nothing happened. Then, after a second or so, nothing continued to happen." - Douglas Adams...we all miss you

Re: How To: Rewiring the fog-lamp switch the way YOU want it. (Jahntassa)

by ToolGuy » Mon Sep 06, 2004 9:48 am

My fogs operate fine for me unlike a lot of vehicles today in that the switch has to be pressed every time you want them, the Vibes stay on. The only gripe I have and most vehicles do this is when using the brights the fogs go off. My Z24 had this and a simple wire cut and double up on another going to the relay solved this.



ToolGuy
Posts: 3584
Joined: Wed Jul 28, 2004 3:38 am

by Jahntassa » Tue Sep 07, 2004 10:46 pm

The fogs on the Vibe operate the way they should. That's not the issue. Some people want to have the foglights on when the headlights AREN'T on, which is what this addresses. This will also address the fogs turning off with the hi-beams. The reason ALL cars have the foglamps turn off with the high-beams is that in most states you can only have (2) pairs of lights active at any given time. When the hi-beams are on, the foglamps must be off. Granted, you can work around that and nobody will probably care unless you go for annual inspections, in which case they'll check for proper functionality (see option #4)

The -easiest- way to solve the problem would be what I posted as Option #2. I'm out of state at the moment, so once I get back to my documentation, I will update the missing wiring colors.



Jahntassa
Posts: 2979
Joined: Wed Jul 09, 2003 2:06 pm

2003 Vibe GT Lava
"He inched his way up the corridor as if he would rather be yarding his way down it."
"For a moment, nothing happened. Then, after a second or so, nothing continued to happen." - Douglas Adams...we all miss you

Re: How To: Rewiring the fog-lamp switch the way YOU want it. (Jahntassa)

by AKLGT » Tue Sep 07, 2004 11:19 pm

that's exactly what i was looking for! awesome!!!! 🙌
looks like a great father-daughter project this winter. 😊



AKLGT
Posts: 11694
Joined: Thu Apr 24, 2003 2:57 pm

AKLGT
1998 Subaru 2.5RS

Re: (Jahntassa)

by nismo » Thu Sep 09, 2004 11:48 am

I'm gonna go with option #1.




Inder Singh


nismo

Posts: 2068
Joined: Tue Dec 02, 2003 11:01 pm



2008 Chevy Cobalt SS Turbo - Fun stuff under there somewhere 
1998 Nissan Sentra - Sold
2004 Pontiac Vibe - 107k and Sold
Cosmo CAI



by [ragingfish](#) » Thu Sep 09, 2004 12:04 pm



I'm currently wired for option 4 and LOVING IT!



[ragingfish](#)

Posts: 11022
Joined: Tue Oct 15, 2002 8:23 am


YES!! still visit GenVibe periodically. I have not forgotten about my "original" family over here!

2009 PONTIAC G8
3.6L V6 (256 HP @ 6300 rpm, 248 ft-lbs. @ 2100 rpm)



**Re: How To: Rewiring the fog-lamp switch the way YOU want it.
(Jahntassa)**



by [philndz](#) » Sun Sep 12, 2004 1:32 am



[philndz](#)

Posts: 791
Joined: Sun Aug 18, 2002 1:02 pm

Quote, originally posted by Jahntassa Å»

I believe you want Pin 4 (Mike, please go through this and fix wherever I'm unclear!)

Hmmnn....Which wire are we dealing w/ here. I tried a green/orange wire that looked like it could be "PIN 4" ? and it was the right hand turn signal. oops.


Which wire do I ground for option 1....i'd rather not butcher up any more trying to do it trying one by one.

2003 Shadow Vibe Base 5spd - 53,000 Miles
Flowmaster 60 series exhaust - Short Ram Intake System
Konig Kaliber 17x7 Rims w/ 225-45-17 Kumho Ecsta 711's - Hotchkis Springs - Progress Rear anti-sway Bar
My Vibe is FOR SALE: \$8900



**Re: How To: Rewiring the fog-lamp switch the way YOU want it.
(Jahntassa)**



by [ragingfish](#) » Sun Sep 12, 2004 4:41 am



[ragingfish](#)

Posts: 11022
Joined: Tue Oct 15, 2002 8:23 am

Quote, originally posted by Jahntassa Å»

On the bottom left-handside of the steering column, there's a white connector. On that white connector are two Green/Orange wires. I believe you want Pin 4 (Mike, please go through this and fix wherever I'm unclear!)

Correct. There are two wires that feed the headlamp circuit. One, Pin 2, is Red/Yellow. That's the output. The second one: Pin 4, is Green/Orange, and that's the input. This is the wire that gets cut. Pin 4 is on an end. If you look at the connector, the top row has only 4 pins, the botom row has 9. Pin 4 is the only Grn/Orn wire on the upper row. As philndz unfortunately discovered, the other Grn/Orn wire controls the RH signal.

Quote Å»

* Switched power can be any 12v source. It can be gotten from the ignition harness itself, or from behind the radio, or from the defroster switch (which isn't ALWAYS constant). Once again, i'm away from wiring diagrams, so either myself or Mike will fill this in.

I opted to use the power supply for my dimming mirror. Because you only need a very small amount of current to close the coil, you can pull from just about anywhere. If you don't feel like

splicing into a circuit, pick up an Add-A-Circuit at pep boys and pull from the fuse block directly.

YES!! still visit GenVibe periodically. I have not forgotten about my "original" family over here!

2009 PONTIAC G8
3.6L V6 (256 HP @ 6300 rpm, 248 ft-lbs. @ 2100 rpm)

Re: (TRD4reel)

by theimportscene » Sun Sep 12, 2004 7:17 am

i didnt think that that'd be a good idea, especially that mom drives the vibie sometimes 😊
so when i started doing trd4reel's (my brother's) fog light rewire, i had decided from the start that option 1 wasnt for us... what i found was that the green/orange cut and then spliced in parallel with the green/white wire (the pin directly below the G/O) gave results equivalent to option 2... this G/W wire gave me a "ground" reading when i had the light switch in anywhere but the OFF position... if there is a potential problem with doing it this way that anyone here knows about, please make us aware of it ASAP 🙏
btw, heres a pic...



theimportscene

Posts: 30
Joined: Mon Jan 26, 2004 9:45 am

Attached files



-SONNY-
98 sentra XE: eibach prokit, kyb agx/motivational, place racing cai, hotshot header, stromung cat back, strut bars, enkei tuners, short shift, clear tails, cluster swap, kenwood/pioneer/rf audio
03 sentra se-r: SOLD
05 Subaru Forester XT: stock for now



Re: (theimportscene)

by ToolGuy » Sun Sep 12, 2004 7:47 am

Quote, originally posted by theimportscene Å»
i didnt think that that'd be a good idea, especially that mom drives the vibie sometimes 😊
so when i started doing trd4reel's (my brother's) fog light rewire, i had decided from the start that option 1 wasnt for us... what i found was that the green/orange cut and then spliced in parallel with the green/white wire (the pin directly below the G/O) gave results equivalent to option 2... this G/W wire gave me a "ground" reading when i had the light switch in anywhere but the OFF position... if there is a potential problem with doing it this way that anyone here knows about, please make us aware of it ASAP 🙏
btw, heres a pic...

I would solder that connection...




ToolGuy

Posts: 3584
Joined: Wed Jul 28, 2004 3:38 am

Re: (MiVibe-ToolGuy)



by theimportscene » Sun Sep 12, 2004 9:31 am

yeah, i took that pic as the solder gun was warmin up 

-SONNY-
98 sentra XE: eibach prokit, kyb agx/motivational, place racing cai, hotshot header, stromung cat back, strut bars, enkei tuners, short shift, clear tails, cluster swap, kenwood/pioneer/rf audio
03 sentra se-r: SOLD
05 Subaru Forester XT: stock for now



theimportscene
Posts: 30
Joined: Mon Jan 26, 2004 9:45 am



Re: (theimportscene)
by **ToolGuy** » Mon Sep 13, 2004 8:54 pm
Ahh I see, you will be good to go! 




ToolGuy
Posts: 3584
Joined: Wed Jul 28, 2004 3:38 am

Re: (theimportscene)
by **AKLGT** » Sun Sep 19, 2004 3:34 pm




Quote, originally posted by theimportscene Å
i didnt think that that'd be a good idea, especially that mom drives the vibie sometimes 
so when i started doing trd4reel's (my brother's) fog light rewire, i had decided from the start that option 1 wasnt for us... what i found was that the green/orange cut and then spliced in parallel with the green/white wire (the pin directly below the G/O) gave results equivalent to option 2... this G/W wire gave me a "ground" reading when i had the light switch in anywhere but the OFF position... if there is a potential problem with doing it this way that anyone here knows about, please make us aware of it ASAP 
btw, heres a pic...


AKLGT
Posts: 11694
Joined: Thu Apr 24, 2003 2:57 pm

ok, so when you did this, it allows you to swith the fogs on and off at the steering column, but only when there's power to the ignition? is this correct? because that's what i want to do. and this looks relatively simple to do if that's what you're talking about. 

AKLGT
1998 Subaru 2.5RS

Re: (trdvibe)
by **ragingfish** » Sun Sep 19, 2004 3:38 pm




Quote, originally posted by trdvibe Å
ok, so when you did this, it allows you to swith the fogs on and off at the steering column, but only when there's power to the ignition? is this correct? because that's what i want to do. and this looks relatively simple to do if that's what you're talking about. 

ragingfish
Posts: 11022
Joined: Tue Oct 15, 2002 8:23 am

THat's how I'm wired hope...go with option 3 or 4

YES!! still visit GenVibe periodically. I have not forgotten about my "original" family over here!

2009 PONTIAC G8
3.6L V6 (256 HP @ 6300 rpm, 248 ft-lbs. @ 2100 rpm)

Re: (ragingfish)
by **AKLGT** » Sun Sep 19, 2004 3:56 pm



ok, thanks mike! so i don't need it to go back to factory so #3 looks like the best bet for me! 😊

[AKLGT](#)

1998 Subaru 2.5RS

[AKLGT](#)

Posts: 11694

Joined: Thu Apr 24, 2003 2:57 pm

Re: (theimportscene)

by [Jahntassa](#) » Sun Sep 19, 2004 5:44 pm

Quote, originally posted by theimportscene Å»

what i found was that the green/orange cut and then spliced in parallel with the green/white wire (the pin directly below the G/O) gave results equivalent to option 2... this G/W wire gave me a "ground" reading when i had the light switch in anywhere but the OFF position... if there is a potential problem with doing it this way that anyone here knows about, please make us aware of it ASAP 🙏

I believe you found the correct wire! I think you tapped into the parking-light wire, which is EXACTLY what Option 2 is, I just didn't remember the exact color/placement of the wire. So congrats!

2003 Vibe GT Lava

"He inched his way up the corridor as if he would rather be yarding his way down it."

"For a moment, nothing happened. Then, after a second or so, nothing continued to happen." - Douglas Adams...we all miss you



[Jahntassa](#)

Posts: 2979

Joined: Wed Jul 09, 2003 2:06 pm

Re: (Jahntassa)

by [nismo](#) » Tue Oct 19, 2004 11:36 pm

Yeah. It took us a while and we didn't have a repair manual, which tells you what all the wires do, but we did it fairly easily.

Inder



2008 Chevy Cobalt SS Turbo - Fun stuff under there somewhere 🤔

1998 Nissan Sentra - Sold

2004 Pontiac Vibe - 107k and Sold

Cosmo CAI



[nismo](#)

Posts: 2068

Joined: Tue Dec 02, 2003 11:01 pm

by [zionzr2](#) » Thu Oct 21, 2004 10:44 pm

I have a question regarding Option 1. If I leave them on and the ignition is off will it CHIME when the door is open? like the regular lights do?

Nimbus - 2012 Subaru Impreza

55 Fuel-ups

driven by ZionZR2



27.5

Avg MPG

[2012 Subaru Impreza Prem. 5-Door CVT 2.0i - Mine](#)

[2008 Chevy Cobalt 2LT - Wifes](#)

[2004 Pontiac Vibe AWD - Deceased](#) 🙏



[zionzr2](#)

Posts: 3179

Joined: Tue Jul 27, 2004 4:59 am

Location: Austin, TX

Re: (zionzr2)

by [nismo](#) » Thu Oct 21, 2004 11:53 pm

There should a loud piercing sound yes.

Inder




[nismo](#)

Posts: 2068


Joined: Tue Dec 02, 2003 11:01 pm



2008 Chevy Cobalt SS Turbo - Fun stuff under there somewhere 
1998 Nissan Sentra - Sold
2004 Pontiac Vibe - 107k and Sold
Cosmo CAI



Re: (zionzr2)

by [ragingfish](#) » Fri Oct 22, 2004 12:54 am

Quote, originally posted by zionzr2 »
I have a question regarding Option 1. If I leave them on and the ignition is off will it CHIME when the door is open? like the regular lights do?
No, it won't.

Because these are now running independent of the headlight system, they aren't tied into the light warning module.

The chime only goes off if the headlight switch is on (not the fog). Normally, the DRL module kills the fogs when you kill the heads. Because you've bypassed the DRL module, you've also bypassed that safety net.

YES!! still visit GenVibe periodically. I have not forgotten about my "original" family over here!


2009 PONTIAC G8
3.6L V6 (256 HP @ 6300 rpm, 248 ft-lbs. @ 2100 rpm)





[ragingfish](#)
Posts: [11022](#)
Joined: Tue Oct 15, 2002 8:23 am




Re: (ragingfish)

by [nismo](#) » Fri Oct 22, 2004 3:25 am

Good point.   Scratch my theory.
Inder




2008 Chevy Cobalt SS Turbo - Fun stuff under there somewhere 
1998 Nissan Sentra - Sold
2004 Pontiac Vibe - 107k and Sold
Cosmo CAI



[nismo](#)
Posts: [2068](#)
Joined: Tue Dec 02, 2003 11:01 pm



by [zionzr2](#) » Sat Oct 23, 2004 12:02 am


I'm thinking I'll go with option #2.
Which wire is the parking light. So, If I understand I cut the green/Orange wire and tap the parking wire?? Which side of the G/O wire i use to tap?



[zionzr2](#)
Posts: [3179](#)
Joined: Tue Jul 27, 2004 4:59 am
Location: Austin, TX



Nimbus - 2012 Subaru Impreza 55 Fuel-ups driven by ZionZR2			27.5 Avg MPG
------------------------------------------------------------------	-------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------	-----------------

[2012 Subaru Impreza Prem. 5-Door CVT 2.0i - Mine](#)
[2008 Chevy Cobalt 2LT - Wifes](#)
[2004 Pontiac Vibe AWD - Deceased](#) 



Re: (zionzr2)

by Jahntassa » Sat Oct 23, 2004 2:56 pm

Parking lights should be green/white. There are two green/orange's in that harness. I believe you want the one that's four pins out from the steering column. When you look, you'll see what I mean... You want the side of the wire going to the harness.

2003 Vibe GT Lava

"He inched his way up the corridor as if he would rather be yarding his way down it."

"For a moment, nothing happened. Then, after a second or so, nothing continued to happen." - Douglas Adams...we all miss you



Jahntassa

Posts: 2979
Joined: Wed Jul 09, 2003 2:06 pm

Foglights redux

by waloupis » Mon Oct 25, 2004 10:18 pm

I only have a question or two. Based on the image below:

Attachment: <http://forums.genvibe.com/zero...1.jpg>

what happened to the other ends of the green/white and green/orange wires? How are they spliced? The image, which is a GREAT help, being one dimensional doesn't show where the rest of the wires go. Any help would be greatly appreciated as this is definitely the option I want to go with.



waloupis

Posts: 13
Joined: Thu Jun 10, 2004 5:10 am

Re: Foglights redux (waloupis)

by nismo » Mon Oct 25, 2004 10:50 pm

Umm, yeah, I did the stupidest thing, either I deleted all the pics or my dad erased em off the digicam. You may want to PM my brother about this one. His sn on here is "theimportscene"
Inder



2008 Chevy Cobalt SS Turbo - Fun stuff under there somewhere
1998 Nissan Sentra - Sold
2004 Pontiac Vibe - 107k and Sold
Cosmo CAI



nismo

Posts: 2068
Joined: Tue Dec 02, 2003 11:01 pm

by Jahntassa » Tue Oct 26, 2004 5:20 am

The green/white wire does NOT get cut. You have to strip back some insulation on that one. The green/orange coming from the dashboard gets taped off and tucked to the side. The green/orange from the harness gets attached to the stripped back green/white.

2003 Vibe GT Lava

"He inched his way up the corridor as if he would rather be yarding his way down it."

"For a moment, nothing happened. Then, after a second or so, nothing continued to happen." - Douglas Adams...we all miss you



Jahntassa

Posts: 2979
Joined: Wed Jul 09, 2003 2:06 pm

by zionzr2 » Wed Oct 27, 2004 3:08 am

great now i know what to do! Now if it will just stop rainin.



zionzr2

Posts: 3179
Joined: Tue Jul 27, 2004 4:59 am
Location: Austin, TX

Nimbus - 2012 Subaru Impreza
55 Fuel-ups
driven by ZionZR2



27.5
Avg MPG

[2012 Subaru Impreza Prem. 5-Door CVT 2.0i - Mine](#)
[2008 Chevy Cobalt 2LT - Wifes](#)
[2004 Pontiac Vibe AWD - Deceased](#) 🙏



Re: (zionzr2)

by waloupis » Wed Oct 27, 2004 3:45 am

Hey Thanks!!!! That's just what I needed to know. Now I've gotta wait three days until Saturday before I can try this out. Anyway, thanks again.



waloupis

Posts: 13
Joined: Thu Jun 10, 2004 5:10 am



Re: (Jahntassa)

by AKLGT » Tue Nov 23, 2004 3:35 pm

thanks jahntassa! did the easy #2 w/ your directions and importscene's pic! i got some add'l pics too just in case any one wants to see, i'll post those up later. 😊



AKLGT

Posts: 11694
Joined: Thu Apr 24, 2003 2:57 pm



by zionzr2 » Wed Mar 30, 2005 1:25 am

YES!!!! Just finally got around to doing this mod and it was so easy I cant believe i waited this long.... (stupid Winters). Went with option #2 and simply cut the G/O wire and used a red(22#-18#) wire tap to tap the slightly larger G/W wire right next to the G/O as shown in the picture. Now Presto I have Fogs when i at least have the Parks on only as well as the highs. Just like I wanted....



zionzr2

Posts: 3179
Joined: Tue Jul 27, 2004 4:59 am
Location: Austin, TX

Took longer to type this than to do the mod WOW!!

Nimbus - 2012 Subaru Impreza
55 Fuel-ups
driven by ZionZR2



27.5
Avg MPG

[2012 Subaru Impreza Prem. 5-Door CVT 2.0i - Mine](#)
[2008 Chevy Cobalt 2LT - Wifes](#)
[2004 Pontiac Vibe AWD - Deceased](#) 🙏



Re: (zionzr2)

by damronjr » Wed Mar 30, 2005 1:39 am

I couldn't believe how easy it was myself! I thought it was some big deal, but when I finally realized what to do, it was nothing! Wish I would have done it a long time ago.



damronjr

Posts: 5179
Joined: Fri Jan 23, 2004 1:30 am

Jason Damron, San Diego, CA, Supercharged 2004 Vibe base - Gone to the wind
[My Vibe pics on Cardomain](#)

2009 Chevrolet HHR SS!

There's

Re: (zionzr2)

by zionzr2 » Tue Apr 05, 2005 10:54 am

Here is a Night shot.



Nimbus - 2012 Subaru Impreza
55 Fuel-ups
driven by ZionZR2



27.5
Avg MPG

[2012 Subaru Impreza Prem. 5-Door CVT 2.0i - Mine](#)
[2008 Chevy Cobalt 2LT - Wifes](#)
[2004 Pontiac Vibe AWD - Deceased](#) 🙏



zionzr2

Posts: 3179
Joined: Tue Jul 27, 2004 4:59 am
Location: Austin, TX

Re: How To: Rewiring the fog-lamp switch the way YOU want it. (Jahntassa)

by remusrm » Mon Jun 06, 2005 8:06 am

so what i need to do for the fogs to be on while i put the high beams on?

09 MazdaSpeed3 ZOOM-ZOOM



remusrm

Posts: 281
Joined: Sun Mar 13, 2005 2:35 pm

Re: How To: Rewiring the fog-lamp switch the way YOU want it. (remusrm)

by joatmon » Mon Jun 06, 2005 8:21 am

I thought option 2 would work for you, gives you the ability to turn on the fogs whenever the parking lights were on, that would include regular headlights and high beams.

Do you want to wire it up so that the fogs come on automatically whenever the high beams are on, or to have the ability to turn the fogs on and off whenever the high beams are on?



joatmon

Posts: 8843
Joined: Fri Mar 21, 2003 5:19 am
Location: SMC MD
Contact:

Re: How To: Rewiring the fog-lamp switch the way YOU want it. (joatmon)

by 4X4CHICHI » Mon Jun 06, 2005 1:41 pm

I'm all over this...coool mod

2004 FUSION ORANGE VIBE GT
200 Watt CD & XM radio, Tinted windows
17" Black Casino's
Silverstars Head and Fog, Injen C.A.I.



<http://www.cardomain.com/memberpage/453424>



4X4CHICHI

Posts: 1065
Joined: Thu Nov 13, 2003 11:10 am

Re: How To: Rewiring the fog-lamp switch the way YOU want it.
(4X4CHICHI)

by 4X4CHICHI » Tue Jun 07, 2005 10:45 am

I don't mean this to sound romantic or anything, but I love you for that 5 minute mod, jahntassa. It's just as you described. I can't wait for it to get dark. excellent mod.

2004 FUSION ORANGE VIBE GT

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4X4CHICHI

Posts: 1065
Joined: Thu Nov 13, 2003 11:10 am

Re: How To: Rewiring the fog-lamp switch the way YOU want it.
(4X4CHICHI)

by 4X4CHICHI » Tue Jun 07, 2005 11:26 am

Also, if you use option 2, you will here the chime because the fogs come on with the parking lights.

2004 FUSION ORANGE VIBE GT

200 Watt CD & XM radio, Tinted windows
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<http://www.cardomain.com/memberpage/453424>



4X4CHICHI

Posts: 1065
Joined: Thu Nov 13, 2003 11:10 am

by binary » Sat Jun 11, 2005 6:48 am

First mod - got my screw driver, side cutters, and a wire tap... away we go!
This mod is easy to justify. I had this same mod for my Contour - I do a lot of highway and interstate driving (100+ miles a day/ 4days a week) - having tail lights and fog lights on is a great thing - it makes youa lot more visable that having just DRLs - and its much neater than just having your low beams on 😊



binary

Posts: 1098
Joined: Wed Jun 08, 2005 5:37 am

Re: How To: Rewiring the fog-lamp switch the way YOU want it.
(Jahntassa)

by Josh » Mon Sep 05, 2005 6:09 am

I remember when I had my Dodge truck with fogs, all we needed was a jumper in place of the relay. I have NOT seen a wiring diagram for the vibe yet...



Josh

Posts: 26
Joined: Mon Aug 22, 2005 11:24 pm

Re: Foglights redux (nismo)

by Digger » Sat Sep 22, 2007 11:01 pm

If you take the org/grn wireand run it to a relay that grounds that wire when the car is in IGN or ACC on the key the fogs sould go on.

Right?

GRN/ORG to relay
relay to ground
relay power to ACC via fuse box under dash

2005 AWD
What's your story?

It's a wonderful thing



Digger

Posts: 674
Joined: Fri Sep 09, 2005 3:36 am

Momma always said "Help that is not helpful, is no help at all"

Re: Foglights redux (Digger)

by Digger » Mon Oct 08, 2007 9:47 am

I just went with op 3. works great thanks all

2005 AWD
What's your story?

It's a wonderful thing

Momma always said "Help that is not helpful, is no help at all"



Digger
Posts: 674
Joined: Fri Sep 09, 2005 3:36 am

by shtngit » Thu May 19, 2011 1:14 am

I dont mean to bring back the dead.....but.....Thanks for the how-to.

shtngit
Posts: 1
Joined: Sat Apr 23, 2011 1:48 pm

Re: (zionzr2)

by mysticbluevibe » Sun Sep 11, 2011 10:41 pm

will this wiring config. work with 2009 Vibe. 2.4 all manual. no fogs yet. question? which config will work the best? Just wondering about the switching based on no factory fogs installed. also which would be the best fogs ? to fill the factory blanks? i want yellows

2009 VIBE 2.4. Model 2SL26 Manual windows n locks, no cruise. 5speed manual shift. 17" factory mags. Custom RamAir
DONT LET ME BECOME THE MAN I SAY I DESPISE!



mysticbluevibe
Posts: 15
Joined: Sun Sep 04, 2011 7:11 am

by vibe5264 » Thu Oct 27, 2011 12:05 am

I want to do option 2, but how do I know which end of the original fog wire to cut?
Edit: Nevermind, I didn't see it had a picture attached until now. THAT'S INCREDIBLY EASY. Doing it first thing in the morning.



GREAT SUCCESS!



vibe5264
Posts: 49
Joined: Fri Aug 19, 2011 4:09 pm

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