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DIY Installations

Rear Foglight - Wagon

by OEMplus

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Overview:

This article is intended to provide a step-by-step installation guide for enthusiasts wanting to install a European Rear Foglight on their North American Passat wagons. This write-up assumes a left-side installation, but the process is identical for either. For sedan owners, the installation varies slightly but the concepts are the same.

Difficulty Rating:



Parts Needed:

- Rear Foglight

Tools Needed:

- Large Regular Screwdriver
- 10mm socket & driver
- Torx T-20 Driver
- Wire pin removal tool
- Dental pick (or similar)

Phase One: Reverse Light Removal

1.1 Open the rear hatch and locate the plastic cover shown below. Using the screwdriver in the notch provided (or your fingers), pry the cover down and away. Set it aside where it won't be damaged.



1.2 Looking up at the hatch, you will notice two 10mm nuts. Remove these, taking care that they do not fall down inside the plastic trim panel. Set them aside.



1.3 To disconnect the wiring harness, you will have to release the two small retaining tabs. This can be done by squeezing them and rocking the connector back and forth until it comes loose.



1.4 The foglight should now be loose and can be removed.

Phase Two: Foglight Installation

2.1 Installation is the reverse of removal. The clearance is a bit tight, so make sure you don't cross-thread the nuts putting them back in.

2.2 Once everything is reconnected and buttoned up, this is what you should have. It looks great but doesn't work, so the wiring is next.



Phase Three: Headlight Switch Wiring

This section assumes you have a European headlamp switch. If not, please purchase one!

- 3.1 To remove your old switch place the selector lever in the off "0" position, push in on the selector and rotate it clockwise to the vertical position. When the entire switch starts to rotate, you can pull it out.
 - 3.2 Disconnect the wiring harness from the back of the switch by squeezing the small tab. The harness tends to retract back into the dash when unplugged, so keep an eye on it.
 - 3.3 Looking at the connector that came out of the light switch, locate the small tab on the side. Push this up and you should be able to remove the wire holder from it's housing.
 - 3.4 Taking the trigger wire that was included with the fog lamp and insert one end into the connector at Pin 7. Re-insert the wire holder into the shell and re-connect it to the euroswitch.
 - 3.5 Run the trigger wire along the switch harness into the area under the dash. We recommend that you secure the wire to the harness using either electrical tape or zip ties to reduce the chances of rattling or chaffing.
 - 3.6 Replace the headlight switch into it's enclosure. Turning the selector back to the off "0" position will engage the securing tabs.
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Phase Four: Foglight Wiring


- 4.1 You will now need to access the CECM, which is located behind the relay panel. This can be found by dropping the lower dash (secured with T20 Torx screws) beneath the steering wheel.
- 4.2 Once you locate the CECM, you will notice a large purple bar running through it. Moving this slightly (1/4") will unlock the unit so connectors can be removed.
- 4.3 Locate connector E and unplug it from the CECM. You will notice it has a shell similar to the one on the headlight switch harness. This is because this is the other end of the headlight switch harness!
- 4.4 Carefully release the shell like you did on the other end of the harness. Connect the trigger wire you installed on the headlight switch to E13. Reassemble the connector and re-connect it to the CECM.
- 4.5 Locate connector C (they are labelled on the CECM next to each connector) and unplug it. There should be a tab you can release to do this. Once the connector is out, you'll need to locate and release the purple locking tab. This is most easily done with a dental pick, but anything with a fine tip on it will do.
- 4.6 Once the locking tab is out, you should be able to release pin 12 with the wire removal tool. The pin locations are all labeled on the connectory housing. After this wire is out, you can reinsert the locking tab and plug the connector back in.
- 4.7 Moving to connector B, unplug this from the CECM and look for pin 4. This should (hopefully) be empty and you'll plug in the wire that was removed from C12. Again, remove the purple locking tab and put the wire in place. Note the orientation of the guide flange when installing and listen for the *click* when it's fully seated.
- 4.8 Replace the locking tab, plug the connector back in, lock the main CECM board and you're done!

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