



Service Procedure



Part Number **ES10362**

VW MKIV

Golf/Jetta

Fog Lamp Installation

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Proper service and repair procedures are vital to the safe, reliable operation of all motor vehicles as well as the personal safety of those performing the repairs. Standard safety procedures and precautions (including use of safety goggles and proper tools and equipment) should be followed at all times to eliminate the possibility of personal injury or improper service which could damage the vehicle or compromise its safety.

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ECS Fog Light Kit - ES10362

Kit Contents:

- ECS Tuning MKIV Fog Lamp Assemblies with Grilles
- Fog Light Wiring Harness
- Euro Headlight Switch (Euro switch upgrade adds fog light switch positions not included in your stock OEM switch. If you already have a Euro-switch, the fog lamp set and harness are available separately.)



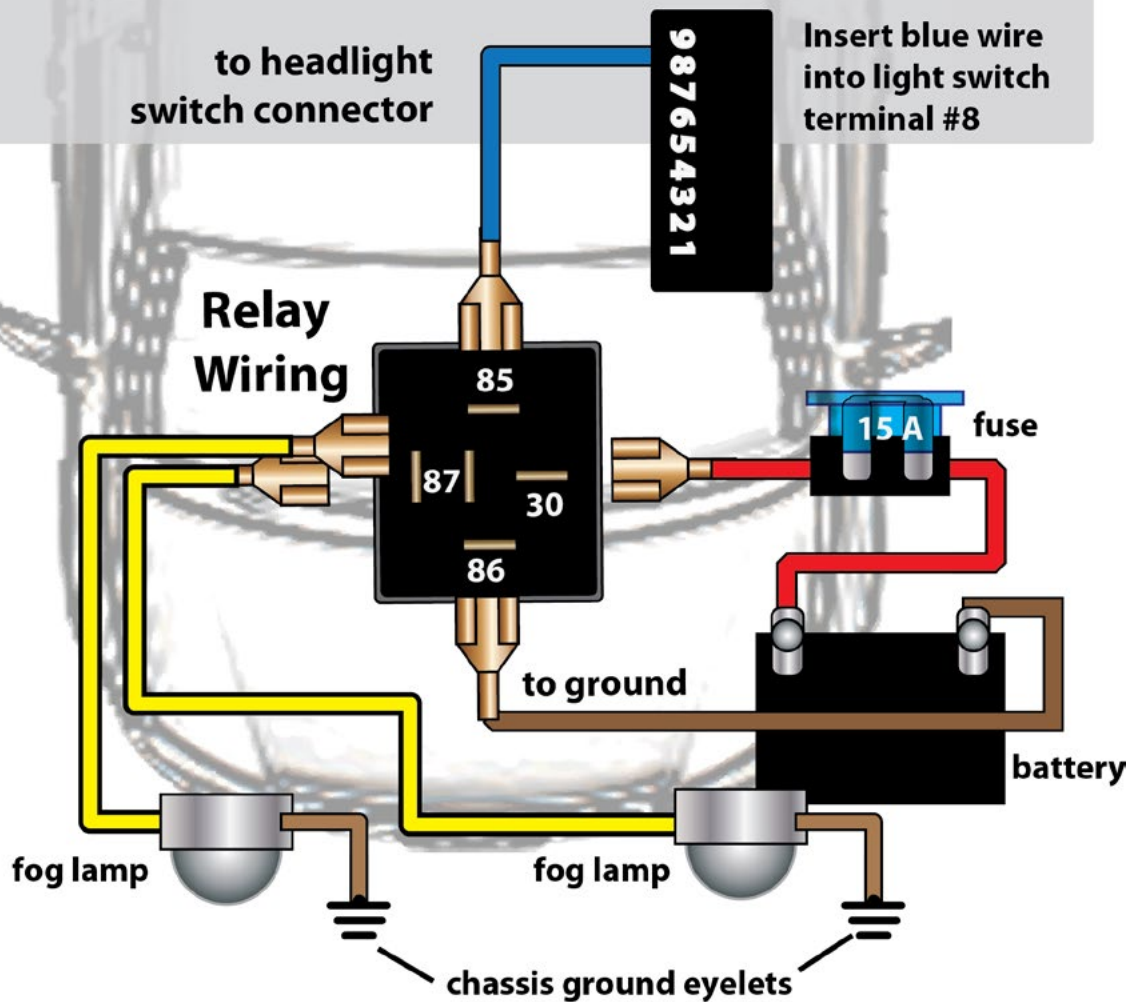
Tools We Used

- T27 and T 40Torx®
- Ratchet and extension, 10mm socket.
- Electric drill and ¼-inch drill bit
- Wire crimper
- Flat screwdriver
- Tie wraps

optional: wire looms, tape, heat shrink tubing (see page 9).

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Relay Wiring for Fog Light Kit with Euro Headlight Switch



This schematic shows relay terminal numbers, wire colors, and general component locations.

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Procedure Overview

Fog lamp kit installation steps.

- 1) Inside the car:** Remove the headlight switch from the dashboard; unplug it.
- 2) At the front bumper:** Remove the plastic grilles (left and right) from the lower bumper. These are held in place by small plastic tabs and clips built into the grilles.
- 3) Under the hood:** Mount the fog lamp relay in the engine compartment near the battery using the attachment hardware in the kit. Make sure the power (red) and ground (brown) wires in the relay harness can reach the battery terminals.
- 4) Under the hood:** Attach the harness plug to the relay. Let the electrical connection hang down (wiring at 6 o'clock).
- 5) Under the hood:** Route the long blue harness wire through the engine compartment to and through a grommet in the firewall near the brake booster.
- 6) At the front bumper:** Route the two yellow harness wires to each of the grille openings in the bumper.
- 7) At the front bumper:** Bolt the ground wires (brown wires with eyelets) in the kit to the chassis in the area behind the grille openings; one ground wire at each grille opening. Bolt each eyelet to ground using an existing chassis bolt. Make sure the connections to the chassis make a clean metal-to-metal connection free of rust, paint, or other contamination; poor grounds will prevent the lights from working.
- 8) At the front bumper:** Crimp the ground wire attached to the chassis in the previous step to the ground wire at each light assembly. Then connect the yellow wire spade terminal to the mating terminal at each light assembly.
- 9) At the front bumper:** Snap the light assemblies back into the grille openings.
- 10) Under the hood:** Bolt the red wire (with the inline fuse) from the harness to the positive battery terminal. Connect the brown wire from the relay harness to the negative battery terminal.
- 11) Inside the car:** Remove the three T27 Torx screws from the lower edge of the dash. Drop the underdash black plastic panel. Reach up from beneath and pull the blue wire through the grommet near the brake booster (see step 5) into the car; route it safely through the underdash area to the back side of the headlight switch connector. Push the blue wire terminal into the vacant cavity number 8, until its locking tabs click in place. Tug it to make sure it doesn't pull out under tension.
- 12) Inside the car:** Attach the new Euro-switch to the light switch connector at the dash. Test the lights. Reinstall the light switch.

To turn the fog lights on, rotate the light switch to any ON position with the ignition on or the engine running, and pull the switch head OUT one click.
- 13) Under the hood :** Route and secure all wires so they cannot snag or abrade.

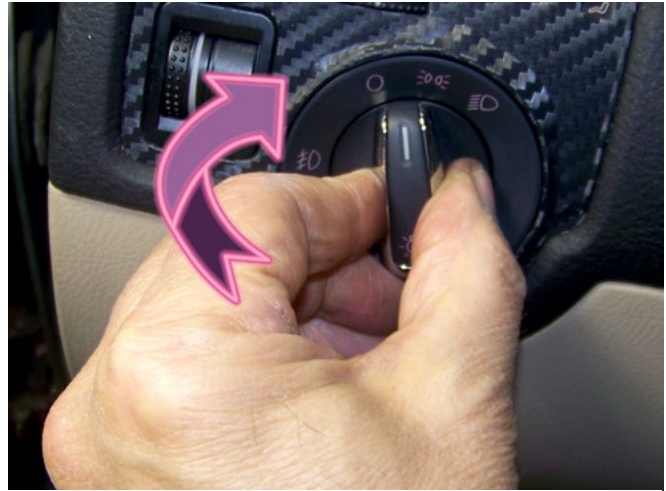
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Step 1.

Inside the car:

Remove the light switch. Push in on the switch knob and rotate it clockwise to the position shown; just between OFF and the park light position. Then pull the switch from the dash.

Disconnect the old switch from the electrical connector and lay it aside.



Step 2.

At the bumper:

Remove the plastic grilles (left and right) from the lower bumper. Pry down *gently* on the plastic retainer tabs on the grilles (arrows), and tip the grille forward and out of the bumper.



Step 3.

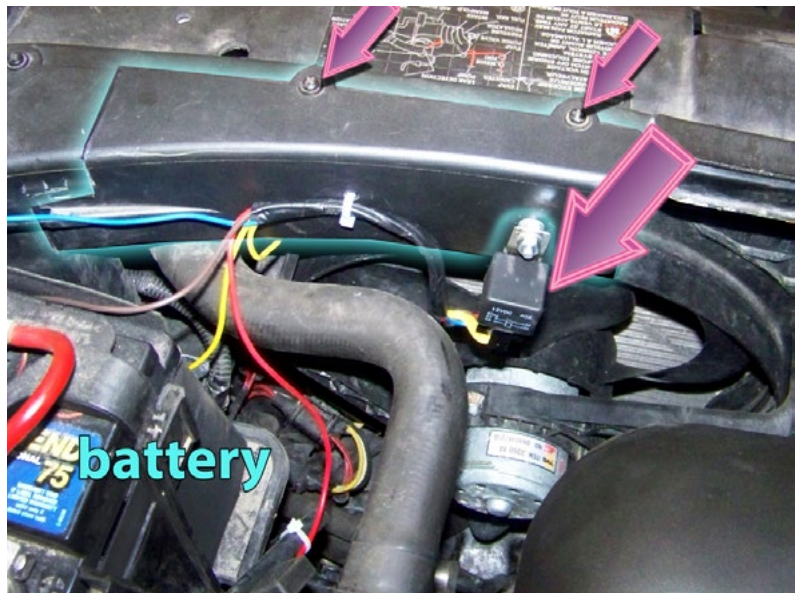
Under the hood:

Mount the fog lamp relay (lower arrow) in the engine compartment near the battery.

Here, we remove the plastic hood cable shield (two screws, top arrows), then drill a hole in the shield to mount the relay.

Two extra holes let us tie wrap the harness wires to the cover.

Mount the relay where you like. Just make sure the power (red) and ground (brown) wires in the relay harness can reach the battery terminals.



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Step 4.

Under the hood:

Route the blue wire from the relay wiring harness through the engine compartment, to the grommet in the firewall near the brake booster.

Use a small, sharp punch and poke a hole in the grommet. Push the blue wire through the grommet into the interior. Let the extra wire hang loose in the engine compartment for now.



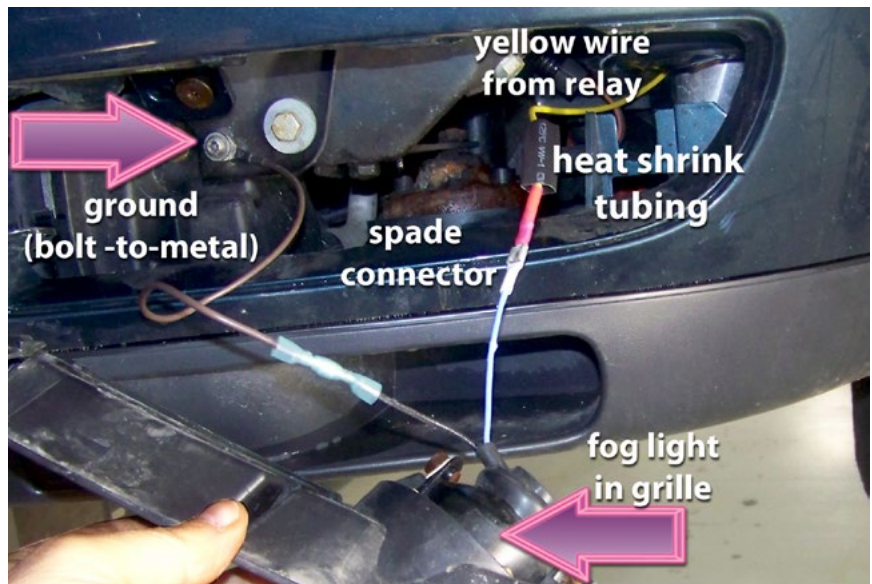
Step 5.

At the bumper:

Route the yellow harness wires from the relay to the grille openings in the lower bumper. Plug them into the spade connectors from the lights.

Bolt the ground wire (brown wire with eyelet) to the chassis in the area behind the grille openings; one ground wire at each grille opening. Use an existing chassis bolt.

Ground points must be clean metal-to-metal connections free of rust, paint, or other contamination.



Step 6.

At the bumper:

Protect the wire connections with electrical tape or a length of heat shrinkable tubing.

We prefer tubing. Slide it over the connection and heat it with a lighter or heat gun to make a tight seal that keeps dirt and water out.



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Step 6.

At the bumper:

Snap the grille/light assemblies back into the bumper openings. Make sure the snap/lock tabs securing the grilles to the bumper openings are fully engaged.



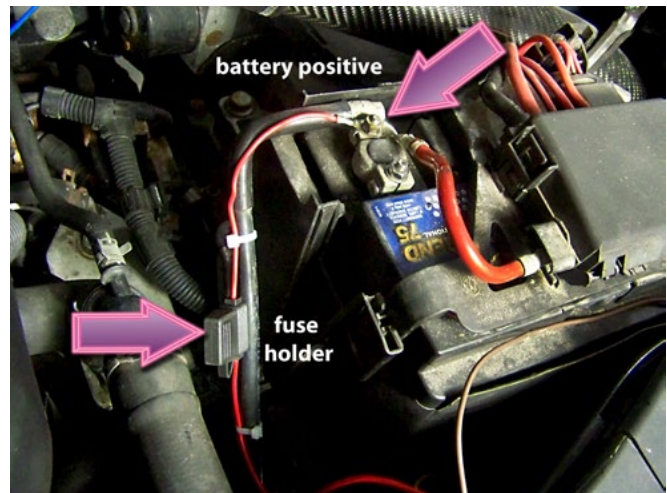
Step 7.

Under the hood:

Remove the battery cover.

Bolt the red wire with the inline fuse to the positive battery terminal. Place the fuse holder where you can reach it later, should you need to replace the fuse.

Secure the wire to the main battery cable with tie wraps.



Step 8.

Under the hood:

Connect the brown (ground) wire from the relay harness to the negative battery terminal.

Test fit the battery cover. Make sure the cover does not pinch any wires when installed.



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Step 9.

Inside the car:

Remove the three T27 Torx screws at the base of the dash (arrows). Pull out and down to lower the underdash panel.

Then reach up under the dash and pull the blue wire through the rubber grommet into the car.



Step 10.

Inside the car:

Route the blue wire toward the fuse panel.

Quick Tip: Remove the entire fuse panel dashboard side cover by prying it away from the dash. Pry near the arrows with a trim tool to pop it loose.

This opens up the side of the dash, making it easier to fish the wire.



Step 11.

Inside the car:

Route the wire to the light switch opening. Push the blue wire terminal into the vacant cavity at headlight connector 8 until its locking tabs click in place.

Tug the wire to make sure it won't pull out of the connector housing under tension.



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Step 10.

Attach the new Euro-switch in the kit to the wire connector, and test the lights. Push the Euro switch into the dash opening until it clicks in place.

To turn the fog lights on, rotate the light switch knob to any on position and pull the switch knob out one click with the ignition switch in the on position.

Step 11.

With everything installed and working, this is a great time to go back and secure all the wiring and dress up the underhood appearance with wire loom, tape, and ties. ECS Tuning stocks everything you need to complete the job and make it look professional.

ECS also sells kit components and replacement bulbs individually.



This completes our MKIV fog lamp installation.