

Fifth Generation Fog Light Installation Instructions

Preface: (you know this long when there's a preface)

First, let me congratulate you on purchasing a set of JDM fogs – they are the best JDM appearance accessory out there for the Fifth Gen Prelude IMHO. Secondly, kudos for having the guts to install them yourself, rather than pay a shop to do your dirty work (I swear, you really don't get that dirty!)

The reason I decided to write this up is not because the existing instructions are not enough to complete the job (in fact I have included two of the existing instructions at the end of mine), but to fill the gaps in for those that understand things visually and perhaps want to learn a little bit in the process. Also, the job can seem daunting when you've barely cracked the hood of your car (by accident of course – you were reaching for the trunk release weren't you). With the pictures I've included, you will feel right at home while installing your new pride and joys. I've tried to make these as simple as possible, erroring on the side of too much information in some cases.

If you have any suggestions or questions regarding these instructions, please do not hesitate to contact me. You can find me at PreludeOnline.com under 5Gen_Prelude, or at schaplin@shaw.ca

Final Thoughts Before I Begin:

1. Use instructions at own risk. You are after all installing electrical components. Is it safe? Yes – unless you've had electrical problems before, I wouldn't worry about it. But don't sue me.
2. Some of the pictures are blurry. First, I'm using an auto cheap digital camera. Second, I'm often holding it without being able to see what I'm shooting. Third, this isn't a lesson in photography!
3. My car is dirty. Yes it's fall and there's crap everywhere. I swear I cleaned it up right afterwards!
4. Finally, **READ ALL INSTRUCTIONS BEFORE STARTING**. Seriously, it does help. It also allows you to skip some steps. At the very least, read the whole step before doing anything.

What You Need Before Installation:

All of your JDM foglight stuff. This includes:



1. Internal Harness (with 15A fuse installed)
2. External Harness
3. Left Fog Light (with H3C bulb installed). Fog Light is marked with an L on top of the bracket
4. Right Fog Light (with H3C bulb installed). Fog Light is marked with an R on top of the bracket
5. Fuse Sticker
6. Relay
7. Screws, Nut, Bolts (4 screws, 1 nut, 2 gold bolts)
8. Fog Light Switch
9. Zip Ties

In addition you will need:

10. Box of washers (same size as the screws you buy - number 10's fit 3/16"s)
11. Box of screws (3/16-1/4" x at least 1/2" long however to do my ratchet trick later on you will need at least 3/4" long screws) and nuts (used for metal applications – as opposed to wood people!)

Now if you're like me, you've read that you need to buy 4 screws and nuts and surprised to find that your box contains four screws. They must be it! No, sadly not. My theory is that the JDM bumpers have either threaded holes or have threaded clips you screw into. No matter, you don't use them, you use instead the box of screws and washers (I say box because you will lose one if you only buy/steal 4).

Tools you will need:

- Flashlight (fresh batteries – check 'em!)
- Ratchet socket set. Specifically a 10mm socket and socket for your nuts that you bought (3/8" were mine)

- Philips head screwdriver. This has to be long enough to reach through the bumper into the screw that holds the turns on. Most screwdrivers BARELY fit.
- Screwdriver for your bought screws (could be flathead, Philips, or Robertson)
- Electrical tape (you may not need this – see later for explanation)
- Glue (again – see later for explanation)
- Multimeter (if you have any doubt about your connections, you will need this)
- Alligator clip leads (not really necessary but can make it easier for testing with the multimeter)
- Snacks (hey you need to keep your strength up!)
- Magnetic probe (for that screw/washer/nut you will drop at the end)
- Precision screwdriver set (Phillips required, flathead nice for the prying out the fog light switch holder)
- Clean shop towel

Pre-Steps:

You can ignore these if you'd like, however I'd be pissed if I found out my bulbs or my external harness were faulty and I could have tested them BEFORE I went down to the garage. In these steps I'll explain a little how it all works from the external wiring side, and you will use these later on in the real steps. For this, you will need your multimeter, alligator clips (optional), external harness and your two fog lights

1. Lay the fogs out like they would be positioned in the car – left on the right of you, right on the left of you (yes – backwards – left and right marked fogs correspond to the driver's perspective)
2. Set your multimeter on ohm or continuity testing. You will have to look at your meter for instructions but basically if you touch the two probes together on this setting, and then separate them, they have two opposite readings (mine is 0 and 1 for continuity exists, yours may beep etc...)
3. Attach one probe (via alligator clip leads if you have them) to the orange male plug on the external harness
4. Attach the other probe to the ground spade (in the middle of the harness)



5. Read meter. You should get no continuity. This is because the circuit is not complete.
6. Now attach one of your fogs to the circuit. Your meter should read continuity. That's because it completes the circuit – it travels down one probe, into the orange wire, into both sockets, but the one you plugged in the fog light to, it also goes into one side of the bulb, through the filament, down the other side, into the other side of the socket, into the black wire which ends up at the ground space.



7. Remove one fog and attach the other fog to the other end. Same result right?
8. Keep existing fog connected and connect other fog. Should have the same result.

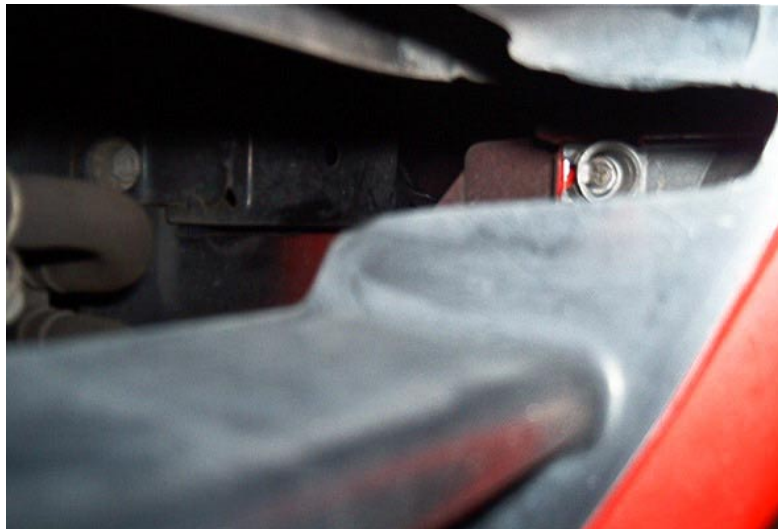
You have basically simulated (at least from a continuity aspect) what your fogs will do when they are connected. Only one fog needs to be connected or working for it to light up, unlike some old Xmas tree lights where the whole string would fail if one light didn't work). This has been a quick crash course in basic troubleshooting. As I said, you will need these skills later on if you have any troubles, but you didn't REALLY have to this.

One last note, I didn't mention which way to plug the light into the socket. I've tried it both ways and they seem to work both ways which would mean they are not polarity sensitive as suggested before. I may be wrong on this which is why I tell you which way to connect the lights later on just to cover my own ass.

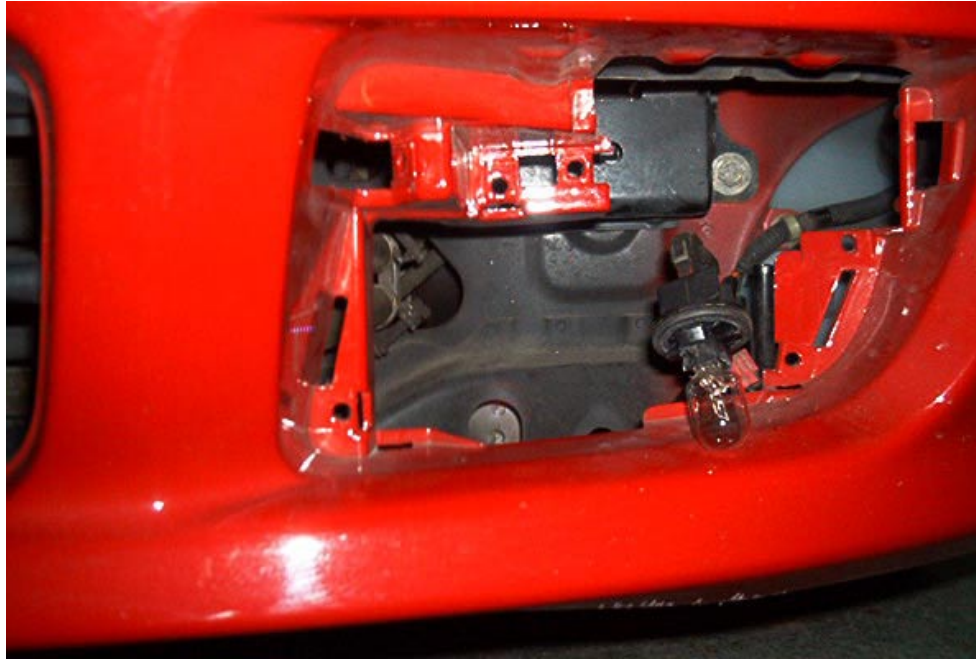
I have split the install into three separate stages.

I. Exterior Harness Install

1. Pop the hood. This part is optional to me anyway: I chose not to unplug the battery because of the backup alarm system I have and I wanted to listen to tunes while I worked. But do this at your own risk – you could potentially fry yourself, or more importantly your fogs. But only if you don't follow directions. It's a precaution to disconnect the battery. However, if you do, keep this in mind:
 - a. You need your code for your radio
 - b. You need to know what disconnecting the battery will do to your alarm system and what steps you need to take to avoid annoying your neighbours
 - c. You need to remember to reconnect it before you start testing at the end! (I'll remind you)
2. Remove turn signals. From the center of the bumper, looking through to where the turn signals are, there is a Philips head screw that holds the turn in. Take your long Philips (or your regular strength Philips if it's long enough) and unscrew it until you can feel that the screw is all backed all the way out. You can tell this is done when every revolution it kind of goes back in the hole a bit. Undo the screw to the point where it's about to drop back in a bit. The turns should now be able to swing open (they are hinged on the opposite side). Don't bend them, and don't force them (although they may be a bit stuck with dirt and the like). If you want a bit more room, you can pop off the plastic fog light covers. Simply grab on to the top of the black plastic and pull out and down. These you can use force on. However, keep in mind you will need to be able to screw the turns back in and remove them without doing this (since foggies don't simply pry out – well at least not easily), so after you have removed the turns you may want to pop them back now that you know how they work.



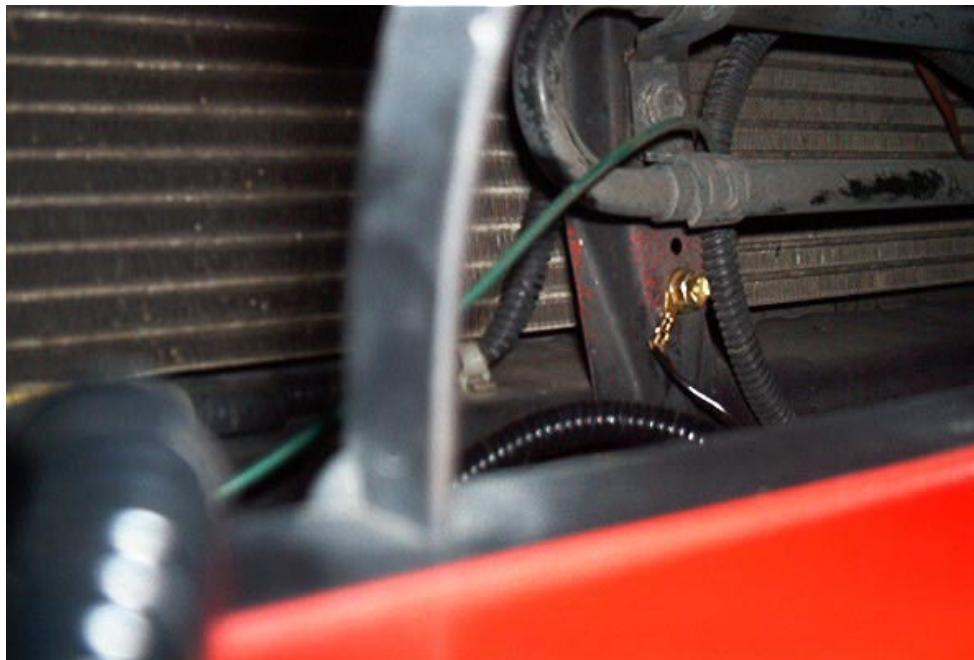
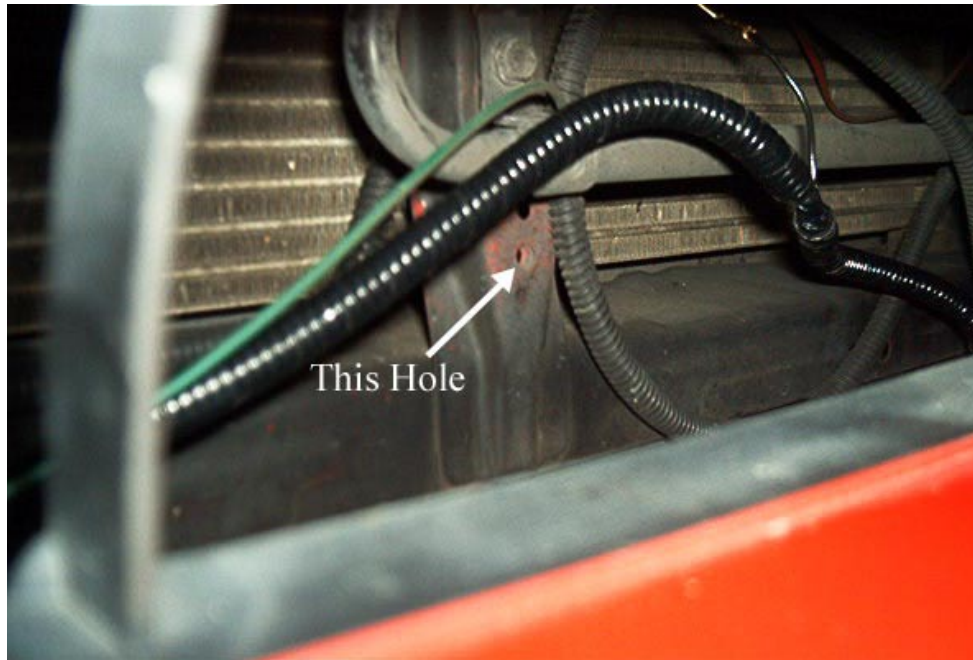
3. Remove the bulbs/sockets from the turn housings. Hold the black plastic socket with one hand and the housing in the other and twist 90 degrees. Careful of the bulb and wiring. Your turn housing should be separated from the car now. You may choose to disconnect the socket from the harness at this point to ensure no damage comes to your turns. If not, make sure the bulbs are out of the way!
4. Remove the plastic fog light covers if you haven't already. Once again, pull from the top and pull down and out. Both hands people! You should have two big empty spots where your turns and fog covers were at this point, with the turn sockets out of the way.



5. Take your external harness out. You are going to run this along the inside of the bumper from one hole to the other. Make sure the orange wire is on the driver's side before starting. Instead of running the passenger side all the way to the hole though, run it through the grill.



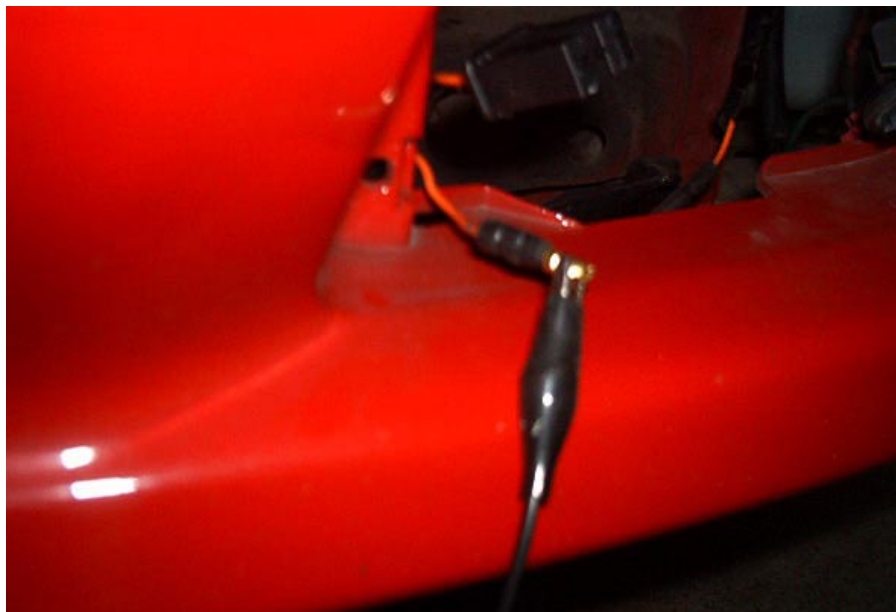
6. Now find the hole in the middle of the bumper. It's right in the middle at the very bottom (see picture). This hole is threaded so you won't need a nut on the other side. Take one gold bolt and stick one hand through the bottom grill (take your watch off!) and hand thread it until it won't turn anymore. Now take the ground spade in one hand and your ratchet with a 10mm socket attached to it, set for tightening in the other and stick both hands through the grill. Place the spade tip between the hex bolt and the frame and start tightening until it's tight.



7. Take your right fog and place it on the shop towel and plug it into the harness. The orange wire of the socket points to the middle (I still don't think it matters though).



8. Take your multimeter out and test the continuity of the harness and ground. Place one probe on the orange connector on the harness, and the other on the bolt at the TOP of the brace you just screwed into (see picture). The car's chassis is connected to the negative side of the battery which completes the circuit. That means you don't need to run two wires for most things. Anyway, if the continuity is there then you're good to go. If not, check to see if there's anything wrong with the meter (touch the two probes) and then check to see if the metal nut, spade tip and chassis are all making good contact. **DON'T GO PAST THIS STEP UNTIL YOU ACHIEVE CONTINUITY.** Once you have, disconnect the meter from the harness

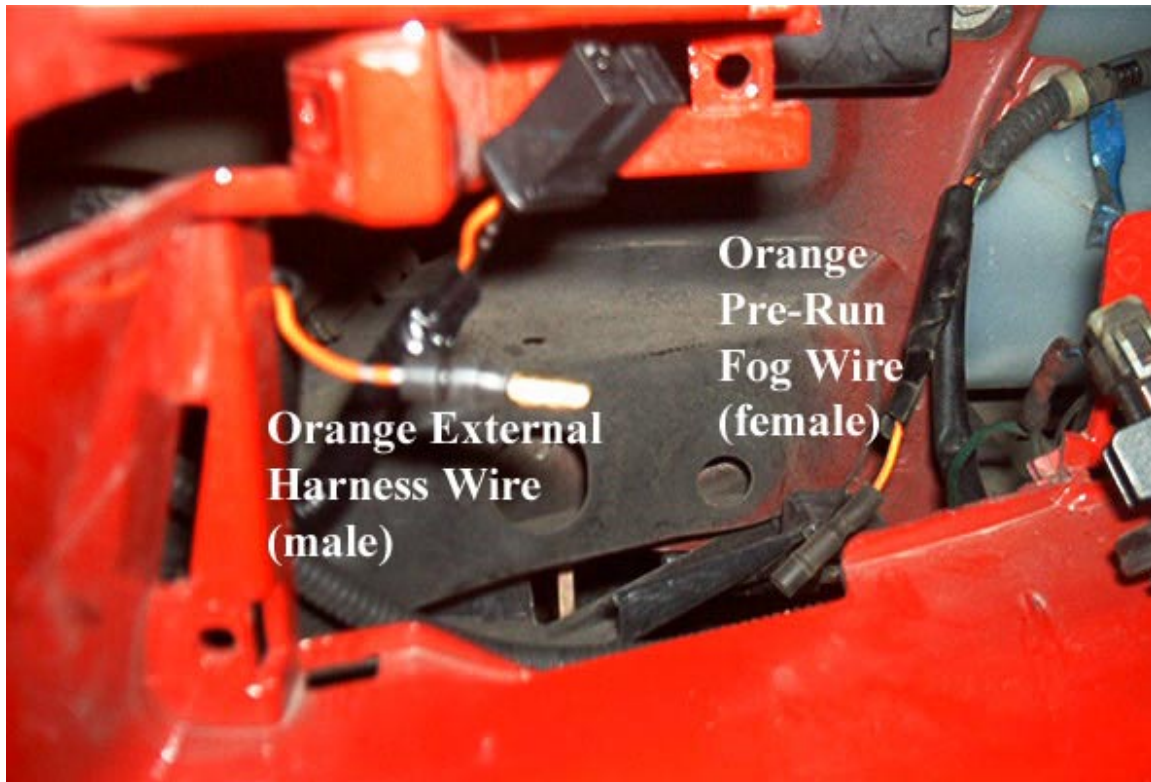




9. Disconnect the fog light and run the right side of the harness properly to the back of the hole. Plug the harness back into the fog light and loosely mount the fog into its hole. It should just hook right over that notch. DO NOT BOLT THE LIGHT IN AT THIS POINT



10. Move over to the other lamp and find the orange wire coming from the firewall. If you follow your side marker and turn wires, you should eventually find it (it's within a foot of the turn hole). It's wrapped up in black or blue tape. Connect the orange wire from the harness to this orange wire – it should just plug in. If you really want, you can wrap this in black tape but it's not necessary – it's pretty tight.



11. Plug the left fog into the harness and loosely mount it into its hole. Again, don't permanently mount the fog at this point.



12. Replace the turn signal socket if you chose to do so before, and hang the bulb on top of the fog lights so you can see them. If you were like me, now is the time to test to see if the turns still work, however you need your battery connected for this. Don't worry, you can disconnect it afterwards and you have done nothing to blow your fogs at this point.
13. Take a break at this point. The next stage is a bit frustrating, at least it was for me, it might not be for you since you have these instructions to help you through it. This is the easiest stage by the way.

II. Interior Harness Install

1. Remove Fuse Door. Down by the hood release there is a fuse panel door. You need to twist the knob (I think it only goes one way), swing open the door and then remove the door completely



2. Remove Door Sill. You don't have to do this – I did. They just pry up. If you have Type-S sills, you might want to do this though since it may scratch



3. Remove the fuse door frame. That whole plastic piece the fuse door clips into comes completely off. Start at the door sill and start prying the piece away from the car. Once you get started you kind of figure out how big the piece is.



4. So far so good right? Here is the tricky part of this stage – once you get past this, it's a piece of cake. You need to remove the frame the button is held in by. And the only good way is patience, patience, patience. One thing you have that I didn't is what the after picture looks like. There are two metal clips (read they take a lot of abuse and won't snap like so many other clips) on either side. I slid my precision drivers in all over the place and finally unclipped the top left clip. How? Luck mostly – but perhaps I managed to hit the actual clip and it collapsed. I would use your towel to prevent any permanent damage. I do know that once one clip has been unclipped the rest are much easier. Once again, be patient.





5. Once you have unclipped the frame, you can pull the frame straight out until you see all three connectors at the back of the switches.



6. Detach each connector noting the order they go in (better yet leave them exactly where you found them and don't let them slip down).



7. Pull the frame/holder completely out

8. Pick a button to remove. You have three choices:
 - a. Sunroof. Well if you NEVER open it, go right ahead
 - b. Cruise. Two options here – you can leave cruise master permanently engaged and have that nice pretty blue light on the dash on all the time, or have it permanently off so you can never use it again.
 - c. Dimmer switch. This is by far the most useless button. I'd like my dash brighter than you can get it, so never having to set it lower than it already is is fine by me.

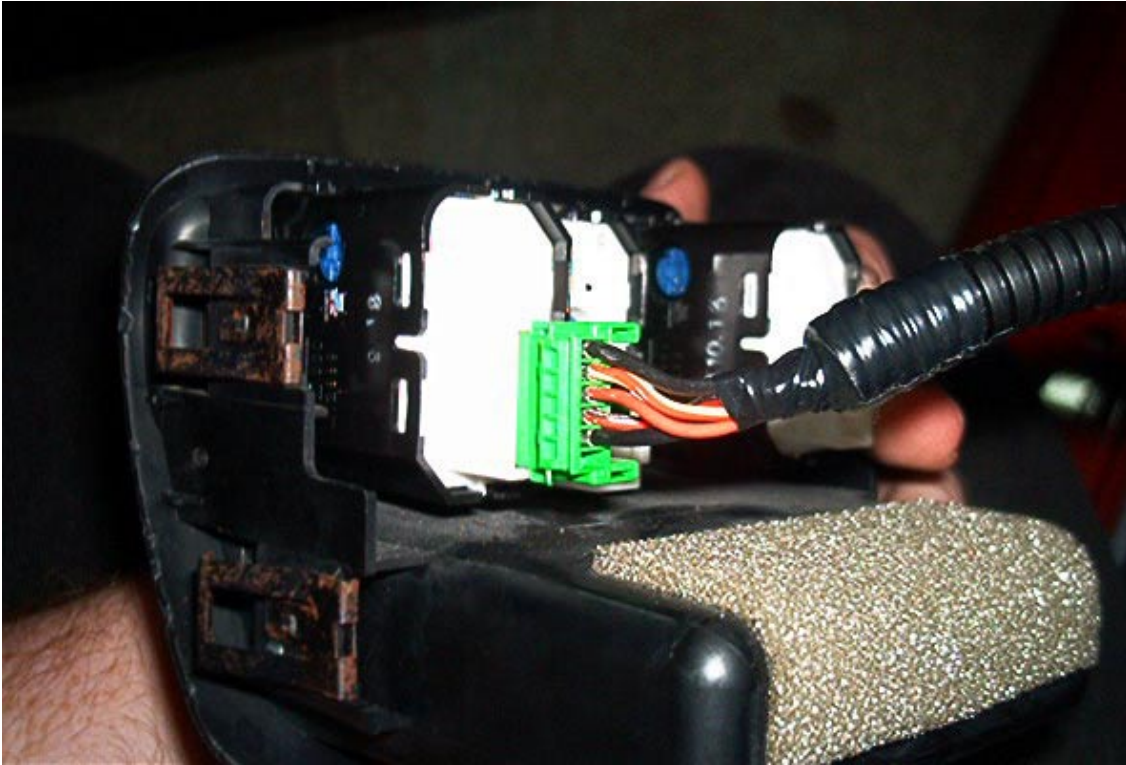
Alternatively you could use the USDM switch and harness that go in that pocket at the bottom, but I don't have those instructions.

9. There are two small Philips screws that hold the buttons in. Remove the screws of your choice (DO NOT LOSE THEM!) and lift the button out of the holder.

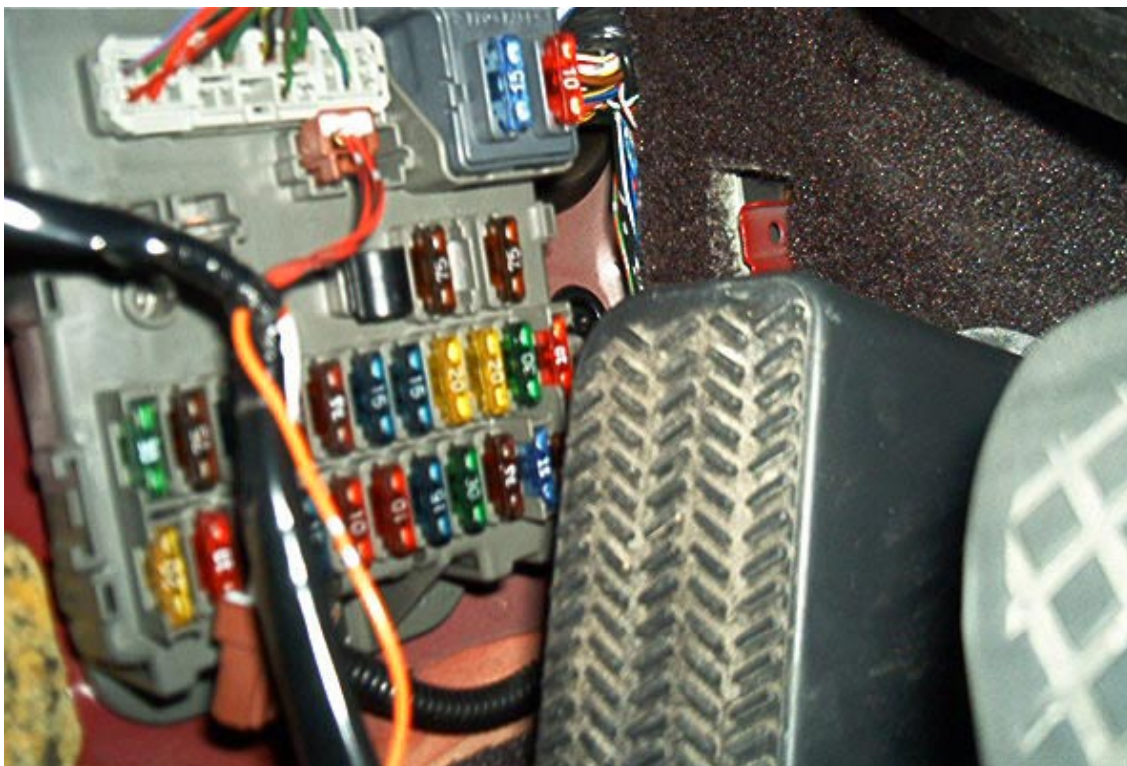


10. Plug the button back into connection it came from, setting it in its final position. For the dimmer switch, you may want to put some black tape over the dial. There's plenty of space to the left and right of the pocket, so you can stick it there.
11. Take your fog switch and place the screws through the holes and then place the fog switch into the holder (fog symbol at the top). Tighten screws

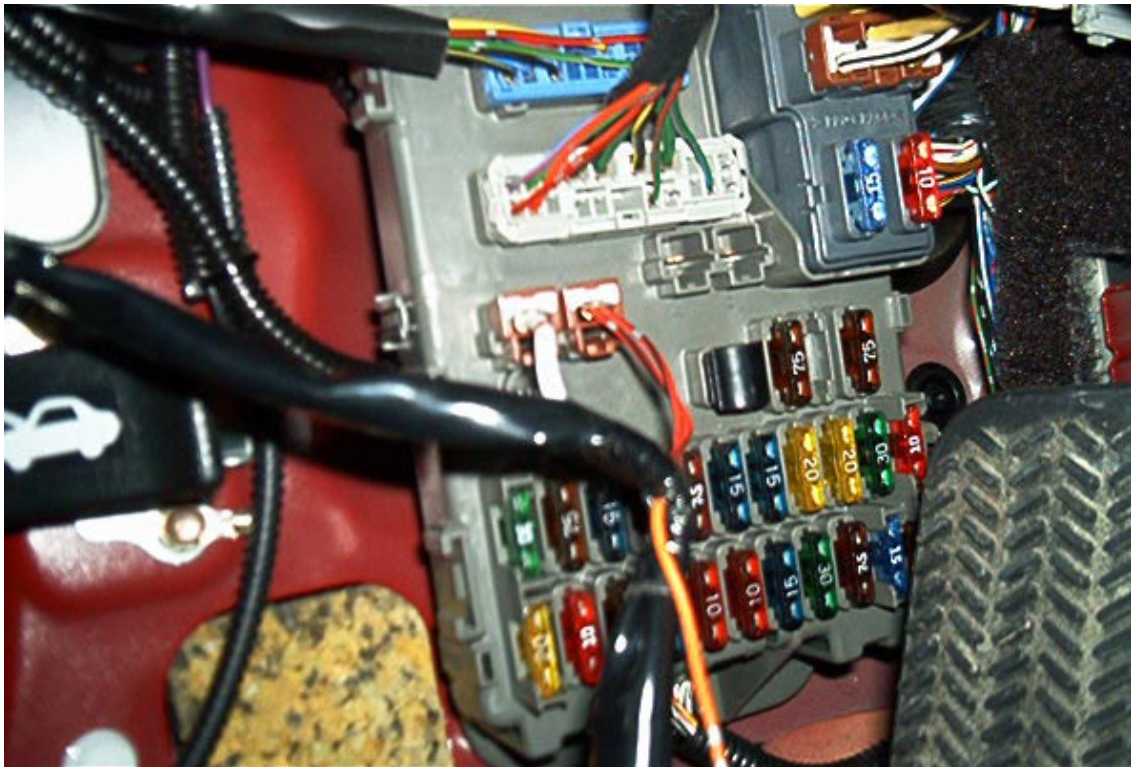
12. Now connect your internal harness to the back of the fog button and feed that bunch of cable down the hole towards the fuse box. Careful not to push your other connections down in the process. **DO NOT REPLACE THE HOLDER BACK INTO ITS SPOT AT THIS POINT.** Why? What if there's a problem – do you really want to pry that bad boy out?



13. You now have to make a decision about how you want your lights to work and when the switch itself is illuminated. Your options are:
- Operate when the key is in the "ON" position
 - Operate the lights when the dash lights are on.
- If you choose a), then plug the brown plug with the two red wires needs to be plugged into the connector port marked 2. If you choose b) then plug that into the connector port marked 1. Which ever one you choose, make sure they snap in tight



14. Connect the other plug to the port marked 5.



15. Now remember the orange plug you plugged the external harness into? Now you have to find the other end of it. It's right at the back near the firewall – it's also wrapped in tape. Connect the internal harness orange wire to this wire. I had to use one hand since I couldn't get in there with two. Make sure that is connected snugly though



16. Connect the relay to the internal harness



17. Unbolt the bolt (using your 10mm socket) to the right of the hood release lever. Stick the bolt through the relay and the ground spade and then back into the hole in which the bolt came out of. Tighten that down





18. Well. You ready? Reconnect the battery if it's disconnected. If you chose a) you will need to put the key in the ignition and turn it to the "ON" position. If you chose b) you need to turn on the parking lights or the headlights. At this point the switch should glow orange. Now hit the switch – your fogs should turn on! If they didn't then there's something wrong – check all the connections, check the fuse in the internal harness and go over the instructions (and this time don't skip any parts if you did before). The front bumper ground connection has been known to be a source of a potential problem.





19. At this point, take another break. You have one last task – the mounting of the lights – this can be tricky only because it's a really tight spot to work in. Oh and turn off the damn lights!

III. Mounting of the Foglights to the Bumper

This isn't a complicated process – it's just time consuming. The smaller your hands are, the easier it is I think.

1. Make sure you have as much room as possible – tuck the turns in behind the bumper (but not so you can't reach them!)
2. Since your fogs are still loosely mounted, all you have to do is take your screws and push one through each of the four holes (two per side). Then take your lock washers and your nuts and screw them on the back securing the fogs to the bumper. Sounds easy right? Well I found it difficult. But here's some tips for you:
 - a. Do the passenger fog light first
 - b. Start with the outside screw
 - c. Remember how I said you should have at least $\frac{3}{4}$ " screws? Here's why: Drop the hex nut and then the washer into the socket that fits the nut nice and snug. Then feed the socket/ratchet through the hole keeping the socket facing up so the nut and washer doesn't fall out (this is also why you have a box of washers and that magnetic probe). Slowly guide the socket over the screw. Finally use the screwdriver to tighten the screw while holding the socket with washer and nut on the other side. Hopefully the screw will grab the threads and start to tighten.
 - d. When I did the inside screws I could not for the life of me get the socket in there. Then I remembered reading about the first NASCAR pit guy that glued his lug nuts to the wheel to speed up his tire changing times. They all laughed at him that day, but they all in turn used the method. So I modified it for this application since I could not get the ratchet or my finger AND thumb to hold onto the hex nut. For the inside screws I only used a nut – no lock washer because I didn't think about the next idea until after the fact. But you could glue the washer to the nut and then tape the nut to your finger. Much like the ratchet you hold the nut to the screw until it bites, you can then attach the ratchet and tighten as normal.
 - e. After you've done the passenger side, try the fogs again. Then start on the other.



3. Try the fogs again
4. Reconnect the turns and try all of the lights – everything should still work!
5. Replace fuse cover holder
6. Replace fuse door
7. Replace door sill
8. Check the fogs again

9. Slowly push the switch holder back into place – you should have checked EVERYTHING before you do this step – it's your last one.
10. Congratulations! Wait till it gets dark and take some pics! (My turns are wired to turn on with the side markers – yours won't)



Conclusion

Well you must be wondering why you have extra parts at this point. First, here's what you should have left:



- 1 Gold bolt
- 1 Gold nut
- 4 Black screws
- 1 Fuse sticker
- 7 Zip ties
- The rest of your box of screws and nuts
- The rest of your box of washers

I didn't use the sticker mostly because I forgot it. I didn't mention it in the instructions but then you should have read this before you started if you really want to use it. It goes on that fuse cover I mentioned in step II.18

I didn't use any Zip ties. I don't normally if it all goes together well but perhaps you will. I'm not going to go into detail about where they are supposed to go though! By the way – the two shorter ones are designed to clip into the chassis.

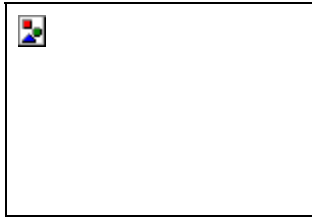
I didn't use the 4 screws because they don't work where they were supposed to.

I have no idea what the extra nut and bolt is for.

Happy Luding!

P.S. As promised, the other two manuals out there. I've included them since they are the original blue prints of this document.

Installing Foglights



In brief: Remove the turn signals, hook up the front harness and lights, hook up the interior harness to the fuse box, aim lights.

Time: 1 hour

Most Difficult Part: Installing the foglight housing.

Tools: Long phillips screwdriver, voltmeter, extra nuts and bolts.

Optional but recommended: plastic pry bars(bicycle tire irons).

I will provide instructions for installing the Japanese Foglights as those are the ones I purchased. There are a few differences between the Japanese and US foglight kit. The main differences are the foglight housing. Also, the japanese kit has a different wiring harness and does not come with the switch panel. The switch panel has an extra cutout for the foglight switch.

Once again, obtain the instructions from your dealer. If you are installing the US foglights, just follow these instructions. If you are installing aftermarket foglights, you can use the pre-wired foglight connector so you don't have to route things through the firewall.

The Japanese foglights do not come with clip nuts so you'll have to get some nuts and bolts from the hardware store.

Get out your radio codes and disconnect the negative terminal of the battery.

For the fog light housing just follow the instructions, they're pretty clear. You have to use your own nuts and bolts (4) for the Japanese kit. I'll just add that you might want to leave the lights out and make sure they work before you screw everything in. The light terminals are polarized but not labeled and the plug can go on either way. So you have to make sure that the lights are connected with the right polarity, otherwise they won't light up. If I recall correctly the positive(orange) wire goes on the left side of both lights.(That is when you look from the front on.) Alternatively, looking at the backside of the lights make sure the orange wire is on the righthand side.

As for the interior harness:

There are 4 optional connectors in the fuse/relay panel on the driver's side. Their functions are as follows:

- 1.+12V When ignition is in the "ON" position.
 - 2.+12V When dash lights are on (i.e. parking lights OR headlights are on).
 - 3.+12V When ignition is in the "II" position.
 - 5.+12V ALWAYS.
- (I'm sure about 2,5 and pretty sure about 1,3 but you might want to double check).

Connect the main power(to the fused link) to option connector #5. You can connect the other connect to #2 if you want to operate the lights only when the other lights are on or to #1 if you want to be able to operate the fogs anytime the engine is on. This also controls when and how the switch is illuminated.

For this foglight kit I had to decide which switch to replace. My choice was between the cruise control master switch or the interior lights dimmer. I decided to set the interior brightness and then leave it. So I replaced the dimmer switch with the foglight switch and secured the dimmer switch behind the panel.

The only thing I'll add is that I couldn't find a convenient place to hook up the ground spade connector and the relay so I hooked it up to the lower bolt of the hood release. This contacts the chasis and should make for a good ground connection.

Lastly reconnect the battery, enter the radio codes and aim the lights with the adjusting screw.

The other good thing about these lights is that the turn signal blocks access to them so it's a little harder to rip off.

TIP: The light bulbs that come with this unit are type H3C which no one in the US has heard of. They are basically like H3 bulbs but with two connectors (one for positive and negative). Anyway, if you want to replace the bulbs, you can buy H3's and solder on a metal lead off the side so that the stock harness will still work. Just make sure the piece is the same width and thickness of the old lead on the H3C's and that it extends out about the same. Also, be sure not to short out the two contacts.

Install those JDM FOGLIGHTS

Make sure you read the instructions thoroughly before proceeding. Its a fairly simple job. It only took me about 15 minutes to install these.

ok, here is how to install the JDM foglights:

Tools Needed:

- Ratchet
- Set of metric/standard sockets
- Flat Head screwdriver(long, and thing recommended)
- Philips Head screwdriver(long)
- Multimeter(not needed, but can be used to check for secure connections)

Before you begin, make sure you have 4 screws, with locking washers & nuts.

1. Start by disconnecting the negative terminal from the battery. This is just for safety purposes. And make sure it doesn't touch anything.
2. Remove your turn signals. Here is where you need the philips head, and unscrew the screws, which are located towards the inside of the bumper. (look in your car-manual if you can't find the screws, it has a diagram in there)
3. Pop out the black plastic piece. The JDM fogs are going to sit in this place.
4. Take out the exterior wire harness and run it down the inside of the bumper. Make sure the orange connector is on the drivers side.
5. Connect the orange connector from the harness, to the orange connector that is sitting behind the signal light(make sure this connection is securely connected!!). There will be one orange wire hidden, and its wrapped with black tape. Find this wire. Its going to be somewhere in the back. Just look where the turn signals were, and you will find it.
6. After you connect the orange connectors, take out the gold ground bolt. Look towards the center of the car. Go all the way down, where the empty opening is in the bumper(behind the license plate). You will see the radiator, and in front of that there will be two holes on the frame(above the two holes, there will be one bolt already used by . Put the ground bolt through the ground connector on the harness(black wire), and then bolt down the bolt to the bottom hole. (Here is where the multimeter would come in handy. You can check if you have good ground connection)
7. Now get out your JDM foglights. Connect the harness to the JDM lights. The connector goes on both ways, so make sure its correct. The orange wire of the harness should point towards the center of the car. So if you looking at the drivers side foglight, the orange wire should point towards the left. And for the passenger side foglight, the orange wire should point towards the right.
8. Mount the foglights onto the bumper. It should perfectly fall in place. Now get out the four screws, along with the nuts. Each side uses 2 screws. Slide the screws through the holes, and hand tighten the nut from the back.(this is really difficult, because there isn't much room to work). Take out your ratchet and use it to hold the nut from the back. Then you simply turn the screw until its tight. Do this for both sides. You might choose to do this for the LAST step, just in case the foglights do not work. This way you won't have to disassemble

everything again.

9. OK, you are done for the outside. Hang in there, if you got this far you can certainly do the inside. You will need to remove the fuse box cover, from the driver's side. Then you need to remove the other plastic cover surrounding that. The best way to take this cover off is to use a flat head screwdriver and pop off the door step(its the long black plastic piece that runs on the inside of the car) Just position the screwdriver on the tip of the door-step, and just pop it off.

10. After you get the plastic coverings off you will need to pry off the switch holder(the piece that hold the cruise control, sunroof, and dimmer switches in place). Get out your flat head screw driver and slide it in pretty deep, and pop it out. Have patience with this, because it is really hard to get this sucker off. There are two clips that hold it in per side. You may want to cover the screw driver with a towel so it wont scratch anything up.

11. Now decide which switch you want to take out to put the JDM foglight switch in. I personally took out the dimmer switch, because I never use it. Unclip all the harnesses from the back of the switches, keeping in mind which one goes where. Take out the dimmer switch, and put in place the JDM foglight switch.

12. Now take the interior wire harness, and plug it into the switch. There is only one plug that fits. Then take all other wires and feed it down through the hole where the switch cover was.

13. Now look under the dash, where you popped off all the covers. You will see a bunch of fuses and connection ports. Now take the brown plug off the interior wire harness that has the two red wires and connect this in port #2. Take the other brown plug which has the white/brown wire and put it in port #5. You need to slide these plugs in until they snap in place. Make sure that they slide all the way in!!

14. Now find the orange wire that is sticking out of the harness. Now look all the way in the corner where the fuses are. Around where the pedals are, but way in the corner. You will see a grip of wires wrapped in blue tape. Twist that thing around until you find an orange wire sticking out. What you will need to do is, plug the orange wire from the harness, to the orange wire in the car. This will be used to give the positive current to the foglights.

15. The last thing left is the big relay. Look where the hood release is. There should be a bolt just sitting there. You will use this bolt to hook up the relay and the ground(black wire) on the harness. Make sure you hook up the relay plug on the harness to the relay.

16. Double check all your work and make sure everything is secure. (you proably wont do this, cause you're eager as hell to see your fogs turn on.

17. Put the negative terminal back on the battery. Turn on you parking or headlights. Then hit the foglight switch. Afterwhitch the green light should come on the switch, and the foglights should turn on.

if it didnt turn on, check the following.

1. Did you remember to put the negative terminal back on the battery?
2. Are you parking lights or head lights on? (they need to be on for the foglights to work)
2. Did you hook up the exterior wire harness correctly to the foglights? (the orange wire should be pointing toward the center of the car)
3. Did you secure the ground bolt on the exterior wire harness? and is it making contact?
4. Did you securily hook up the orange connector from the exterior harness to the orange wire in the bumper?
5. Did you securily hook up the orange connector from the INTERIOR harness, to the orange wire inside the car? (make sure it snaps in place, cause that thing could slide back out)
6. Did you plug the relay into the interior wire harness?

7. Did you hook up the relay and the ground(of the interior harness) to the bolt near the hood release? is it secure?
8. Did you hook up the brown plugs right?
9. Did you plug in the JDM switch to the interior harness?
10. Check if the fuse on the interior harness is still good.

Your foglights should be working now. Put everything back together, and start driving around. You should get a lot of looks.

ALSO>>>Remember to sand the shiet off of the paint for the ground, as that is going to be the one area that will cause frustration- just like it did for Scriber. Sand the paint off really good. Good luck!