



Fog lamps

Vectra

I. Assembly Preparation

The fog lamps will be integrated into the front bumper. Clamp the battery earth strap down first, as should always be done when carrying out jobs at the strapdown. Dismount the bumper by unscrewing the hexagon bolts on both brackets. Dismount the radiator grille and the front covering. Do not leave the front bumper lying on the floor without protection, because otherwise it will be scratched. The apertures for the fog lamps have already been embossed in the factory as standard. Drill the edges first and cut the apertures into the front bumper with a compass saw. Burr the edges of the cuts. Dismantle the covering of the left A-pillar and separate the plug and socket connection between the instruments and vehicle body cable set. Detachment of the switch trim on the dashboard: The securing screws of the switch trim can be reached by removing the trim underneath the instrument housing. In order to do this, lift the trim on the left outer side and plug it near the steering column, from the bottom, one screwturn back, in order to loosen the detent of the trim. (Drawing no. 1). The position of the detents are shown in Drawing no. 2. Take out the securing screws of the now visible switch trim (Drawing no. 3) so that the trim can be tilted out. Lift the blind cover off the installation aperture for the fog lamp switch (Drawing no. 4) and dismount the rear fog lamp switch. Open the cover of the fuse box. Take hold of the fuse box from underneath and swing it out to the front (Drawing no. 5).

II. Assembly

Only for vehicles with fog lamp leads/lines in the vehicle body cable set

Pull the cable bridge out of the socket for the rear fog lamp relay and insert the relay. The relay is not required for vehicles in Norway and Sweden and therefore, the cable bridge should not be pulled out. Plug the relay K5 for the rear fog lamp into the socket and install fuse link 20 A at position 13 (Drawing no. 7). Connect the fog lamp to the cable assembly plug behind the radiator grille.

Only for vehicles without fog lamp leads/lines in the vehicle body cable set

Drill a hole 12 mm in diameter into the splash wall. Burr and protect the edges of the hole with rustproofing paint. Put the rubber grommet into the boring. Guide the fog lamp leads alongside the vehicle body cable set through the rubber bush to the fuse box (plus cable) and to the battery (mass cable) respectively. Connect the fog lamps. Put a cable socket on both mass cables at the battery. It should only be connected to the mass screw along with the battery once all the jobs have been completed (Drawing no. 8). Connect the plus pole of the left fog lamp by means of the plus cable 1.5 mm² and the flat plug with clamp 31 of the vehicle body cable set. Connect the plus pole of the right fog lamp by means of the plus cable 1 mm² and cut-in connector with the plus cable of the left fog lamp. Pull the cable bridge out of the socket for the fog lamp relay (Drawing no. 7) and insert the relay. The relay is not required for vehicles in Norway and Sweden and therefore the cable bridge should not be pulled out. Plug the relay



K5 for the rear fog lamp into the socket and install fuse link 20 A at position 13 (Drawing no. 7).

Only for vehicles with missing leads in the instrument cable assembly and without vehicle body cable set

Drill a hole 12 mm in diameter into the splash wall. Burr and protect the edges of the hole with rustproofing paint. Put the rubber bush into the boring. Lay the fog lamp leads alongside the vehicle body cable set through the rubber bush to the fuse box (plus cable) respectively and to the battery (mass cable). Connect the fog lamps. Put a cable socket on both mass cables at the battery. It should only be connected to the mass screw along with the battery once all the jobs have been completed (Drawing no. 8). Connect the plus pole of the left fog lamp by means of the plus cable 1.5 mm² and the flat plug with clamp 31 of the vehicle body cable set (Drawing no. 9). Connect the plus pole of the right fog lamp by means of the plus cable 1 mm² and cut-in connector with the plus cable of the left fog lamp. Unlock the cable plug at the entrance to fuse 8 (relay side) and pull it out (Drawing no. 10). Solder a connection cable to the cable plug and connect the other end of it to the entrance at fuse 13 (relay side). Connect clamp 30 of the rear fog lamp relay per cut-in connector and cable piece with the entrance to fuse F27. Dismantle the side wall covering of the front foot area at the driver's side. Drill a hole 3 mm in diameter into the side wall, overhead the connecting plug vehicle body/instrument cable set. Burr and protect the edges of the hole with rustproofing paint. Ensure that a mass cable is tightly screwed there and connect this with clamp 85 of the fog lamp relay K5 with clamp 85 of the rear fog lamp relay

K89 and with clamp 1 of the fog lamp switch S21. The mass connection of clamp 85 of the rear fog lamp relay K89 can be dispensed with for vehicles in Norway and Sweden. Connect the plus connection of the left fog lamp to clamp 87 of the fog lamp relay K5. Connect clamp 87 of the fog lamp relay K5 with clamp 5 of the fog lamp switch S21 and with clamp 86 of the rear fog lamp relay K89 (Connection to rear fog lamp relay is not required for vehicles in Norway and Sweden.) Connect clamp 30 of the fog lamp relay K5 with the exit of fuse 13. Use 1.5 mm² cable for this. Connect clamp 86 of the fog lamp relay K5 with clamp 2 of the fog lamp switch S21. Connect the exit of fuse F9 with clamps 3 and 4 of the fog lamp switch S21.

Only for vehicles without coding plug X50:

Connect clamp 87 of the rear fog lamp relay K89 with the entrance to fuse F9. Connect clamp 87A of the rear fog lamp relay K89 with clamp 56 of the light switch S2.1 (Not for vehicles in Norway and Sweden). For vehicles in Norway and Sweden: Connect clamp 87A of the rear fog lamp relay K89 with clamp 58K of light switch S2.1

Only for vehicles with coding plug X50:

Connect clamp 87 of the rear fog lamp relay K89 with clamp 4 of the coding plug X50. Connect clamp 87A of the rear fog lamp relay K89 with clamp 6 of the coding plug X50. Put a wire bridge between clamps 6 and 3 of the coding plug X50 (not for vehicles in Norway and Sweden). For vehicles in Norway and Sweden: Put a wire bridge between clamps 6 and 4 of the coding plug X50. Connect clamp 30 with clamp 87A at the relay socket for the rear fog lamp re-



lay. Plug in the multiple plug again and insert the fog lamp switch into the switch trim.

III. Final Assembly/Testing*

Reinstall all of the dismantled parts. Clamp down the battery earth strap again. Check all functions of the fog lamp. They should only shine when the ignition is switched on and only in conjunction with dipped or full beam headlights. For vehicles in Norway and Sweden: The fog lamps will only shine when the ignition is switched on and only in conjunction with the parking lights. The switch symbol lights up when the headlights are on. The control lamp shows whether the fog lamps are switched on or off. Check the setting gauge of the fog lamp as follows:

Adjust the tyre pressure to the stipulated values. Park the car on a completely flat surface. A weight load of 71 kg should be placed on the central, back seat (1 person). If there are no seats at the back, then the front seats must have a weight load of 2 x 70 kg (2 people). Other than that, the vehicle should be empty, except for a full fuel tank, all equipment such as spare tyre, tools, car jack and other accessories. Let the car roll for a few metres, so that the springs can adjust themselves properly. Adjust the fog lamps at the setting screws (Drawing no.11) with the aid of an optical setting device. The light/dark limit should run horizontally along the setting line. The inclination of the beam of light is 20 cm at 10 m.

* Your friendly Opel dealer will be only too happy to assist you in obtaining additional new parts, replacement, spare or special parts.





