

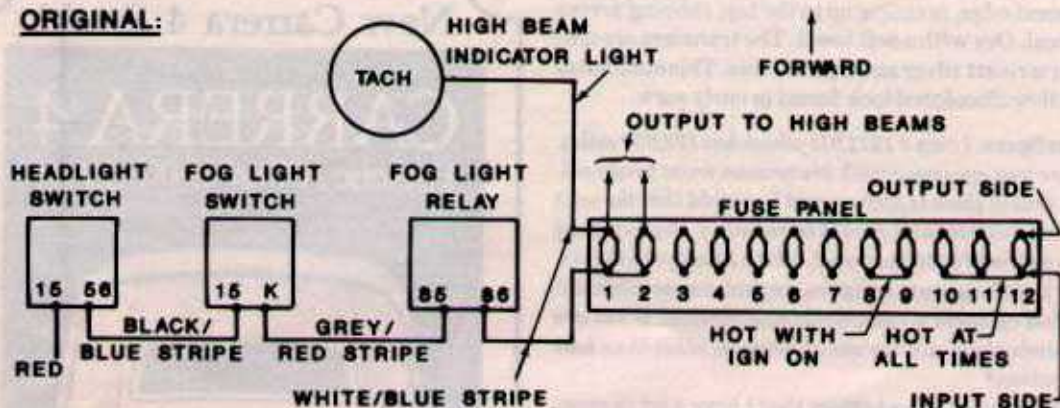
**914 fog light rewire:** *I recently purchased a 1975 914 and have been trying to get all the electrical wires working. I notice that the fog lights will not work except when the headlights are on low beam. Is there some way to allow the use of the fog lights when the parking lights are on or the headlights are on high beam?*

Caldwell: The 914 electrical system was originally designed to allow use of the fog lights only with the low beam headlights, so it sounds like your car is working like it was originally intended to. The fog light switch controls a relay (the middle black plug on the fuse panel) that feeds power to the fog lights. The fog light switch gets its power only when the headlights are on, and if the high beams are on, the fog light relay is rendered inoperative by the headlight high beam circuit. For use of the fog lights at other times, a number of owners have performed the simple rewiring described below and shown in the attached figure. If you plan to do additional wiring or other work on the car, a 914 factory shop manual, which has complete color wiring diagrams for all models, is highly recommended. The 1971 914/4 and 914/6 wiring diagrams are available in *Upfixin der Porsche*, Volume 5; however there are some changes in the later models from those diagrams.

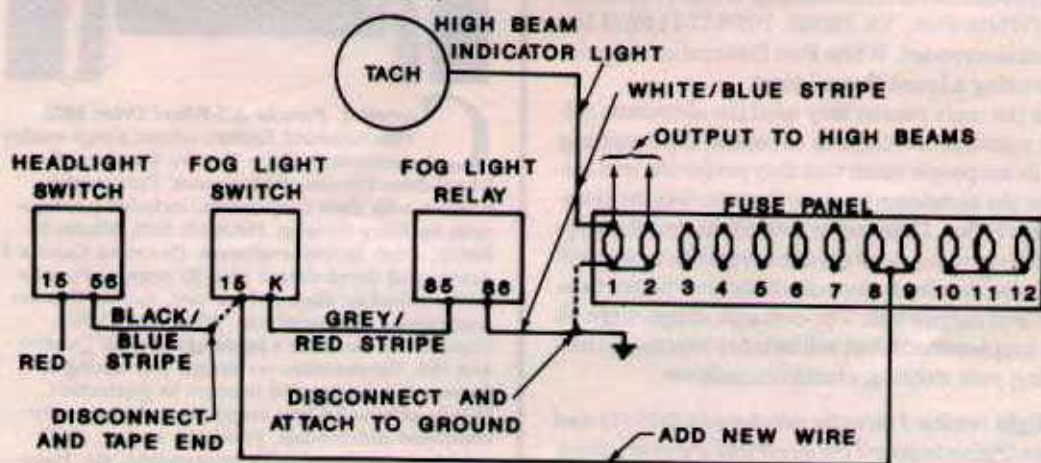
Rewiring the fog light circuit requires access only to

light relay solenoid. The 1972 and 1973 models have both white/blue wires (one from the fog light relay and the other to the high beam indicator) going to the input side of fuse No. 1. So the only tricky part is to determine which wire is which (either a voltmeter or trial and error will work) and to leave the high beam indicator lead attached to the fuse, while grounding the fog light relay wire. The 1972/73 models also have the relay solenoid terminals connected differently with the gray/red wire going to the relay terminal 86 and the white/blue wire exiting from terminal 85; however, this does not affect the rewiring process. The 1970/71 models have the white/blue wire output from the relay solenoid attached to the high beam current supply at the combination relay rather than at the fuse panel, so the wire can be cut near the relay output and grounded. The 914/6 is similar to the 1972/73 models.

## ORIGINAL:



## REVISED FOR FOG LIGHT USE AT ANY TIME: (IGNITION ON)



### 1974/75 914 Fog Light Wiring

the back of the fog light switch and the fuse panel. As a normal precaution for starting work on the electrical system, the battery ground strap should be disconnected to avoid any inadvertent shorts. The back of the fuse panel is easily accessed by unfastening the two Phillips head screws on the panel and pulling it down from its mounting points. First, the power source to the fog light switch must be changed from the headlight switch to a lead from the fuse panel (No. 8 or 9 if you want the fog lights to work only with the ignition on and No. 10, 11 or 12 if you want them to work at any time).

Note that the input side of the fuse panel is toward the rear of the car and the forward edge of the panel is the output side of the fuses. The input side of the No. 8 through 12 fuses is equipped with spare terminals for connecting accessories. The black wire with blue stripe is disconnected at the rear of the fog light switch and taped over, and a new wire is run from terminal 15 on

the fog light switch to the fuse panel.

Once you have power to the fog light switch independent of the headlights, the only remaining task is to make sure the fog light relay will work with the high beams on. In the factory wiring for the 1974 and 1975 models, the fog light relay solenoid output is connected to the input side of fuse No. 1 by a white wire with blue stripe. Fuse No. 1 supplies power to the left headlight high beam, so whenever the high beams are on, the fog light relay solenoid is blocked by 12 volts and the relay won't close. The solution is to disconnect the fog light relay wire from the input connection to fuse No. 1 and ground it, so that every time the fog light switch is activated, the fog light relay will close. This will provide fog lights any time the fog light switch is turned on, independent of parking lights or headlights.

For 914s prior to 1974, the operation is similar except for differences in the original factory wiring of the fog