

WebElectric DRL-2P installation on a 2012 Prius v van/wagon

The WebElectric DRL-2P was designed for installation into a 2004-2009 Toyota Prius but has been installed by others on the 2012 Prius v wagon.

The installation instructions provided by WebElectric are specifically for the 2004-2009 Prius which has its front turn signals above the headlights in the same headlight unit. Since the Prius v turn signals are low in the bumper, installation will be somewhat different.

The following is my interpretation of the WebElectric DRH-2P instructions.

DRL-2P module wire descriptions:

Pink	Connect to left turn signal positive wire – harness side (requires first cutting the positive left turn signal wire).
Violet	Connect to left turn signal positive wire – bulb side
Red	Connect to right turn signal positive wire – harness side (requires first cutting the positive right turn signal wire)
Brown	Connect to right turn signal positive wire – bulb side
Blue	Connect to either the positive wire leading to either a side marker bulb or a 5W “city light” bulb in the headlight cluster.
Green	Connect to ground wire leading to a either a side marker bulb or a 5W “city light” bulb in the headlight cluster.
White	Connect to the DRL-2P Green wire if you wish the opposite side DRL to turn off while signaling a turn
Yellow	Connect to a “power point” that is always “hot” when the vehicle is in “run mode”

This document describes how the author installed the DRL-2P kit on a 2012 Prius v Five with the Advanced Technology Package. It is assumed but has not been confirmed that the installation method described would work on any 2012 Prius v. The installation method used by the author is probably one of several methods and uses additional parts not included in the DRL-2P kit.

Wire colors shown in the WebElectric installation instructions for the 2004-2009 Prius sedan are the same in the 2012 Prius v Five with the Advanced Technology Package and are assumed to be the same on other Prius v variations.

Although the author attempted to be accurate in this document, when in doubt, FOLLOW THE INSTRUCTIONS PROVIDED BY WEBELECTRIC FOR THE DRL-2P KIT.

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WebElectric DRL-2P kit



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Bussman Fuse Tap BP/HHH-RP and 10A Blade Fuses for use in it (not the low profile fuse type used in the Prius) – will replace fuse #28 in the engine compartment fuse box.



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The 2-conductor cable supplied with the DRL-2P seemed too short to run from the driver side to the passenger side due to my installation method so I bought a reel of 18 gauge cable. I used the 2-conductor cable supplied with the DRL-2P kit to connect the DRL-2P module to the driver side turn signal wires. I decided to use male and female terminals to attach all wires from the car to the DRL-2P module. I enclosed all wires on the “car side” with heat shrink tubing.



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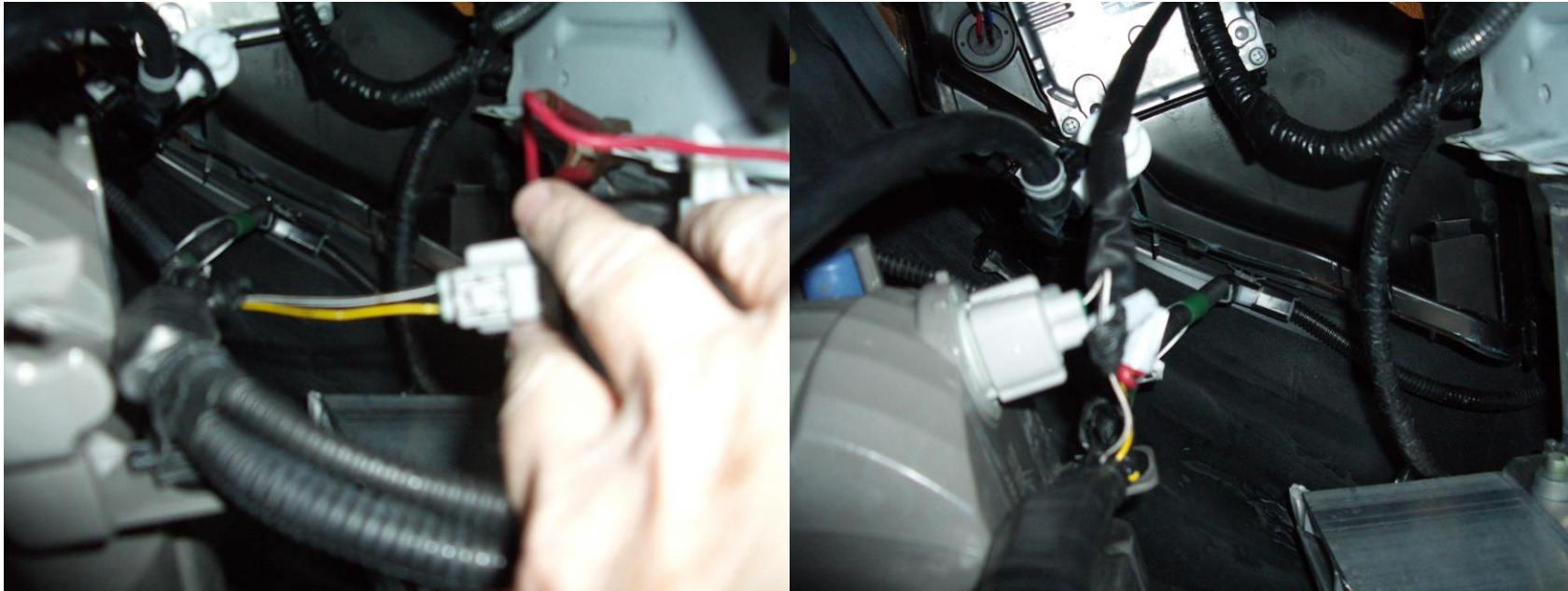
Jack stand placement – it took a medium duty high lift floor jack to elevate the car to a barely adequate height ... substantially higher than shown in this photo.



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To access the driver and side front turn signal sockets and wires, it was necessary to “drop” only the small panel on each side. Each panel is held in place by about six bolts and one plastic fastener. The panels are part of the fender liner and can be gently bent out of the way while working. The bolts holding the panels in place are not all the same type – keep track of which goes where!



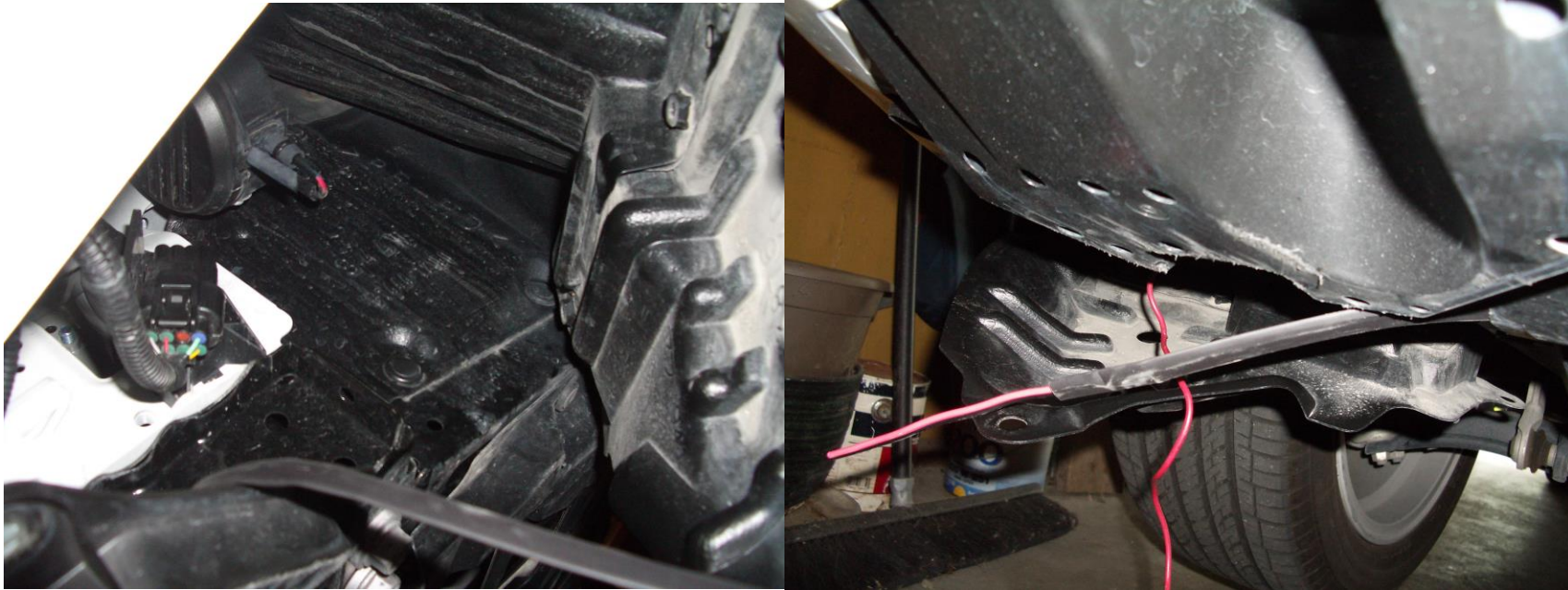
The above two photos show the driver side turn signal wire and socket before and after cutting the positive (yellow) wire and connecting the harness side Yellow wire to the Pink wire of the DRL-2P module and the bulb side Yellow wire to the Violet wire of the DRL-2P module using the wire nuts supplied with the DRL-2P kit.

Normally, I would not use wire nuts in an automotive application. In this case, however, work space is incredibly tight and soldering the wires or using terminal connectors would have likely have required removing the front bumper cover.

Note that the wires leading to the turn signal sockets are very small – 22 or 24 gauge – and difficult to strip the insulation from with a wire stripping tool. After inadvertently breaking off a bit of the yellow wire while attempting to strip it with a stripping tool, I resorted to using (very carefully!) a sharp razor blade utility knife.

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The above two confusing photos are an attempt to show how I fished a 2-conductor cable from the driver side to the passenger side above the “under cover” behind the front bumper. It was not necessary to remove the under-cover. Ignore the single red dangling wire that leads to my test light’s ground clamp.

I connected the passenger side turn signal wires to the 2-conductor cable in the same manner as the driver side turn signal and used cable ties used to secure the wires.

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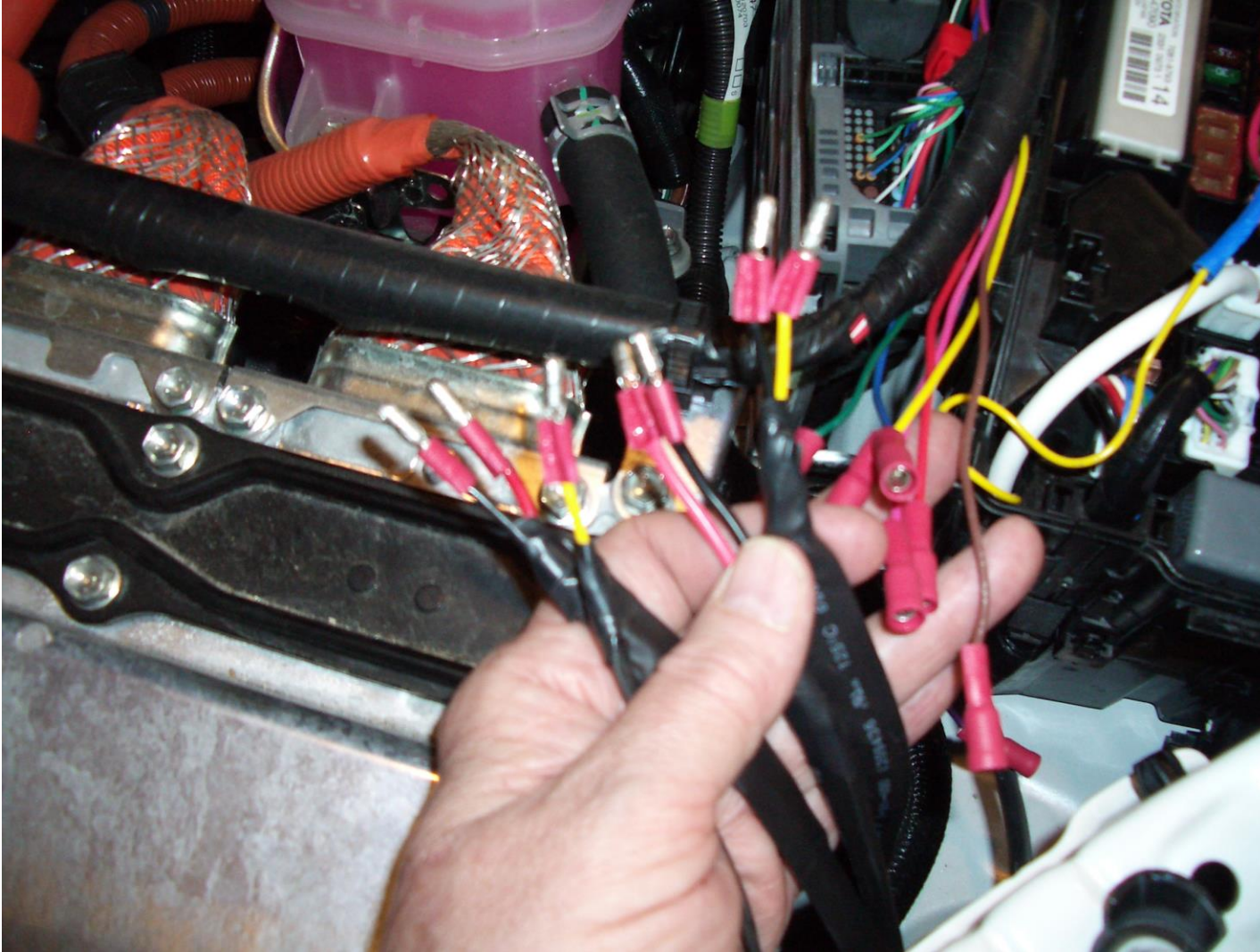
I attached the Blue wire from the DRL-2P module to the easily accessible Green wire leading to the 5W parking light (aka “city light”). I connected the Green wire of the DRL-2P module to the White with black stripe ground wire leading to the same bulb socket. These connections were the only times I used the red scotch-lock connectors that came with the DRL-2P kit.



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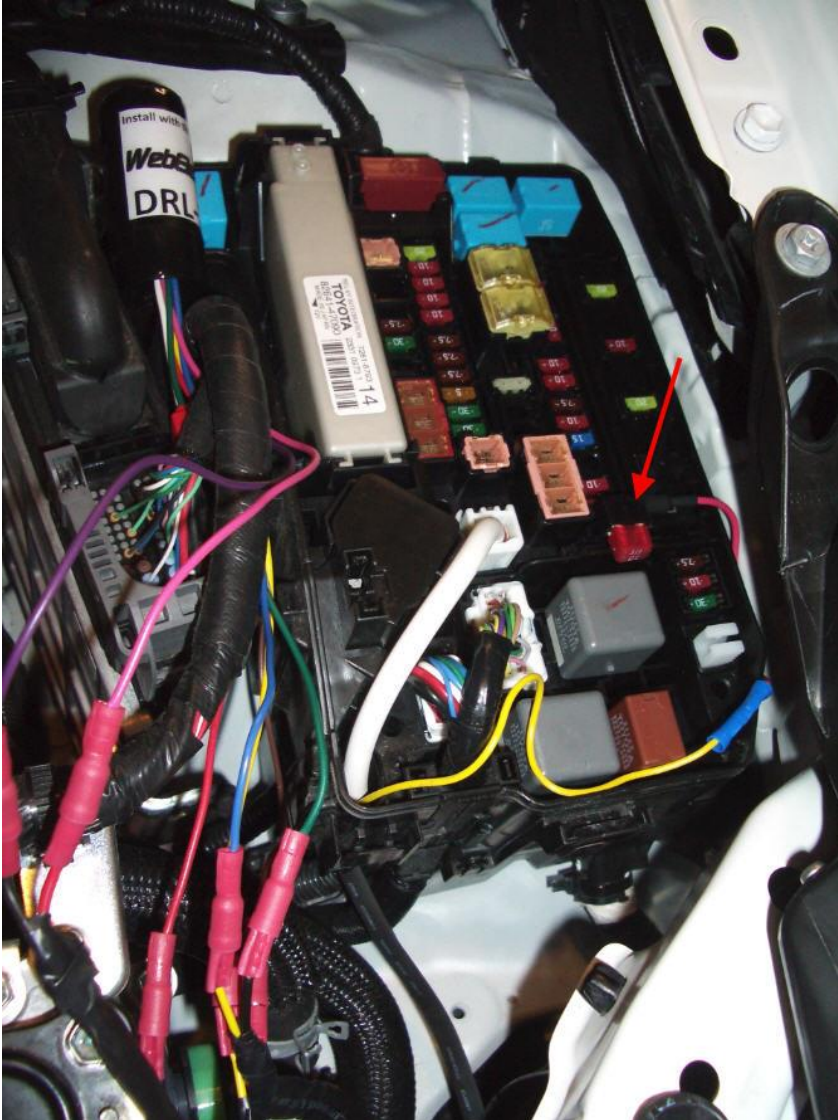
The picture below shows the seven male connectors from the “car side” and the female connectors on the wires leading to the DRL-2P module.



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The below picture shows all completed connections including the Bussman fuse tap plugged into fuse position 28 of the engine compartment fuse box.



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The photo to the left shows all the wires tucked out of the way to the left of the engine compartment fuse box and the DRL-2P module wedged firmly in the required upright position to prevent damage from corrosion.

Cable ties are used to hold the bundle of wires to existing wires in the engine compartment.

The DRL-2P module did not come with a label so I made and attached one so that it would be obvious to a mechanic what its purpose is:



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