I have had a low beam problem on my car since I bought it. Dealer tried to fix it before shipping it to me (by replacing a relay) and that did of course not work. After much back and forth arguing who's paying for what I decided to fix it myself. First, a ***huuuuuge thank you to racerxr (Tom)*** *here on the forum. Thanks for locating the problem and figuring out how to fix it as well as providing excellent descriptions and pictures via email! The wire was broken in EXACTLY the spot that you pointed out! Yesterday me and my awesome girlfriend set out to fix the fuse box! We ended up following Tom's instructions for the most part with a few modifications. I have written a short step-by-step guide for how we fixed the problem. This is to further clarify how this CAN be done (this is by NO means the perfect solution) to those who are still wondering to fix it yourself or not. It was a pretty straight forward job, and absolutely well worth 1000 $*

Take the fuse box out of the car. *Very simple:*
1. Disconnect the battery and the power cable that connects to the fuse box
2. Press the plastic clips that attaches the main part of the fuse box and pop it out
3. Unscrew the four metal bolts and knock on them so that each of the four blocks fall out
4. You're DONE

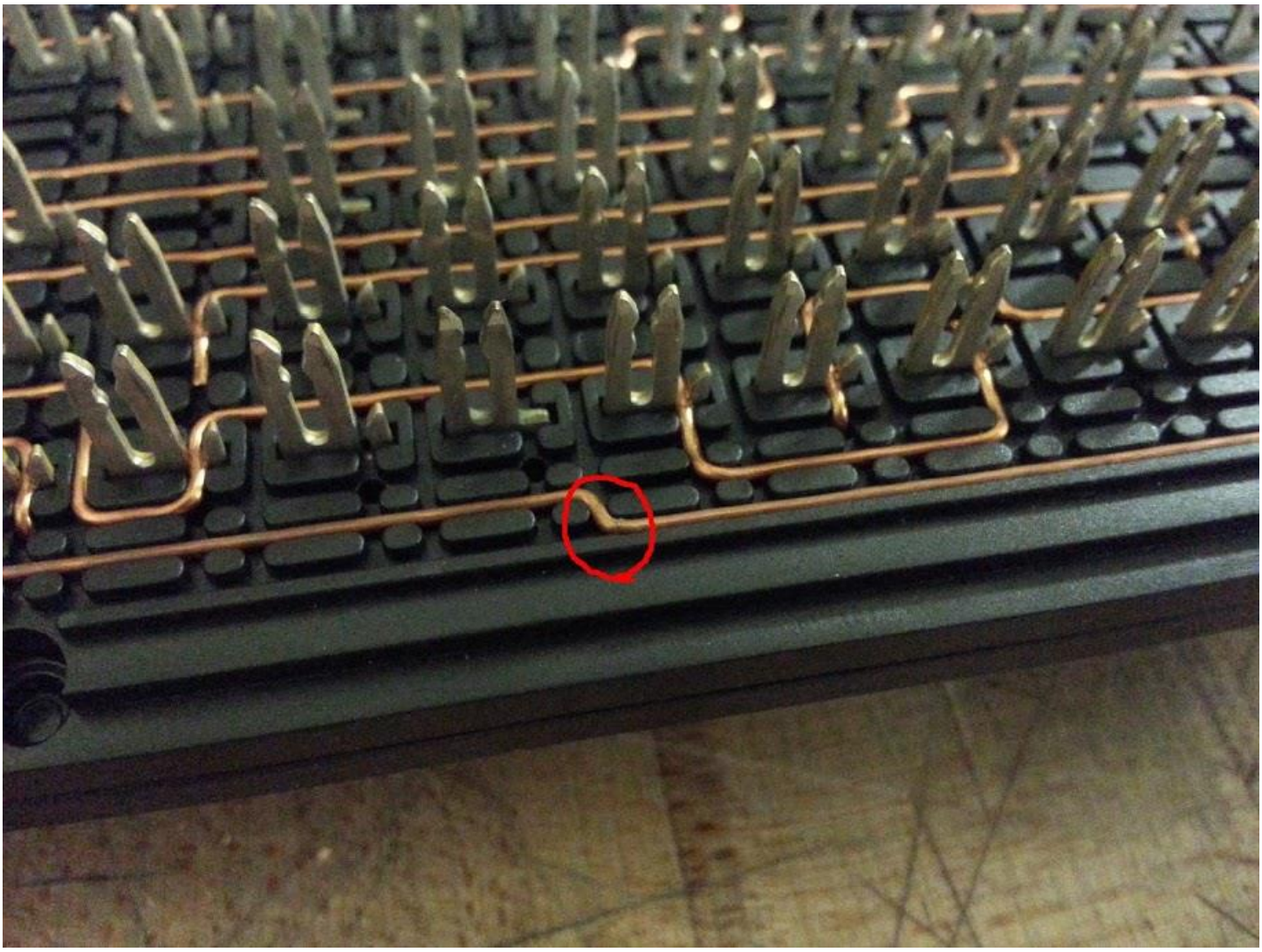
Disassemble the fuse box
1. Pull out all fuses and relays
2. Use a needle nose plier and un-swedge the metal sleeves that hold the two layers together. Get a good pair of Erwin Brand (Vice Grip) needle nose and catch the edge of the sleeve on the bolt with the first groove in the Vice Grips and adjust the pliers so that you have leverage and that the part you are bending goes up against the bolt. You will end up with a couple points that wont be up against the bolt and will be tight through the hole in the fuse box, but thats ok just TAP it with a hammer and it will go through just scratching the plastic holes.

3. When un-swedged enough, knock the bolts through the box so that it can be disassembled. I messed up the bolts so badly (bad needle nose pliers) during the un-swedging that I decided to cut the metal sleeves surrounding the bolts (see picture) so that they don't interfere. The sleeves are not needed as their only purpose is to keep you from opening the fusebox. When the box is in the car, it is held in place by the four bolts and the four block modules.

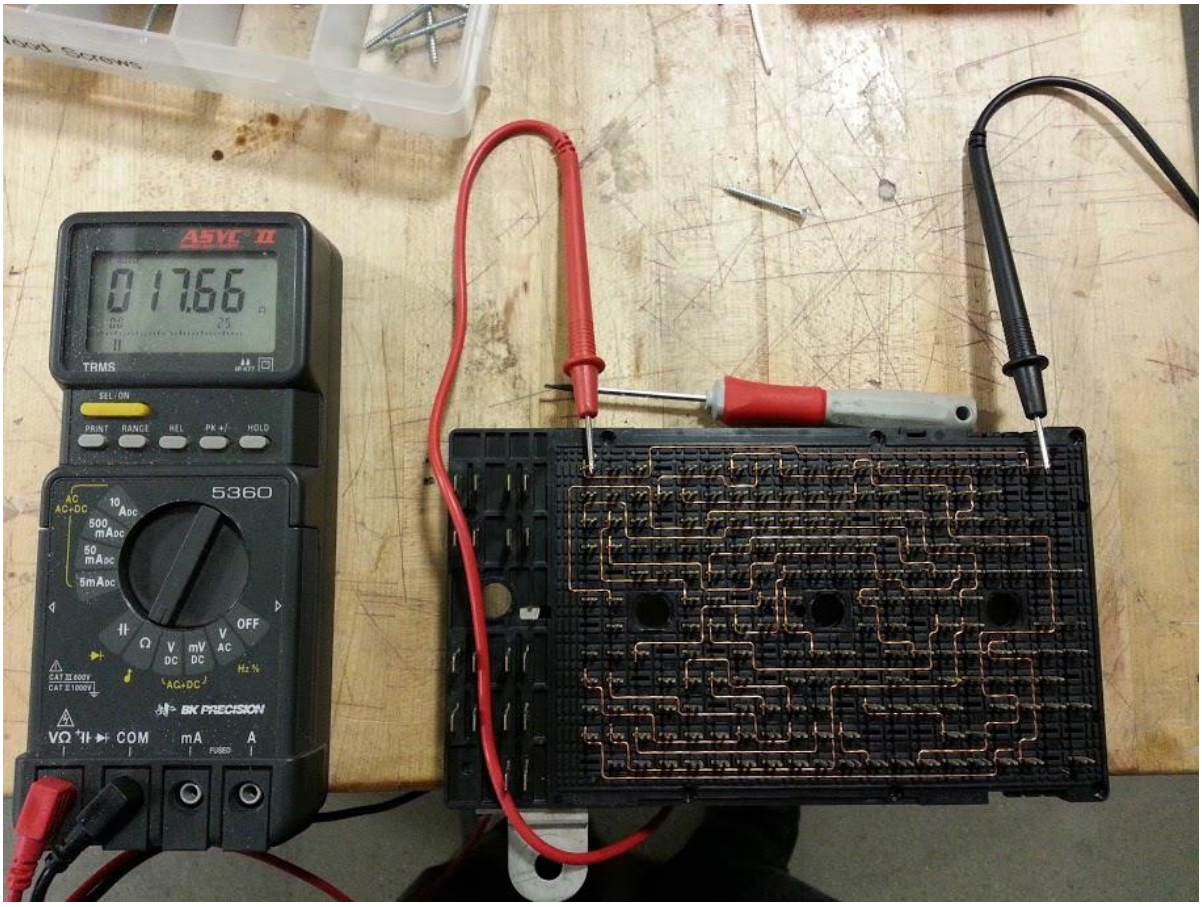
Replacing the broken wire

1. *Get some 20 gauge copper wire. I bought some at Homedepot for 7 $*

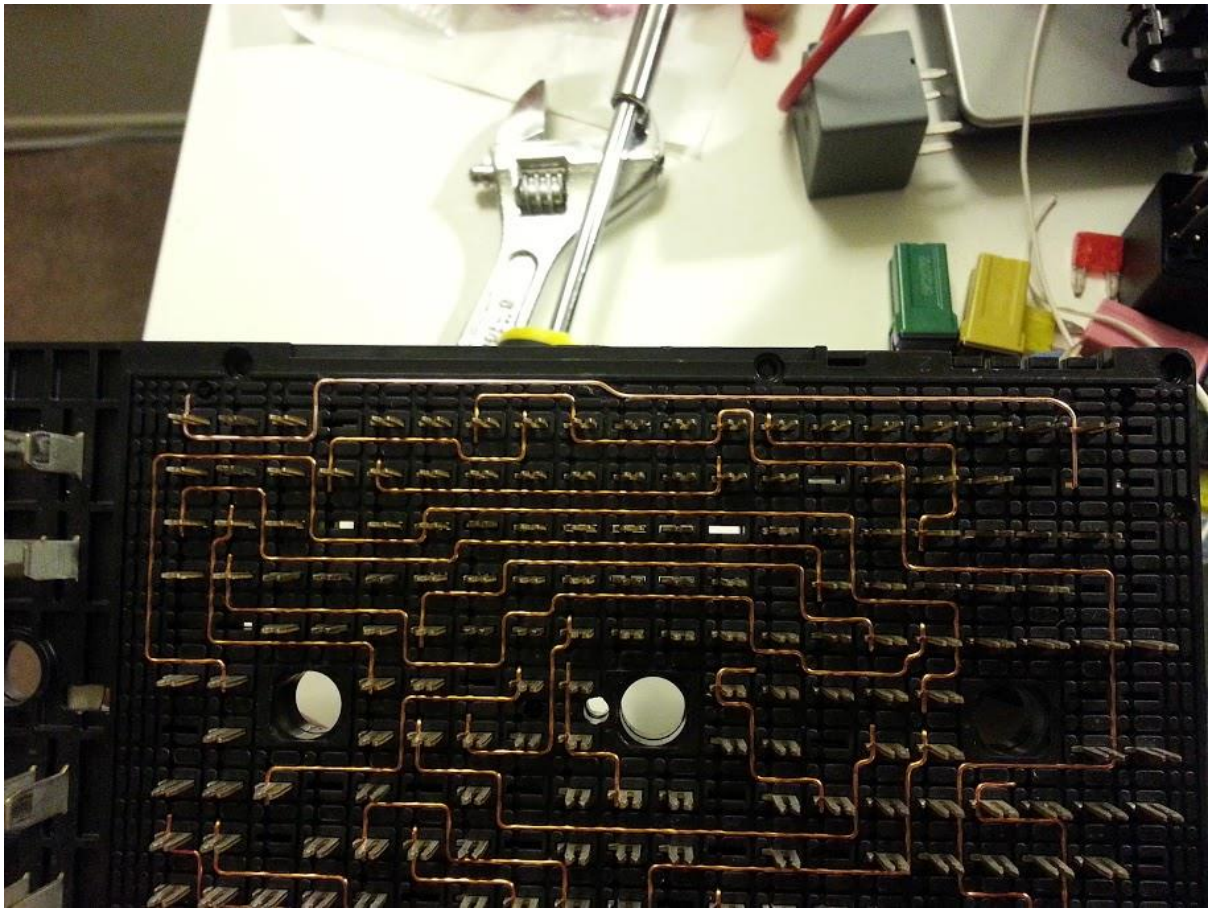
2. *Find the broken broken wire and remove it. When you manage to open the fusebox, the broken wire is on the other side.*



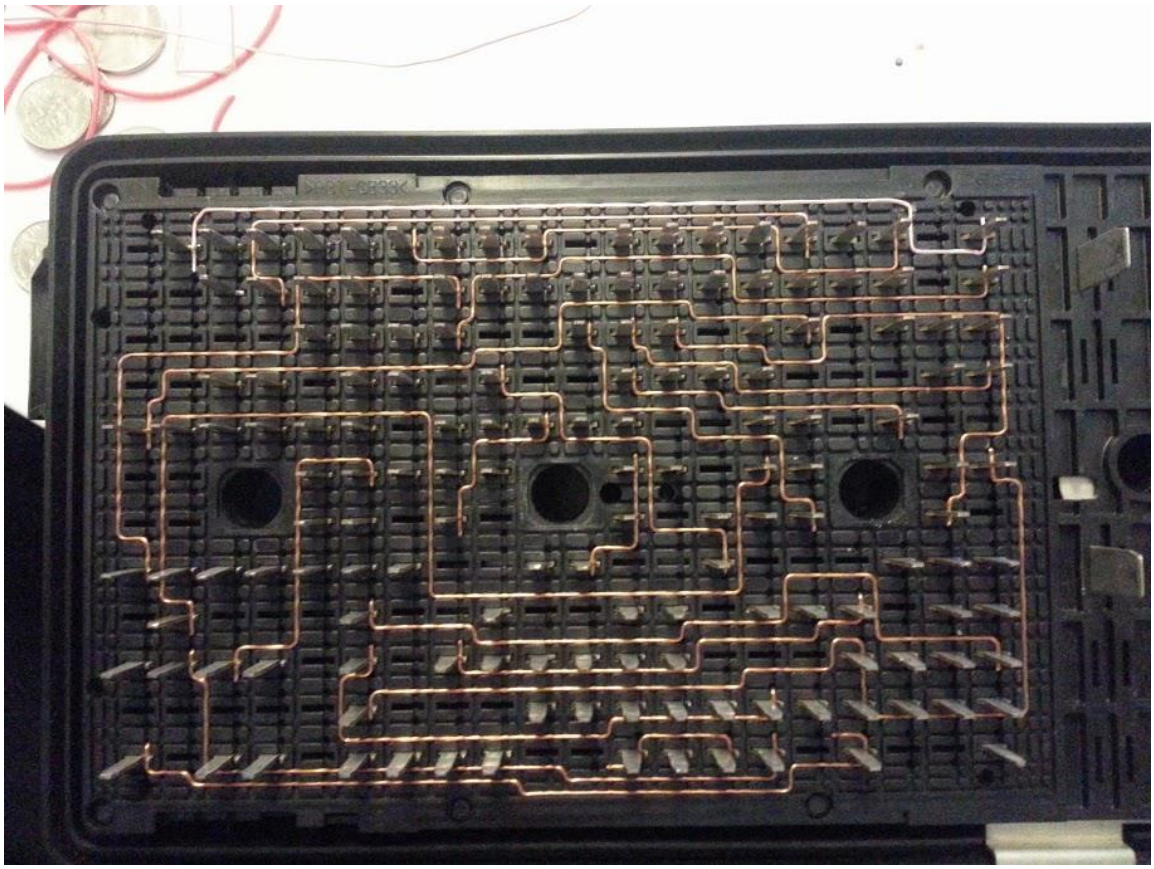
Very bad conductivity.



3. *Replace the wire. As Tom suggested, I added a backup wire on the other side as well. So in case the wire breaks again there is a backup on the other side. I also removed some of the plastic guiding with a razor so that the copper wire can have nicer bends.*



Backup wire on the back side



Put everything back together and drive after dark! *When putting the fusebox back together, simply align the four block modules and place the box on top of them (without the bolts in place). Then see through the bolt holes so that you make sure that they are centered. Enter the bolts and screw in place each of the modules till each bolt is tightened. Check visually afterwards if all the blocks are in place.*