



Part Number
ES2660876
ES2660879
*vehicles w/ KESSY

for VW MKVI Jetta

Traction Control Harness Installation

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Proper service and repair procedures are vital to the safe, reliable operation of all engine vehicles as well as the personal safety of those performing the repairs. Standard safety procedures and precautions (including use of safety goggles and proper tools and equipment) should be followed at all times to eliminate the possibility of personal injury or improper service which could damage the vehicle or compromise its safety.


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MKVI Jetta traction control retrofit



MKVI Jetta traction control retrofit components



(1) Harness
Gray - to ABS connector
Blue - interior dimming
Black - ground
Red - power

(1) VW/Audi traction control button

(3) Quick-disconnect Wiring Connectors

Tools

- adjustable pliers
- small screwdriver
- coat hanger
- paper clip
- masking tape
- T20 Torx
- trim removal tool
- flashlight

Installation overview

- (1) Remove engine cover and access ABS unit connector
- (2) Pull gray harness wire through firewall and insert into ABS connector
- (3) Disassemble interior and wire in traction control harness
- (4) Install traction control button and reassemble vehicle

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Step 1

Prepare your workspace and tools. Open the hood.

Use adjustable pliers to release the circlip holding on the intake piping.



While holding the circlip open, slide the corrugated section of intake piping off of the engine cover.



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Step 1 continued

Using a T20 Torx, remove the two screws that hold the intake piping to the intake scoop.



The engine cover is now free to be pried from its mounts. Pull strongly on both back corners, then on the front. Remove the cover and set it aside.



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Step 1 continued

You can now access the ABS unit, located on the passenger side (LHD cars) of the engine bay next to the firewall.



The ABS unit connector is outlined in pink. To disconnect the connector, pull upward on the sliding connector lock that is being pointed to in the photo.



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Step 1 continued

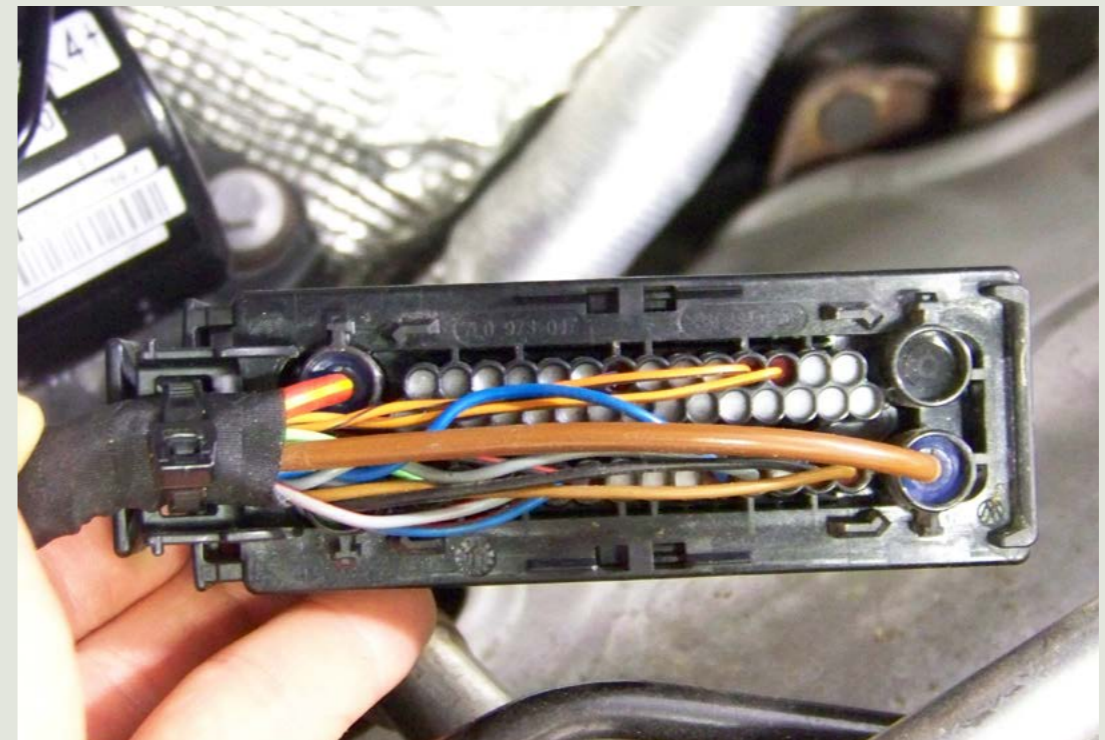
With the connector removed from the unit, you can remove the connector cover.

Use a small screwdriver or pick to press on the locking tabs (there are two on the opposite side of the connector cover as well).

When the tabs are disengaged, lift the connector cover from the connector with a rotating motion.



The connector pins are now visible.



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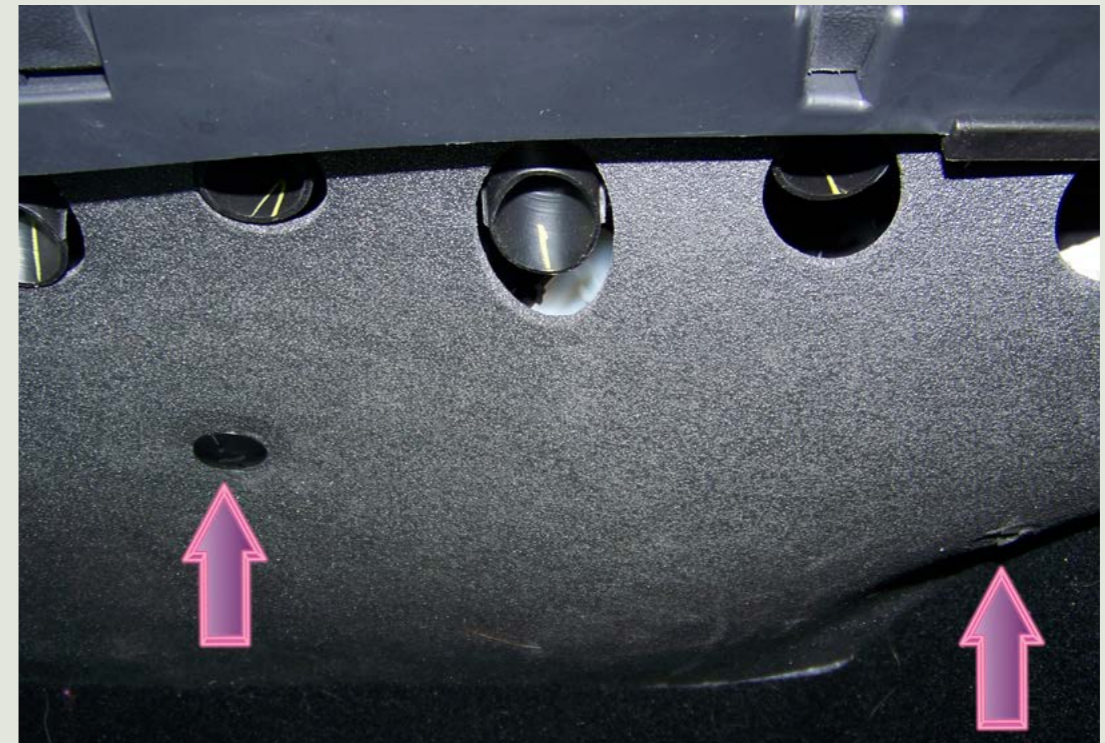


Step 2

The gray wire on the harness must now be drawn through the firewall. There is a rubber grommet behind and to the left of the ABS unit that we will use.

First, though, remove the foam panel under the glovebox. There are two plastic screws that hold it in place. You can typically remove them by hand.

Locate the grommet behind the ABS unit. Using a straightened coathanger, welding rod, or similar pointed straight object, pierce the grommet and run the wire far enough into the cabin that you can see it.



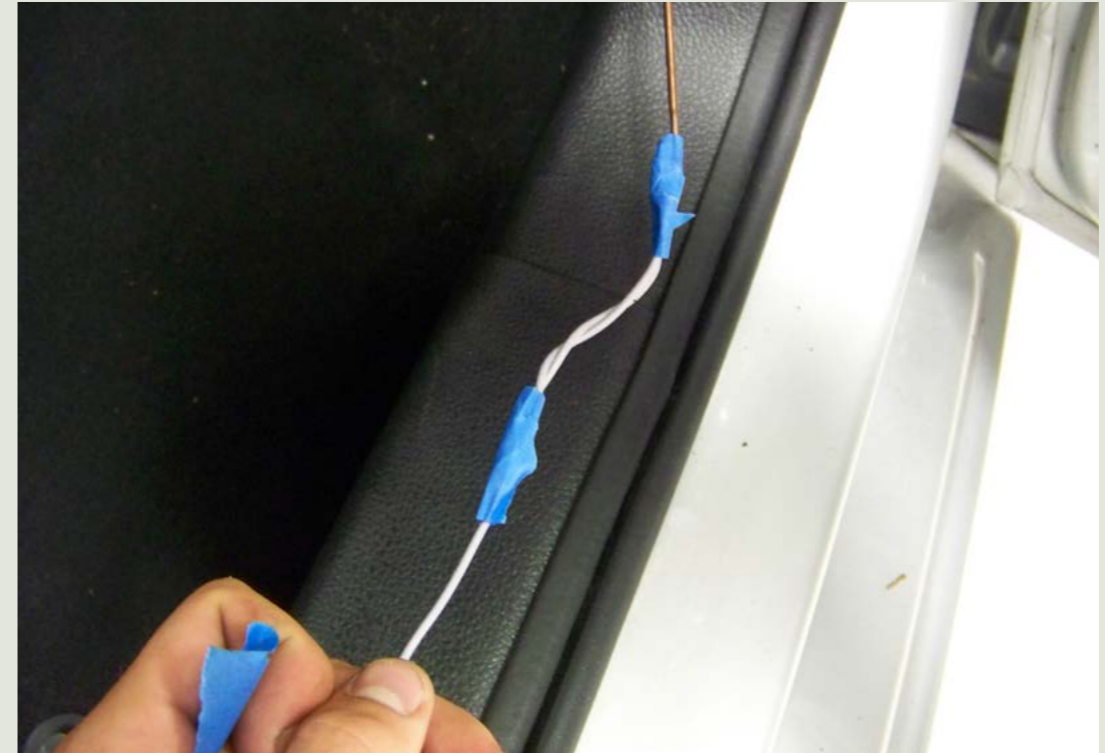
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Step 2 continued

Here you can see the coat hanger on the cabin side of the firewall. Bend a hook in the end of the coat hanger using your pliers, and loop the gray harness wire around the hook. Affix with masking tape, making sure to protect the crimped-on pin.



Now gently pull the rod and attached harness wire through the firewall.



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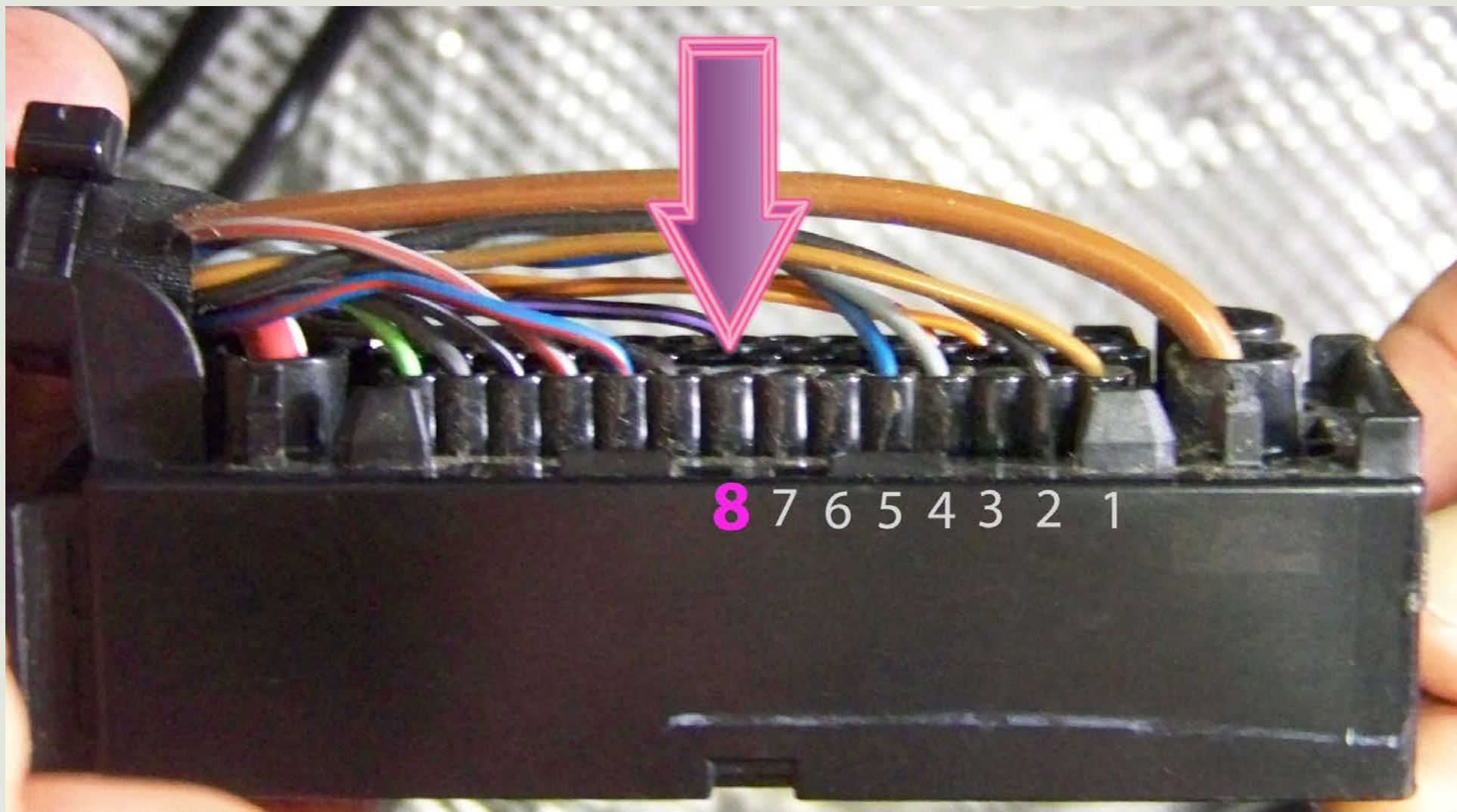
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Step 2 continued

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Locate the open cavity marked with the arrow, eight openings to the left of the smaller brown wire.



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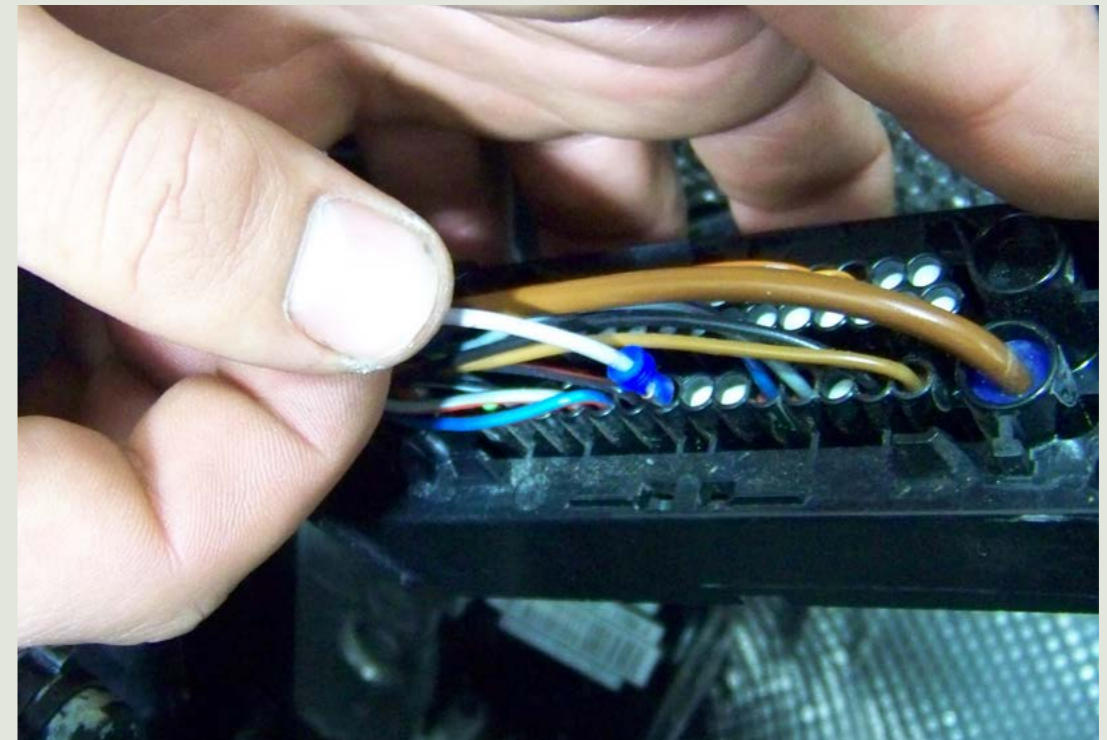
Step 2 continued

Use a straightened paper clip to press the white rubber plug out of the connector.

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NOTE: Look at the existing pins in the connector to make sure the pin is aligned correctly. It is much easier to press the pin into the connector if you slide the rubber grommet back on the wire. You can then press the pin into place with a small jeweler's screwdriver. When the pin is engaged, press the rubber grommet into place to seal it from water.



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Step 2 continued

Route the gray wire alongside the existing factory harness and reinstall the connector cover.

Plug the connector back into the ABS unit.



Securely zip-tie the gray wire to the existing harness.



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Step 3

To install the harness, first remove the shift boot by gently pulling up around its frame. It is held in with weak plastic clips.



Pull the shift boot up and out of the way. The center tray is held in place by two T20 Torx screws.



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Step 3 continued

Pull the tray forward and upward to remove it. Unplug the connectors for the Aux port and 12v charger port.



Route the wiring harness into the void behind the tray, securing it with zip ties as needed.



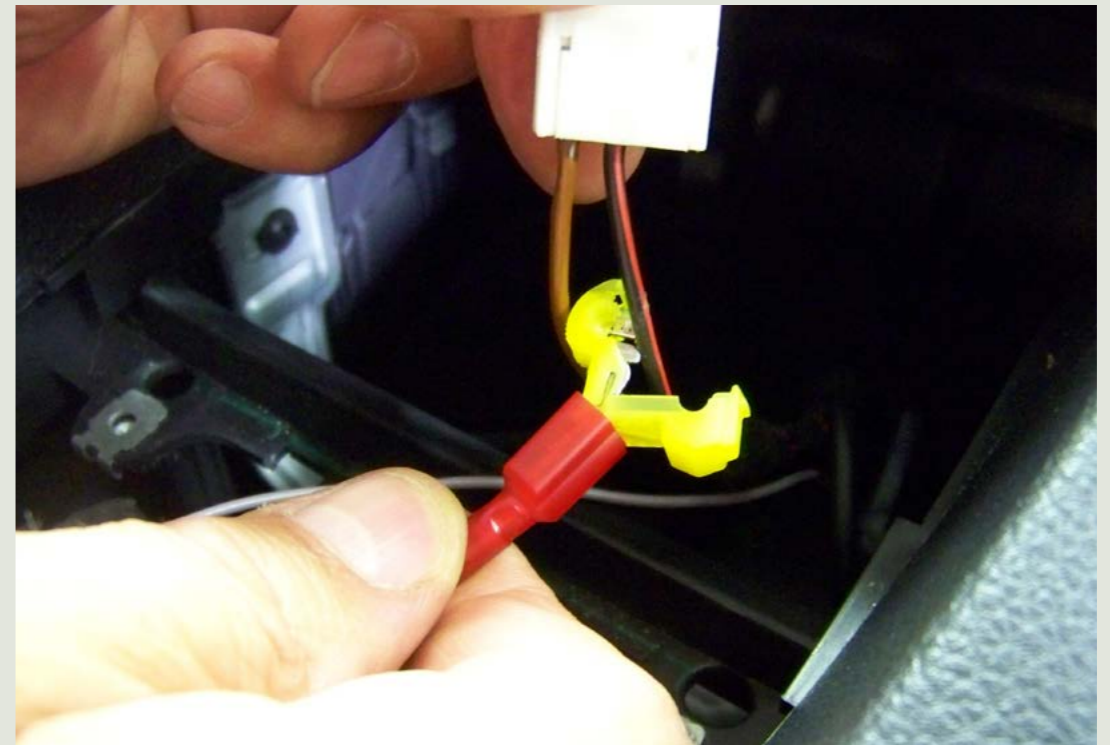
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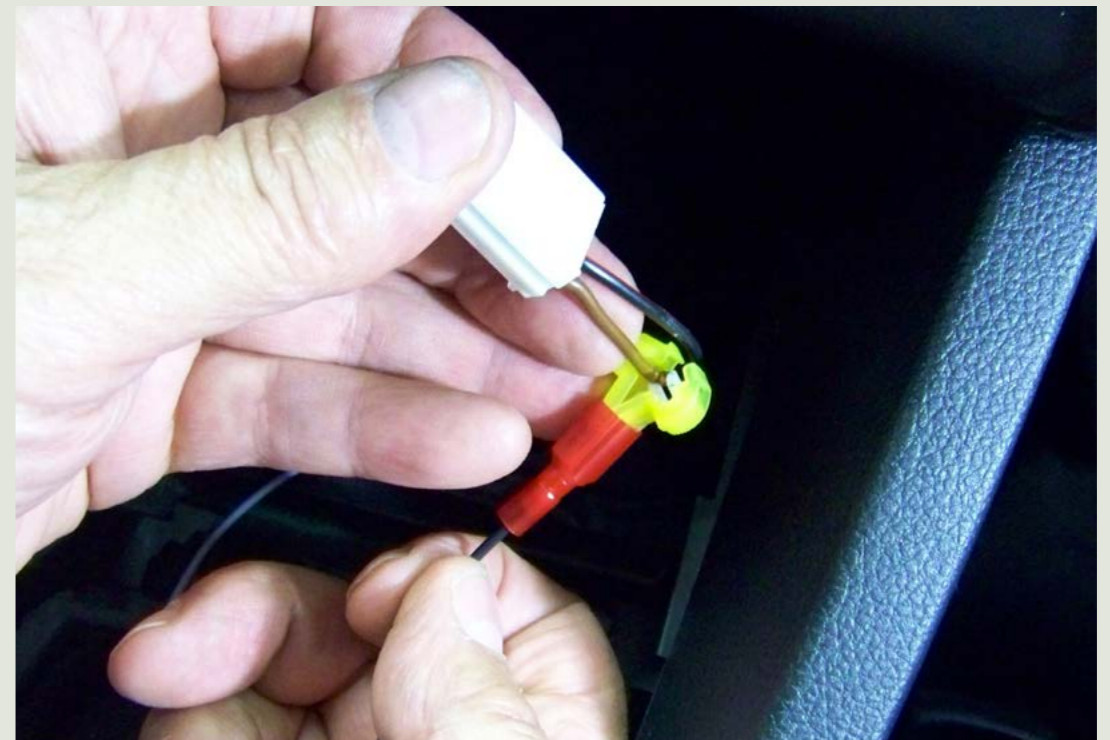
Step 3 continued

The harness is attached as such:

Red wire (power) crimp the quick-disconnect to the black/red striped wire that goes to the 12v charger port. Then plug the red connector on the red wire into the quick-disconnect.



Black wire (ground) crimp the quick-disconnect to the brown wire that leads to the 12v charger port. Then plug the red connector on the black wire into the quick-disconnect.



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Step 3 continued

Route the **blue wire** (dimming feature) out from the center console and under the dash, up towards the headlight switch.

The underdash panel above the pedals is held in place by T20 Torx fasteners.

Secure the blue wire with zip ties as needed.



Using a non-marring trim removal tool, pry loose the fuse panel cover on the left side of the dash. It is held in place with three clips.

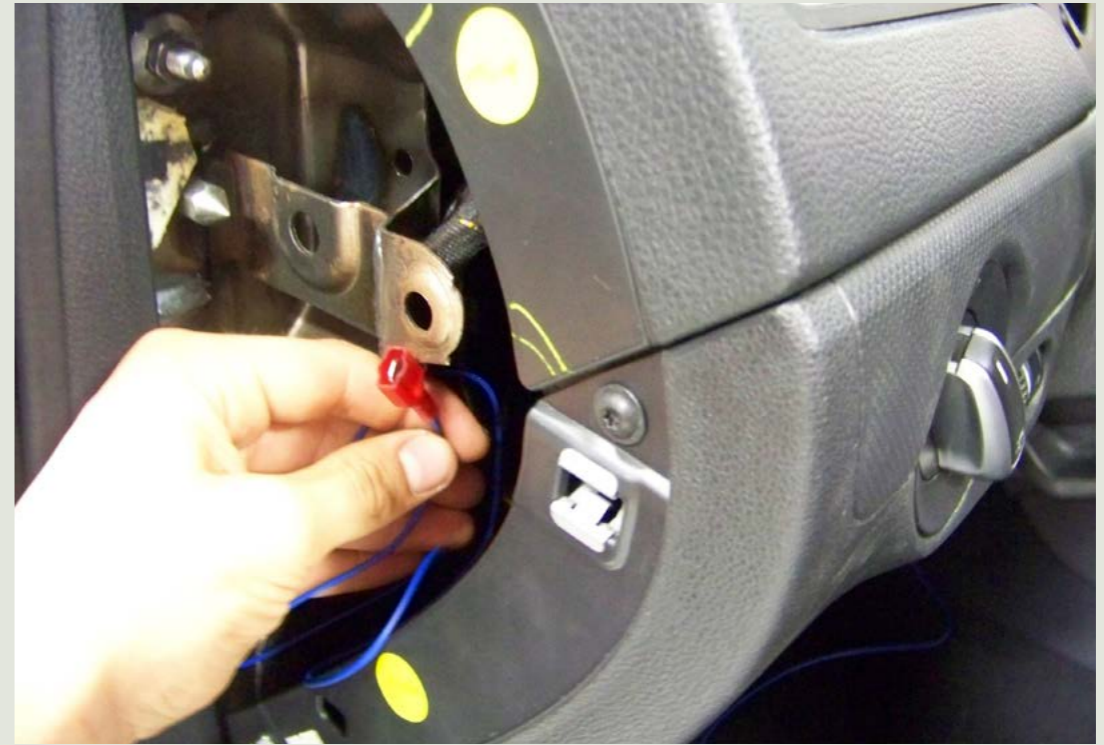


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Step 3 continued

Route the **blue wire** up into the void behind the headlight switch.



Remove the headlight switch. Press the center of the light switch inward and turn it clockwise to the ON position, then pull it straight out of the dash.

Disconnect the headlight switch from its harness connector. Pull the **blue wire** through the void in the dash panel. The gray wire on the far left (pin 17) of the headlight connector is the one we will use for the interior dimming feature.



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Step 3 continued

Like the other harness wires, crimp the quick-disconnect onto the gray wire, and plug the red connector on the **blue wire** into the quick-disconnect, as shown here.



Tidy up and secure the harness wires. Reinstall the headlight switch, fuse box cover, and underdash panel.

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Step 4

With the tray removed from the dashboard, remove the left most button blank by pinching the retaining clips and pushing it out from the back.

NOTE: There are two variations of this kit. ES2660876 is the standard kit. ES2660879 is for vehicles equipped with VW's Keyless Entry System (KESY). The difference lies in which traction control button is included, as well as its placement. Our car does not have KESY and uses the standard kit. The button is in the far left position. If you have a car with KESY and ordered the correct kit (ES2660879), the traction control button will sit in the second position from the left.

Snap the traction control button into place.

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Connect the ECS traction control harness to the traction control button. Also connect the factory wiring to the 12v charger and aux port.



Secure the excess wiring on the harness. Reinstall the tray with the two T20 Torx fasteners.



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Reinstall the shift boot.



The installation is now complete. Make certain to re-install the engine cover and intake piping.

Pushing the button with the key on will disable the Traction Control System (TCS). Drive carefully.

Pushing the button again will activate TCS.

Every time you start the car, the TCS will be activated, even if you left it deactivated when you last turned off the car.



This completes the installation of the ECS Traction Control retrofit kit.

We hope this installation guide has been helpful and informative.

Thanks for reading!

