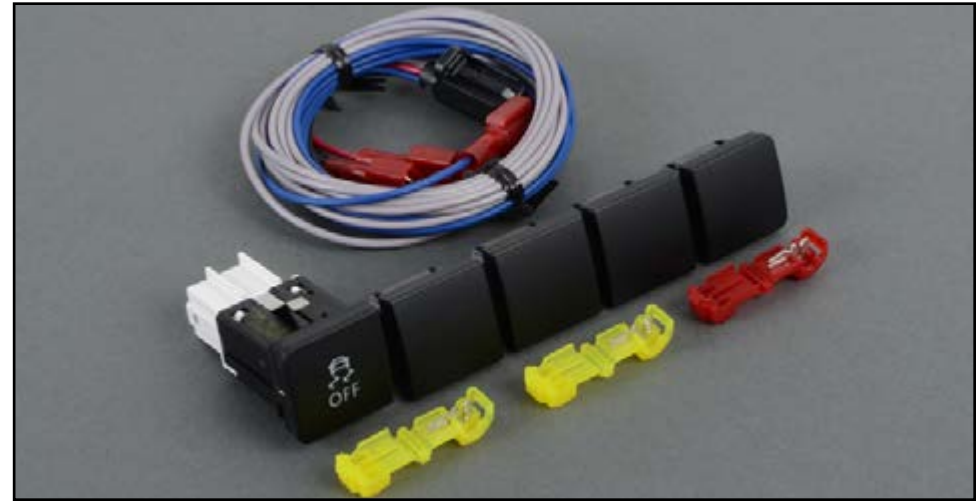




## Volkswagen MKVI Jetta Traction Control Button Retrofit Kit Installation Instructions



Proper service and repair procedures are vital to the safe, reliable operation of all motor 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.

## INTRODUCTION

### Volkswagen MKVI Jetta Traction Control Retrofit Kit ES#2660876, ES#2771171

The Volkswagen MKVI Jetta Traction Control Retrofit kits offers the following features:

- Provides a traction control deactivation button
- Comes complete with all wiring and connectors
- Easy Installation
- Factory appearance

#### EASY



**BASIC SKILLS  
REQUIRED**

#### MODERATE



**SOME EXPERIENCE  
RECOMMENDED**

#### ADVANCED



**ADVANCED SKILLS &  
EXPERIENCE REQUIRED**

#### PROFESSIONAL



**PROFESSIONAL SKILLS &  
SPECIALTY TOOLS REQUIRED**

Are you tired of giving up control of your vehicle to a computer? Take some of it back with a Traction Control Retrofit Kit from ECS Tuning. An easy project that can be completed in a couple of hours, you will be able to disable the traction control on your MKVI Jetta with the push of a button. A clean factory look is retained and you will be able to put all the spin you want into your front wheels. Thank you for purchasing our Volkswagen MKVI Jetta Traction Control Retrofit Kit. We appreciate your business!

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## TRACTION CONTROL RETROFIT KIT CONTENTS



Traction Control Harness



Traction Control Switch



T-taps (3)



Button Blanks (Only included  
with kit [ES#2771171](#))

## REQUIRED TOOLS

Note: The tools required for each step will be listed by the step number throughout these instructions.

Below is a list of the tools we used to install the Traction Control Retrofit kit. Be sure to have all tools on hand before beginning.

- Non-Marring Trim Tool ..... Available at [ecstuning.com](#)..... [ES#2500877](#)
- Flat Blade Screwdriver(s) ..... Available at [ecstuning.com](#)..... [ES#2225921](#)
- Spring Clamp Pliers (2.5 Liter Engine Cover Removal) ..... Available at [ecstuning.com](#)..... [ES#2702616](#)
- Torx Drivers: T20 ..... Available at [ecstuning.com](#)..... [ES#11417](#)
- Small Angled Pick
- Bench Grinder
- Slip Joint Pliers

## SHOP SUPPLIES AND MATERIALS

- Hand Cleaner/Degreaser..... Available at [ecstuning.com](#)..... [ES#2167336](#)
- Shop Rags ..... Available at your local auto parts store
- Electrical Tape..... Available at your local auto parts store
- Silicone Lubricant ..... Available at your local auto parts store
- Welding Rod or Coat Hanger about 3 Feet in length
- Paper Clip

## INSTALLATION NOTES

- RH refers to the passenger side of the vehicle.
- LH refers to the driver side of the vehicle.
- Always use the proper torque specifications.
- If applicable to this installation, torque specifications will be listed throughout the document and at the end as well.
- Please read all of these instructions and familiarize yourself with the complete process before you begin.

## GENERAL PREPARATION AND SAFETY INFORMATION

ECS Tuning cares about your health and safety. Please read the following safety information. This information pertains to automotive service in general, and while it may not pertain to every job you do, please remember and share these important safety tips.

- Park your car in a safe, well lit, level area.
- Shut the engine off and remove the key from the ignition switch.
- Make sure any remote start devices are properly disabled.
- Always wear safety glasses.
- Make sure the parking brake is applied until the vehicle is safely lifted and supported.
- If using an automotive lift, be sure and utilize the factory specified lift points. Lifting a vehicle in an incorrect location can cause damage to the suspension/running gear.
- When lifting a vehicle using a jack, always utilize the factory specified lift points. Lifting a vehicle in an incorrect location can cause damage to the suspension/running gear. Always support the vehicle with jack stands.
- Always read and follow all safety information and warnings for the equipment you are using.



Never get underneath a vehicle that is supported only by a jack. Always make sure that the vehicle is securely supported on jack stands.



## TRACTION CONTROL RETROFIT KIT INSTALLATION

### Step 1:

In order to install the retrofit kit, you will need to access the ABS control unit. It is located on the RH (Passenger) side of the car, behind the engine, against the firewall. On some cars, such as this TDI model, you will have enough access without removing the engine cover.

On some cars, such as this 2.5 Liter model, the engine cover is closer to the firewall and you may need to remove it to gain access to the ABS control unit.

The 2.5 Liter engine cover can be removed by disconnecting the intake tube at the Mass Air flow sensor, removing the intake duct from the air scoop on the front, then pulling it upwards off of its mounting grommets.



## TRACTION CONTROL RETROFIT KIT INSTALLATION

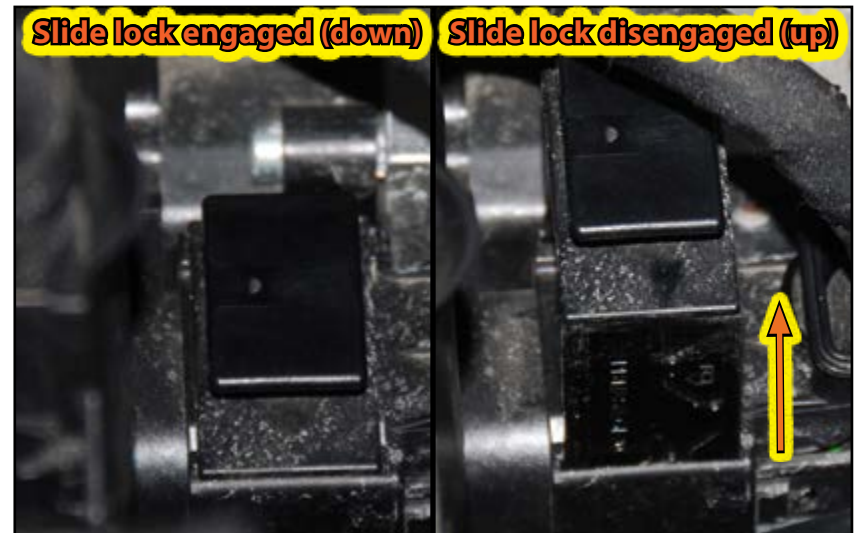
### Step 2:

Locate the ABS control unit slide lock connector (arrow).



### Step 3:

Pull up on the slide lock. As you pull up on the slide lock, the connector will separate from the ABS Unit.





# TRACTION CONTROL RETROFIT KIT INSTALLATION

## Step 4:

Pull the ABS connector up away from the ABS Unit so you can access it in order to install the signal wire from the kit.

### NOTE

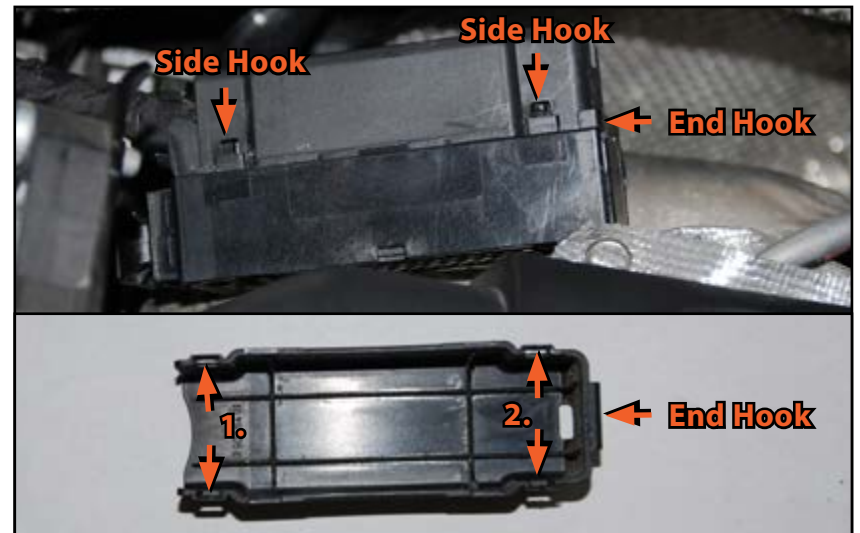
Some vehicles will have a plastic shield surrounding the ABS unit. You do not need to remove it. You can easily pull the connector out from underneath it.



## Step 5: Small Angled Pick

The ABS connector cover is held in place by four small side hooks on the connector body (two on each side) and one large hook on the end of the cover itself. Remove it using the following procedure:

1. Spread the open end of the cover to release the cover tabs (1) from the first two side hooks.
2. Begin to pivot the cover upwards, then using a small pick pull the remaining cover tabs (2) outward to release them from the last two side hooks, then pivot it all the way up and unhook it at the end.

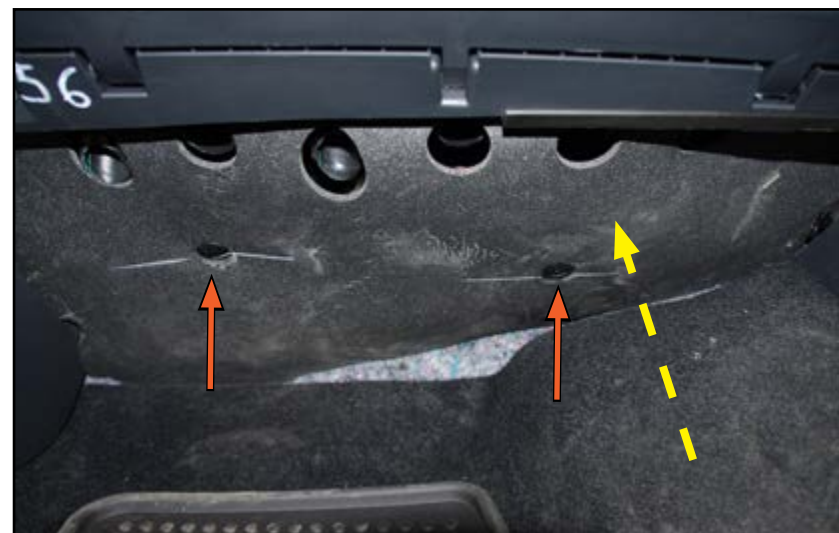


# TRACTION CONTROL RETROFIT KIT INSTALLATION

## Step 6: Flat Blade Screwdriver

Moving inside the car to the RH (passenger) footwell, remove the two plastic retainers (arrows) and remove the foam insulation panel.

Note the location of the dashed arrow and proceed with the next step.



## Step 7:

Look up under the dash and locate the wiring harness that exits the firewall near the ABS unit under the hood (the approximate location is indicated by the dashed arrow in step six).

This is difficult to see, but once you have located it follow the harness all the way to the firewall with your fingers so you can feel the rubber boot that seals the harness where it exits the cabin. You will be running the signal wire through this boot. Now that you are familiar with it's location, proceed with the next step.



## TRACTION CONTROL RETROFIT KIT INSTALLATION

### Step 8: Welding Rod or Coat Hanger

Sharpen the end of a welding rod or coat hanger so it has a pointed tip. This will be used to pierce the rubber boot and also to pull the wire through from the cabin to the engine compartment.



### Step 9:

Guide the pointed tip of your new piercing tool up to the rubber boot that you located in step seven, then push it through. Once it is through the boot, push about three to four inches into the engine compartment.

This picture shows you the angle at which the piercing tool will be positioned. You will find that this will work very easily by feel - no need to strain your neck or back by trying to work under the dash.

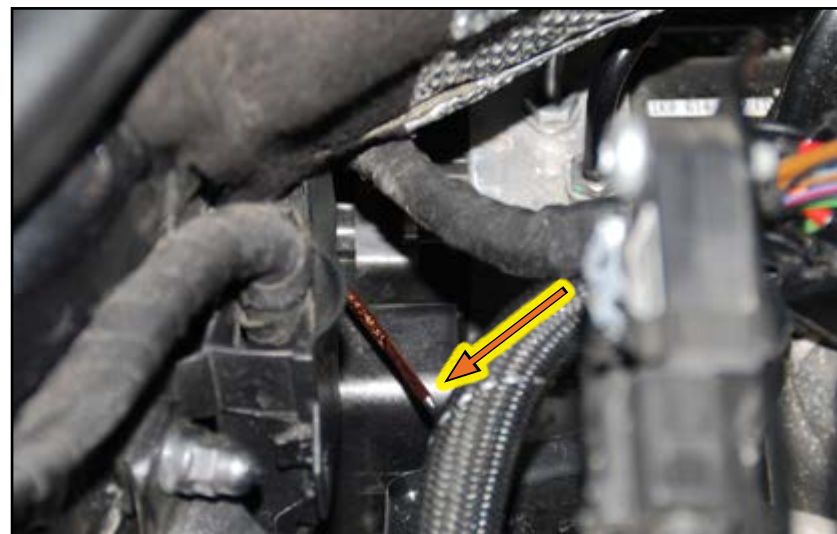




## TRACTION CONTROL RETROFIT KIT INSTALLATION

### Step 10:

Look under the hood near the ABS unit and you will see the end of the piercing tool right where you want it.



### Step 11:

Grab the end of the piercing tool and pull it through about another 12 inches.



## TRACTION CONTROL RETROFIT KIT INSTALLATION

### Step 12: Electrical Tape

Now get the Traction Control Harness from your kit and move back inside the car. Unbundle the harness and locate the long gray wire with the bare terminal on the end. Fold the wire as shown, then tape it securely to the piercing tool. Make sure the terminal on the end is covered with tape so it does not snag the rubber boot as it passes through.

Lubricate the electrical tape with a small amount of silicone spray.



### Step 13:

Make sure that the gray wire is uncoiled and not tangled in any way, then slowly pull the wire through the firewall until you have pulled enough through to reach the ABS unit connector.



## TRACTION CONTROL RETROFIT KIT INSTALLATION

### Step 14:

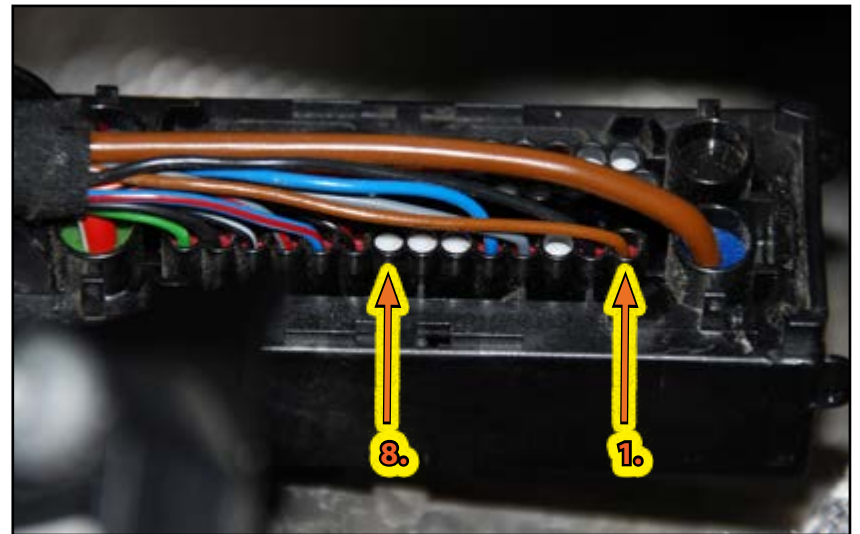
Untape the wire from the piercing tool.



### Step 15:

The gray signal wire will be installed in the ABS connector in the cavity shown in the picture. Use the large brown wire as a reference point, then begin at the small brown wire just to its left (1). Count over to the eighth connector cavity. This is where the wire will be installed.

Note the white rubber plug that is installed in the empty cavity.





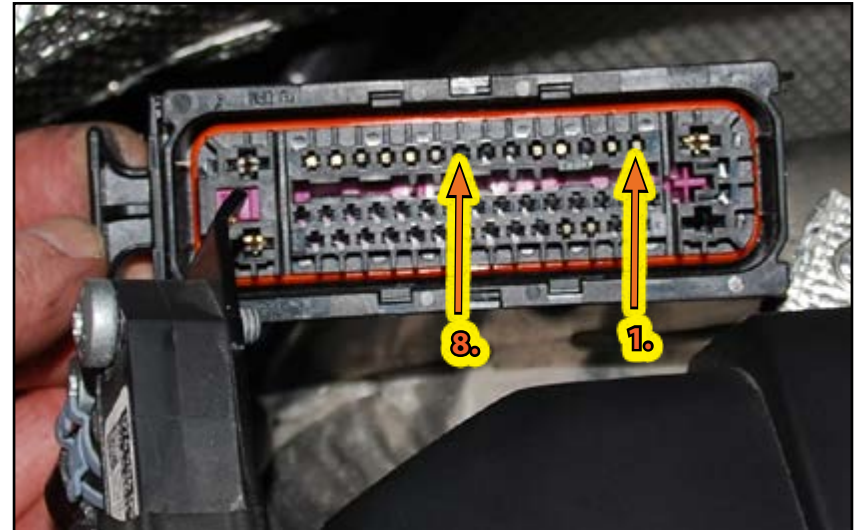
## TRACTION CONTROL RETROFIT KIT INSTALLATION

### Step 16:

Flip the connector over and locate the same cavity on the terminal side.

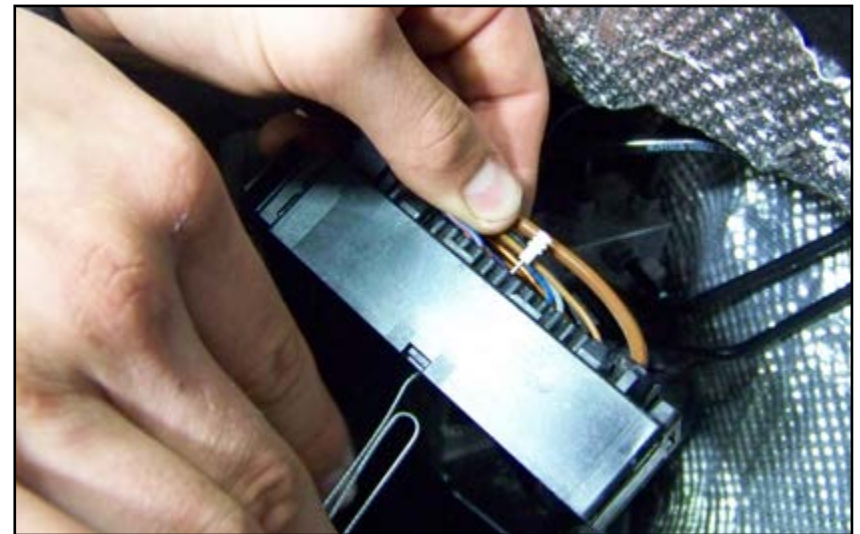
#### NOTE

The numbers used here for wire location are used for ease of identification and are not related to any factory numbering or markings on the connector housing.



### Step 17: Paper Clip

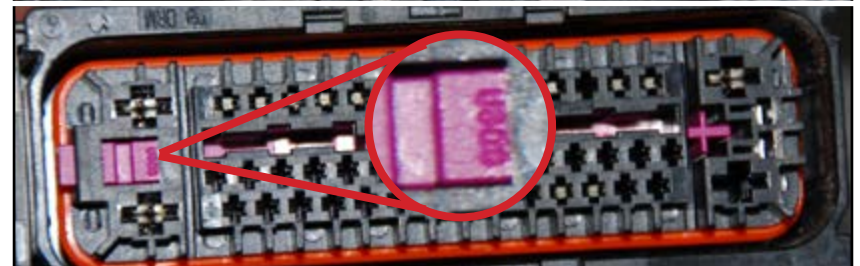
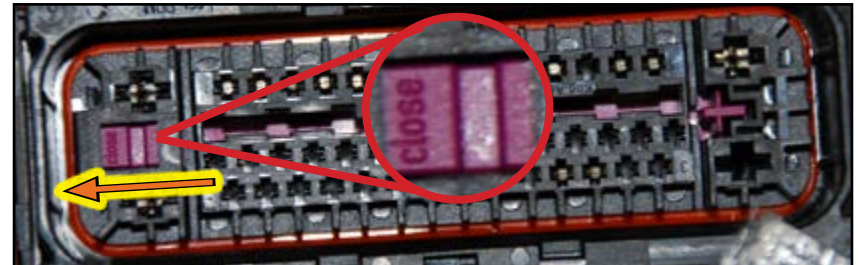
Straighten a paper clip and push the white rubber plug out of cavity eight.



# TRACTION CONTROL RETROFIT KIT INSTALLATION

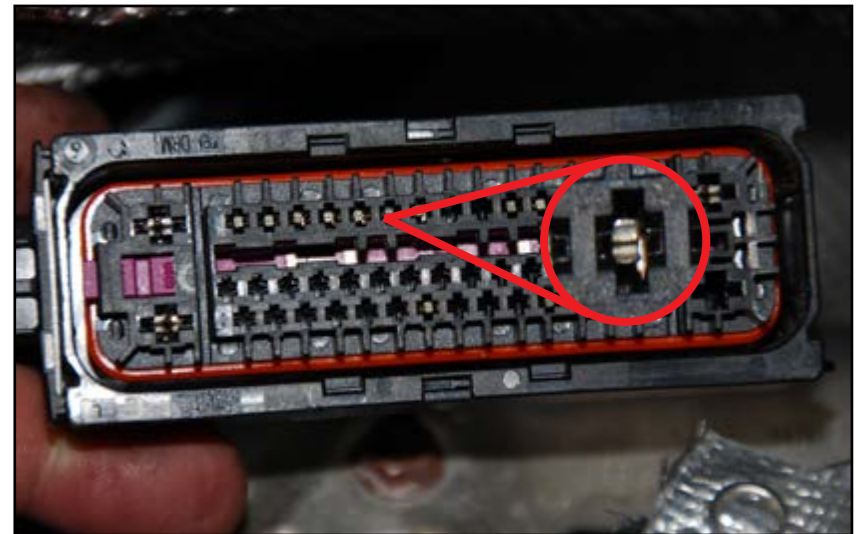
## Step 18: Small Flat Blade Screwdriver

Move the purple terminal lock from the "close" position to the "open" position by sliding it in the direction of the arrow.



## Step 19:

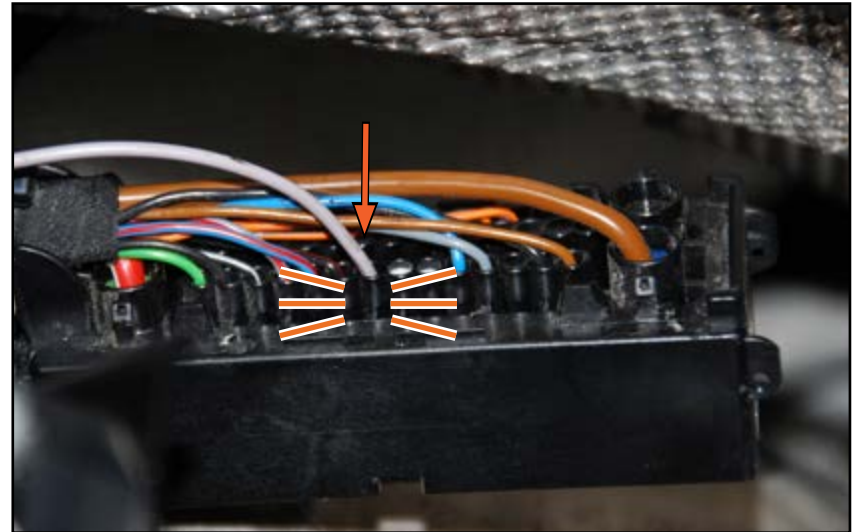
Inspect the installation position of the existing terminals, then inspect the terminal on the end of the gray wire so you are familiar with how it should be installed.



## TRACTION CONTROL RETROFIT KIT INSTALLATION

### Step 20:

Insert the gray wire into cavity eight and push it into the connector until it is fully seated. When it is fully seated you will hear the faint “click” of the terminal tangs seating into place and the wire will not come back out with a gentle pull. Flip the connector over and make sure that the terminal is visible and positioned at the end of the terminal cavity just like the rest.



### Step 21: Small Flat Blade Screwdriver

Slide the terminal lock back to the “close” position.





## TRACTION CONTROL RETROFIT KIT INSTALLATION

### Step 22:

Hook the connector cover back onto the end of the connector, then push it back onto the four hooks until it is locked in place. Make sure the gray wire does not get pinched and runs out the open end of the connector.



### Step 23:

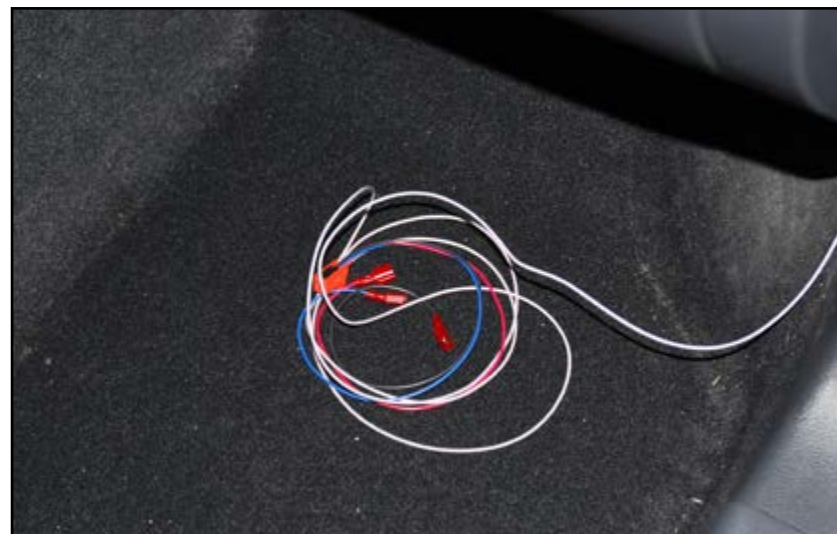
Reconnect the ABS connector to the ABS control unit, then secure the gray wire in place along side the ABS harness using a wire tie.



## TRACTION CONTROL RETROFIT KIT INSTALLATION

### Step 24:

Gently pull the gray wire into the car to remove any extra slack. Your work is complete under the hood and you are ready for the installation inside the car. Reinstall the engine covers if they have been removed.



### Step 25:

Pull up on the shifter trim/shift boot to release it from the console.



## TRACTION CONTROL RETROFIT KIT INSTALLATION

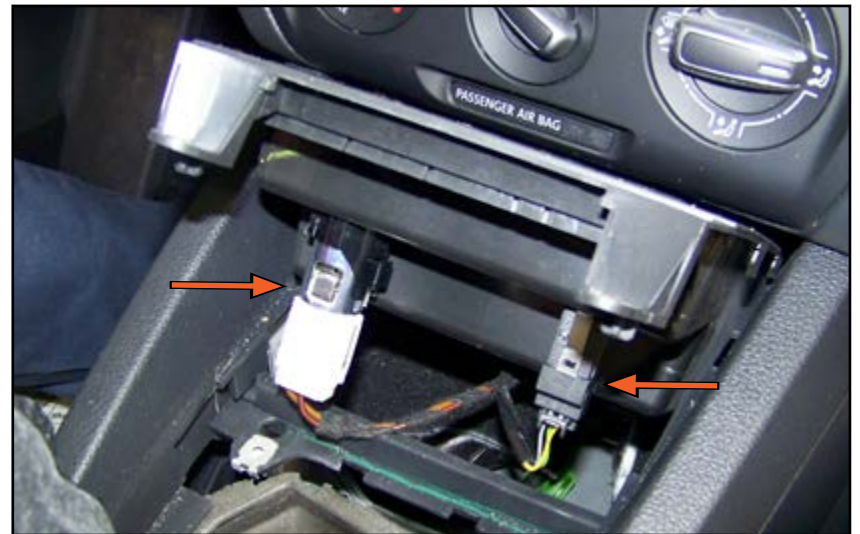
### Step 26: T20 Torx

Lift the shifter trim/shift boot above the shifter knob and move the shift lever into a rearward position so you can access the front storage tray, then remove the two hold down screws (arrows).



### Step 27:

Lift the front storage tray upwards to access the power outlet and auxilliary port (if equipped) connectors underneath. Disconnect both connectors (they both have simple press-in release tabs), then remove the storage tray from the console.





## TRACTION CONTROL RETROFIT KIT INSTALLATION

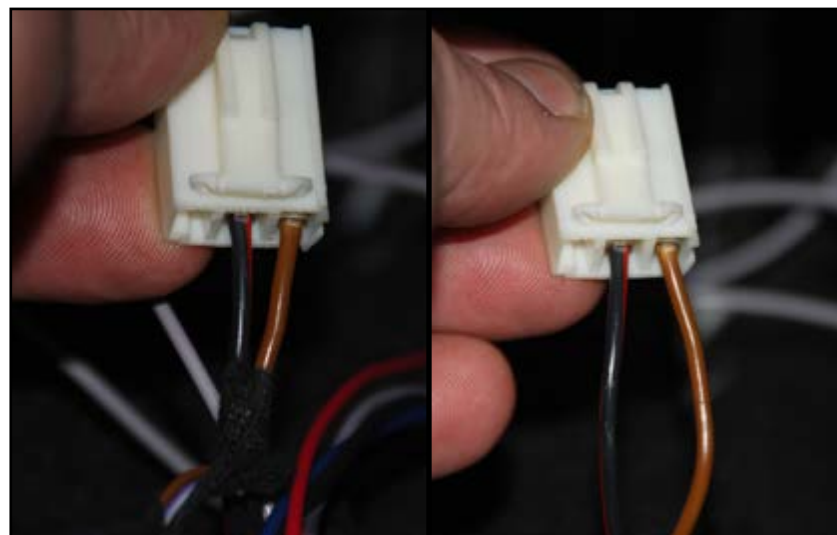
### Step 28:

Route the Traction Control Harness through the back side of the console and into the space underneath the storage tray.



### Step 29: Razor Blade

Carefully trim about one inch of electrical tape away from the wires on the power outlet connector.

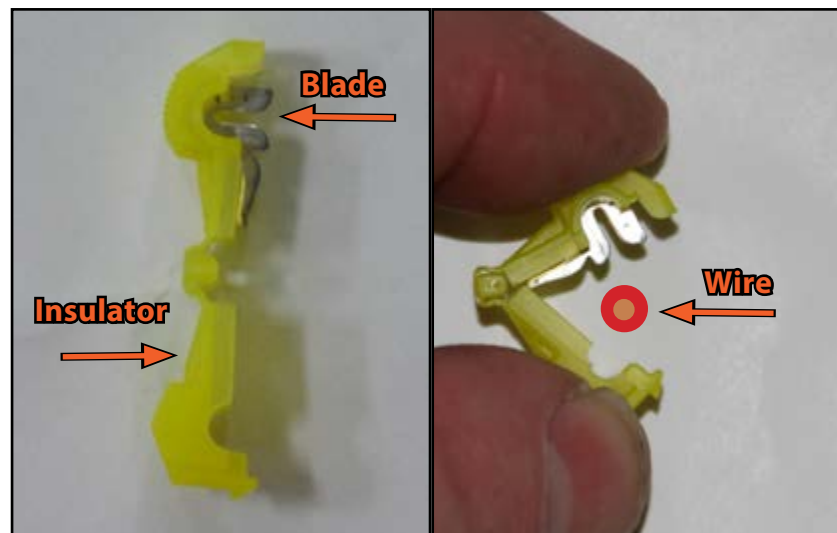


# TRACTION CONTROL RETROFIT KIT INSTALLATION

## Step 30:

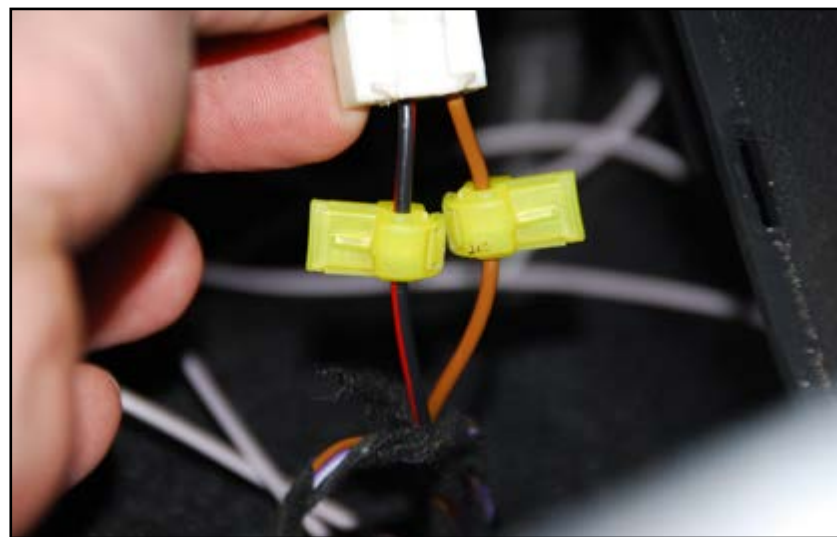
Locate the two yellow T-taps from the installation kit. The T-taps work in the following manner:

1. The T-tap comes fully open as shown in the picture on the left. The insulator is the full length of the T-tap and the blade is located on only one side.
2. Begin to fold the T-Tap shut, then locate the wire you are connecting to so it is centered between the blade and the wire cups.
3. Close the T-tap so it is gripping the wire, then crimp it with a pair of slip joint pliers until it locks shut. The final crimp will cut the insulation and contact the wire core at the same time as it engages the lock.



## Step 31: Slip Joint Pliers

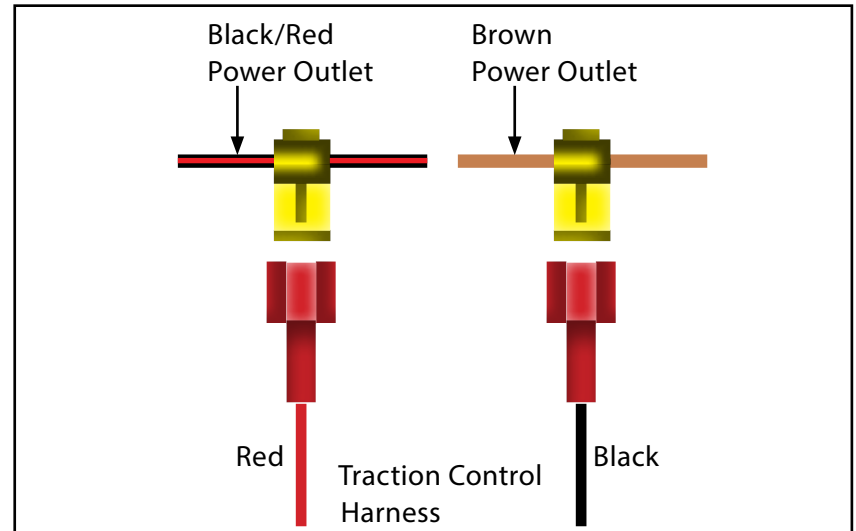
Install one yellow T-tap onto the Red/Black wire for the power outlet and one yellow T-tap onto the Brown wire for the power outlet.



# TRACTION CONTROL RETROFIT KIT INSTALLATION

## Step 32:

Connect the Traction Control Harness to the Power Outlet wires as shown in the diagram.



## Step 33:

### Non-Marring Trim Tool

Remove the end cover on the LH (Drivers) side of the dash.



## TRACTION CONTROL RETROFIT KIT INSTALLATION

### Step 34:

Route the blue wire out of the console towards the LH (Drivers) side of the dash.



### Step 35:

Route the wire out through the end of the dash. Remove the drivers footwell insulation panel if necessary using a T20 torx.



## TRACTION CONTROL RETROFIT KIT INSTALLATION

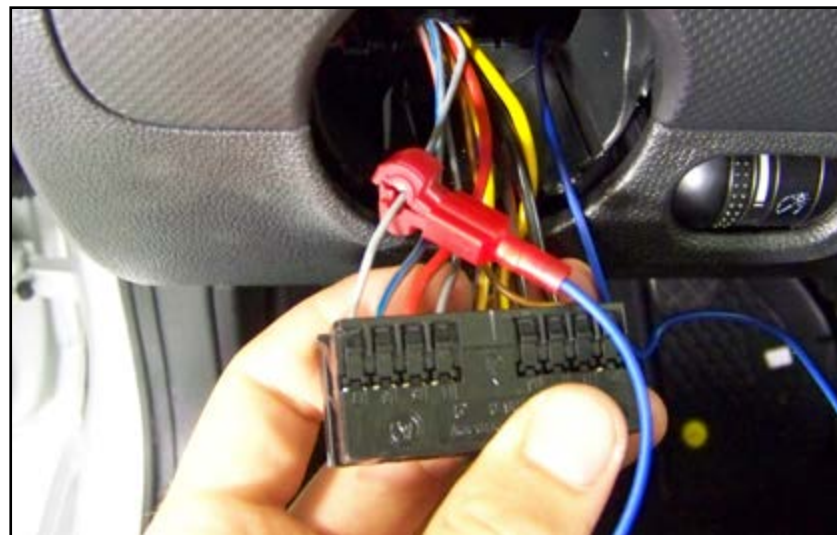
### Step 36:

Turn the headlight switch to the "On" position, then pull it out of the dash.



### Step 37:

Install the red T-tap onto the gray wire (pin 17) on the headlight switch connector, then connect the blue wire from the traction control harness to the red T-tap.





## TRACTION CONTROL RETROFIT KIT INSTALLATION

### Step 38:

From behind, push out the button blank on the far left of the storage tray.

#### NOTE

If your vehicle is equipped with the credit card holder and you have ordered kit [ES#2771171](#), the credit card holder will pop out as one unit and the kit includes three center button blanks and one outboard blank to take it's place. The new Traction Control Switch will still be located on the LH side as shown in step 39.

### Step 39:

Install the new Traction Control Switch into place.





## TRACTION CONTROL RETROFIT KIT INSTALLATION

### Step 40:

Connect the new Traction Control harness to the switch.



### Step 41:

Connect the power outlet and the Auxilliary Port (if equipped), then slide the storage tray in place and reinstall the screws.

#### TECH TIP

For a nice touch, tape the traction control harness together with electrical tape and position it nicely under the storage tray.



## TRACTION CONTROL RETROFIT KIT INSTALLATION

### Final Installation:

Install the shifter boot.

Secure the gray sensor wire along the RH underside of the dash and reinstall the foam insulation panel.

Reinstall the headlight switch, the dash end panel, and any panels in the drivers footwell that were removed.

Test the operation of your new Traction Control switch.

1. The switch should illuminate with the ignition on.
2. The intensity of the light should change with the dash lights when adjusted.
3. With the engine running, press and hold the Traction Control switch for about one or two seconds and the "Traction Control Off" warning light will come on in the lower left hand side of the tachometer.
4. Each time the ignition is shut off, the traction control will automatically be active when the engine is started.



### NOTE

Some 2014 models may require VAG-COM programming in order for the traction control off feature to operate. If your traction control will not deactivate, refer to page 29 for VAG-COM information.

## VAG-COM PROGRAMMING

### CAUTION

The following information will change the long coding for the ABS system on your car. If you are not completely familiar with VAG-COM operation, we recommend you consult with a professional before proceeding.



When performing any type of coding, always connect a battery charger to prevent battery voltage from dropping too low, risking damage to your ECU.

### VAG-COM Coding to allow for disabling of the traction control system:

Select "03-ABS Brakes".

Select "Long Coding 07".

Select "Long Coding Helper".

Record your original long coding in case you need to return it to the original setting.

Your original long coding will be similar to this: A14B400C49240003851302E5921A0042A1100012

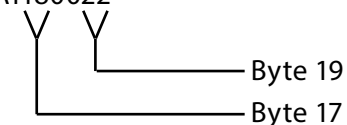
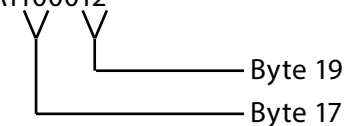
Select Byte 17. The value will be 10. Check Bit 3 and the value will change to 18.

Select Byte 19. The value will be 12. Uncheck Bit 4 and check Bit 5 and the value will change to 22.

Byte 17 and Byte 19 of your new long coding will change: A14B400C49240003851302E5921A0042A1180022

Save the new long coding and exit VAG-COM.

Test the operation of your new Traction Control switch.



## Your MKVI Jetta Traction Control Retrofit installation is complete!



These instructions are provided as a courtesy by ECS Tuning.

Proper service and repair procedures are vital to the safe, reliable operation of all motor 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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