Ecliptech Shift Light Install for Volkswagen MK IV R32

Step 1: Remove Steering Column Cover by grasping under top outside edges and pulling firmly horizontally towards you.

Step 2: Test mount shift light in centre of steering column cover and mark the area where wires will run down between cover and cluster face. Cut small groove to allow for wire run. You may want to cover the wire with heat shrink to protect it.

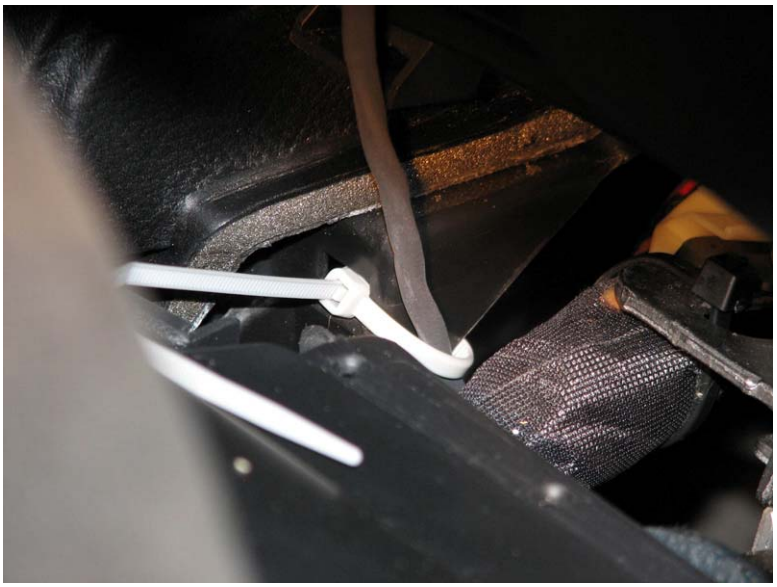
Step 3: Using double sided tape, make sure to build up both outer edges under shift light with extra tape to allow for curve in column cover, centre shift light and mount to column cover using the same double sided tape with one long strip under the whole shift light.

Step 4: Run wires towards centre console area using small cable ties to keep under the edge of the column cover.

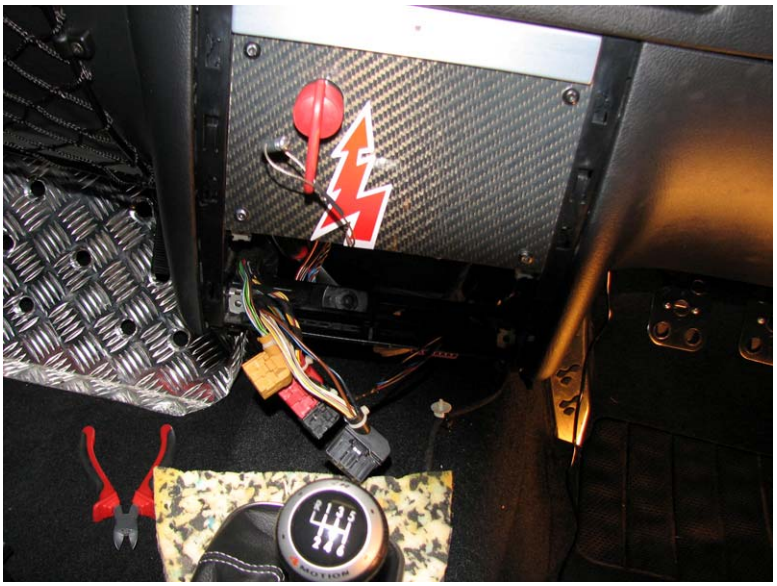
NOTE: Due to roll cage installation and limited access under dash/fuse box area we chose to attach shift light feeds to Climatronic harness which has all the required inputs for shift light.

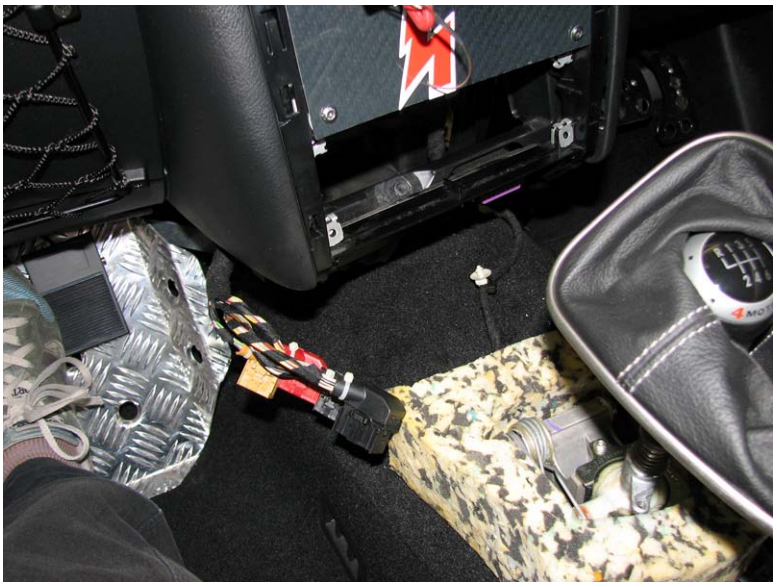
Step 4 Continued: Continue running the wires down to the area behind the climatronic making sure the wires do not bind anywhere, especially near the adjustable steering column. We used a cable tie here done up just enough to stop cable flapping about loose enough to enable harness to slide up and down in case you need to remove the steering column cover at a later date.

You may wish to remove the lower dash trims for your installation. Unfortunately due to the roll cage installation, these parts are unable to be removed easily in my car, so we used three large cable ties joined together to feed the cable down to the back of the climatronic.



Step 5: Remove trim around climatronic and unscrew climatronic from mounting position to obtain access to wiring harness. Unplug the plugs from the back of the climatronic and remove some of the tape from them to give you access to the wiring.





Step 6: Locate the following wires in the coloured connectors

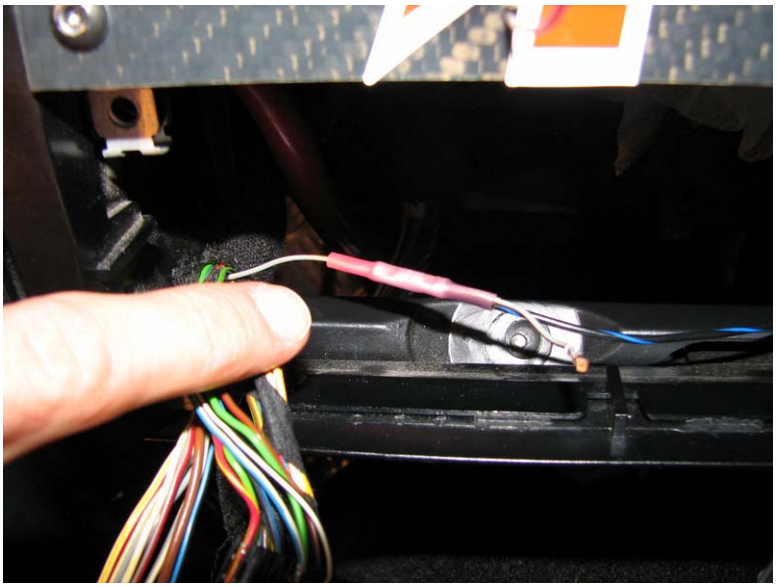
a) **Beige 16 Pin Plug:** Pin 6, Grey and brown wire = Engine RPM signal wire
b) **Large Black 16 Pin Plug:** Pin 9, Black and Blue wire = Ignition Signal wire
c) **Large Black 16 Pin Plug:** Pin 15 Brown Wire = Earth wire

Step 7: Splice the Shift Light wires to the above Climatronic wires as follows

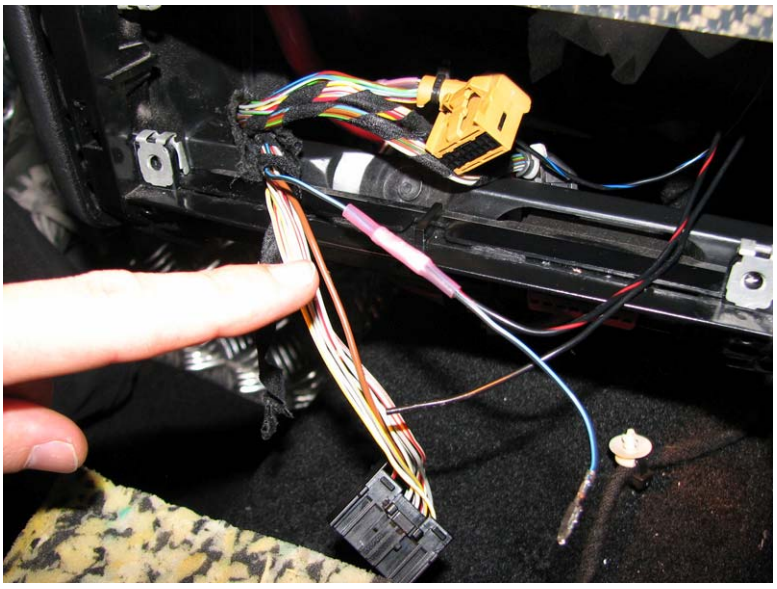
a) Black and Blue Shift Light Tacho wire = Splice to the Climatronic Grey and Brown Engine RPM Signal wire
b) Black and Red Shift Light Ignition wire = Splice to the Climatronic Black and Blue Ignition Signal wire
c) Black Shift Light ground wire = Splice to the Climatronic Brown Earth wire

Please see images below for further details of how we spliced into each wire.

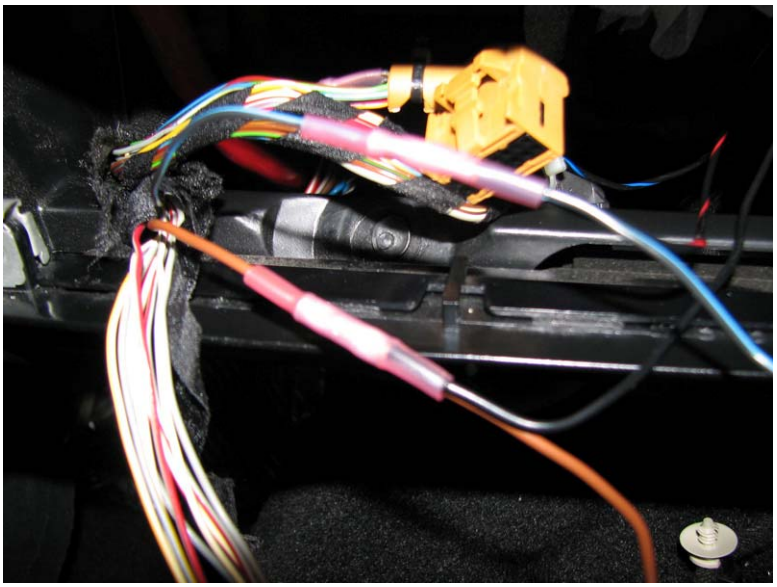
a) Image of Black and Blue Shift Light Tacho wire attached to Grey and Brown Engine RPM Signal wire



b) Image of Black and Red Shift Light Ignition wire attached to Black and Blue Ignition Signal wire



d) Image of Black Shift Light Ground wire attached to Brown Earth wire



Please note we removed each of the above listed wires from its location in its respective plug to make our splices neater and we used factory VW connectors to join the wires together.

This step is not necessary you can just splice into the correct wire without removing it from the plug.

It is up to you if you want to take this extra step, but please be aware you will need the correct tools to remove the wires from the plugs without damaging them if you do decide to do it this way.

Step 7: Once you have completed the splicing and insulated the wires again the wiring is now complete, reconnect plugs to climatronic and reassemble as required.

Step 8: Calibrate shift light as per the Ecliptech Shift-I instruction manual making sure to set the calibration value to 3 for the Volkswagen MK IV R32.

Step 9: Set your starting and finishing RPM as per the Ecliptech Shift-l instructions.

Here are a couple of links to a short video of the startup sequence as well as a video of the shift lights activating at 6800 RPM

http://www.youtube.com/watch?v=MCb-jr4CGUE

http://www.youtube.com/watch?v=nT0lcGafviE

Alternative Connection points

The engine RPM signal is also available at the Orange coloured T10 connector under the plenum chamber behind the relay plate under the dash.

The required wire is Pin 9 the wire colour is GREEN and BROWN in this case.

The Ignition signal is also available at Fuse 5 in fuse box. You may also have a vacant position in Fuse 6 as well which is also an Ignition Feed.

You can install a VW repair wire 000 979 133 and a new 5 Amp fuse and use that as your feed as well.

Ecliptech specifically advised NOT to use the "75X" feed which VW also have which switches off when the starter is activated. The feed to the shiftlight has to be active all the time the ignition is on to work properly.

The Butt Connectors we used have VW part number 111 971 940 A. The VW ones also have a sealant inside them, unlike generic versions.

Special thanks go out to Graeme86 at Kedron VW for all of his help with this project, without him this wouldn't have happened, thanks mate it is very much appreciated.

Thanks also to Tony at Ecliptech for all his help and patience in answering my questions and for the great Shift Light!!

Make sure you check them out at http://www.ecliptech.com.au