



FAQ-Clean Up Engine Bay. Relocate Battery, Fuse block, Coolant Ball, EVAP, WS Washer, Power Steering

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Thread: **FAQ-Clean Up Engine Bay. Relocate Battery, Fuse block, Coolant Ball, EVAP, WS Washer, Power Steering**

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vwturbowolf

Member



Join Date: Nov 27th, 2003
 Location: baltimore, maryland
 Posts: 1,275
 Vehicles: 01 Jetta 1.8t, 98 golf

FAQ-Clean Up Engine Bay. Relocate Battery, Fuse block, Coolant Ball, EVAP, WS Washer, Power Steering

02-19-2010 10:03 PM **Reply** #1

This FAQ is for the beginning stage of my other Faq DIY: Tucking Wires Away in the Engine Bay linked below

<http://forums.vwvortex.com/zerothread?id=4368818>

It is much easier to follow my other FAQ with the goal of achieving a clean empty looking engine bay by combining this one with it.

Moderators: please put this with my other FAQ under drivetrain.

DISCLAIMER: You will be working with mechanical and electrical parts. Its not my fault if you explode your car or something

NOTE 1: this was done on a 1.8t but alot can be done with different motors with minor adjustments

SECTIONS

1. Deleting Emissions Systems for Cleaner Engine bay
 - 1.1. Fuel trim effects from removed systems
2. Relocating the Battery
 - 2.1 Fuse block
 3. Removing Coolant Ball
 4. Removing the Windshield Washer Reservoir
 5. Relocating the Power Steering Reservoir
 6. Evap Relocation

1. Deleting Emissions Systems for Cleaner Engine bay

For removing engine emissions system: SAVWKO and his diy. (DIY: Cleaning up Engine bay...Removing SAI, N249, PCV, EVAP) you can follow this for removing the systems from the engine link:<http://forums.vwvortex.com/zerothread?id=3111538>

1.1. Fuel trim effects from removed systems

Also you will need to know about this. Effects of fuel trims.

<http://forums.vwvortex.com/zerothread?id=4764430>

Its very important that you add resistors or keep certain systems electronically plugged in or else your fuel trims will not adapt.

2. Battery Relocation

For relocating the battery only your have options as to where you want to put it and this depends on the size of the battery also.

i put mine behind the drivers seat.

NOTE: drycell battery should be used for interior locations. otherwise harmful.

specific parts needed:

ground strap for battery. purchase at pep boys, pre assembled wire for power wire from battery to fuse block to starter.4 gauge. Connectors (O connector)



one terminal connector for power wire to connect to battery.



steps:

- 1.set back fuse block(located on top of battery)
- 2.remove battery from engine bay(undo negative cable first)
- 3.remove battery mount bracket under original battery location.(4 bolts)
NOTE: mount bracket(composite) can be reused if locating battery to rear floor.
- 4.locate ground wire that goes from connection to battery to frame rail then to motor. this wire can be cut at the frame rail.
You need a solid ground from the motor to the frame rail.

NOTE: if you have the supplies make a new wire for step 4 and make sure all contacts are clean.

2.1 Fuse Block

IF YOU ARE NOT RELOCATING THE FUSE BLOCK SKIP TO STEP 6.

5. Find location for fuse block. This can take some work depending on what you want to do with it.

you can:

- relocate to cowl.(not always safe cuz of water)
- relocate into dash. (where i put mine)
- relocate next to frame rail
- leave it where it is.

- 5.1. In order to move the box anywhere up into the cowl or dash here is what you need to do:

unwrap wiring from the box up to where the harness reaches the cowl panel.

NOTE: this involves take the plastic wiring cover off to expose the harness.

- 5.2. Now you have excess wire to route the box inside the dash.

NOTE: there are 3 wires you will need to cut and extend to get the box in the dash. One is the center fuse wire. the second is one of the 3 that are part of the electrical connector that plugs into the left side in the picture. The third is the wire coming off the bottom which goes to the alternator.



- 5.3 to do this you have to remove the harness cover in the cowl panel, drill holes in it big enough to fit the wires and run it into the dash above where your feet would be.

(see picture below . this shows the cover with the wires run through it in the cowl)



6. Find location for battery.

depending on where you want the battery you will have to make a bracket and or mount plate for the battery to sit. this is up to you.

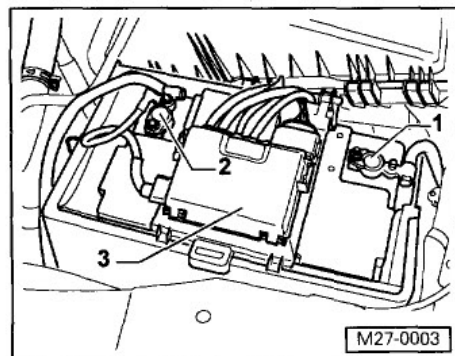
7. run you battery ground cable to the closest ground. make sure it is a clean and solid ground. for example: a good location would be one of the lower seat belt holes.

NOTE: keep this disconnected from battery until you are finished., that will be your last connection.

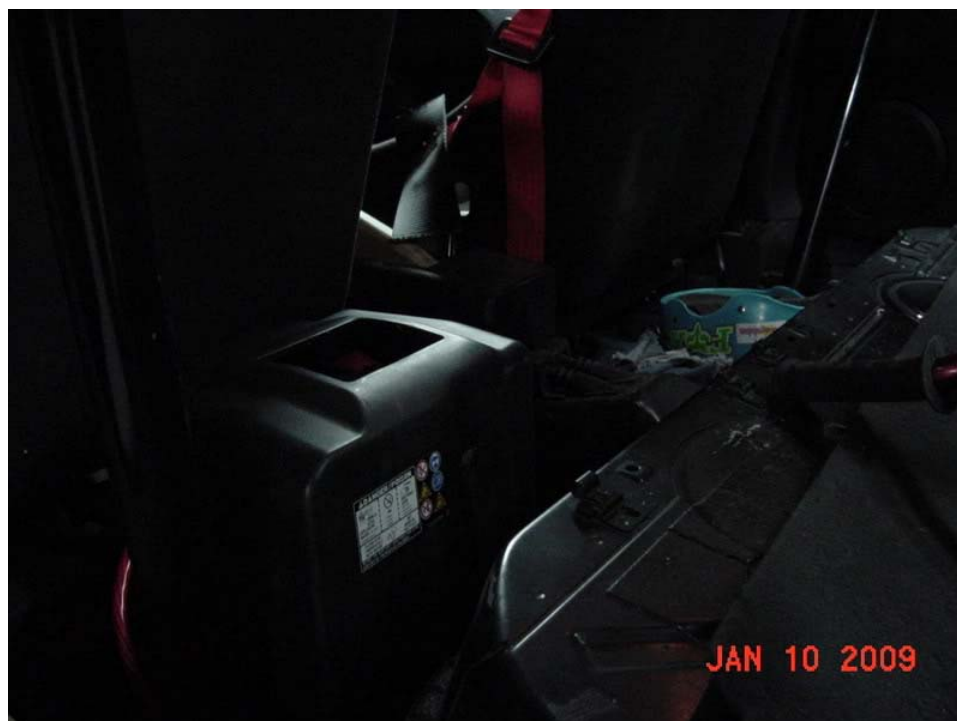
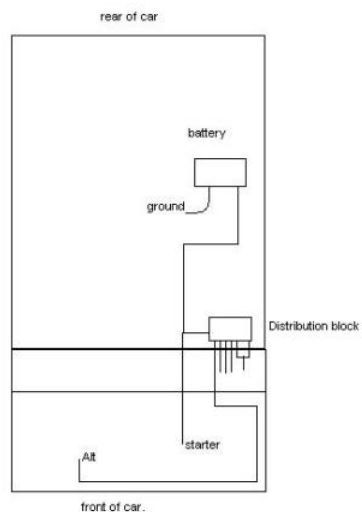
8 Run your power wire from the battery to the starter.use 4 gauge wire and terminal connector and O connector.

When you do this you will need to run it to where your fuse block is so you can make a Y and connect it to the wire that runs out the side of the fuse block and goes to the positive terminal in the picture below.

The easiest way to make a Y is use the O connectors and run a nut and bolt through the three connecting them.



9. Now your ready to connect your neagtive terminal and start the car.



3. Removing Coolant Ball

parts needed:

Radiator Hose Filler (for cap)

Moroso Radiator Cap (19-21psi)

2 90degree radiator hose angle pieces(go to salvos and find a premade hose that you can cut to what you need.

4 hose clamps for radiator hose

3 clamps that are smaller for the coolant feed lines.

small plastic adapter from pepboys for coolant feed line to turbo 5/8in to 1/2in

g12 Antifreeze

electrical tape

1. Let a good amount of coolant out from the petcock on the bottom of the radiator.

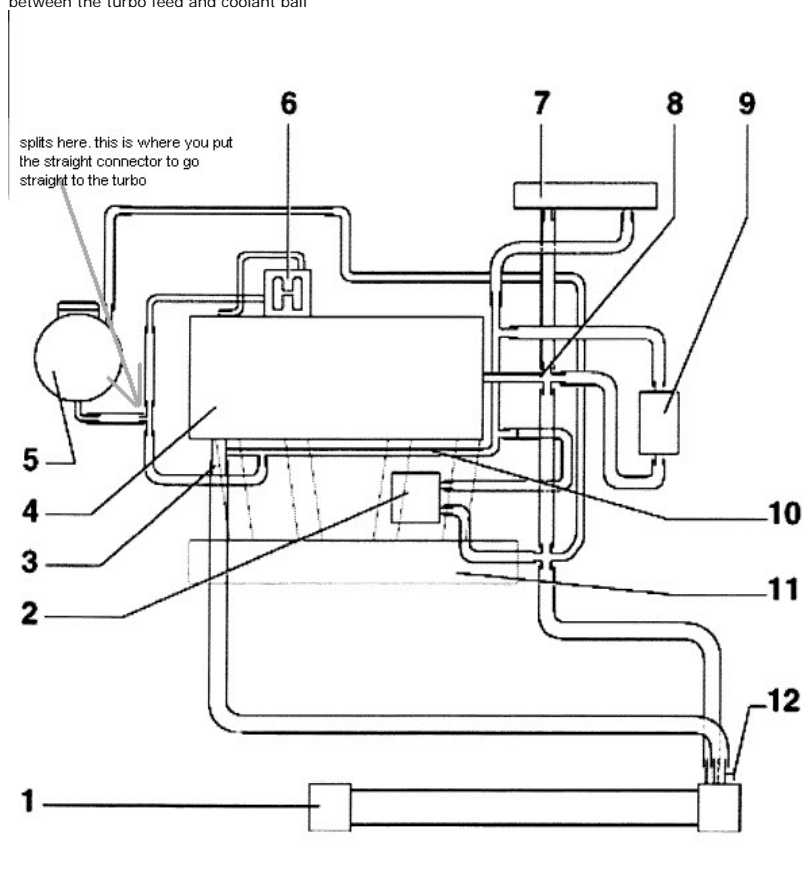
2. Unplug electrical plug on coolant ball.

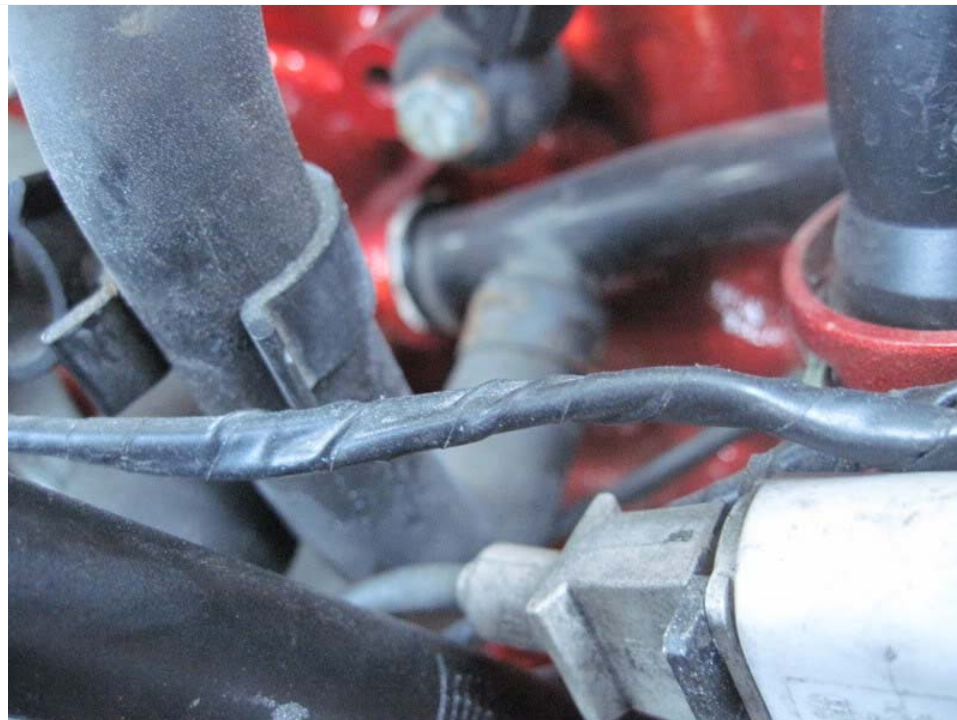
3. Disconnect hoses connecting to the ball. There should be one on the bottom and one on the side.

4. With the ball out of the way you can see where the lower line on the ball goes to. It goes to a Y on the coolant feed for turbo(AWW) Use the small plastic adapter(5/8 to 1/2) to replace the Y and put hose clamps on it. left side of picture shows the Y you will replace.the pic below shows where the Y used to be. Now its removed and the line goes straight to the turbo.



Heres another picture of where that line comes from. It comes from the coolant hard tube coming out of the block and splits between the turbo feed and coolant ball





5. Disconnect the small hose on the top radiator hose that used to run to the top of the coolant ball. The easiest way to plug this is putting a bolt in it and clamping it down. See pictures below





(2 above picture provided by Dropped 20v)



NOTE: If you dont the EVAP relocate too, then the 2 connected harlines that run across the intake manifold can be removed. the line that is part of the EVAP running to the TIP is deleted.

6. cut and make your new top radiator hose similar to the picture above with the new neck in the center. assemble and clamp it down.

7. In order to keep you coolant level light from blinking, you simply need to cut the electrical connector that use to connect to the ball, strip the ends of the wires and twist them together. wrap this with electrical tape.

8. fill fluids

9. let it warm up and check for leaks.

NOTE 1: as far as overflow goes you only need to run a hose from the filler neck to the ground. i have had fluid come out only once or twice.

NOTE 2: Recheck your fluid after driving to make sure all the air is out of the system, your fluid level may go down a good amount once the system burps.

NOTE 3: Doing this Delete may require you to check your fluid level once in a while since your overflow is the ground

4. Removing the Windshield Washer Reservoir

Fairly Simple removal and straight forward.

steps:

1. Easiest way to empty your fluid is of course use it. No point in wasting it so use it all up before doing this.
2. Remove bolts that hold the resevoir down.
3. Disconnect the two electrical connectors.(one for pump, one for level)
4. Cut connector for the level sensor and strip the wires. Twist them together and wrap with electrical tape. Keeps the light from blinking on the dash.
5. Pull off the hoses that come off the pump going to the hood.
6. Remove the resevoir.

5. Relocating the Power Steering Reservoir

This section will be updated with pictures as soon as the weather breaks. It will be much easier to follow with pics.

NOTE: If you still have a side mount intercooler, you may not have enough room to mount the resevoir. Remove your front bumper and look to see if there is enough space to mount it.

Parts/Tools needed:

Pipe cutter (preffered) or a saw

1 Power steering tubing hoses from pepboys/salvos. (sold in a small box with about 2 ft in each)

Hose clamps to fit the ps hose

Vw power steering fluid

disposal cup(s) for fluid

L bracket and couple Nut and bolts

Steps:

1. Unbolt power steering resevoir from motor mount.
2. open cap and pour as much fluid into the disposable cups as you can.
3. Undo both clamps for the power steering hoses on each side of the resevoir.
4. Pull off the hoses one at a time and drain anymore excess fluid.
5. Remove your front bumper
6. You will be mounting the resevoir near where the side mount intercooler used to be.

NOTE: There are multiple different holes on the side of the frame rail, bottom of the strut tower apron that are threaded.

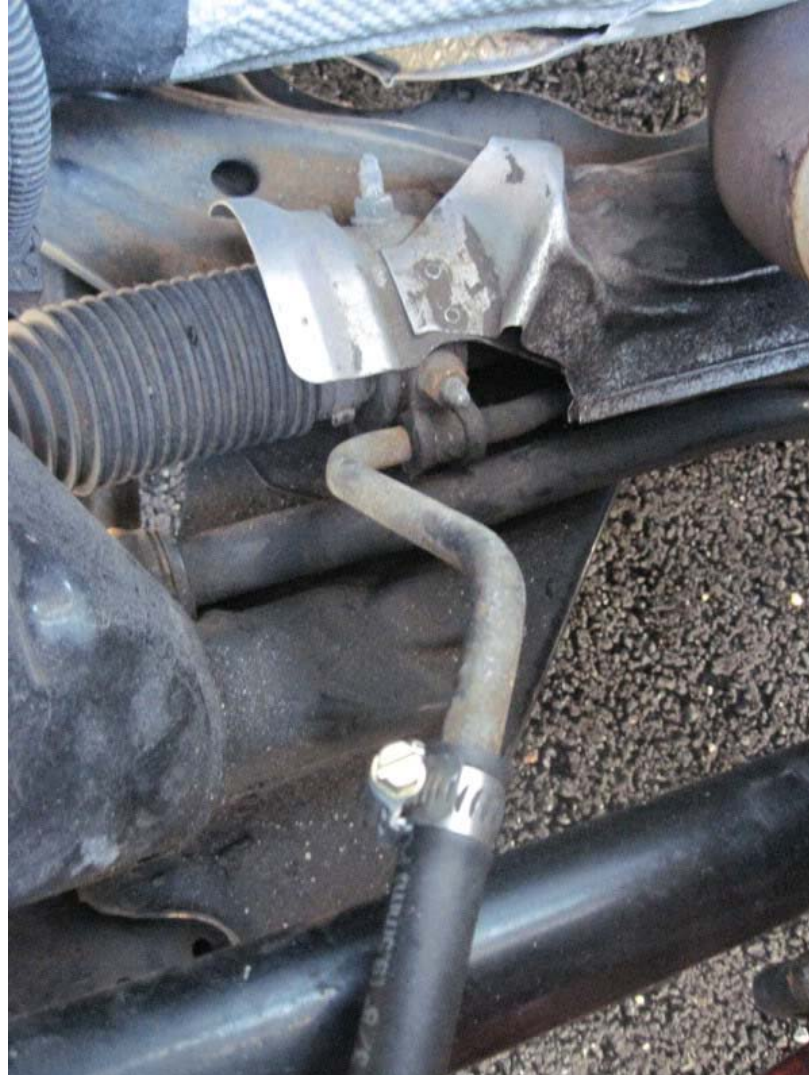
I used an L bracket that bolts to the bottom of the metal apron. I then bolted that to the stock bracket that connects to the power steering resevoir. Will get picture soon of this.

7. Once you have a mounting location for your resevoir its time to run your hoses.

reuse the stock original hose the runs across the front of the motor. It should be able to be trimmed and connected to the front of the resevoir.

8. The hardline that comes from your rack needs to be cut so that instead of the hose going up into the engine bay it can be run under the rail. Find the best angle and use the pipe cutters to cut the tube.

Using a saw may leave a rougher edge and alot more pieces of metal that may go into the line.



9. Connect you purchased power steering line to the hardline and run it under the rail to the resevoir and put clamps.



10. Fill fluid. Start car and turn wheel both ways to max angle multiple times. Fill until no squeaking from your pump and your good to go.

Again pictures will be supplied asap.

6. Evap Relocation

I originally disconnected this system but soon found it was just as easy to just put it in the fender well.

Parts needed:

Vaccum hose and clamps.

Tools needed:

t25/t30 torx

jack

tools to remove wheel- lock nut and socket/ rachet

steps:

1. Jack up car

2. remove passenger wheel

3. remove splash liner

4. unbolt blue balls(heheh)

5. remove or lift the corner of the cowl panel

6. Unplug electrical connector from the n80 evap valve and reroute the wiring into the cowl and through the hole that is at the corner of the cowl. This will put the connector into the inner fender area.



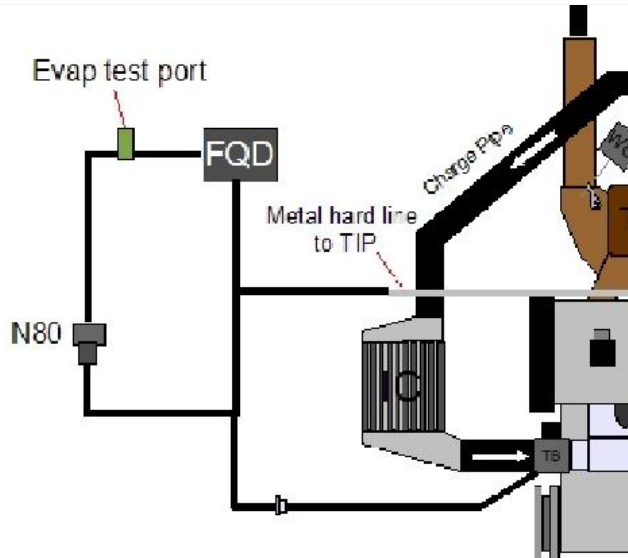
NOTE: the above wires you see are actually for the headlight and hood sensor but the evap plug comes through here too.

7. Disconnect the two quick disconnects for the evap system and mark one somehow(tape,permanent marker) so you know which is which.

Push them down into the frame rail. Under the car pull them out so that you can rerun them towards the wheel well. When connecting everything you will run these tubes behind the splash liner.

8. The EVAP system uses two vacuum sources but you only need one.

You will only use the one that connects to the intake manifold at the throttle body.



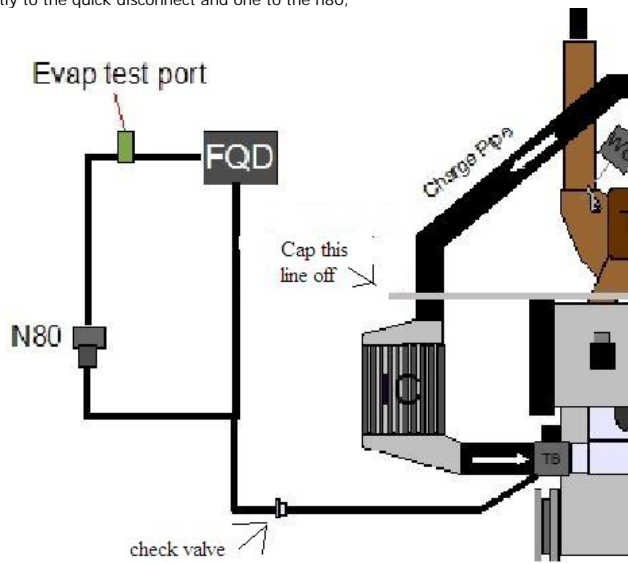
original photo

from ZeusEnergy

NOTE: If you dont the coolant ball delete too, then the 2 connected harlines that run across the intake manifold can be removed.

the line that is part of the EVAP running to the TIP is deleted(Step above) and you can remove the 2 metal hardlines.

You need one check valve off of the manifold. Then run a vacuum line into the wheel well, then the Y that splits to one going directly to the quick disconnect and one to the n80,



- 9. Connect the electrical connector
- 10. Install your splash and wheel.

I will be updating with more pics at some point. car is under a cover and snow
any questions, feel free to pm me.



pic of my semi current bay. this was before i did the power steering relocate.



Modified by vwturbowolf at 12:00 PM 2-23-2010

Modified by vwturbowolf at 12:08 PM 2-23-2010

Modified by vwturbowolf at 12:12 PM 2-23-2010

Modified by vwturbowolf at 11:51 AM 2-26-2010

Modified by vwturbowolf at 11:53 AM 2-26-2010

Modified by vwturbowolf at 11:53 AM 2-26-2010

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Circus


Member
 Join Date: Mar 18th, 2009
 Posts: 1,515

Re: FAQ-Clean Up Engine Bay. Relocate Battery, Fuse block, Coolant Ball, EVAP, WS ... (vwturbowolf)
 wow very nice! 🍷

02-19-2010 10:10 PM [Reply](#) #2

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vwturbowolf

Member

 Join Date: Nov 27th, 2003
 Location: baltimore, maryland
 Posts: 1,275
 Vehicles: 01 Jetta 1.8t, 98 golf

Re: FAQ-Clean Up Engine Bay. Relocate Battery, Fuse block, Coolant Ball, EVAP, WS ... (Circus)
 thanks, i will be posting up more pics within a week or so, once the snow gets out of here

02-19-2010 11:14 PM [Reply](#) #3

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White Jetta

Member

 Join Date: Mar 17th, 2002
 Location: Massachusetts
 Posts: 6,308
 Vehicles: Why don't you take a seat over there


Re: FAQ-Clean Up Engine Bay. Relocate Battery, Fuse block, Coolant Ball, EVAP, WS ... (vwturbowolf)
 Free bump for awesomeness

02-20-2010 10:37 AM [Reply](#) #4

Sent on a Post-It by way of carrier pigeon

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Zach!

Member

 Join Date: Jan 8th, 2010
 Location: Redwood City, CA
 Posts: 9,220
 Vehicles: 2005 Jetta GLI+


FV-QR
 Removed the wiper fluid resevoir this morning

02-20-2010 12:38 PM [Reply](#) #5

OEM+ Hella4 FB Hella4 My FB

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Zach!

Member

 Join Date: Jan 8th, 2010

FV-QR
 Can I get some more pictures or details on where the lower coolant glob hose goes to?

02-20-2010 01:49 PM [Reply](#) #6

Location: Redwood City, CA
 Posts: 9,220
 Vehicles: 2005 Jetta GLI+



OEM+ Hella4 FB Hella4 My FB

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vwurbowolf ◊

Member



Join Date: Nov 27th, 2003
 Location: baltimore, maryland
 Posts: 1,275
 Vehicles: 01 Jetta 1.8t, 98 golf

Re: FV-QR (Zach!)

02-20-2010 06:12 PM

Reply

#7

i sent you an im back but tommorow i am going to uncover my car and take some more detailed pictures. everything got delayed cuz we had alot of snow

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vwurbowolf ◊

Member



Join Date: Nov 27th, 2003
 Location: baltimore, maryland
 Posts: 1,275
 Vehicles: 01 Jetta 1.8t, 98 golf

Re: FV-QR (Zach!)

02-20-2010 06:15 PM

Reply

#8

Quote, originally posted by Zach! »

Can I get some more pictures or details on where the lower coolant glob hose goes to?

the lower coolant hose goes to the plastic Y right next to the timing belt cover. in this picture its the plastic Y on the left side of the picture.



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Zach! ◊

Member



Join Date: Jan 8th, 2010
 Location: Redwood City, CA
 Posts: 9,220
 Vehicles: 2005 Jetta GLI+



FV-QR

02-20-2010 07:45 PM


Reply

#9

On my tank, the hose goes under the manifold and into the block?

OEM+ Hella4 FB Hella4 My FB

vwturbowolf ◊
Member



Join Date: Nov 27th, 2003
Location: baltimore, maryland
Posts: 1,275
Vehicles: 01 jetta 1.8t, 98 golf

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Re: FV-QR (Zach!) 02-20-2010 09:07 PM [Reply](#) #10

Quote, originally posted by Zach! »


On my tank, the hose goes under the manifold and into the block?

what engine/engine code??


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Zach! ◊
Member



Join Date: Jan 8th, 2010
Location: Redwood City, CA
Posts: 9,220
Vehicles: 2005 Jetta GLI+



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FV-QR 02-20-2010 09:19 PM [Reply](#) #11

AWP 1.8t


OEM+ [Hella4](#) [FB](#) [Hella4](#) [My FB](#)

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mdubcajka12 ◊
Member



Join Date: Aug 7th, 2006
Location: Yinzersville
Posts: 2,421
Vehicles: ..Ruined



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Re: FV-QR (Zach!) 02-20-2010 11:36 PM [Reply](#) #12

keeping this on hand. way to go sir


Not those **FLOSSfilthy** kids again....

[PGH Hater Squad](#) -cry babies need not apply

[O / R / T](#)

Reply With Quote

formerly silveratjetta ◊
Member



Join Date: Feb 6th, 2007
Location: Miami, FL
Posts: 12,042
Vehicles: 2000 VW Jetta 1.8T


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Re: FV-QR (mdubcajka12) 02-21-2010 12:49 AM [Reply](#) #13


What is the point of keeping the evap? its easier to just rip it all out and get a chip tuner to delete the trouble codes from the ECU.

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Zach! ◊
Member



Join Date: Jan 8th, 2010
Location: Redwood City, CA
Posts: 9,220
Vehicles: 2005 Jetta GLI+



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FV-QR 02-21-2010 12:51 AM [Reply](#) #14

Quote, originally posted by formerly silveratjetta »

What is the point of keeping the evap? its easier to just rip it all out and get a chip tuner to delete the trouble codes from the ECU.

Noob question but what is the function of the blue balls.....and the evap system?

OEM+ [Hella4](#) [FB](#) [Hella4](#) [My FB](#)

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vwturbowolf ◊

Reply With Quote

02-21-2010 11:14 AM [Reply](#) #15

Member



Join Date: Nov 27th, 2003
Location: baltimore, maryland
Posts: 1,275
Vehicles: 01 jetta 1.8t, 98 golf

Re: FV-QR (Zach!)
Modified by vwturbowolf at 4:19 PM 2-21-2010
Modified by vwturbowolf at 12:29 PM 2-23-2010

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vwturbowolf Member



Join Date: Nov 27th, 2003
Location: baltimore, maryland
Posts: 1,275
Vehicles: 01 jetta 1.8t, 98 golf

Re: FV-QR (formerly silveratjetta) 02-21-2010 11:18 AM [Reply](#) #16

*Quote, originally posted by **formerly silveratjetta** »*

What is the point of keeping the evap? its easier to just rip it all out and get a chip tuner to delete the trouble codes from the ECU.

i had it removed but i ended up putting t back in. i have revo still so i would have a code with it deleted. personal preference about leaving it in but i like the idea of the systems purpose,

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vwturbowolf Member



Join Date: Nov 27th, 2003
Location: baltimore, maryland
Posts: 1,275
Vehicles: 01 jetta 1.8t, 98 golf

Re: FV-QR (Zach!) 02-21-2010 12:10 PM [Reply](#) #17

*Quote, originally posted by **Zach!** »*


On my tank, the hose goes under the manifold and into the block?

i took a couple more pictures and uploaded them. let me know if you still need any help

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Zach! Member



Join Date: Jan 8th, 2010
Location: Redwood City, CA
Posts: 9,220
Vehicles: 2005 Jetta GLI+

FV-QR 02-21-2010 12:59 PM [Reply](#) #18

I think I got it now, thanks!

OEM+ [Hella4 FB Hella4 My FB](#)

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vwturbowolf Member



Join Date: Nov 27th, 2003
Location: baltimore, maryland
Posts: 1,275
Vehicles: 01 jetta 1.8t, 98 golf

Re: FV-QR (Zach!) 02-21-2010 01:00 PM [Reply](#) #19

*Quote, originally posted by **Zach!** »*

I think I got it now, thanks!

ok post up some pics when your done

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Zach! Member

FV-QR 02-21-2010 06:01 PM [Reply](#) #20



Join Date: Jan 8th, 2010
 Location: Redwood City, CA
 Posts: 9,220
 Vehicles: 2005 Jetta GLI+



I'm still not sure on it, here are some pics of the hose. The red arrows indicate where the hose that comes out the bottom of the reservoir goes...



OEM+ Hella4 FB Hella4 My FB

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fobyulous

Member
 Join Date: Oct 7th, 2007
 Location: 08807
 Posts: 363
 Vehicles: 04 Jetta 1.8t, 98 Toyota 4Runner


Re: FV-QR (Zachl)

02-22-2010 08:27 AM [Reply](#) #21

great DIY! very informative, will def be hanging onto this one for when the weather gets warmer. great job, and nice car!

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vwturbowolf

Member

 Join Date: Nov 27th, 2003
 Location: baltimore, maryland
 Posts: 1,275
 Vehicles: 01 Jetta 1.8t, 98 golf

Re: FV-QR (Zachl)

02-22-2010 01:27 PM [Reply](#) #22

Modified by vwturbowolf at 12:20 PM 2-23-2010

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vwturbowolf

Member


Re: FV-QR (vwturbowolf)

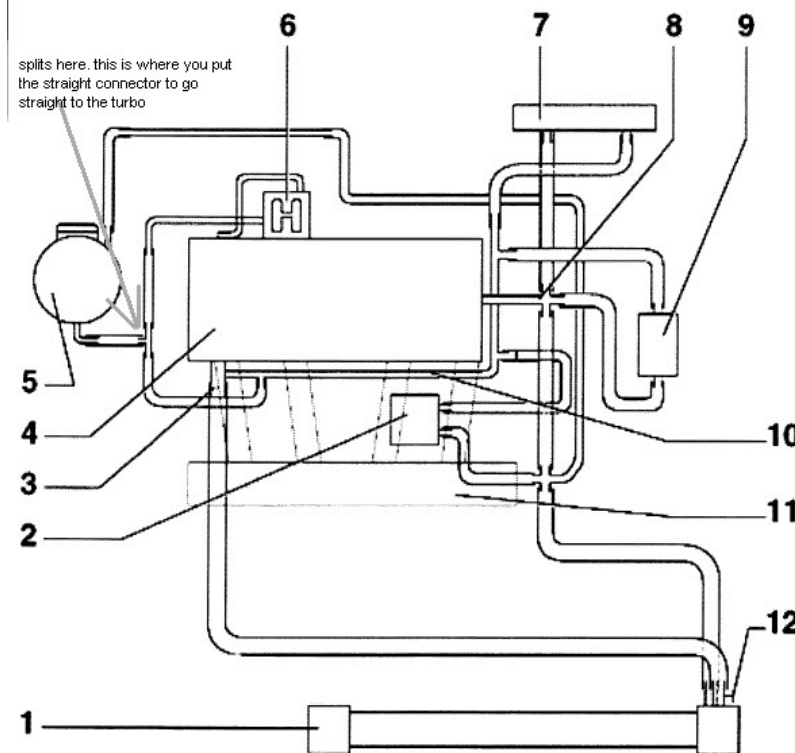
02-23-2010 07:20 AM [Reply](#) #23

I looked in alldata and i think you missed something. just out of view in this picture the line you highlighted and the one just below it to the right connect to one hose before going to the metal coolant hose.

Join Date: Nov 27th, 2003
 Location: baltimore, maryland
 Posts: 1,275
 Vehicles: 01 Jetta 1.8t, 98 golf



heres a diagram from alldata.



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Mr.V-Dub ◊
 Member



Join Date: Jun 4th, 2007
 Location: Brigham, Utah
 Posts: 1,537
 Vehicles: '01 Jetta Johnny Edition

Re: FAQ-Clean Up Engine Bay. Relocate Battery, Fuse block, Coolant Ball, EVAP, WS ... (vwturbowolf)

02-23-2010 09:27 AM [Reply](#) #24

Niiiiice! Thx for the info! 😊

My Car. My Money. My Mods. My Way. Kthx 😊
<http://www.facebook.com/JohnnyPimpsVWs>
<http://www.cardomain.com/id/MrVDub>

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Zach! ◊

Member



Join Date: Jan 8th, 2010
Location: Redwood City, CA
Posts: 9,220
Vehicles: 2005 Jetta GLI+



FV-QR

02-23-2010 09:36 AM

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#25

Oh, thanks I will take another look!

[OEM+](#) [Hella4 FB](#) [Hella4](#) [My FB](#)[Reply With Quote](#)**Dropped 20v** ◊

Member

Join Date: Aug 22nd, 2008
Location: NH
Posts: 2,631
Vehicles: 01 Jetta

Re: FV-QR (wvturbowolf)

02-23-2010 05:51 PM

[Reply](#)

#26

ok so i also have a few questions myself if you dont mind me asking..
i too have engine code AWW and was wondering a few things. i read the diy plety of times and i didnt see anywhere that this was covered, so i might as well ask so i can do this over the weekend.

first i noticed that the hose on top of the ball goes to the metal rail like so.



this hose is connected to the metal rail and on the other side(driver side) it is connected to another hose. (sorry i couldnt get a pic of the rail, but you know what it looks like)



now my question is. when i disconnect the first hose that is on top of the ball, that goes to the rail and is connected to the other hose on the driver side do i simply leave that metal rail un used? and connect a bolt threw the hose on the driver side like stated in the diy?

reason for asking is because in the diagram the OP posted the top coolant ball hose is going threth the back and not through the rail.

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last thing. can i just reuse this hose. instead of buying new ones? or would it be wise to use a new hose?



WTB: tornado red jetta passenger fender. show me what you have.

[Reply With Quote](#)

DBVeeDB

Member

LINCOLN

Join Date: Aug 2nd, 2007
Location: LZ, IL
Posts: 3,344
Vehicles: 02 3076r'd Jetta



Re: FV-QR (Dropped 20v)

02-23-2010 08:23 PM

[Reply](#)

#27

Quote, originally posted by Dropped 20v »

ok so i also have a few questions myself if you dont mind me asking..
i too have engine code AWW and was wondering a few things. i read the diy plety of times and i didnt see anywhere that this was covered, so i might as well ask so i can do this over the weekend.

first i noticed that the hose on top of the ball goes to the metal rail like so.

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last thing. can i just reuse this hose. instead of buying new ones? or would it be wise to use a new hose?

I couldn't use my OEM hose because the diameter was too small for the inline filler neck I got from Summit. But there might be one out there. I went to auto zone and bought 2 rad hoses from another model and tested the diameter with the filler neck. Took them home and cut them to the shape of the stocker.

Once you've removed the feed line from the top of the globe, you can leave that hardline there, or delete the two hardlines and run a rubber vac line under the intake runners if youre still using the evap. This will also look cleaner. Instead of plugging the line off the top rd hose with a bolt you can use a vac nipple and clamp too.

Something I do want to note to the OP. I love the thread and couldve used this a year ago haha. but all the info is A++. I didnt have luck with venting my overflow to the ground though, mine ALWAYS spit out fluid. so Im running an overflow with my new setup. 😊

<p>Dropped 20v ◊</p> <p>Member</p> <p>Join Date: Aug 22nd, 2008 Location: NH Posts: 2,631 Vehicles: 01 Jetta</p>	<p><i>Modified by DBVeeDB at 7:25 PM 2-23-2010</i></p> <hr/> <p>-Devin :: Bt/shaved bay Jetta, never running:: :: B6 3.6 4MO Passat Wagon :: GOING BT? - BUY MY VELOCITY STACK AND AEM FILTER COMBO</p> <p style="text-align: right;">Reply With Quote</p> <p>Re: FV-QR (DBVeeDB) 02-23-2010 10:05 PM Reply #28</p> <p>I'll be doing that then. Thanks for the help. I'm going to be doing the evap delete or w.e it's called and re route my catch can like the diy that savvko made or w.e his username is along with the sai delete. Hopefully I can clean up the bay before I ship off for basic. But only time will tell 🙄</p> <p>edit: what psi cap do you have the 19-21 or 16-19? and you said you're going to put an overflow. will this be only so that it catches the excess fluid or will you be using a pump of some sort to pump it back into the hose?</p> <p><i>Modified by Dropped 20v at 12:07 AM 2-24-2010</i></p> <hr/> <p>WTB: tornado red jetta passenger fender. show me what you have.</p> <p style="text-align: right;">Reply With Quote</p>
<p>vwrturbowolf ◊</p> <p>Member</p>  <p>Join Date: Nov 27th, 2003 Location: baltimore, maryland Posts: 1,275 Vehicles: 01 Jetta 1.8t, 98 golf</p>	<p>Re: FV-QR (Dropped 20v) 02-24-2010 05:29 AM Reply #29</p> <p>hey you do leave the metal tube unused and if you don't mind could I use those pictures to put that in the faq. you just put the bolt in the small hose where it connects to the upper line. if you do relocate or remove the evap system. then this metal line and the one it's connected to can both be removed</p> <p>NOTE: i have been looking for an alternative adapter that can replace this plastic section that does not have that port. you may not be able to reuse the upper hose when you put the filler neck in because of diameter of the hose</p> <p><i>Modified by vwrturbowolf at 10:31 AM 2-24-2010</i></p> <hr/> <p>415 whp. 355 wtq build thread http://forums.vwvortex.com/showthread.php?p=123456 high quality body or frame repair work. Richards Body & Fender. Towson, Maryland</p> <p style="text-align: right;">Reply With Quote</p>
<p>Dropped 20v ◊</p> <p>Member</p> <p>Join Date: Aug 22nd, 2008 Location: NH Posts: 2,631 Vehicles: 01 Jetta</p>	<p>Re: FV-QR (vwrturbowolf) 02-24-2010 04:45 PM Reply #30</p> <p>Feel free 😊 glad I could help</p> <hr/> <p>WTB: tornado red jetta passenger fender. show me what you have.</p> <p style="text-align: right;">Reply With Quote</p>
<p>vwrturbowolf ◊</p> <p>Member</p>  <p>Join Date: Nov 27th, 2003 Location: baltimore, maryland Posts: 1,275 Vehicles: 01 Jetta 1.8t, 98 golf</p>	<p>Re: FV-QR (vwrturbowolf) 02-26-2010 06:48 AM Reply #31</p> <p>also use a 19-21 psi cap</p> <hr/> <p>415 whp. 355 wtq build thread http://forums.vwvortex.com/showthread.php?p=123456 high quality body or frame repair work. Richards Body & Fender. Towson, Maryland</p> <p style="text-align: right;">Reply With Quote</p>
<p>Swoops ◊</p> <p>Member</p> <p>Join Date: Nov 16th, 2004 Location: Baldwin, LI Posts: 4,027</p>	<p>Re: FV-QR (vwrturbowolf) 02-26-2010 09:06 AM Reply #32</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p><i>Quote, originally posted by vwrturbowolf »</i></p> <p>also use a 19-21 psi cap</p> </div>

DO NOT use a 19-21psi rad cap. factory psi is 14, so a 15-16psi cap will do. a 19-20psi cap will cause leaks everywhere, guaranteed.

dub cult

HardlinesBySwoops@yahoo.com. PM or email me for hardline and airride installs.

[Reply With Quote](#)

Dropped 20v

Member

Join Date: Aug 22nd, 2008
 Location: NH
 Posts: 2,631
 Vehicles: 01 Jetta

Re: FV-QR (Swoops) 02-26-2010 10:18 AM [Reply](#) #33

Quote, originally posted by Swoops »

DO NOT use a 19-21psi rad cap. factory psi is 14, so a 15-16psi cap will do. a 19-20psi cap will cause leaks everywhere, guaranteed.


ahh 😊 . nice to know. i placed the order last night and got the 16psi cap

WTB: tornado red jetta passenger fender. show me what you have.


[Reply With Quote](#)

ascgti89

Member



Join Date: Jan 30th, 2006
 Location: The Souf
 Posts: 955
 Vehicles: The Chariot



Re: FV-QR (Swoops) 02-26-2010 12:11 PM [Reply](#) #34

Quote, originally posted by Swoops »

DO NOT use a 19-21psi rad cap. factory psi is 14, so a 15-16psi cap will do. a 19-20psi cap will cause leaks everywhere, guaranteed.

yup i had tons of problems aswell...
 here comes some cookie cutter bays... 😊

ES.AD

[Reply With Quote](#)

VDUB 8

Member



Join Date: Oct 5th, 2005
 Location: Allentown, PA
 Posts: 572
 Vehicles: BT GTI 337, 04 ..R32
 daily



Re: FV-QR (ascgti89) 02-26-2010 01:44 PM [Reply](#) #35

nice write up. seems like everyones cleaning up their bays this year...i realy like the power steering resivoir relocation, will be doing this next week over spring break

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