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**Thread: DIY: Tucking Wires Away in the Engine Bay.!!!**
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**vwurbowolf**

Member


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

DIY: Tucking Wires Away, Removing and relocating things.

04-30-2009 05:32 AM

#1

Sorry for a lack of update to this thread. working 70-80+ hrs and planning my wedding. i have no time. i will say that i have completely redone my wire tuck because of trial and error. its seems that keeping any of the wires in the cowl panel leaves too much exposure to the elements once rain goes in there. i have now moved everything including the ecu out of the cowl and its actually much easier to run everything where needed. look for an update soon. again sorry for no updates.

**DISCLAIMER: If you have any doubts about anything DO NOT try this. I am not responsible if your car never starts again because of incorrect wiring.**

**i highly recommend that if your interested in doing a wire tuck you use my other FAQ to get you started removing and relocating engine components. Includes EVAP, Battery, Power Steering, Winshield Washer, Coolant overflow and also gives you links for the other emission system deletes.**

link

<http://forums.vwvortex.com/zerthread?id=4770851>

## SECTIONS

1. introduction
2. parts and supplies
3. parts removal for access.
4. removing relay box
5. passenger side
  - 5.1. Connectors on passenger side
  - 5.2. Connectors that dont need to be extended
  - 5.3. Connectors that need to be extended
  - 5.4 Overview
6. drivers side
  - 6.1 connectors on drivers side
  - 6.2 rewiring driver side
7. engine harness

**1. Rewiring the Engine Bay (INTRO)**

Doing this take alot of work and will not be finished in one day.

This was done with the motor removed but i will try to write the faq for having the motor in too.

NOTE: Before you begin this FAQ you should read my other one:

It explains how to relocate the battery, remove coolant ball, relocate evap. It also gives you info on where to find out how to remove your emission systems. This will make it much easier to hide wires if you relocate and remove the things above. The link is at the top of the page.

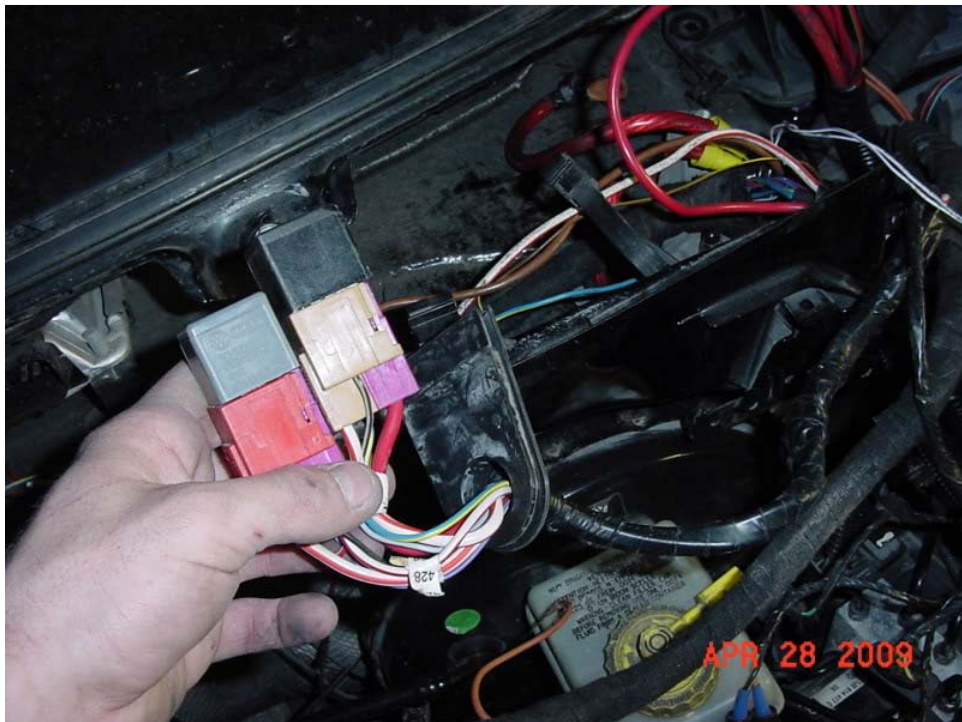
**2. parts and supplies**
**3. parts removal for access**

Remove front bumper  
 Remove cowl panel and wiper motor  
 Remove Cabin filter in passenger side of cowl panel  
 Disconnect battery.  
 More will be discussed in specific sections.

**4 removing relay box**

To remove the box next to the brake reservoir is fairly simple.

1. Unclip the box from the Cowl panel.
2. unplug relays and remove them from the box. below you see them removed from the box now



3. There are two options of where to put them: In the plastic panel where the harness wires run or in the cowl panel.
4. Open up the plastic cover that the main harness wires run through. This is located right next to the box you removed.
5. Unwrap the wires from the harness to get the length you need to put them where you want.

#### 5 passenger side

If you followed my other FAQ, then you would have deleted the Coolant expansion tank, removed the windshield washer reservoir, relocated the EVAP and the power steering reservoir.

When finished with this wiring the passenger side will not have any wires.

#### 5.1 Connectors on the passenger side.

Windshield washer pump  
 windshild washer sensor  
 hood sensor  
 right headlight  
 right side marker (bumper)  
 ac sensor  
 coolant expansion sensor  
 evap  
 fender side marker  
 O2 sensors  
 abs sensor

#### 5.2 Connectors that dont need to be extended

AC sensor  
 O2 sensor wires  
 right fender side marker light  
 abs sensor

#### 5.3. Rewiring connectors that dont need to be extended

1. With the cowl panel removed you will need to cut a hole so that instead of the wires running out the front of the cowl, they will come out the bottom. I will get a picture of this soon\*\*.

run the O2 sensor wires down behind the firewall cover as pictured and run the abs sensor back through its original hole to reconnect.

If you still have ac connect the sensor



#### 5.4..Connectors that need to be extended

Right Headlight(6 wires)

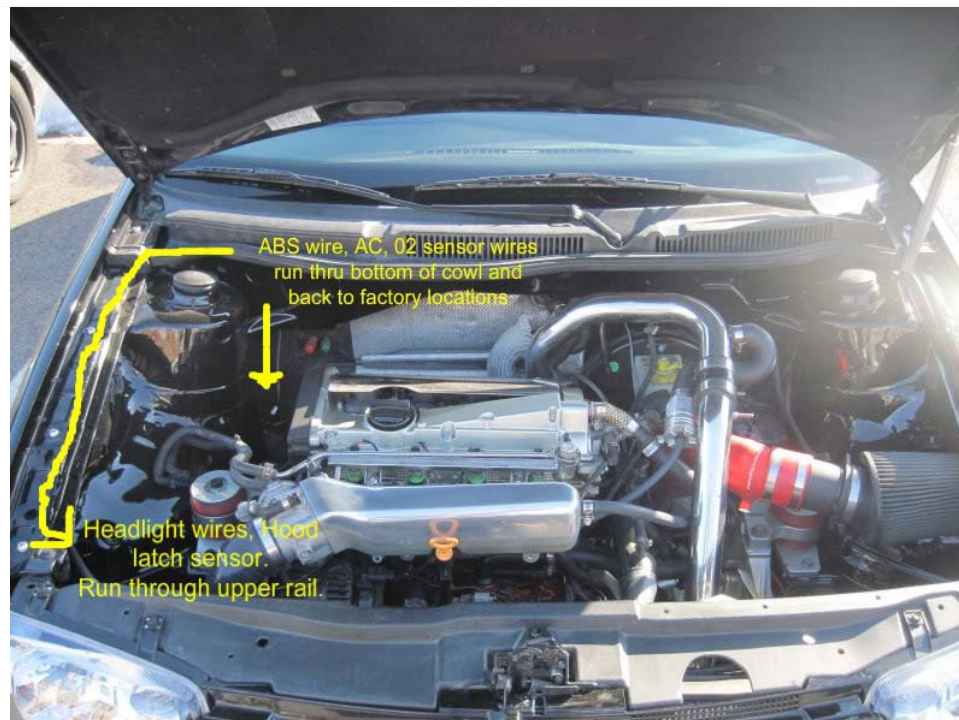
Hood latch sensor(2 wires)

NOTE: If you chose to keep the windshield washer resevoir you will have 4 more wires to extend. 2 for the pump itself and two for the fluid level sensor

Also i do not have bumper side markers but it would be two more wires.

#### 5.4 Overview





#### 6. drivers side

Instead of running the harness out of the front of the cowl panel, you will run it down through the bottom of the cowl, behind the brake system, into the frame rail and it will exit from the bottom of the rail near the radiator system to connect to the original connecting points.

NOTE: In order to do the driver side harness, it is necessary to remove your intake and battery if they are in the way.

NOTE 2: The Main harness and engine harness are two separate sets of wires and this is for the main harness portion.

NOTE 3: The Main harness does not need to be extended with this DIY.

NOTE 4: This requires using an air saw to make cuts in the frame rail and cowl panel to run your harness, in doing this you will need primer and paint to keep these areas from rusting.

#### 6.1 Connectors on driver side

4 ground wires that connect to the top of the frame rail near the left headlight.  
main to engine harness connector  
fans  
black box on side of frame rail(2 connectors)

#### 6.2 Rerouting wires

1. Unplug the harness from the connectors on the inner side of the left frame rail.
2. Unplug the connectors for the radiator fans.
3. unplug the large connector that connects the main harness to the engine harness.
4. Remove the plastic cover that runs from the cowl panel, down to the frame rail. this will not be used anymore.
5. with the cowl panel removed you will need to cut a hole in it. to be able to run the harness stright down.  
in the picture below you can see the hole on the front of the cowl panel where the plastic cover used to be. you can see where the hole needs to be cut to run the wires down.



6. unbolt the box where the brake lines run into. move it away from the frame rail as much as possible without bending the lines.

7. locate the hole thats about 1inch wide in the top of the rail located under the brake box, and cut two lines from the hole so

that you can peel part of the rail up. it will allow you to run the harness connectors through the rail and then close the hole back up.  
in the picture below, the harness is running through the hole of the top rail.



8. on the bottom of the frame rail about 1ft from the front of it there is a hole. you will cut two lines from this hole to feed your harness out of this hole.









**7. engine harness**

i will be finishing everything shortly, i took everything out so i could reorganize and add things so that its easier to read through and understand.

i tried to separate things into sections so that some things can be done as single projects in this and my other faq.

*Modified by vwvortex at 1:07 AM 2-25-2010*

*Modified by vwvortex at 2:13 AM 3-7-2010*

*Modified by vwvortex at 2:43 AM 3-7-2010*

*Modified by vwvortex at 6:55 PM 3-7-2010*

*Last edited by vwvortex; 04-10-2011 at 06:36 PM.*

415 whp. 355 wtq  
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**TMTuned99.5Golf** ◊

Member



Join Date: Jan 27th, 2004  
 Posts: 6,377

Re: DIY: Tucking Wires Away in the Engine Bay!!!! (vwgolfracer)

04-30-2009 06:40 AM

**Reply** #2

Very impressive!! 🙌

**Reply With Quote**

**limastock** ◊

Member



Join Date: Feb 17th, 2009  
 Location: the city  
 Posts: 3,659  
 Vehicles: 24v GTI, 12v GTI, 2.0 Jetta (sold)

Re: DIY: Tucking Wires Away in the Engine Bay!!!! (vwgolfracer)

04-30-2009 09:05 AM

**Reply** #3

Bump for an awesome thread.









**The Elite 24v VR6 Club: Member #395**  
 Carbonio CAI, Polyurethane dogbone bushings, R32/TT short shift, Gonzo Tune w/launch control, 2.5 TT Catback w/Borla muffler & turndown tip, FK Streetlines

**Reply With Quote**

**SCdub** ◊

04-30-2009 09:17 AM

**Reply** #4

<p>Member</p> <p><b>GTI</b></p> <p>Join Date: Sep 17th, 2008 Posts: 809</p>	<p>FV-QR</p> <p>bookmarked.</p>	
<a href="#">Reply With Quote</a>		
<p><b>worditsmenick</b> ◊</p> <p>Member</p>  <p>Join Date: Nov 15th, 2005 Posts: 1,641</p>	<p>Re: DIY: Tucking Wires Away in the Engine Bay!!!! (limastock)</p> <p>whoa! nice work on the diy!</p>	<p>04-30-2009 09:17 AM <a href="#">Reply</a> #5</p>
<a href="#">Reply With Quote</a>		
<p><b>2OvtVdubb</b> ◊</p> <p>Member</p>  <p>Join Date: Feb 26th, 2008 Posts: 2,263</p>	<p>Re: DIY: Tucking Wires Away in the Engine Bay!!!! (vwgolfracer)</p> <p>Great write up!!!!</p>	<p>04-30-2009 09:42 AM <a href="#">Reply</a> #6</p>
<a href="#">Reply With Quote</a>		
<p><b>mcsnickel</b> ◊</p> <p>Member</p> <p>Join Date: Feb 24th, 2009 Posts: 330</p>	<p>very nice</p>	<p>04-30-2009 10:53 AM <a href="#">Reply</a> #7</p>
<a href="#">Reply With Quote</a>		
<p><b>Mr.Tan</b> ◊</p> <p>Member</p>  <p>Join Date: Jun 9th, 2004 Location: York, PA Posts: 15,855 Vehicles: '01 GTI, '11 335xi</p> 	<p>Re: (mcsnickel)</p> <p>wow man, good write-up...def. saving this for future use</p>	<p>04-30-2009 11:07 AM <a href="#">Reply</a> #8</p>
<a href="#">Reply With Quote</a>		
<p><b>vdub_18t</b> ◊</p> <p>Member</p>  <p>Join Date: Feb 15th, 2009 Posts: 1,405</p>	<p>Re: (Mr.Tan)</p> 	<p>04-30-2009 11:11 AM <a href="#">Reply</a> #9</p>
<a href="#">Reply With Quote</a>		
<p><b>JB_1152</b> ◊</p> <p>Member</p>  <p>Join Date: Feb 15th, 2007 Posts: 2,982</p>	<p>Re: DIY: Tucking Wires Away in the Engine Bay!!!! (vwgolfracer)</p> <p>Great Write up! 📄</p>	<p>04-30-2009 01:54 PM <a href="#">Reply</a> #10</p>
<a href="#">Reply With Quote</a>		
<p><b>.:RyouExperienced</b> ◊</p> <p>Member</p>  <p>Join Date: Sep 19th, 2005 Location: Santa Barbara</p>	<p>FV-QR</p> <p>I love how the pass side of the bay sparkles :lol:</p>	<p>04-30-2009 02:12 PM <a href="#">Reply</a> #11</p>



Posts: 1,951  
Vehicles: 1.8 big T Jetta

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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 (:RyouExperienced)

04-30-2009 05:26 PM [Reply](#) #12

*Quote, originally posted by :RyouExperienced »*

I love how the pass side of the bay sparkles :lol:

thanks it looks like a mr. clean commercial.

415 whp. 355 wtq  
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high quality body or frame repair work. Richards Body & Fender. Towson, Maryland

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**justn868** ◊

Member



Join Date: Jan 19th, 2008  
Location: Gainesville, FL  
Posts: 3,003  
Vehicles: 2002 GTI, 2007 Wolfsburg



Re: FV-QR (vwgolfracer)

04-30-2009 05:38 PM [Reply](#) #13

next project

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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: DIY: Tucking Wires Away in the Engine Bay.!!! (vwgolfracer)

05-01-2009 07:16 PM [Reply](#) #14

can this be added in the FAQ thread. thanks someone

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**DIRTAE** ◊

Member



Join Date: Mar 14th, 2009  
Location: Over the river and thru the woods the woods to grandmas house we go..  
Posts: 1,043

FV-QR

05-01-2009 07:25 PM [Reply](#) #15

wow just wow man. just not sure if I could get myself to do all that.

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**tchristemac** ◊

Senior Member



Join Date: Feb 4th, 2005  
Location: East Islip, NY  
Posts: 25,447  
Vehicles: Tooo Many to list

Re: FV-QR (DIRTAE)

05-01-2009 07:38 PM [Reply](#) #16

Great write up... I them celan shaven!!! 😊 🇺🇸

[Reply With Quote](#)

**rain724** ◊

Member



Join Date: Apr 18th, 2007

Re: FV-QR (tchristemac)

05-01-2009 07:44 PM [Reply](#) #17

Location: white plains ny  
 Posts: 1,855  
 Vehicles: 01 cabrio

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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 (DIRTAE)

05-04-2009 06:31 AM

[Reply](#)

#18

*Quote, originally posted by DIRTAE »*

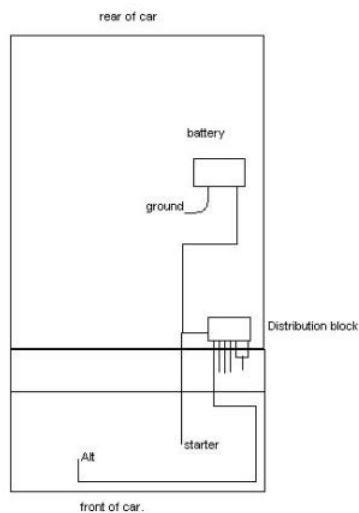
wow just wow man. just not sure if I could get myself to do all that.

there are some things you can take from this FAQ, and do yourself that is less involved like running the battery into the trunk. you can use the steps that describe where to run the distribution block and relocate that into the cabin, then mount the battery in the back off the car.

heres a pic of mine. i took the whole battery box and mount plate and mount it to my floor.




heres a quick diagram i made.



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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 (vvgolfracer)

bump. dont want this to get lost


---

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high quality body or frame repair work. Richards Body & Fender. Towson, Maryland

**Reply With Quote**

---

**glimark** ◊  
Member



Join Date: Jul 31st, 2007  
Location: 847 IL  
Posts: 2,008  
Vehicles: 04.5 BMP GLI/ 81 Caddy <3

Re: FV-QR (vvgolfracer) 05-20-2009 02:18 AM [Reply](#) #20

hey great diy...  
if i didnt want to tuck all the wires just some...  
do you think i would be able to stick the two relays by the brake resevoir in plastic housing on the driver side that runs up to the cowl panel?

and where did u mont the fuse panel from the battery?

thanks


---

[BlitzKraft](#)

**Reply With Quote**

---

**Jettaiv4turbochrg** ◊  
Member



Join Date: Feb 23rd, 2004  
Location: Kahului, Maui Hawaii  
Posts: 3,197  
Vehicles: 00' VW Jetta

Re: FV-QR (glimark) 05-20-2009 05:58 AM [Reply](#) #21


Team Foreign Objects Maui Style!

#146--jettaiv4turbochrg---2000 VW Jetta GL---boosted AEG, B&G coilovers, 18" Brocks, C2 software


**Reply With Quote**

---

**Bazmcc** ◊  
Member



Join Date: Jan 10th, 2005  
Location: Northern Ireland  
Posts: 6,496  
Vehicles: 2002 Bora TDI, 1994 2.0 16v Corrado, 1991 MK2 Golf, 1983 MK1 Golf Driver, MK4 Golf, 1971 Fastback




Re: FV-QR (jettaiv4turbochrg) 05-20-2009 06:42 AM [Reply](#) #22

Very impressive writeup sir.  
Well done.

**Reply With Quote**

---

**vwturbowolf** ◊  
Member



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

Re: FV-QR (glimark) 05-23-2009 08:16 AM [Reply](#) #23

*Quote, originally posted by **glimark** »*

hey great diy...  
if i didnt want to tuck all the wires just some...  
do you think i would be able to stick the two relays by the brake resevoir in plastic housing on the driver side that runs up to the cowl panel?

and where did u mont the fuse panel from the battery?

thanks

you can probably put the two relays behind the plastic panel on the drivers side. and the fuse panle from the battery is now above my clutch panel inside of the dash. i think four of the wires have to be lenthened.

---

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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: DIY: Tucking Wires Away in the Engine Bay!!!! (vwgolfracer)

05-23-2009 08:25 AM [Reply](#) #24

possibilities after tucking wires.  
 i just finished painting today. . got rid of extra brackets and filled holes on cowl/



415 whp. 355 wtq  
 build thread  
<http://forums.vwvortex.com/showthread.php?p=1>  
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**Vento!** ◉

Banned

Join Date: Oct 23rd, 2008  
 Location: Garden City, NY  
 Posts: 4,295  
 Vehicles: BT 20th GTI

Re: DIY: Tucking Wires Away in the Engine Bay!!!! (vwgolfracer)

05-23-2009 09:53 AM [Reply](#) #25

great job 🍷

Reply With Quote

**tchristemac** ◊  
Senior Member




Join Date: Feb 4th, 2005  
Location: East Islip, NY  
Posts: 25,447  
Vehicles: Too Many to list

Re: DIY: Tucking Wires Away in the Engine Bay.!..! (vwgolfracer)  
great job!

05-23-2009 03:25 PM [Reply](#) #26

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**askibum02** ◊  
Moderator



Join Date: May 10th, 2002  
Location: Fayettevill, NC  
Posts: 18,305  
Vehicles: A slug, a beast, and a floater


Re: DIY: Tucking Wires Away in the Engine Bay.!..! (vwgolfracer)  
Very cool write up.....  
To the FAQ it shall go.

05-28-2009 06:13 AM [Reply](#) #27

Brett  
**FS: MKIII Perforated leather e-brake boot**  
I can think of 726 reasons why I like vBulletin  
Noli Me Tangere

[Reply With Quote](#)

**jettalvr41** ◊  
Member



Join Date: Oct 26th, 2006  
Location: Lincoln, Nebraska  
Posts: 4,539  
Vehicles: 04 Jet 92 SLC

Re: (Mr.Tan)  
wow doing this very soon!


05-28-2009 06:23 AM [Reply](#) #28

8v mkiv 12vt slc  
[Nebraska Corrado VR build](#)  
[The Depot Build](#)

Originally Posted by **cstanley19**  
. *Learn the car first.. then modify it...*

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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: DIY: Tucking Wires Away in the Engine Bay.!..! (askibum02)

06-09-2009 07:24 PM [Reply](#) #29

Quote, originally posted by **askibum02** »  
Very cool write up...  
To the FAQ it shall go.

greatly appreciated.  
one pic of finished engine bay. a few things still need to be changed up but i needed to get it running.



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 high quality body or frame repair work. Richards Body & Fender. Towson, Maryland

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**shimmy2244** ◊

Member



Join Date: Nov 19th, 2006  
 Location: WA  
 Posts: 5,539  
 Vehicles: ///M3



06-10-2009 11:59 AM [Reply](#) #30

superb! looks good!

[Buy my door cards](#)

[Reply With Quote](#)

**Msjudgd1** ◊

Member



Join Date: Mar 20th, 2001  
 Location: Tinley Park  
 Posts: 7,223  
 Vehicles: 01 GTI



Re: FV-QR (vwgolfracer)

06-10-2009 02:21 PM [Reply](#) #31

Im surprised you didnt relocate the PS reservoir. Awesome writeup on the wiring though! As far as the starter though, didnt you have to use another ground? For mine I had 2 grounds, one for the battery in the rear and a second for the starter.  
 \* Nevermind on the ground, saw you kept the original one.

*Modified by Msjudgd1 at 1:23 PM 6-10-2009*

||||||| Yup, still here...

[Reply With Quote](#)

**rain724** ◊

Member

**CABRIO**

Join Date: Apr 18th, 2007  
 Location: white plains ny  
 Posts: 1,855  
 Vehicles: 01 cabrio

Re: DIY: Tucking Wires Away in the Engine Bay!!!! (limastock)

06-10-2009 04:50 PM [Reply](#) #32

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**blowjustinup** ◊

Member

06-10-2009 05:42 PM [Reply](#) #33



Make sure that you secure the plastic cover that has the harness running through it with both nuts. Don't lose one and think that one will work.

You'll end up with a flooded driver's side.

Ask me how I know. 😞

On a good note.. They're only \$0.67 cents from the dealer.

## GTI

Join Date: Jun 8th, 2007  
Location: West Haven, CT  
Posts: 2,871  
Vehicles: 2003 20th Anniversary Edition GTI



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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: (blowjustinup)

06-16-2009 06:42 AM [Reply](#) #34

i ended up with water inside with both nuts on just cuz the rubber seal on it was dried up. i ended up putting some dum dum in there ad its all good now

*Quote, originally posted by **blowjustinup** »*

Make sure that you secure the plastic cover that has the harness running through it with both nuts. Don't lose one and think that one will work.

You'll end up with a flooded driver's side.

Ask me how I know. 😞

On a good note.. They're only \$0.67 cents from the dealer.

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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 (Msjudgd1)

06-16-2009 06:43 AM [Reply](#) #35

power steering is getting moved too.. no worries.i have been looking into what other people have done. its pretty simple but i need to get some new lines for the lower sectuions there leaking.

*Quote, originally posted by **Msjudgd1** »*

Im surprised you didnt relocate the PS reservoir. Awesome writeup on the wiring though! As far as the starter though, didnt you have to use another ground? For mine I had 2 grounds, one for the battery in the rear and a second for the starter.

\* Nevermind on the ground, saw you kept the original one.

*Modified by Msjudgd1 at 1:23 PM 6-10-2009*

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