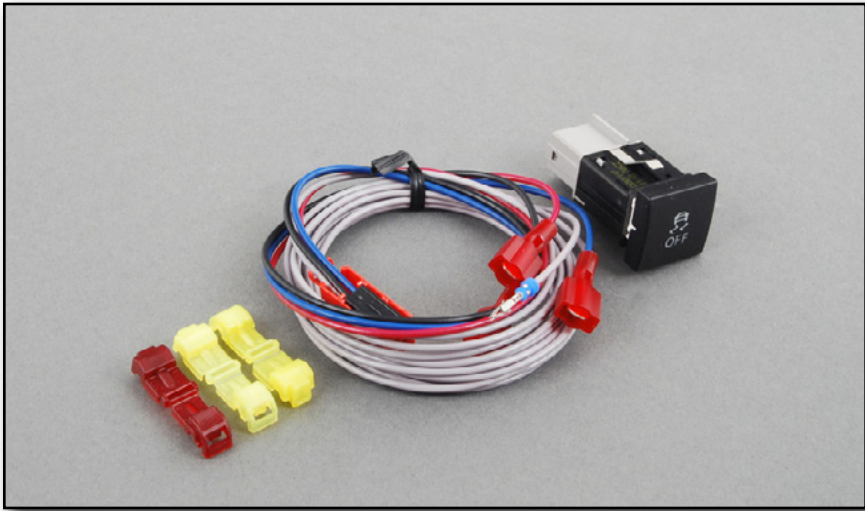




VW MK6 Jetta w/Keyless Start Traction Control Button Retrofit Kit Installation Instructions



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.

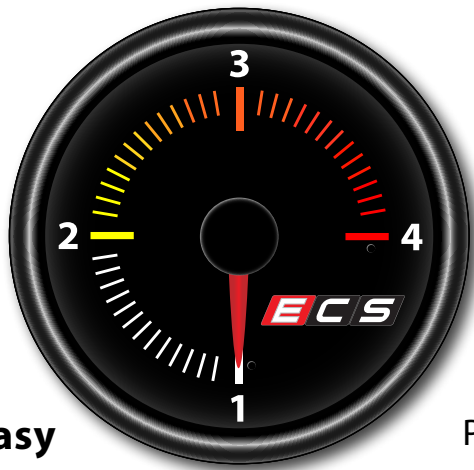
INTRODUCTION

The Project:

This VW MK6 Jetta Traction Control Button Retrofit Kit offers the following features:

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

ECS Difficulty Gauge



1 - Easy

2 - Moderate

Advanced - 3

Pro - 4

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! Installing this kit is an easy project that can be completed in a couple of hours. When we're done you will be able to disable the traction control on your vehicle 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 Traction Control Retrofit Kit. We appreciate your business!

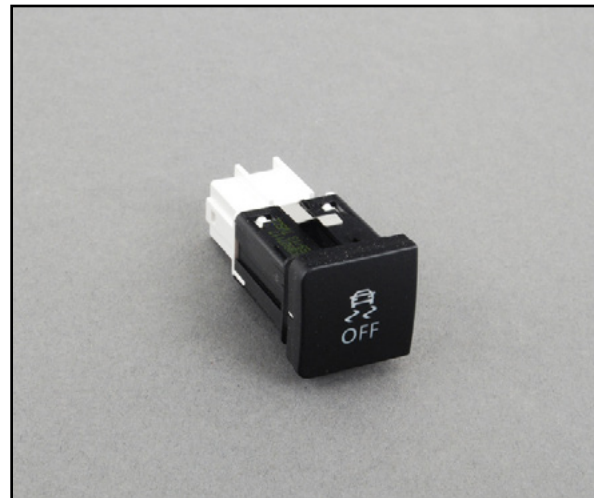
TABLE OF CONTENTS

Required Tools and Equipment.....	pg.4
Shop Supplies and Materials.....	pg.5
Installation and Safety Information.....	pg.6
Installing the Traction Control Retrofit Kit.....	pg.7
Final Installation Steps.....	pg.26
VAG-COM Programming.....	pg.27
Schwaben Tools	pg.28

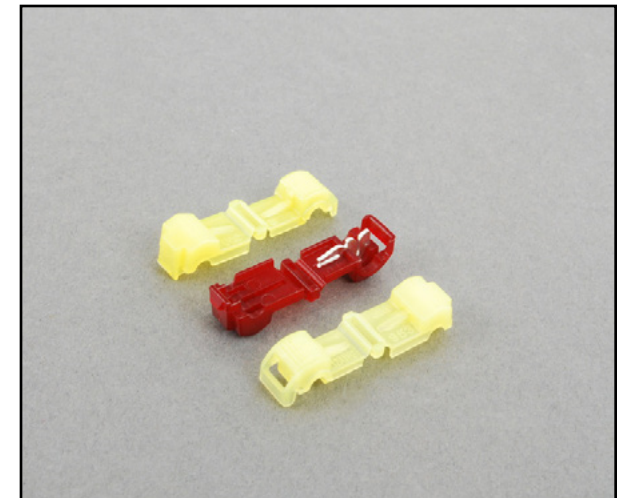
KIT CONTENTS



Traction Control Harness



Traction Control Button



T-taps (QTY 3)

REQUIRED TOOLS

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

Standard Automotive Tools

- Protecta-Sockets (for lug nuts)..... [ES#2221243](#)
- 3/8" Drive Ratchet..... [ES#2765902](#)
- 3/8" Drive Torque Wrench..... [ES#2221245](#)
- 3/8" Drive Deep and Shallow Sockets..... [ES#2763772](#)
- 3/8" Drive Extensions [ES#2804822](#)
- Hydraulic Floor Jack [ES#240941](#)
- **Torx Drivers and Sockets** [ES#11417/8](#)
- 1/2" Drive Deep and Shallow Sockets..... [ES#2839106](#)
- 1/2" Drive Ratchet
- 1/2" Drive Extensions
- 1/2" Drive Torque Wrench..... [ES#2221244](#)
- 1/2" Drive Breaker Bar [ES#2776653](#)
- Bench Mounted Vice
- Crows Foot Wrenches
- **Hook and Pick Tool Set**..... [ES#2778980](#)

Required For This Install

- 1/4" Drive Ratchet..... [ES#2823235](#)
- 1/4" Drive Deep and Shallow Sockets [ES#2823235](#)
- 1/4" Drive Extensions [ES#2823235](#)
- **Plier and Cutter Set**..... [ES#2804496](#)
- **Flat and Phillips Screwdrivers** [ES#2225921](#)
- Jack Stands..... [ES#2763355](#)
- Ball Pein Hammers
- Pry Bar Set..... [ES#1899378](#)
- Electric/Cordless Drill
- Wire Strippers/Crimpers
- Drill Bits
- Punch and Chisel Set
- Hex Bit (Allen) Wrenches and Sockets [ES#11420](#)
- Thread Repair Tools [ES#1306824](#)
- Open/Boxed End Wrench Set [ES#2765907](#)

Available On Our Website

Specialty Tools

- **Spring Clamp Pliers**..... [ES#2702616](#)
- **Trim Removal Tools**..... [ES#517779](#)

SHOP SUPPLIES AND MATERIALS

Standard Shop Supply Recommendations: We recommend that you have a standard inventory of automotive shop supplies before beginning this or any automotive repair procedure. The following list outlines the basic shop supplies that we like to keep on hand. Shop supplies with a hyperlink are available on our website.

- Hand Cleaner/Degreaser - [Click Here](#)
- Pig Mats - for protecting your garage floor and work area from spills and stains - [Click Here](#)
- Spray detailer - for rapid cleaning of anything that comes into contact with your paint such as brake fluid - [Click Here](#)
- Micro Fiber Towels - for cleaning the paint on your car - [Click Here](#)
- Latex Gloves - for the extra oily and dirty jobs - [Click Here](#)
- Medium and High Strength Loctite Thread lock compound - to prevent bolts from backing out - [Click Here](#)
- Anti-Seize Compound - to prevent seizing, galling, and corrosion of fasteners - [Click Here](#)
- Aerosol Brake/Parts Cleaner - for cleaning and degreasing parts
- Shop Rags - used for wiping hands, tools, and parts
- Penetrating oil - for helping to free rusted or stuck bolts and nuts
- Mechanics wire - for securing components out of the way
- Silicone spray lube - for rubber components such as exhaust hangers
- Paint Marker - for marking installation positions or bolts during a torquing sequence
- Plastic Wire Ties/Zip Ties - for routing and securing wiring harnesses or vacuum hoses
- Electrical tape - for wrapping wiring harnesses or temporary securing of small components

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.
- Whether lifting a vehicle using an automotive lift or a hydraulic jack, be sure and 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, and **ALWAYS** make sure that the vehicle is securely supported on jack stands.

INSTALLING THE TRACTION CONTROL RETROFIT KIT

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.

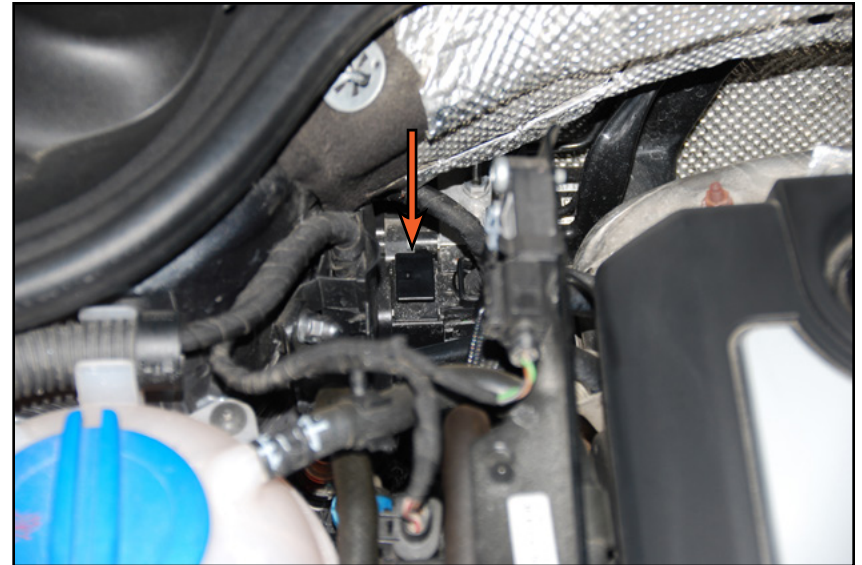
The 2.5 Liter engine cover can be removed by disconnecting the intake tube at the Mass Air flow sensor, removing the intake duct from the air scoop on the front, then pulling it upwards off of its mounting grommets.



INSTALLING THE TRACTION CONTROL RETROFIT KIT

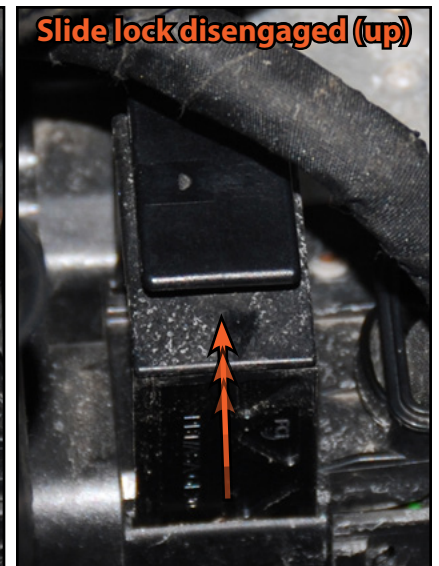
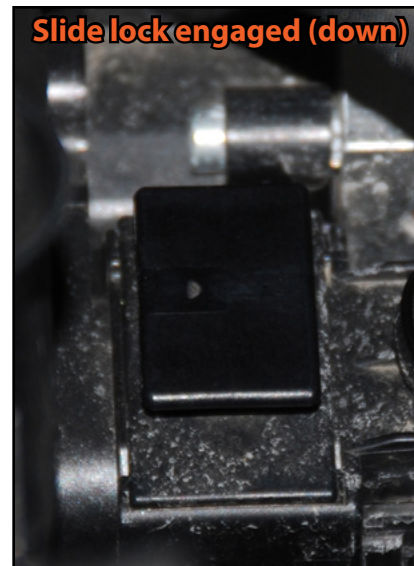
Step 2:

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.



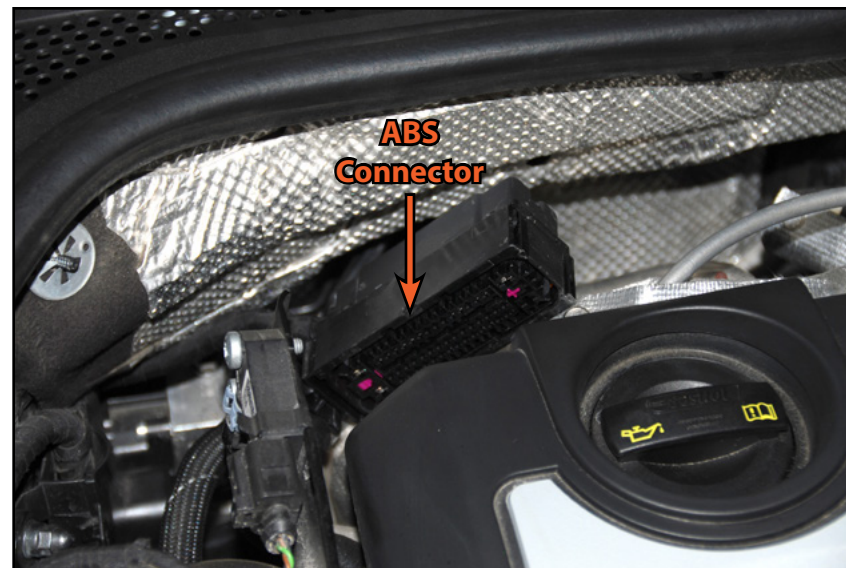
INSTALLING THE TRACTION CONTROL RETROFIT KIT

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.



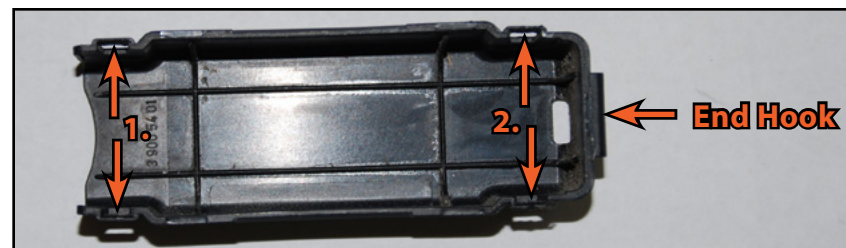
Some vehicles will have a plastic shield surrounding the ABS unit. You do not need to remove it. You can easily pull the connector out from underneath it.



Step 5: 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.

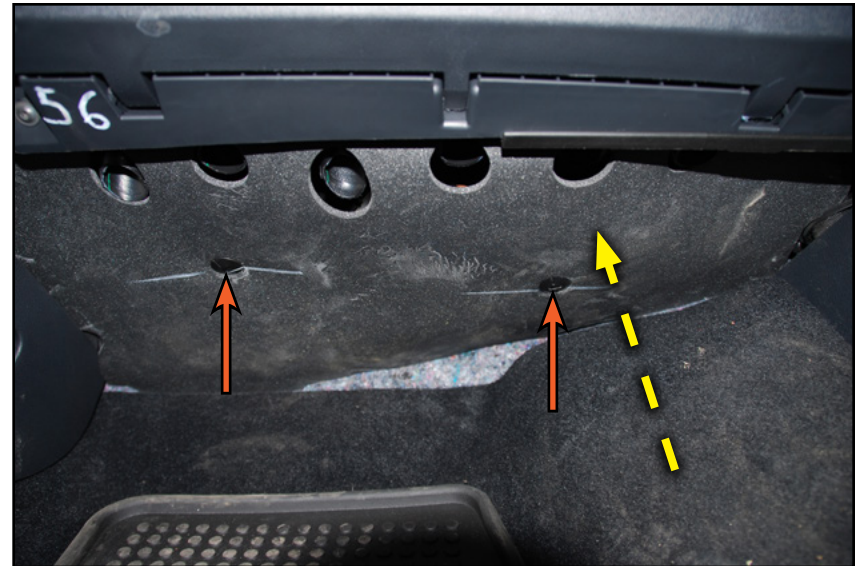


INSTALLING THE TRACTION CONTROL RETROFIT KIT

Step 6: Flat Head 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 6).

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 its location, proceed with the next step.



INSTALLING THE TRACTION CONTROL RETROFIT KIT

Step 8:

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.



INSTALLING THE TRACTION CONTROL RETROFIT KIT

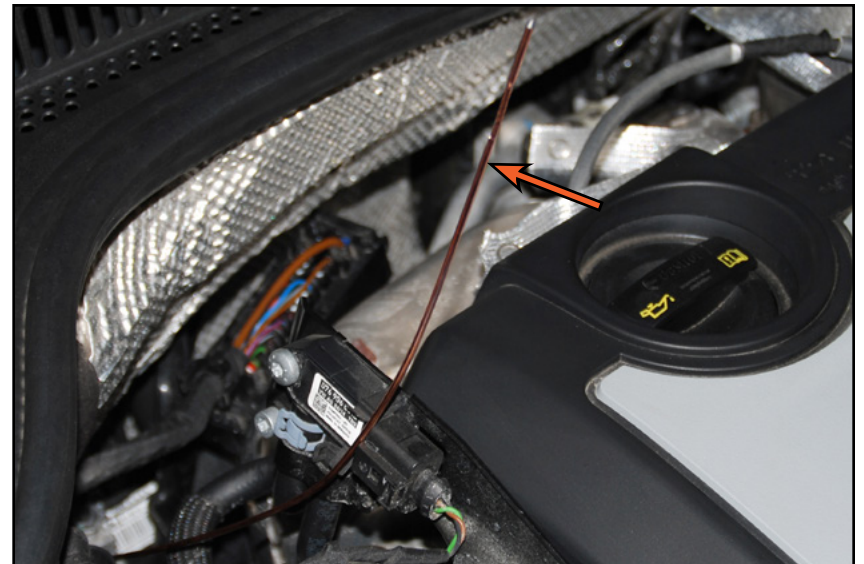
Step 10:

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 (arrow) and pull it through about another 12 inches.

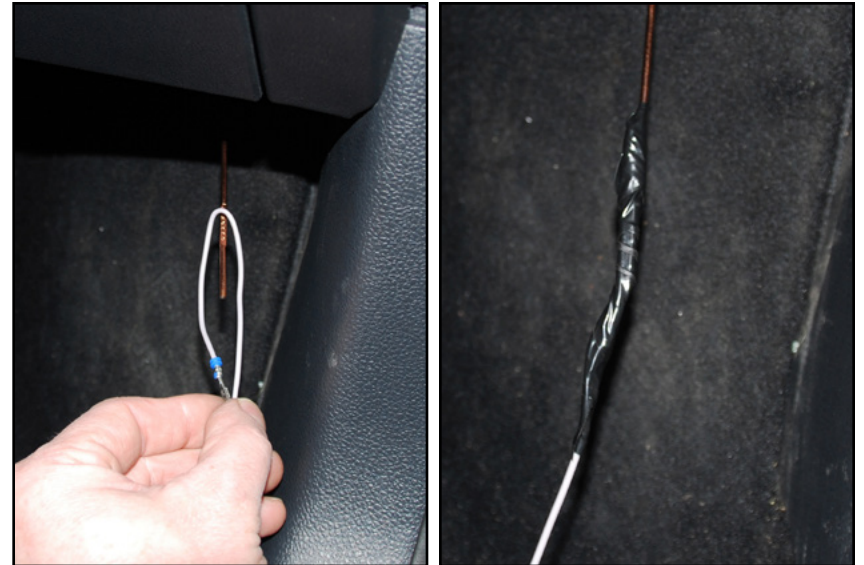


INSTALLING THE TRACTION CONTROL RETROFIT KIT

Step 12:

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:

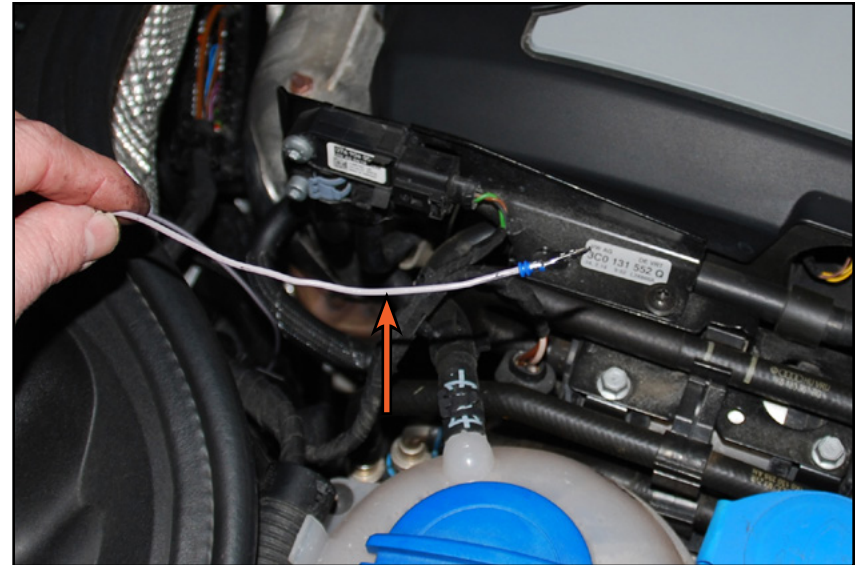
Make sure that the gray wire is uncoiled and not tangled in any way, then slowly pull the wire through the firewall until you have pulled enough through to reach the ABS unit connector.



INSTALLING THE TRACTION CONTROL RETROFIT KIT

Step 14:

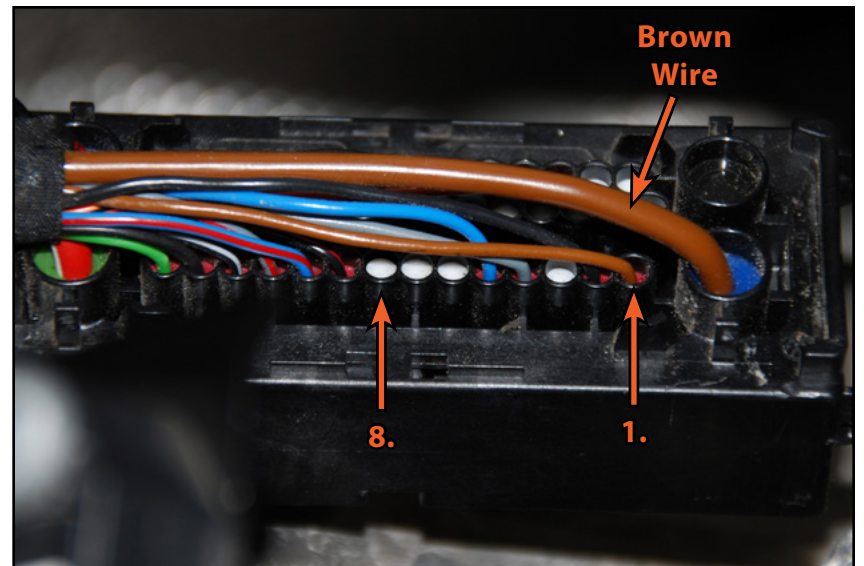
Untape the wire (arrow) from the piercing tool.



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.



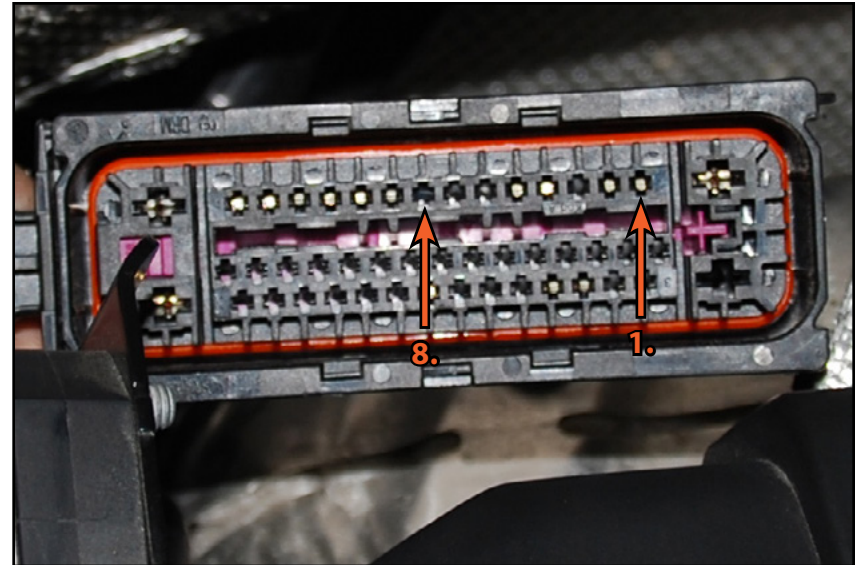
INSTALLING THE TRACTION CONTROL RETROFIT KIT

Step 16:

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

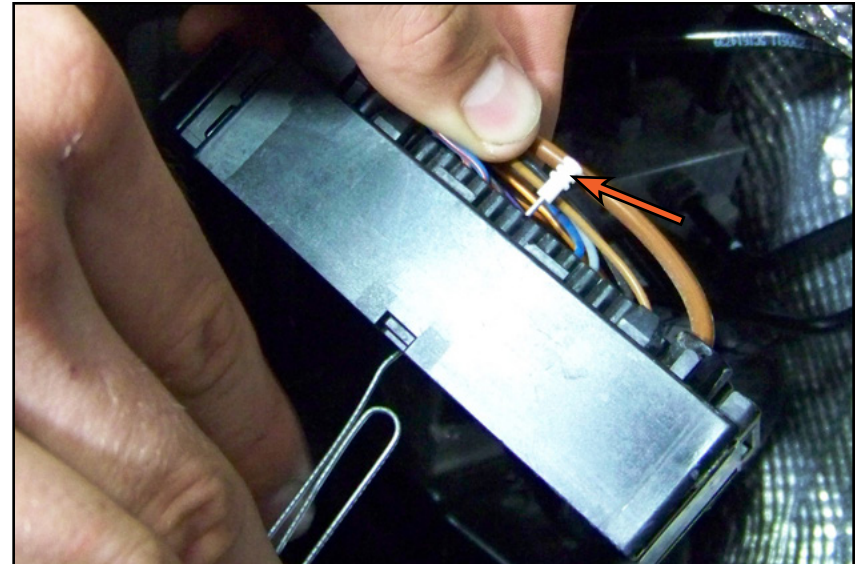


The numbers used here for wire location are used for ease of identification and are not related to any factory numbering or markings on the connector housing.



Step 17: Paper Clip

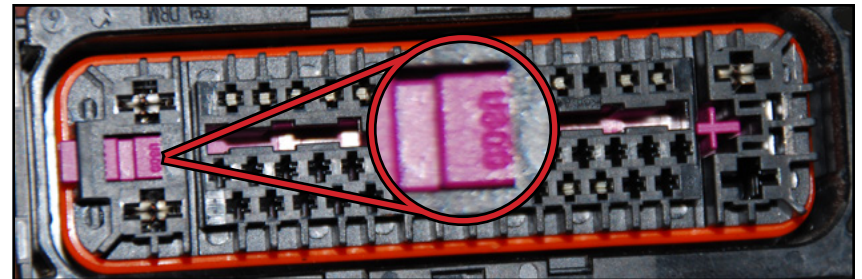
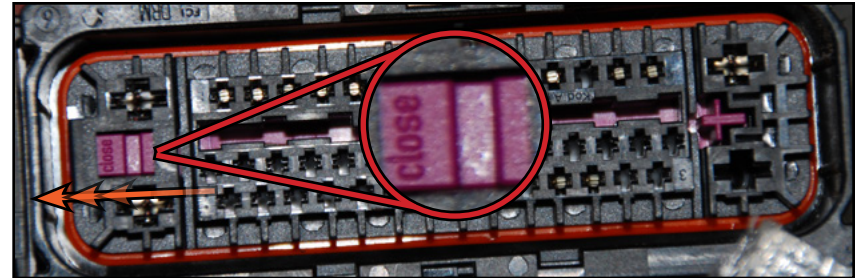
Straighten a paper clip and push the white rubber plug (arrow) out of cavity eight.



INSTALLING THE TRACTION CONTROL RETROFIT KIT

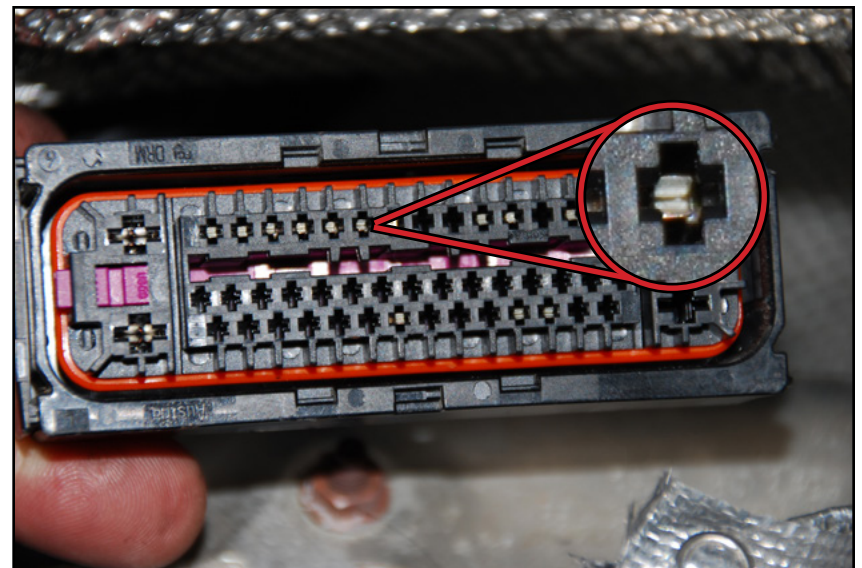
Step 18: Angled Pick

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



Step 19:

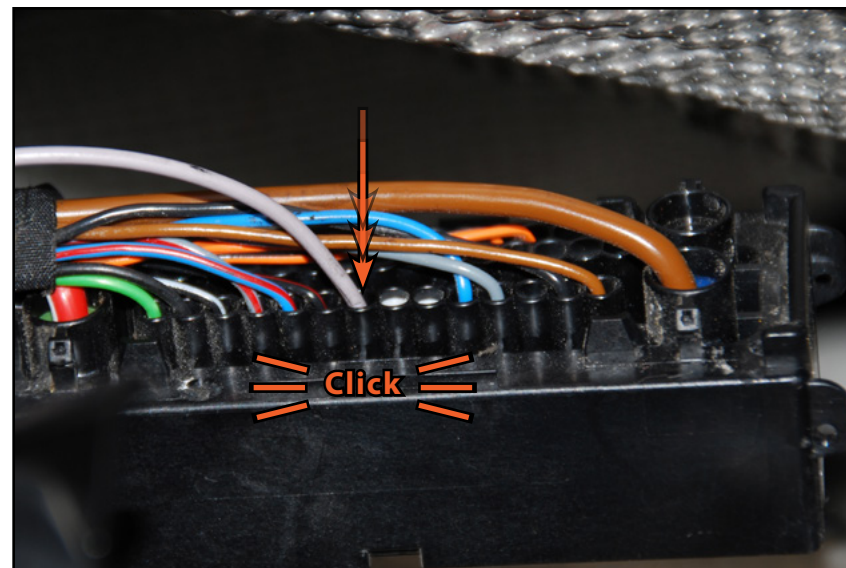
Inspect the installation position of the existing terminals, then inspect the terminal on the end of the gray wire so you are familiar with how it should be installed.



INSTALLING THE TRACTION CONTROL RETROFIT KIT

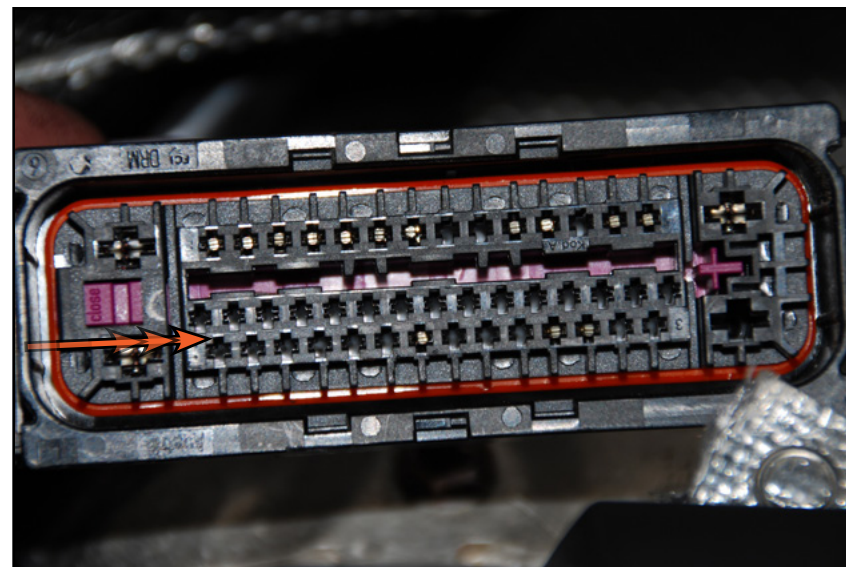
Step 20:

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: Angled Pick

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



INSTALLING THE TRACTION CONTROL RETROFIT KIT

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:

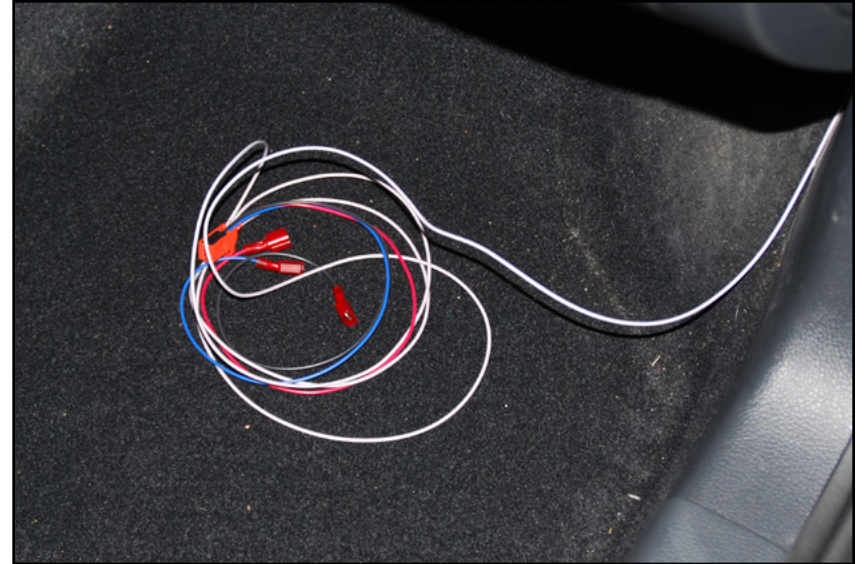
Reconnect the ABS connector to the ABS control unit, then secure the gray wire in place along side the ABS harness using a zip tie (arrow).



INSTALLING THE TRACTION CONTROL RETROFIT KIT

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.



INSTALLING THE TRACTION CONTROL RETROFIT KIT

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).

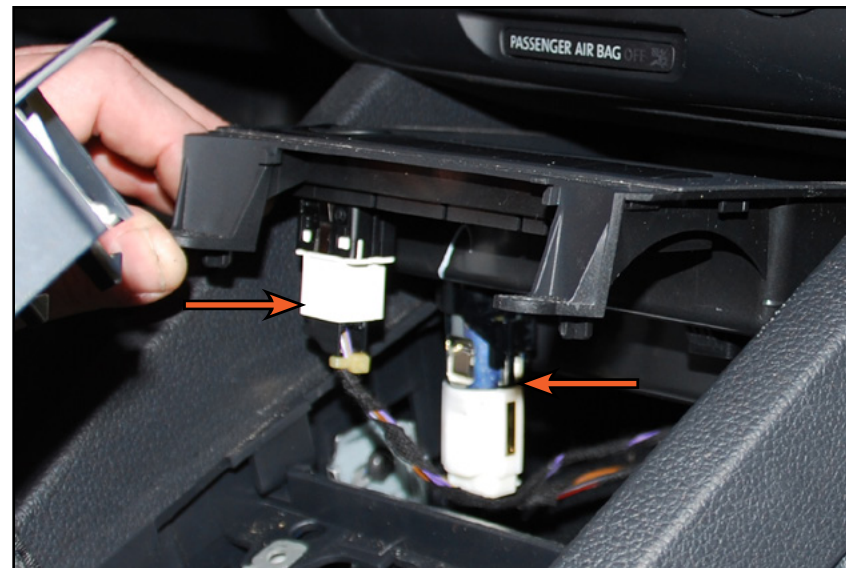


Step 27:

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



Some vehicles may have an additional auxiliary port that you will have to disconnect.



INSTALLING THE TRACTION CONTROL RETROFIT KIT

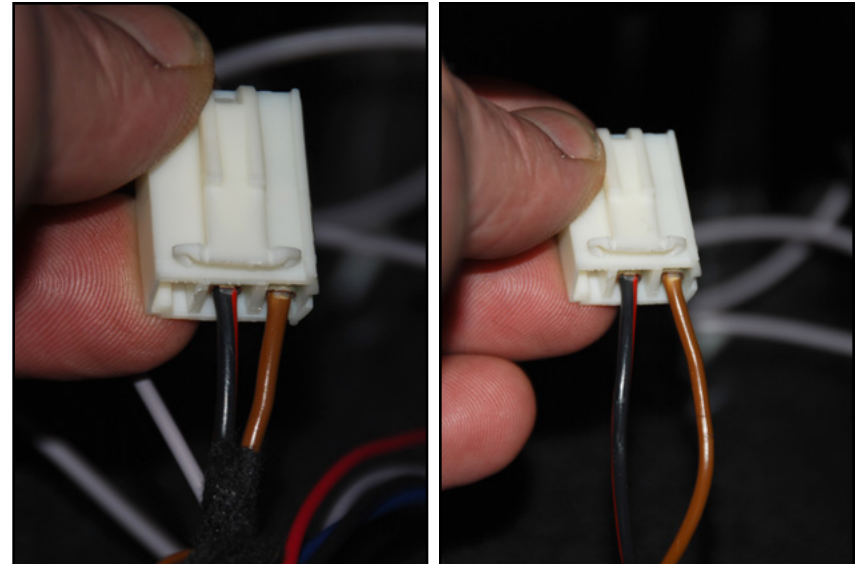
Step 28:

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.

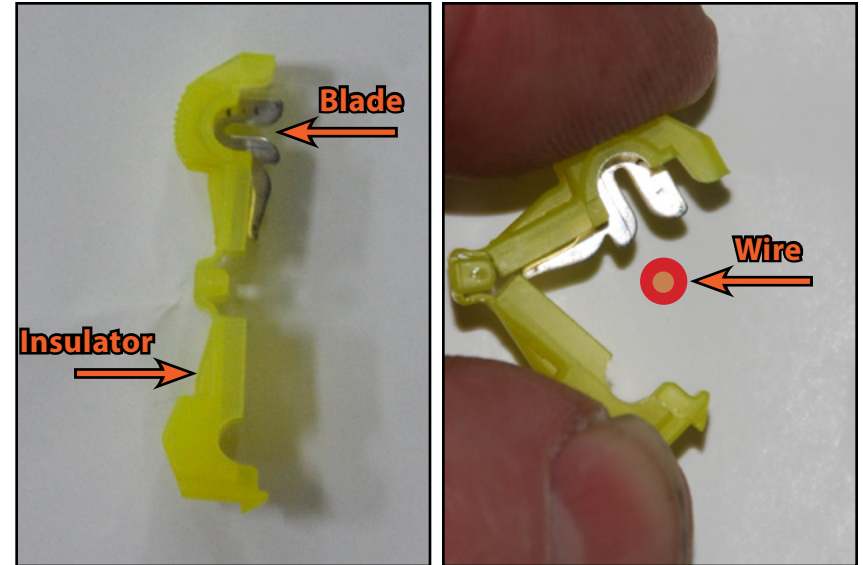


INSTALLING THE TRACTION CONTROL RETROFIT KIT

Step 30:

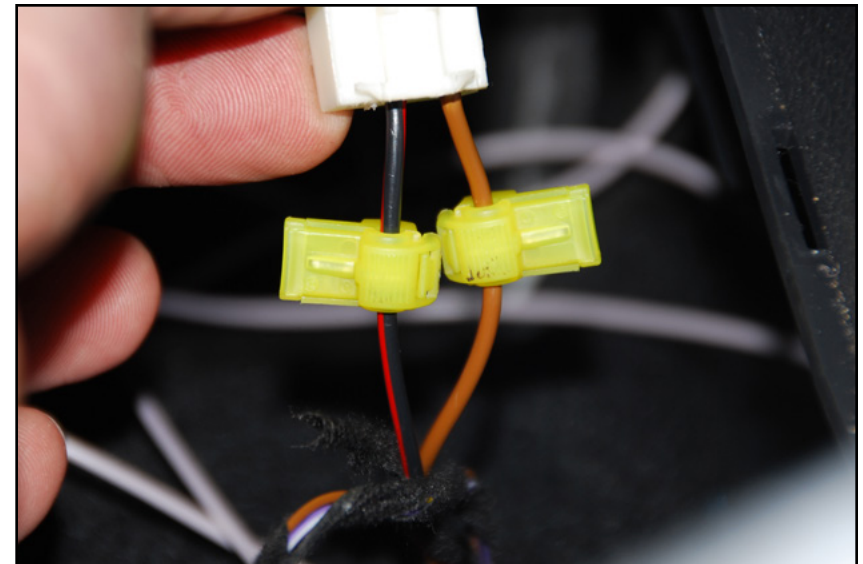
Locate the two yellow T-taps from the installation kit. The T-taps work in the following manner:

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:

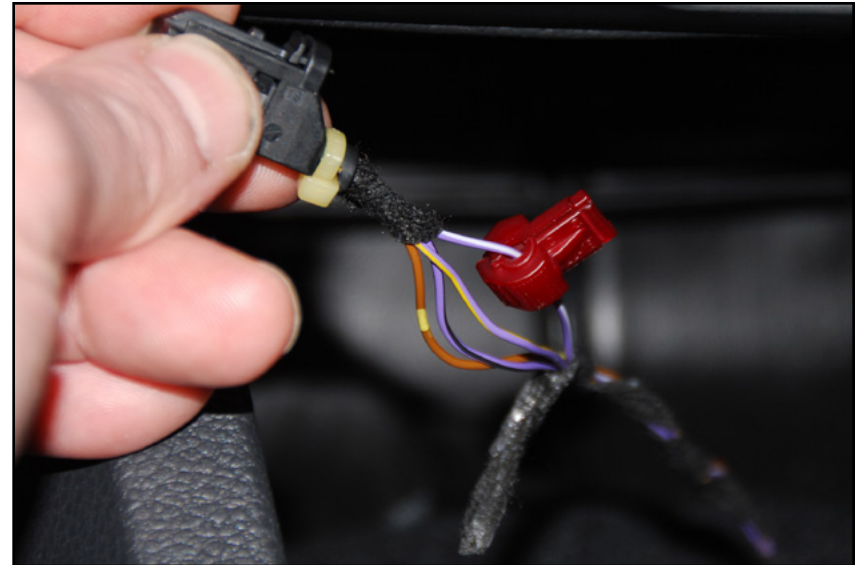
Install one yellow T-tap onto the Red/Black wire for the power outlet and one yellow T-tap onto the Brown wire for the power outlet.



INSTALLING THE TRACTION CONTROL RETROFIT KIT

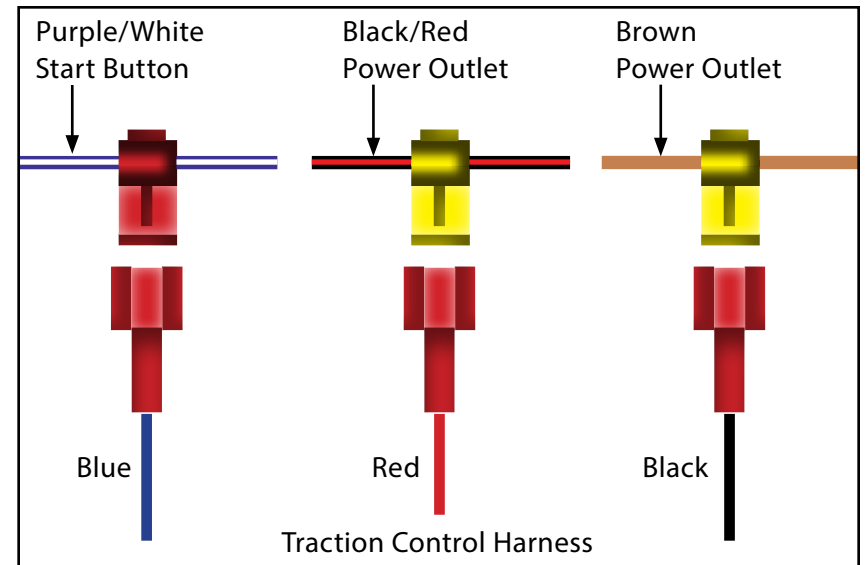
Step 32:

Carefully trim back about an inch of electrical tape from the wires for the start button, then install the red T-tap onto the Purple/White wire.



Step 33:

Inspect the wiring diagram on the right, then proceed with the next step.

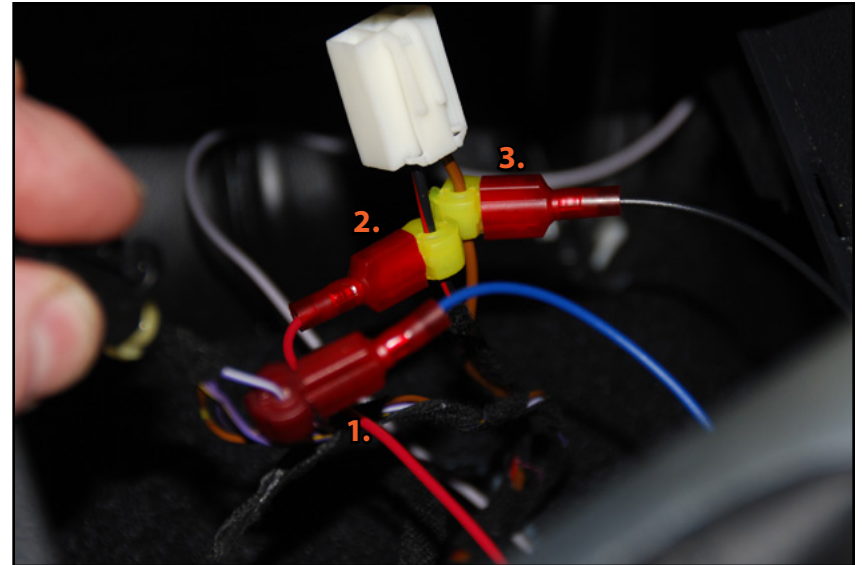


INSTALLING THE TRACTION CONTROL RETROFIT KIT

Step 34:

Connect the Traction Control Harness to the three T-taps. Hold each T-tap and firmly push the spade terminal onto the end until it is fully seated. The connections are as follows:

1. Connect the Blue wire to the Red T-tap on the purple/white start button wire.
2. Connect the Red wire to the Yellow T-Tap on the Black/Red power outlet wire.
3. Connect the Black wire to the Yellow T-Tap on the Brown power outlet wire.



Step 35:

On the storage tray, push out the switch blank that is located next to the start button.



INSTALLING THE TRACTION CONTROL RETROFIT KIT

Step 36:

Push the new Traction Control switch into place next to the start button.

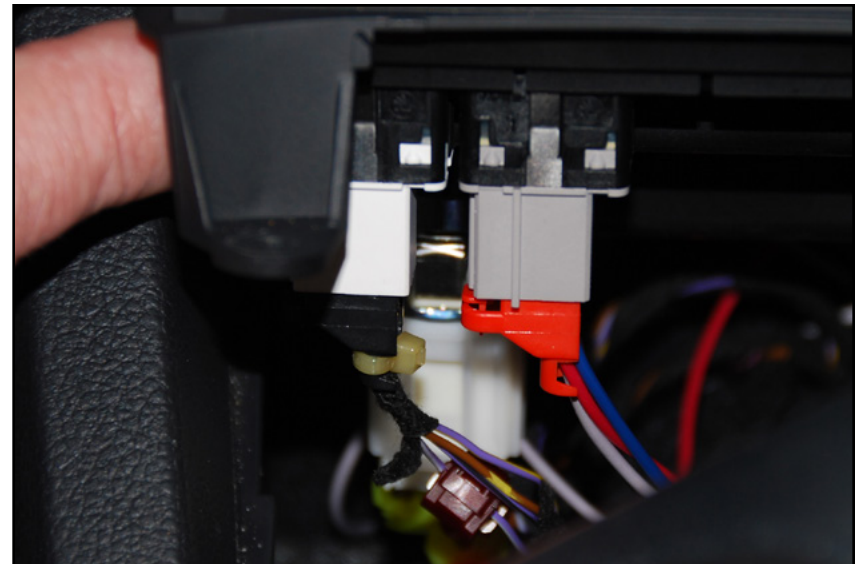


Step 37:

Insert the storage tray back into the console and connect the start button, the power outlet, and the new traction control switch.



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



FINAL INSTALLATION STEPS

Install the storage tray and screws.

Install the shifter boot.

Secure the gray sensor wire along the underside of the dash.

Reinstall the foam insulation panel.

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.



Certain 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 27 for VAG-COM information.



VAG-COM PROGRAMMING



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.

Select "03-ABS Brakes".

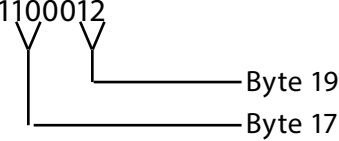
Select "Long Coding 07".

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

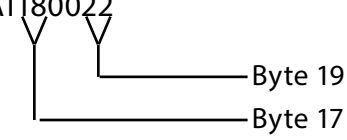
Select Byte 17. The value will be 10. Check Bit 3 and the value will change to 18.



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.

Congratulations, your installation is complete!

SCHWABEN - BUILD THE ULTIMATE TOOL COLLECTION

At ECS Tuning, we carry a line of high quality Schwaben Tools and Equipment to help you build your ultimate tool collection. Never before has affordability and quality been so closely related. Our entire Schwaben line is subjected to strict in house testing for strength and durability. See what we have to offer and equip your garage without breaking the bank.

Your MK6 Jetta Traction Control Button Kit 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.

Although this material has been prepared with the intent to provide reliable information, no warranty (express or implied) is made as to its accuracy or completeness. Neither is any liability assumed for loss or damage resulting from reliance on this material. SPECIFICALLY, NO WARRANTY OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE OR ANY OTHER WARRANTY IS MADE OR TO BE IMPLIED WITH RESPECT TO THIS MATERIAL. In no event will ECS Tuning, Incorporated or its affiliates be liable for any damages, direct or indirect, consequential or compensatory, arising out of the use of this material.