

# Fitment Guide

# Volkswagen Golf GTI MK6 2010

V1.0



You need 3 wires to fit the Shift-I to the GTI. Power and Ground from the diagnostics port (near driver's side knee) and the RPM signal from the engine bay. I've included a heap of pictures, stepping through the installation. Use this guide at your own risk.

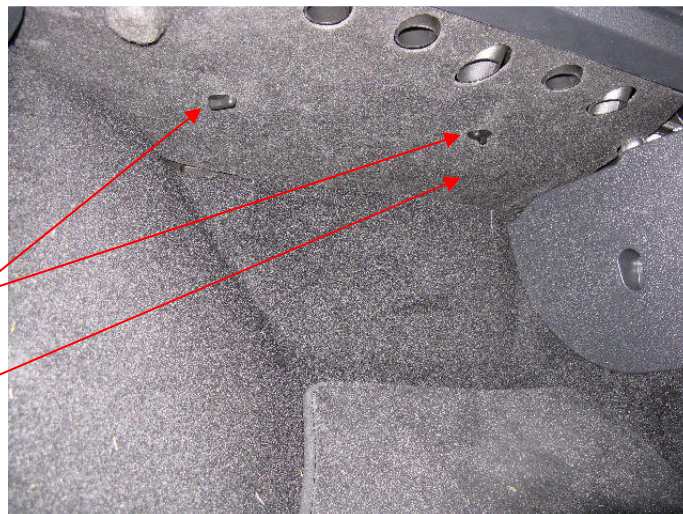
This is fitted to a right hand drive vehicle. Routing of a left hand drive car would be a little more straight forward.

First step is to install the RPM wire. I started in the passenger foot well. Poking one end of the wire through to the engine bay, and the other end through the centre console to the driver's side.

RPM wire will come from the engine bay (top left corner of foot well), and travel to the right, through the centre console.

Unscrew these by hand.

Pull the top liner mat out.



Liner was easy to put back.

However when you put the screws in, get your head in there with a torch.

Make sure to screw them in at the right angle to look after the screw thread.

Picture shows top left of foot well (behind liner mat), looking up.

RPM wire is threaded through this cable grommet, into the engine bay.



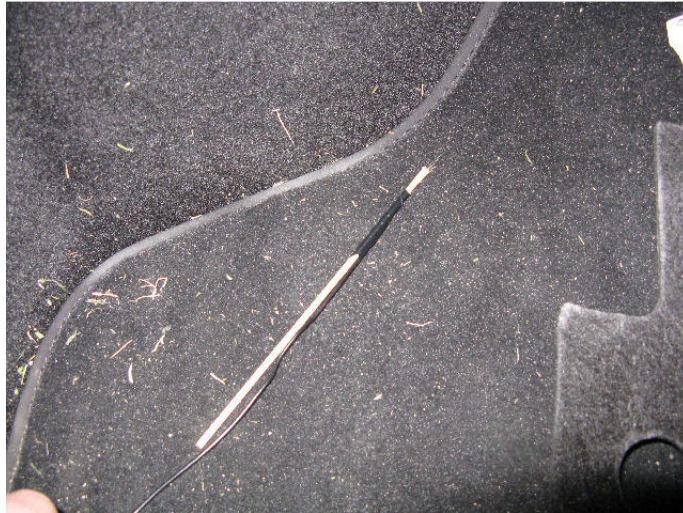
Cables

Cable hole

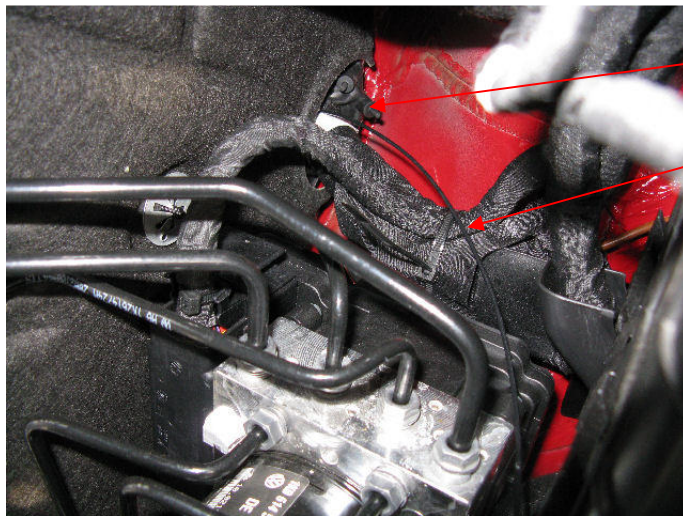
You will need an extra 3m of wire for this RPM connection. Ask Ecliptech for some when ordering.

No easy to poke the wire through the grommet, so I taped it to a short skewer. Doesn't need to be very long.

I snapped the sharp tip off, as preferred to use a very blunt tip.



This is the view in the engine bay, just behind the battery.



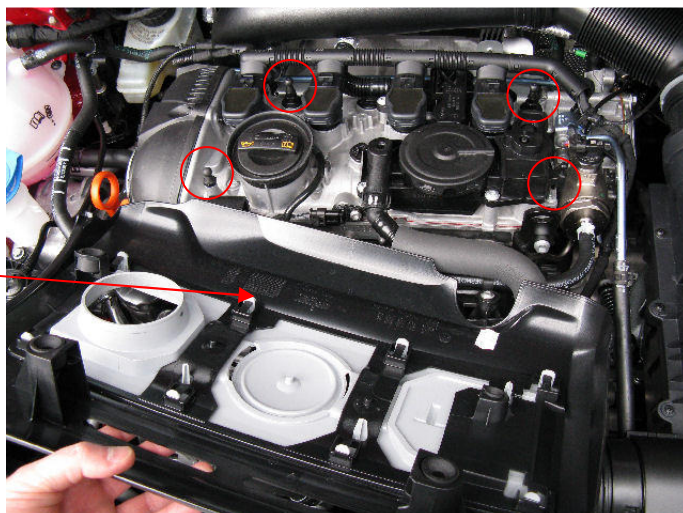
Cable hole.

RPM wire that was fed through.

The RPM wire is going to one of the coil packs, which is under the engine cover.

Pull the engine cover off (vertically up).

It has four posts that sit in rubber grommets that holds it on.



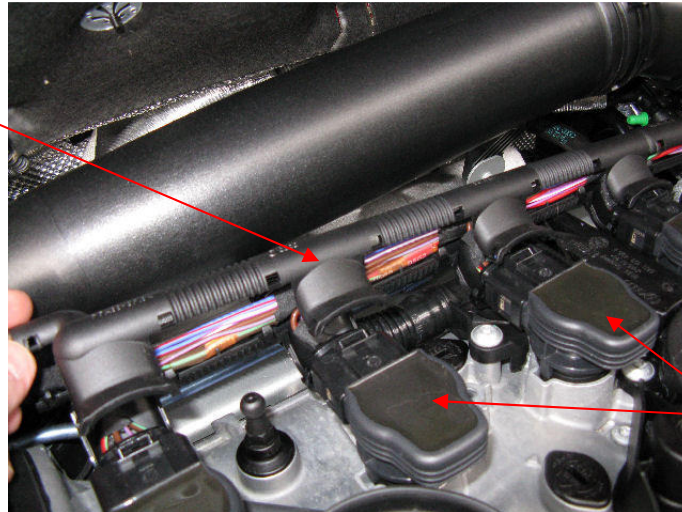
The engine post positions are circled for reference.

When you later put it back on, pop all four into place.



The wiring is held in place with a plastic cover. Need to take this off to get easy access to the wires inside.

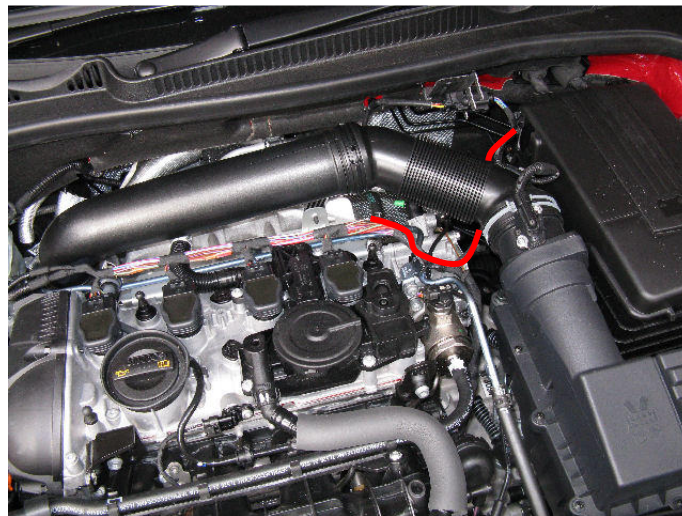
Start at one end. Push the retaining tabs in one at a time while levering the cover off.



This cover snaps back on very cleanly. Just make sure when you fit it back on, that the cover sits over the coil pack plug.

Coil packs.

If you don't have cable ties, ask Ecliptech to pack some in for you when ordering.



Route the wire from behind the battery, under the duct and to the closest coil.

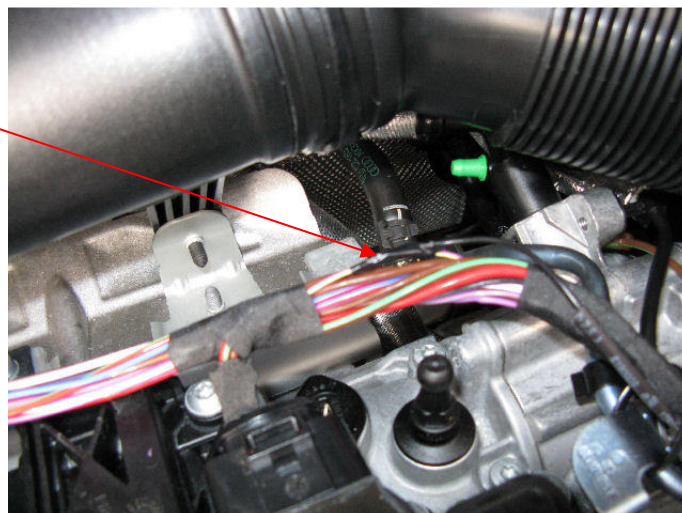
Cable tie at short intervals.

Need little bit of slack between cable tie points, but not enough for the wire to swing around.

Connect the RPM wire to the **PURPLE/YELLOW** wire.

It's a thin wire, which goes to that first coil pack.

Tape the join up.

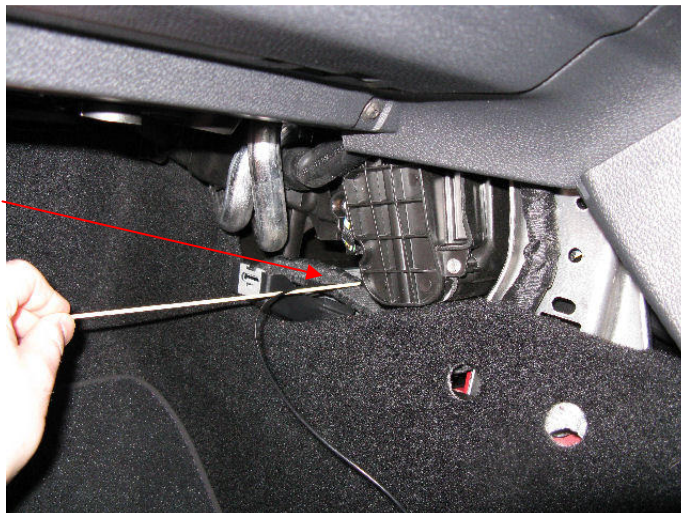


The Shift-I comes with wire snap on clips, but you're best to solder this join as I don't think the clip would fit under the wiring cover.



Back to the passenger foot well.

I took the side panel off to feed the wire through the centre console. You might be able to blindly poke it through without having to remove the panel.



The bolt to take the panel off is a T20 torx bit (typical six point spline type).

I used a skewer to feed the wire through. If you have some light from the other side, it's easy to see where to feed through.

Plenty of space.

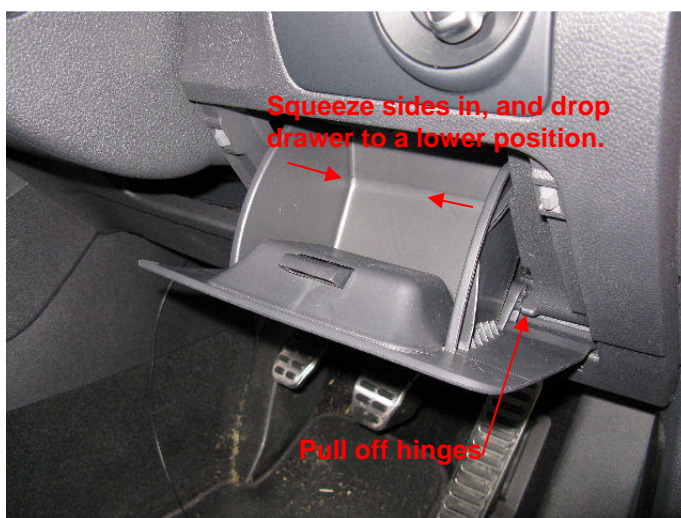
RPM wire through to drivers side.

I cable tied it up higher (above red dashed line), out of sight, then run it in front of the pedals (to avoid the mechanisms).

Then cable tied over on the right side.



Remove the drawer.



Lower the steering wheel (tilted down) for better access.

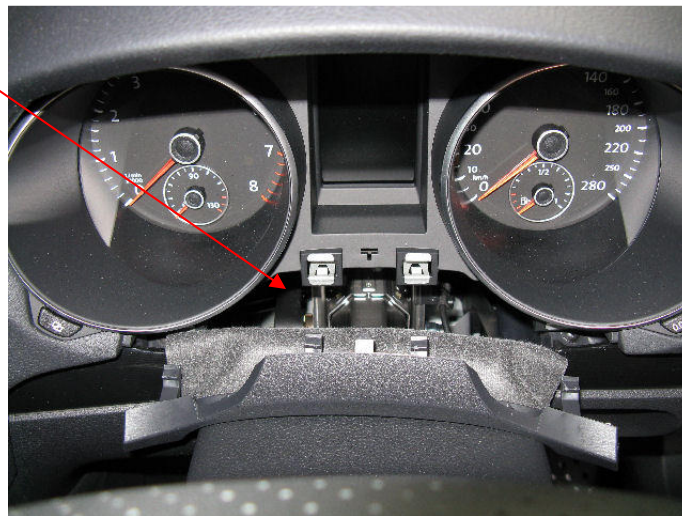
I used a flat screw driver to pry one side of the trim out. Came out easier than I'd expected. Didn't mark.



This starts to pull the trim out of the clips.

Now pull the trim towards you to dislodge it from the clips.

Trim dislodged.



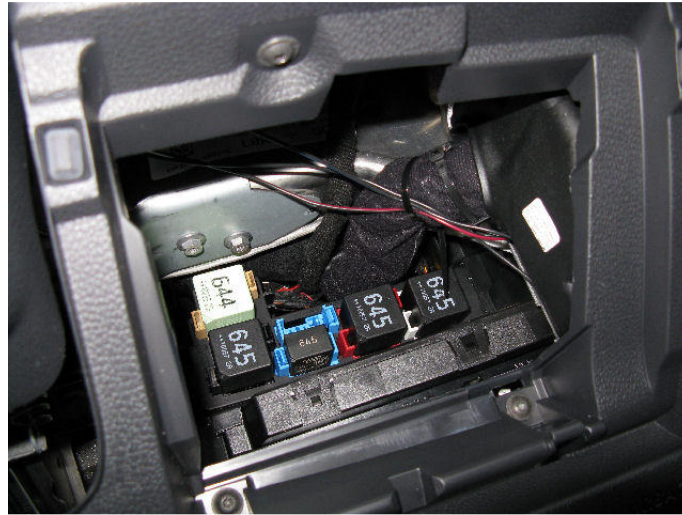
Feed the Shift-I's wire through.





Feed the wires further down, towards the diagnostics connector.

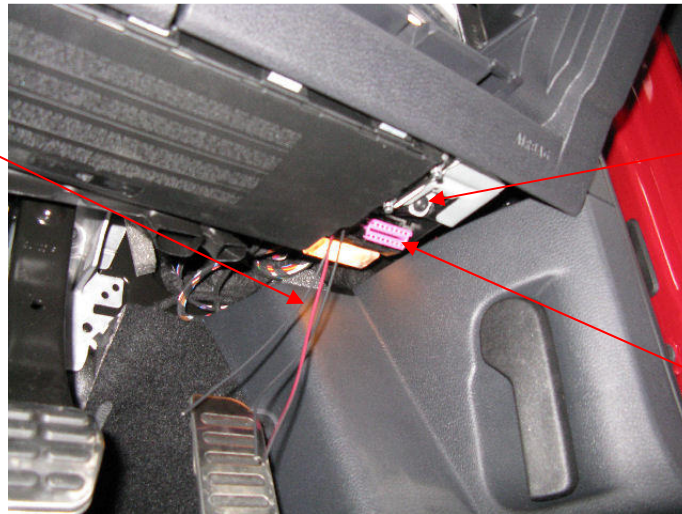
Cable tie these wires to the nearby cable bundle.



Shift-I's wire.

Torx bolt holding diagnostics connector bracket in place.

Diagnostics Connector



I removed the diagnostics connector from the mounting bracket so I could get a clear photo.

You can access the wires without doing this.

Connect the Shift-I's **Black** wire to the connectors **Brown** wire. There are two brown wires, both are ground.

Connect the Shift-I's **Black/Red** to the connectors **Black/Blue**.



Don't confuse this connectors black/blue with the Shift-I's black/blue RPM wire.

You could use the red snap on clips that the Shift-I comes with here.

Join the RPM wire you have feed through from the engine bay to the Shift-I's **Black/Blue** wire. If you get the extra wire from Eclipsech, they'll fit bullet terminals so these two can just be connected. Insulate any joins.

Fit the adhesive strip (included) to the bottom rear edges of the Shift-I.

When you push the trim back in place, you will sandwich the Shift-I's wires in place, which anchors it nicely in position.



Probably best to not fully push the trim in until you get it positioned just how you want it. Then snap into place.

Fits the dash area really well. Looks OEM.



I set the Calibration to 0.5 and the Sensitivity to 4.

I have the first light set to turn on at 2,200rpm, and finish at 6,000rpm. Still running engine in, so set a bit shorter than I otherwise plan.

