

DF Goblin wiring Video 1 Main harness.

Place 4x8 sheet of plywood on saw horses.

24 inch 2x4, mark 1 inch and 13 inches from one end.

Attach the board under the table, 12 inches from the corner of the table.

When attaching, line up the 13 inch mark with the edge of the table. 1 inch mark should be away from the table.

Line up the fuse box housing with the 1 inch marks and attach with a screws and washers (top and side).

From the end opposing the fuse box, mark 9 inches in from the end and 5 inches in from the side. (Diagram 1)



Diagram 1

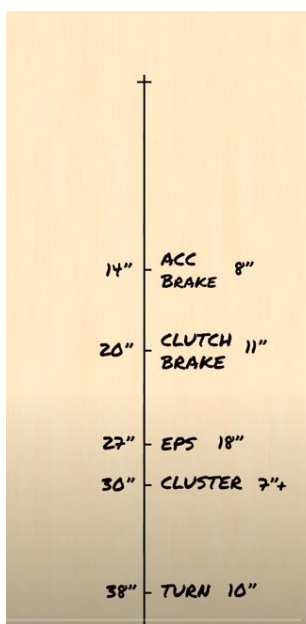


Diagram 2

Make another mark 9 inches in from the other end of the table and connect the 9 inch marks.

Measure from the 5 inch mark: (Diagram 2)

14" – ACC Brake 8"

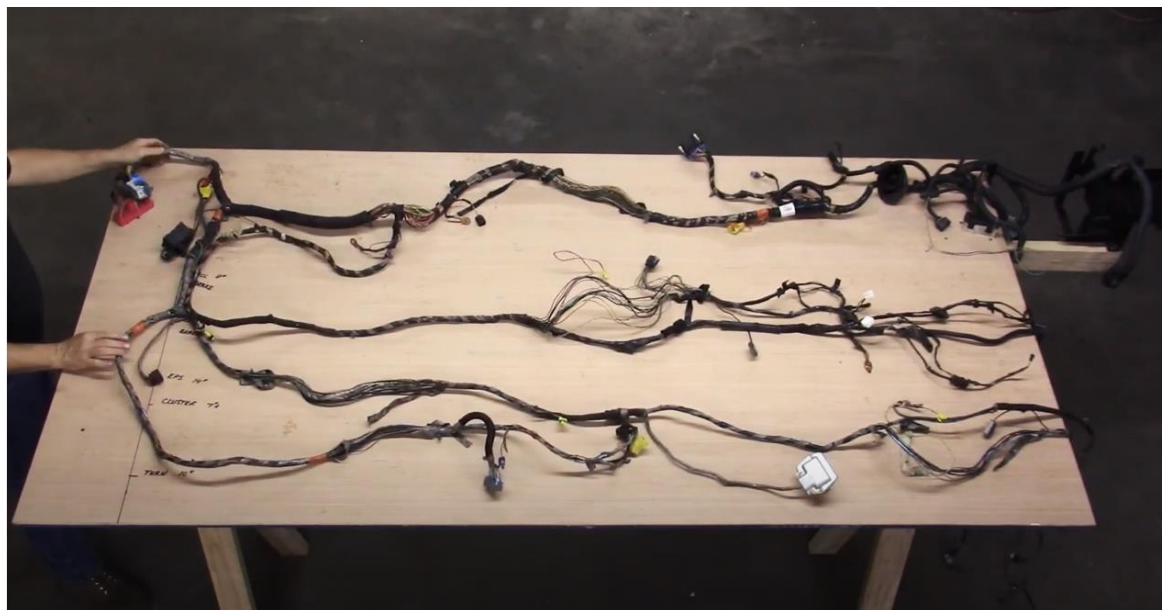
20" – Clutch Brake 11"

27" – EPS 18"

30" – Cluster 7+"

38" – Turn 10"

Lay the main harness on the table with the engine portion of the harness near the fuse box. Lay the remainder of the harness wrapping around the table.



Unwrap the harness. Use wire cutters to snip all of the plastic wire ties.

Use a knife to remove the plastic wire loom.

Remove the rubber boot from the harness and snip through the plastic to remove.

Remove the remaining tape and loom.

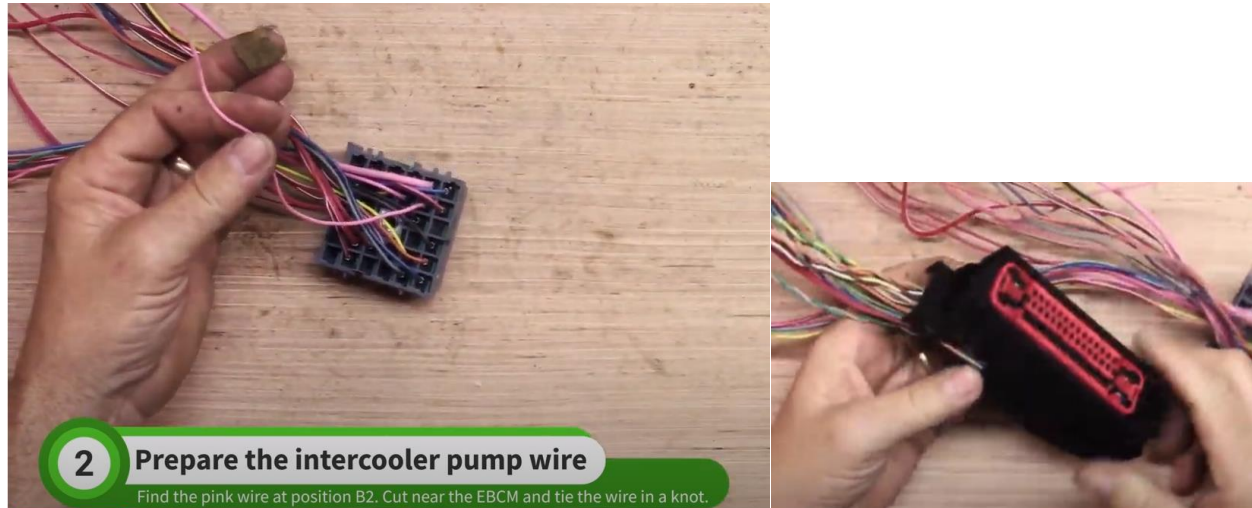
Try to maintain the shape of the harness as you're doing this.

Video 2

Mark the large multiplugs to keep orientation of the cap to the plug and remove cap.

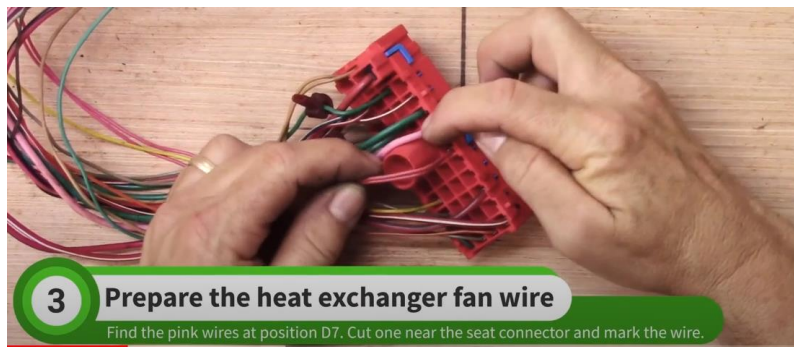
Cut the zip tie on the blue BCM connector, then use a knife to pry the cap off.

Find the pink wire at position B2 (intercooler pump wire/power when key is on).

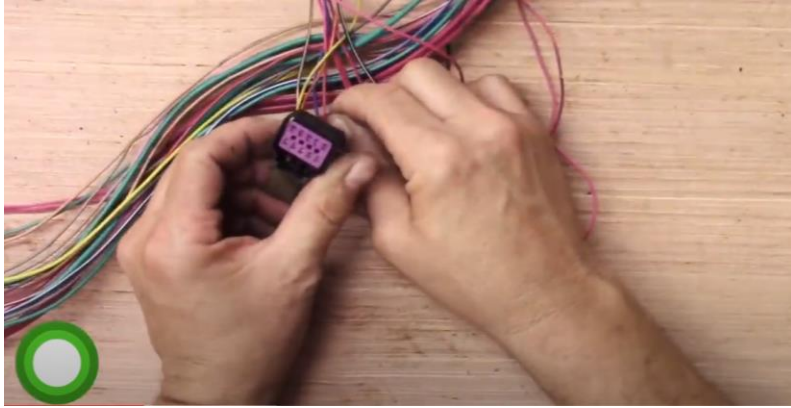


Trace the pink wire through the harness and cut near the electronic brake control.

Pull the wire free through the harness and tie a knot in it to identify it later.



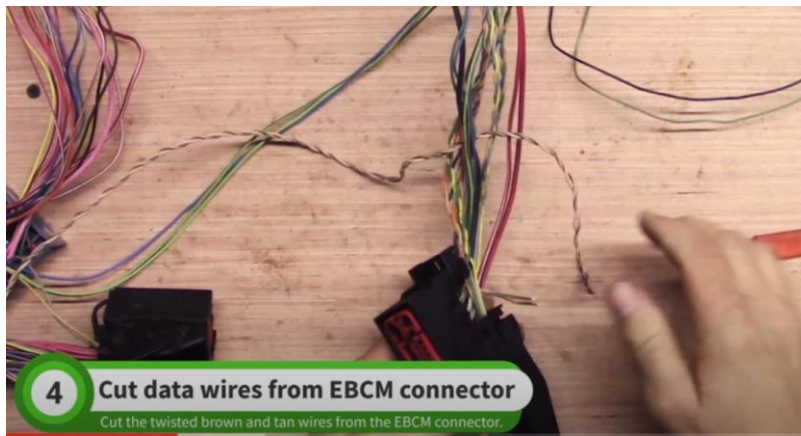
Use one of the small pink wires and trace it back to the passenger seat connector.



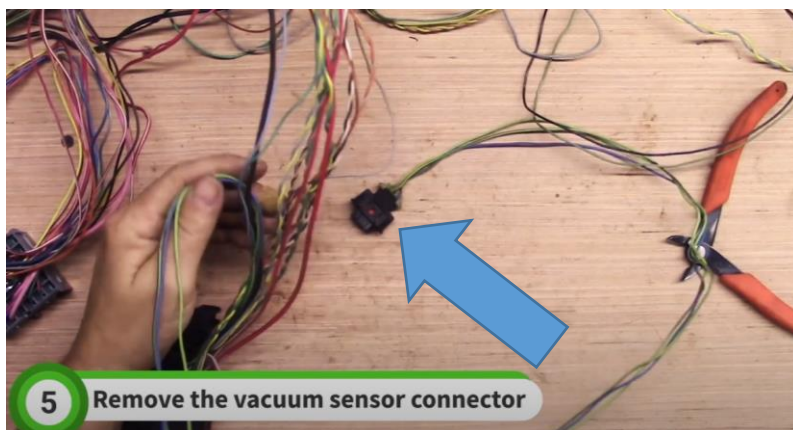
Cut the wire at the plug and tie a knot.

Pull the wire free of the harness (do not cut it out).

Cut the twisted brown and tan wires from the Electronic brake controller (EBCM).



Remove the vacuum sensor connector.



Cut the thick ground wire from the EBCM (save for later).

Cut and remove the remaining twisted wire pairs from the EBCM.

Twisted wires going to wheel speed connectors can be removed entirely. Wires going to larger connector, cut and toss the wires in your scrap box.

Repeat this process until the EBCM is no longer attached to the harness.

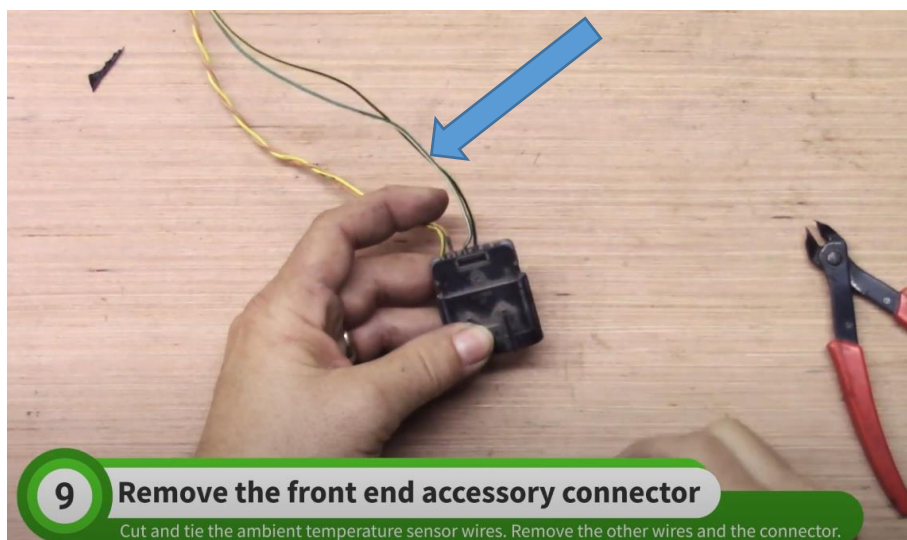
Remove the windshield wiper connector.



Trace the wires. 3 of the wires go to a large grey multiplug. Cut and remove.

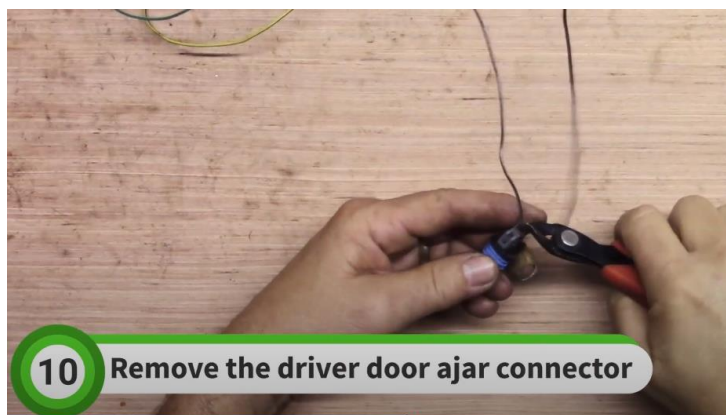
The remaining yellow wire, cut at the plug and trace to one of the two BCM connectors.

Cut the yellow wire near the BCM connector and toss into your box.



Cut and tie the ambient temperature sensor wires. (blue arrow)

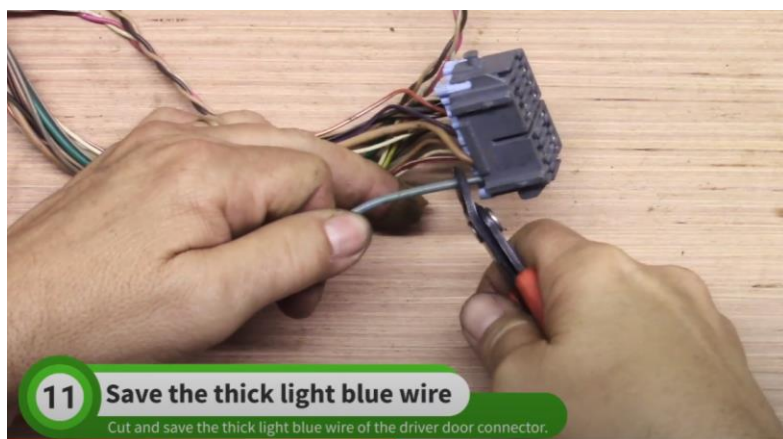
Cut the twisted wires and thin them from the harness.



10 Remove the driver door ajar connector

Cut both wires from the driver door ajar sensor. (possibly hook up to a momentary switch for turning off electrical when exiting the vehicle).

The black ground wire will come out later. Trace the other wire and cut it near the BCM connector.



11 Save the thick light blue wire

Cut and save the thick light blue wire of the driver door connector.

Find the driver door connector and cut the thick light blue wire.

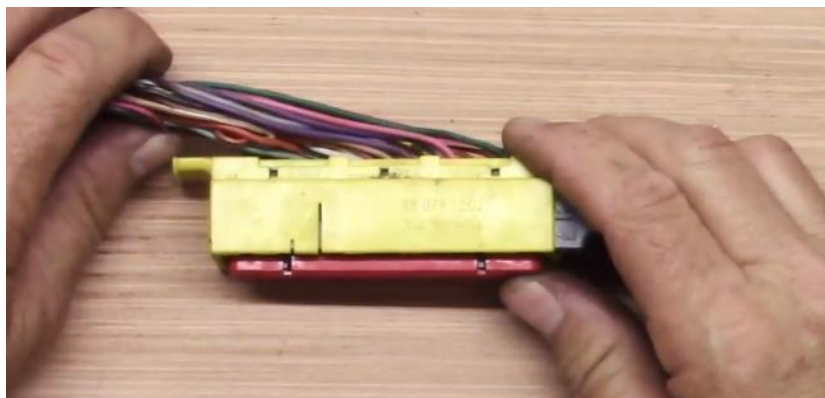
Trace the wire to the passenger door plug and cut it out.

Roll the wire up and save it for later.

One by one, cut and remove the rest of the door connector wires.

Notice that 2 grey with black strip wires go to a taped union. Snip the grey wires at the union. One will go to the red BCM multiplug. The last wire will go to the passenger door connector. Continue to cut, trace and remove the driver door connector wires.

Find the large yellow airbag system connector plug.



All of these wires will need to be removed.

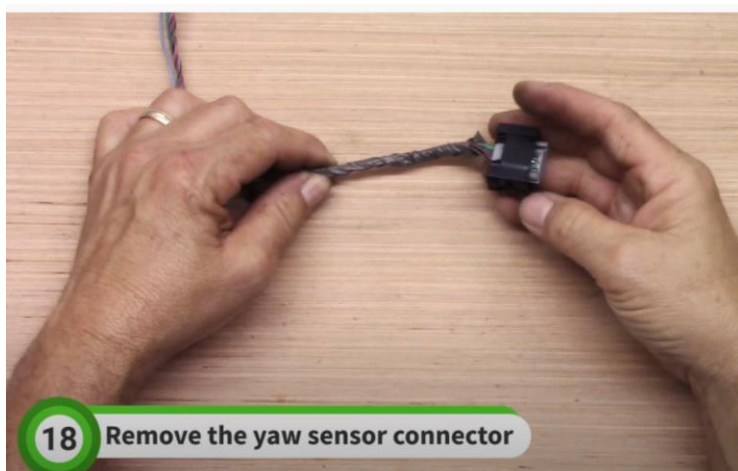
2 of the wires will go to the driver seat connector. Cut the pink wire first and trace it to the taped union. The union and pink wires will all be removed. The tan wire will go to the large yellow connector. Cut and remove.

Continue cutting wires of the large yellow connector. You'll find many twisted pairs of wires that lead to small yellow connectors. Cut each pair of wires to remove the connectors.

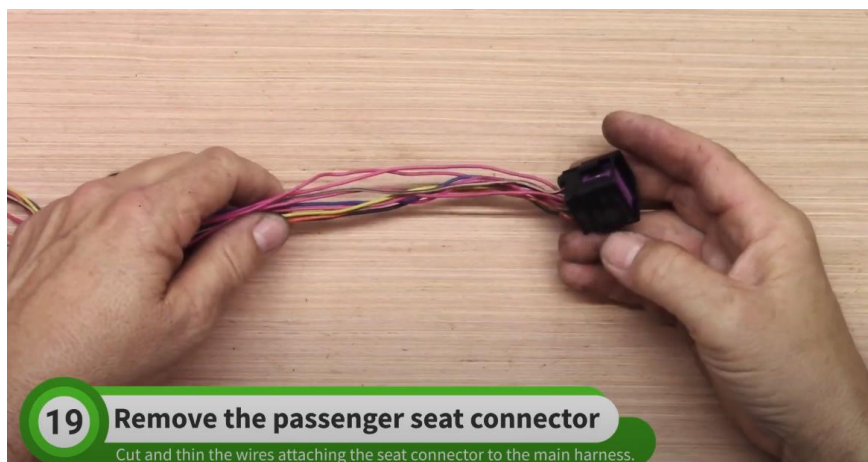
Continue cutting and tracing wires until the large yellow connector is free from the harness.

In the same location as the large yellow connector, you will find a small black connector. This is the parking brake switch connector. Trace and remove.

If your car had a yaw sensor, you can remove the connector and wires for the system.



Now it's time to remove the passenger seat connector.



Your connector may have an extra connector attached to it. Just drop it over the side and work on the seat connector.

Cut the wires connected to the seat connector and remove those wires.

Next remove the body to dash wires.

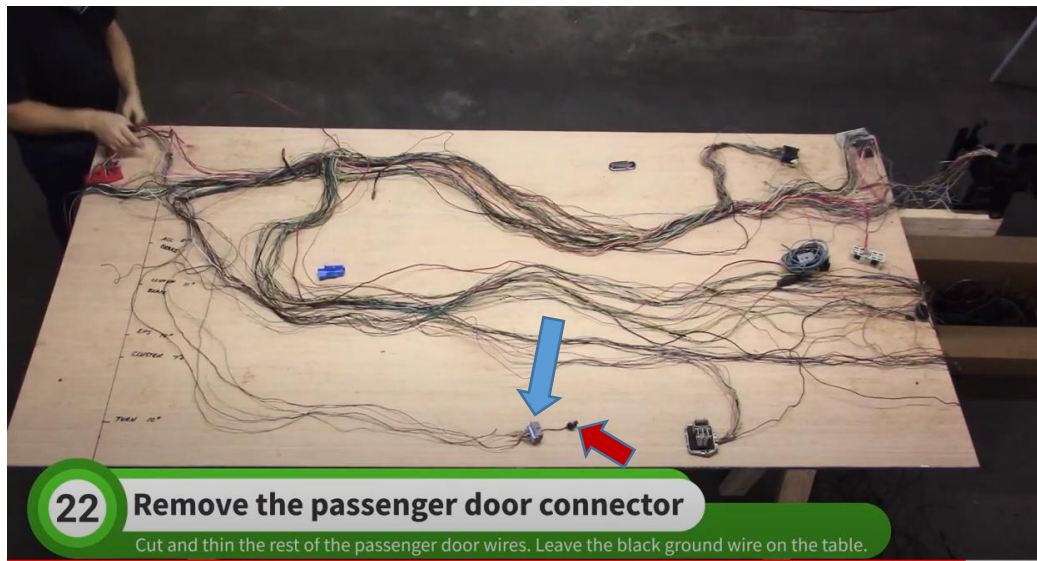
First remove the antenna wire.

The body to dash connector is removed next.



One by one, cut the wires near the connector, trace them through the harness and cut them out.

Remove the remaining passenger door wires. Until the connector is free from the harness. You do not need to thin out the black ground wire. Cut it from the connector and leave it on the table.



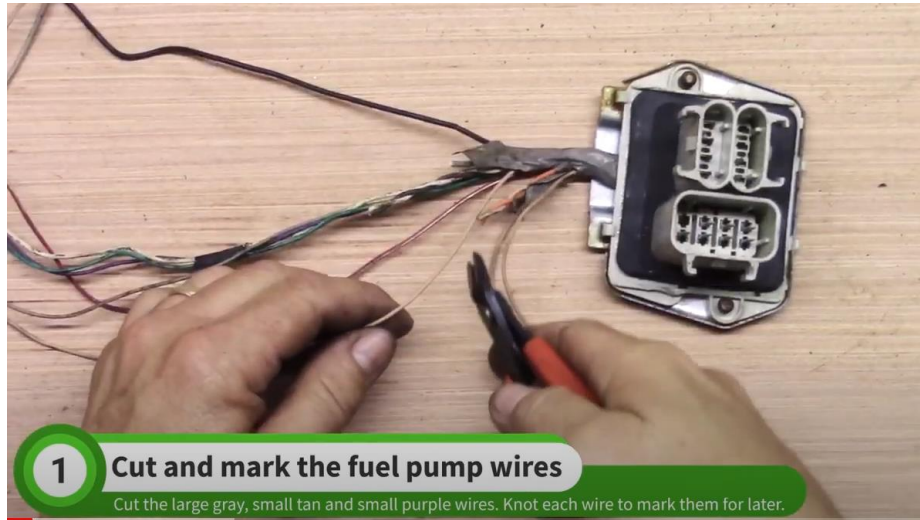
Cut the passenger door ajar wires and remove the tan wire (red arrow). Leave the black wire for now.

Video 3

Cut and mark the fuel pump wires (may have been cut in the stripping process).

Cut the large gray, small tan and small purple wires.

Knot each wire to mark them for later and pull them through the harness.

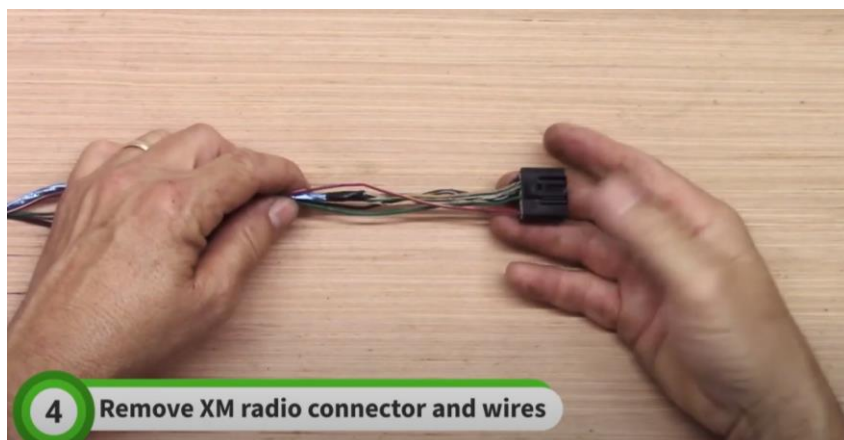


Drape them over the fuse box to be used later.

Next cut the large black fuel pump ground and set it aside.

Remove the rest of the fuel system wires by tracing them through the harness and cutting them out.

If your donor had an XM radio, you can cut that connector out.



Cut the wires one at a time and remove them from the harness. You can leave the black ground wire behind.

Next find the passenger taillight connector.



You will reuse these wires in the Goblin, but you do not need the connector.

One at a time, cut the wires at the connector and pull them through the harness.

DO NOT CUT ANY OF THESE WIRES ON THE OTHER END!

You can leave the black wire where it is, it will be dealt with later.

Remove the side marker light connector, but do not remove the wires.

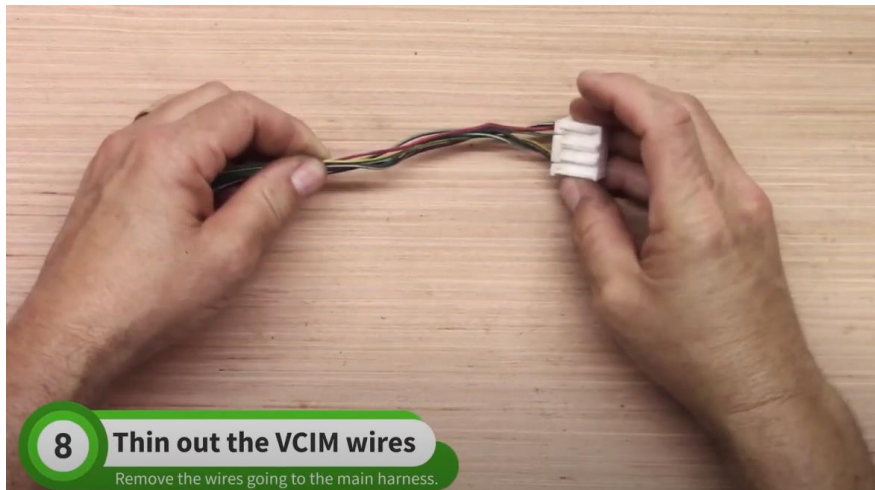
Pull the brown wire back to the taped union. Leave the black wire alone.

Remove the headliner wires.



One at a time, cut and trace the headliner wires to remove them. A few of the wire go to nearby white connectors. These can be left alone because these connectors will come out together

Thin out the VCIM connector.



Cut and remove the wires that go from this connector to the main harness.

One of the wires will go to the truck light connector. Cut this wire to remove the headliner and white connectors.

Remove the remaining truck light wire. Follow the wire until you get passed a large taped diode. Trace the wire past the diode until you come to a small taped union. Cut the wire at this union. (leave the union at this time).

Next find the trunk release connector.



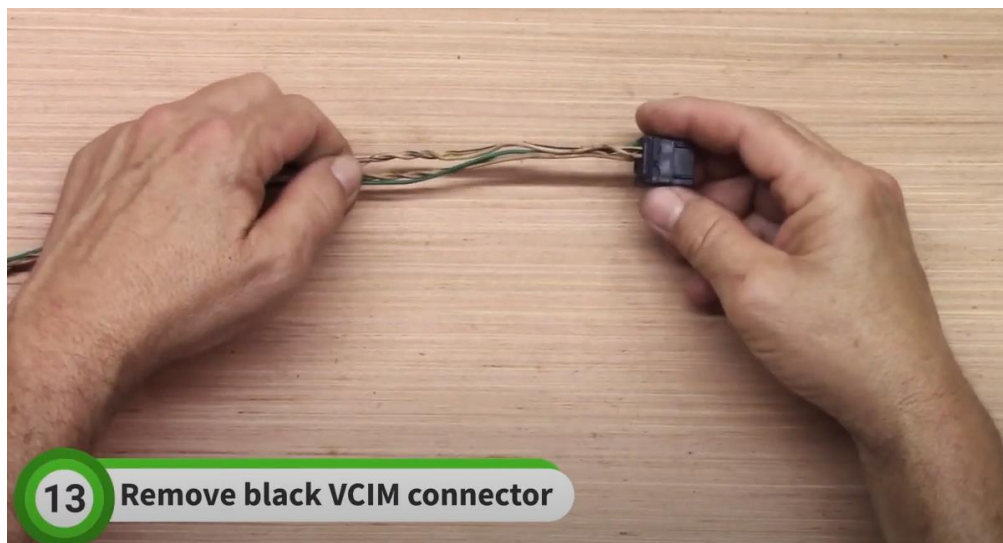
Remove the connector and thin out all of these wires except for the black ground.

Find the subwoofer connector.



Trace the wires through the harness, back to the large body to dash connector. Cut the wires at the connector and discard the whole bundle.

Remove the black VCIM connector.



Cut and thin out all of the wires of this connector.

Find the rear window defroster connector.



You do not need to cut the wire near the connector. Work the connector through the harness and cut near the large gray multiplug.

Next it's the driver taillight connector.



Cut the wires near the connector and pull them through the harness. DO NOT CUT THE OTHER END! You can leave the black ground wire where it is.

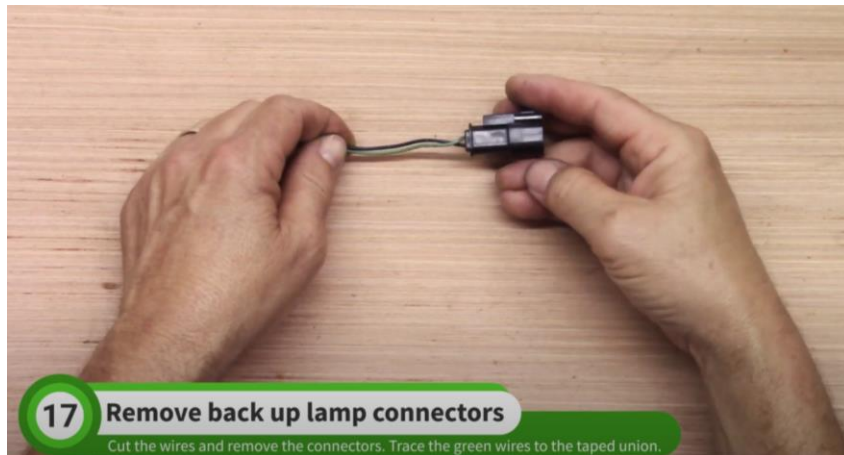
Repeat the process for the side marker light and license plate light.



next page.

Pull the brown wires through the harness, but leave the black wires alone.

Find the back up lamp connectors. There will be identical connectors with green and black wires.



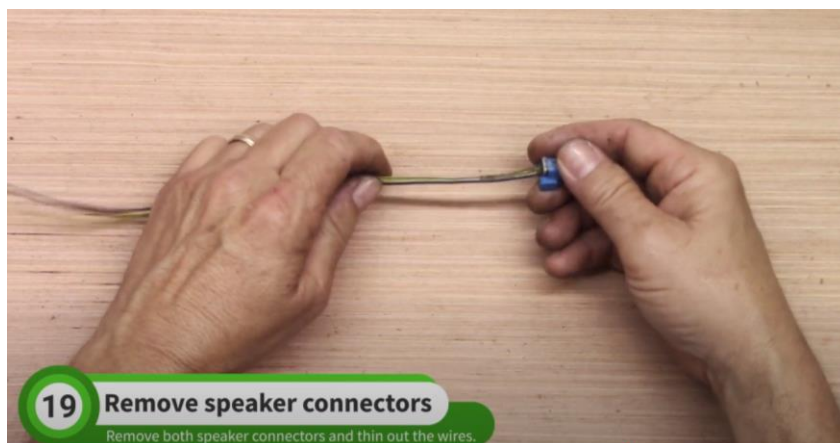
Cut the back up lamp wires at the connectors and trace the green wires back to the taped union.

Cut on the other side of the taped union to remove the back up lamp wires.

Pull the single green wire through the harness but do not cut it out.

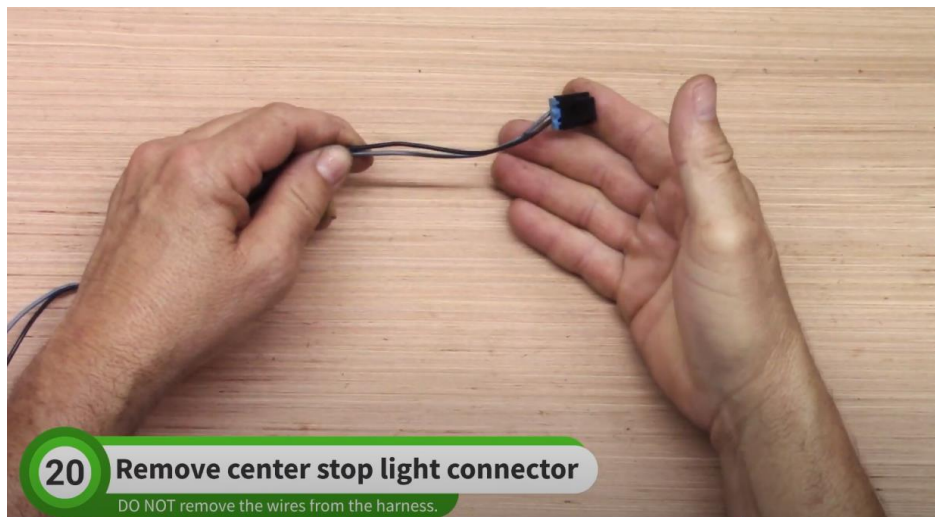
Leave the black wires where they are.

Remove the speaker connectors.



Cut the wires near the connectors and remove them from the harness.

The center high mount stop light connector should be treated like the stop light connectors.



Remove the connector and trace the blue wire through the harness, but do not remove the wire.

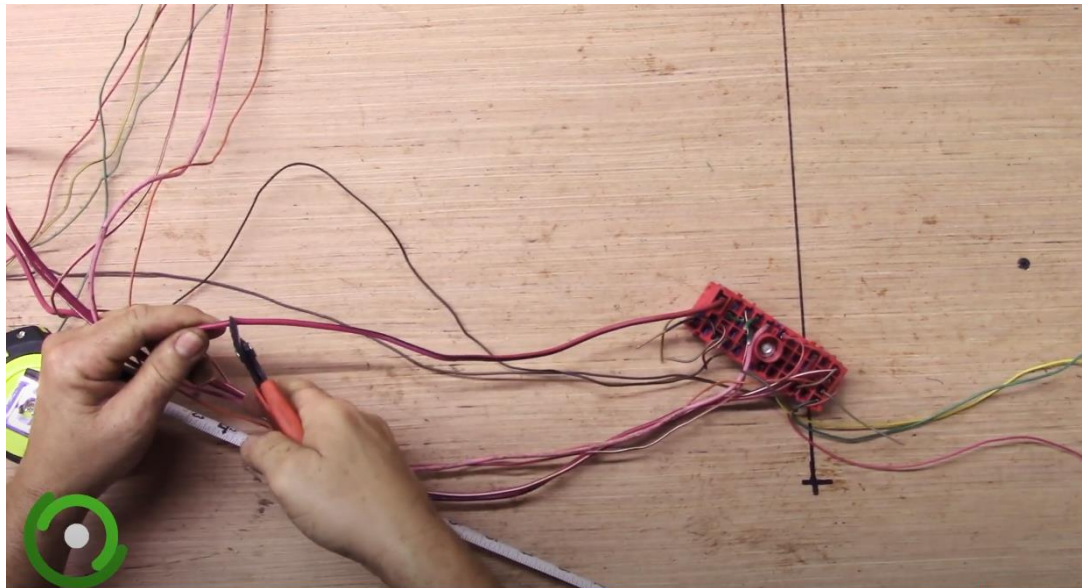
Find one of the copper lugs that is no longer connected to the main harness.

Untangle all of the ground wires attached to the lug and roll it up to be used later.

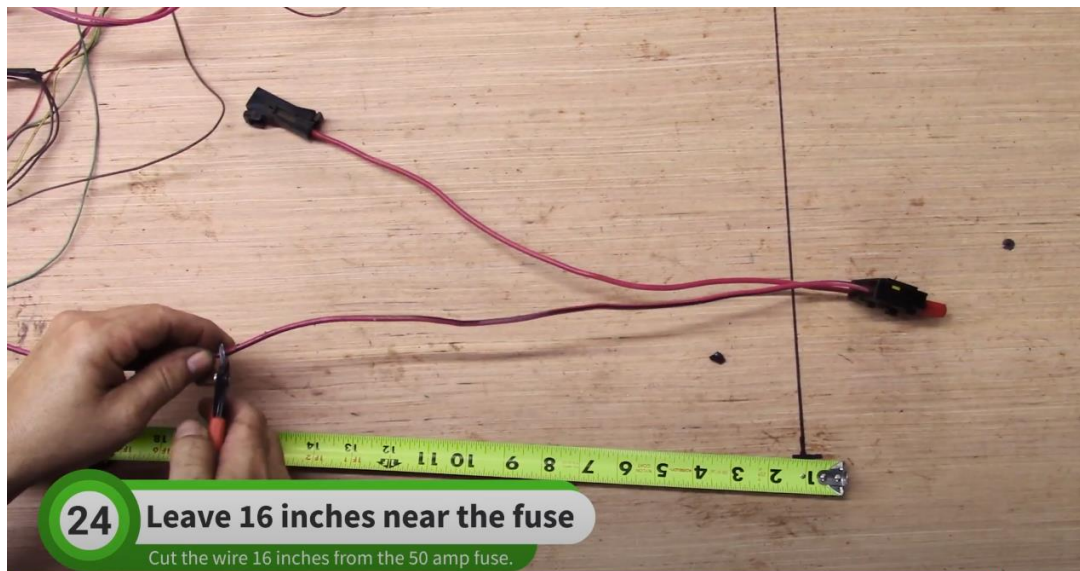
Repeat this process for the other copper ground lug. These to ground lugs are the only two that need to be rolled up.

Find and trace the large red power wire back to the red BCM multiplug.

Measure 12" back from the multiplug and cut the red wire.



On the other end of the red wire, cut 16" for the 50 amp fuse.



Save the 50 amp fuse section, roll up the long red wire and save it for later.

At this point the main harness is all thinned out.

Video 4 Organizing the main harness.

Start by taping the ECM connector.



Tape a little over a foot of the wires leading to this connector. You should have about 6" of twisted tan wire sticking out.

Install the ECM into the fuse box housing and connect the ECM connector.

Next is the large gray fuse box multiplug.

Hold the cap on the plug to see which way the wires should exit the plug.

Tape about one foot of the wires of this plug.

Put the cap on the plug and install the plug into the fuse box housing.

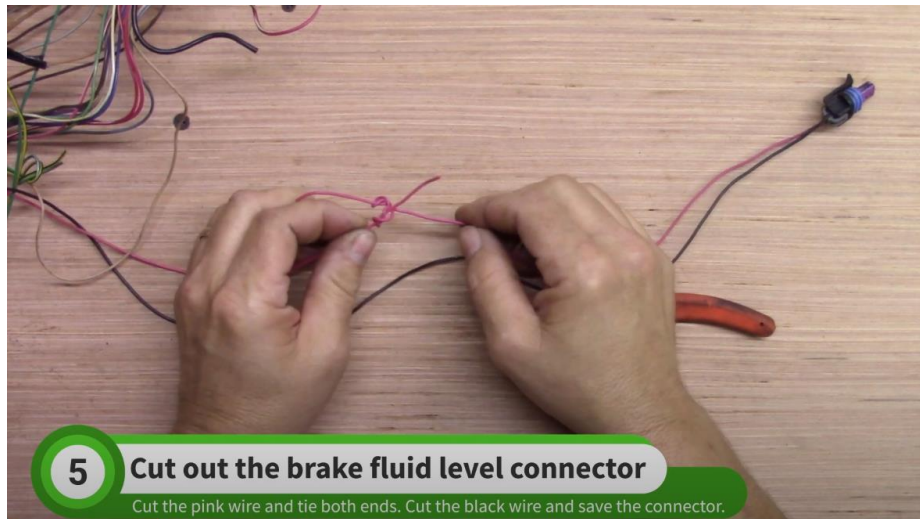


4

Attach the plug to the housing

Install the cap on the multiplug and snap the multiplug into the fuse box housing.

The brake fluid reservoir will be closer to the BCM in the Goblin. Cut the pink wire and tie both ends into a knot.

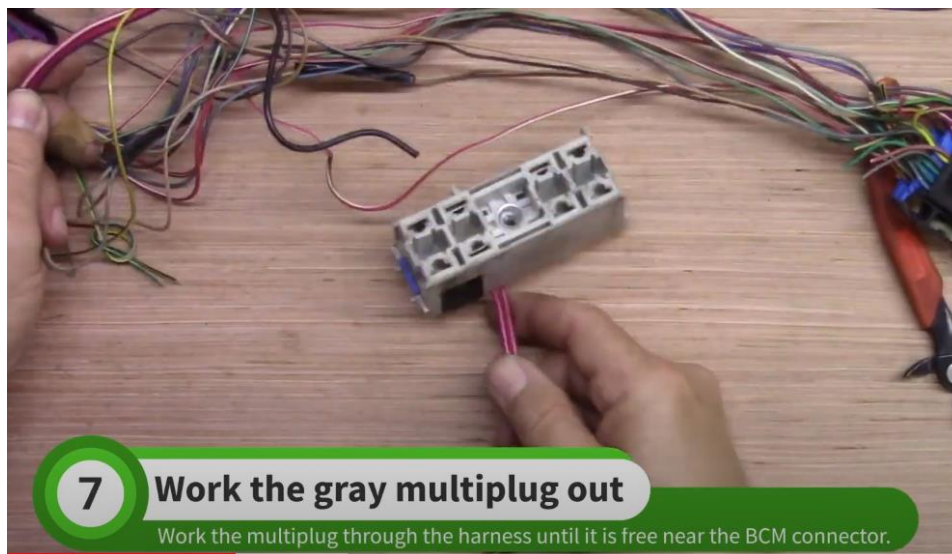


Pull about 2 feet of the black wire and cut.

Save the brake fluid connector for later.

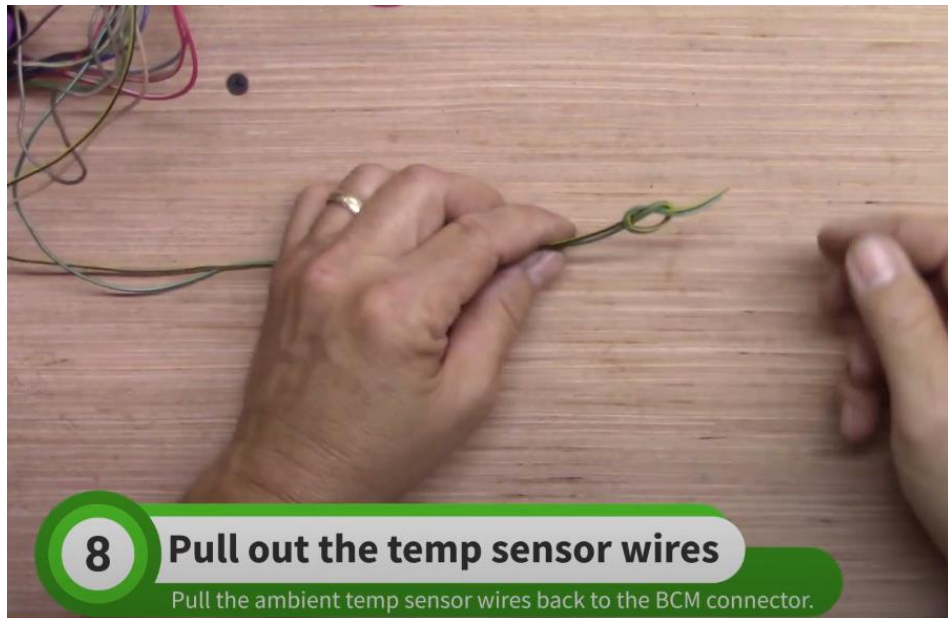
Trace the pink wire to the BCM connector and leave it over the edge of the table.

Work the medium size gray multiplug through the harness to the BCM connector.



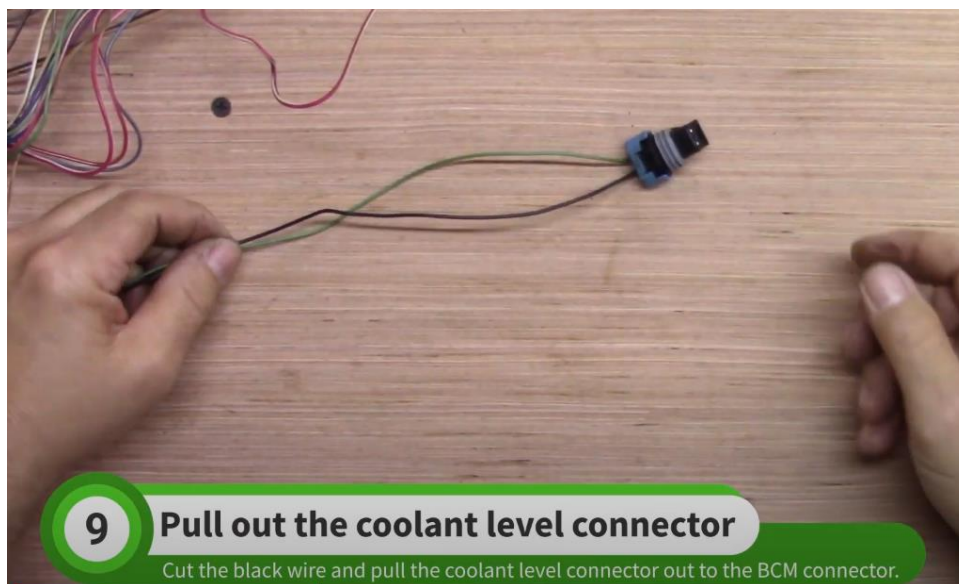
Hang the medium size gray multiplug over the edge of the table.

Find the ambient temp sensor wires.



Pull the ambient temp sensor wires back to the BCM connector and hang over the table.

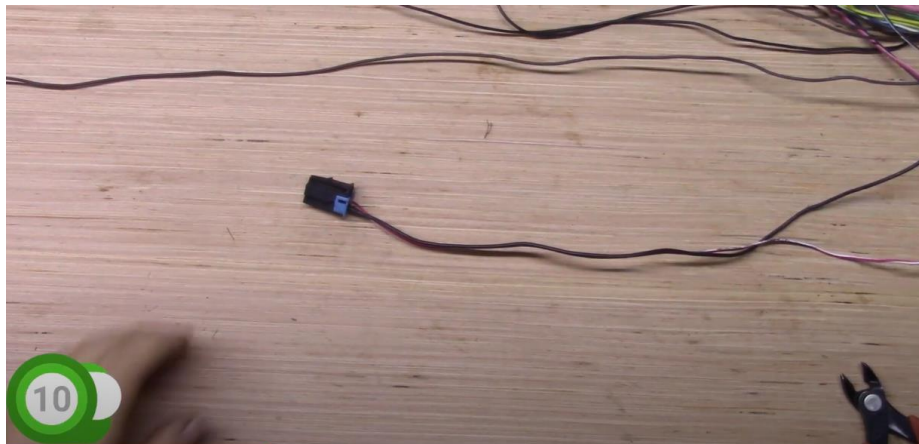
Pull out a few feet of wire on the coolant level connector.



Cut the black wire and tie it in a knot.

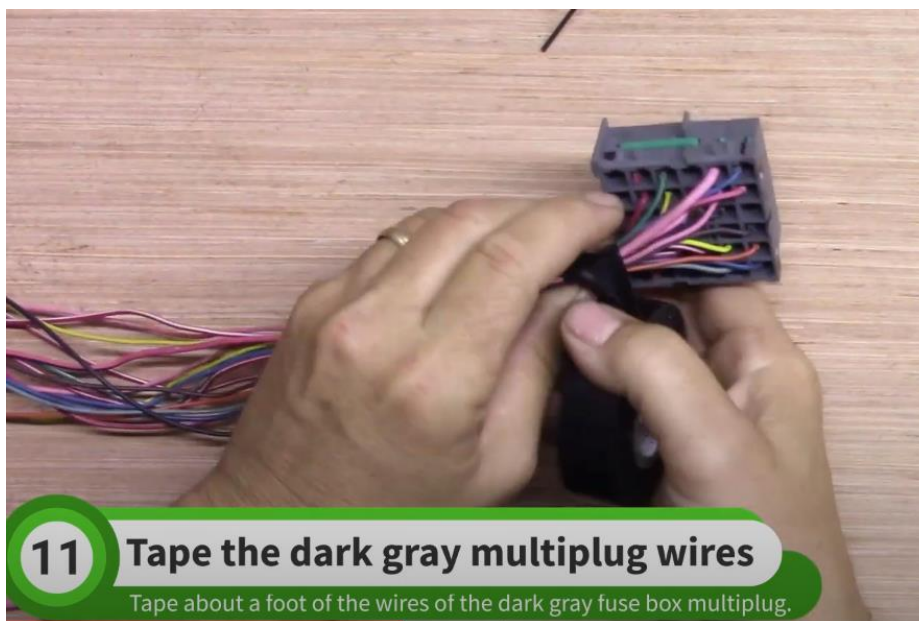
Work the wires and connector through the harness, to the BCM connector and hang over the table.

Cut both wires of the accessory power connector. Discard the connector and pink wire.

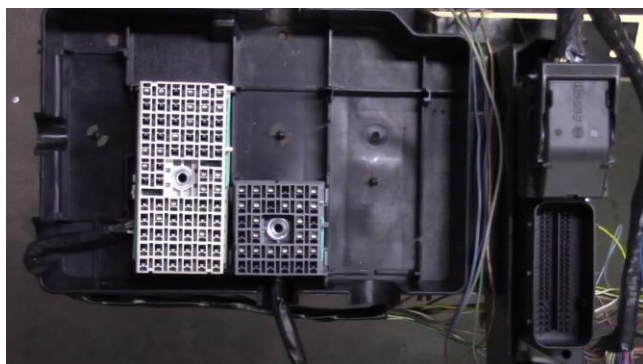


Hold the cap of the dark gray multiplug in place to see which way the wires come out.

Tape about a foot of the wires of the dark gray fuse box multiplug.



Install the cap and install the plug into the fuse box housing.

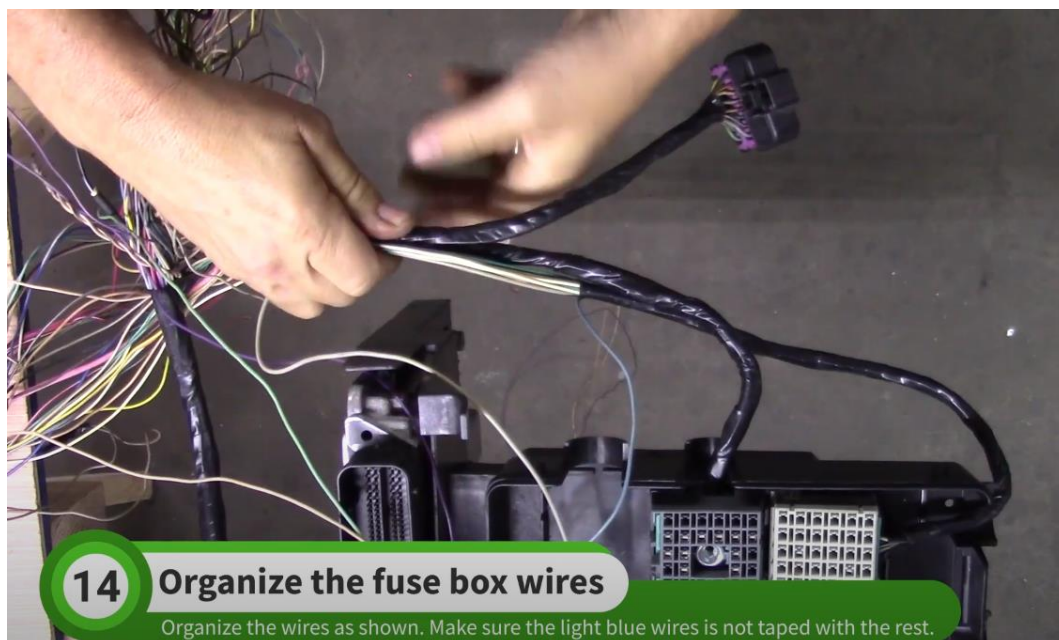


Next tape up about 8 inches of the body to engine harness connector.



Organize the wires as shown. Make sure the light blue wire is not taped with the rest. The light blue wire should aim the opposite direction of the other wires.

Hold the body to engine harness connector next to the fuse box wires and tape the wires together.



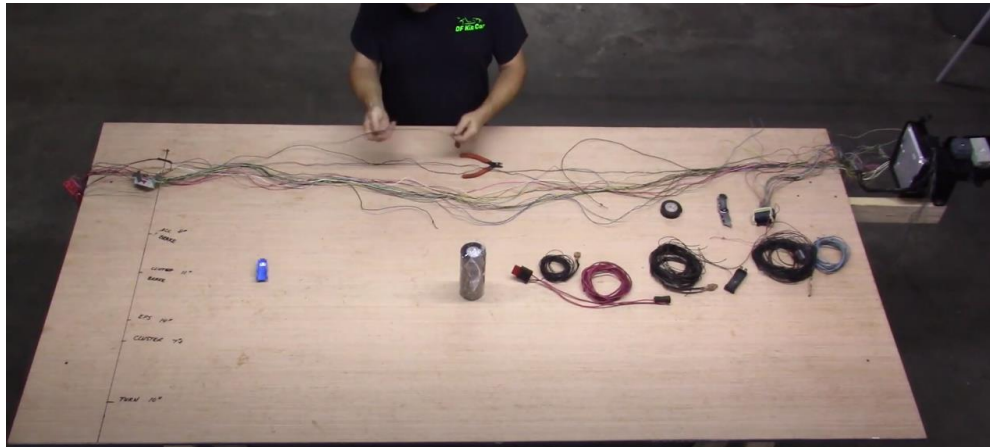
Tuck the loose wires into the fuse box housing to keep them out of the way.

Grab one of the copper ground lugs and start pull the loose wires free from the harness.

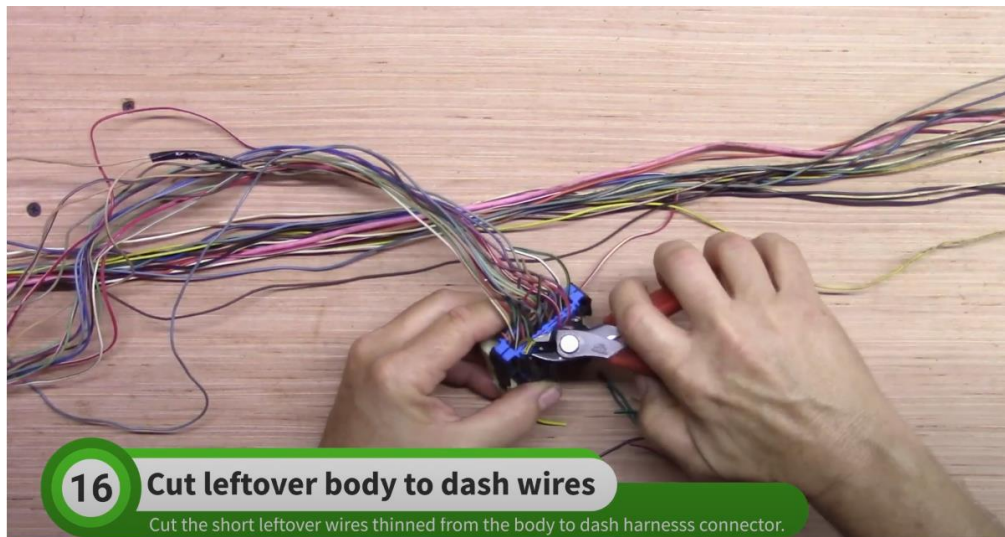
Any wires still connected to the harness should be cut and tied.

Roll up the ground wires and save them for later.

Repeat this process for the other copper ground lug.



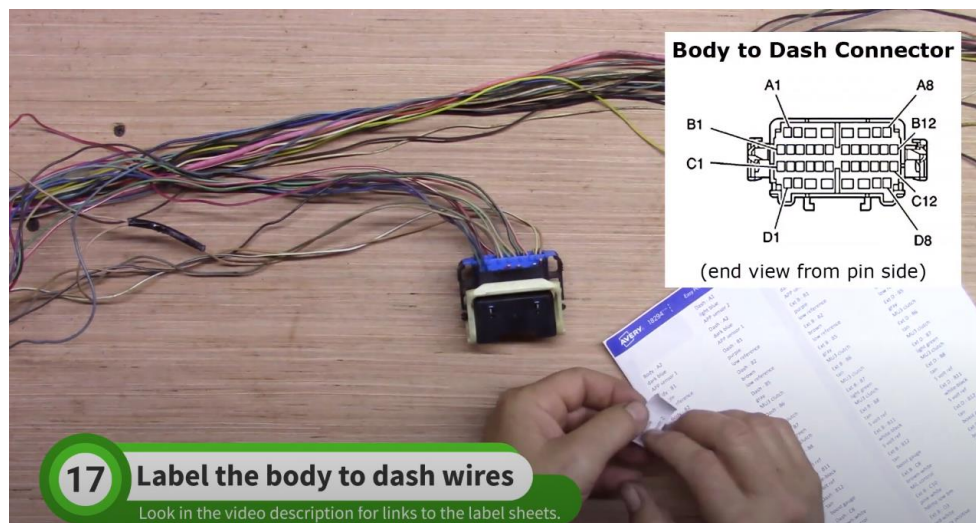
Next, trim the cut/thinned wires on the body to dash connector.



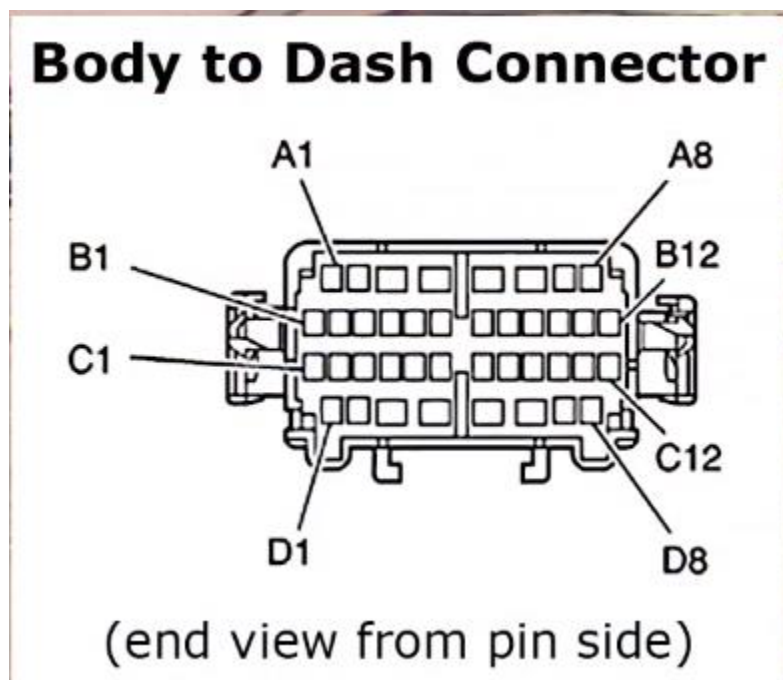
16 Cut leftover body to dash wires

Cut the short leftover wires thinned from the body to dash harness connector.

Label the body to dash wires that need to remain.



See labels on the following pages for base model. Other models are listed in the comments of “DF Goblin Wiring Harness Guide Part 4 – Organizing the Main Harness, Pt. 1”



One wire will have a taped union (tan wire). Pull the loose wire from this union. Cut out the loose wire and discard it.

Mark the other wire with the label.

Continue until the page 24 labels are used.

Page 24 is the body connector. Page 25 is the dash connector.

Body - A1
L-BU
Accelerator Pedal

Body - A2
D-BU
Accelerator Pedal

Body - B1
PU
Accelerator Pedal

Body - B2
BN
Accelerator Pedal

Body - B5
D-BU/WH
Clutch (manual only)

Body - B6
OG/GN or OG/BK
Clutch (manual only)

Body - B7
L-GN
Clutch (manual only)

Body - B8
TN
Accelerator Pedal

Body - B10
D-GN/WH
Key Lock Actuator

Body - B11
WH/BK
Accelerator Pedal

Body - C5 and C6
TN/BK and TN
Data Wires (twisted)

Body - C8
BN/WH
MIL Control

Body - C10
PK/WH
Headlamp Low Beam

Body - D3
RD/WH
Accessory Power

Dash - D4
RD/WH
OBDII power

Dash - A1
L-BU
Accelerator Pedal

Dash - A2
D-BU
Accelerator Pedal

Dash - B1
PU
Accelerator Pedal

Dash - B2
BN
Accelerator Pedal

Dash - B5
D-BU/WH
Clutch (manual only)

Dash - B6
OG/GN or OG/BK
Clutch (manual only)

Dash - B7
L-GN
Clutch (manual only)

Dash - B8
TN
Accelerator Pedal

Dash - B10
D-GN/WH
Key Lock Actuator

Dash - B11
WH/BK
Accelerator Pedal

Dash - C5 and C6
TN/BK and TN
Data Wires (twisted)

Dash - C8
BN/WH
MIL Control

Dash - C10
PK/WH
Headlamp Low Beam

Dash - D3
RD/WH
Accessory Power

Dash - D4
RD/WH
OBDII power

Trim the un-labeled wires from the body connector and thin them from the harness.

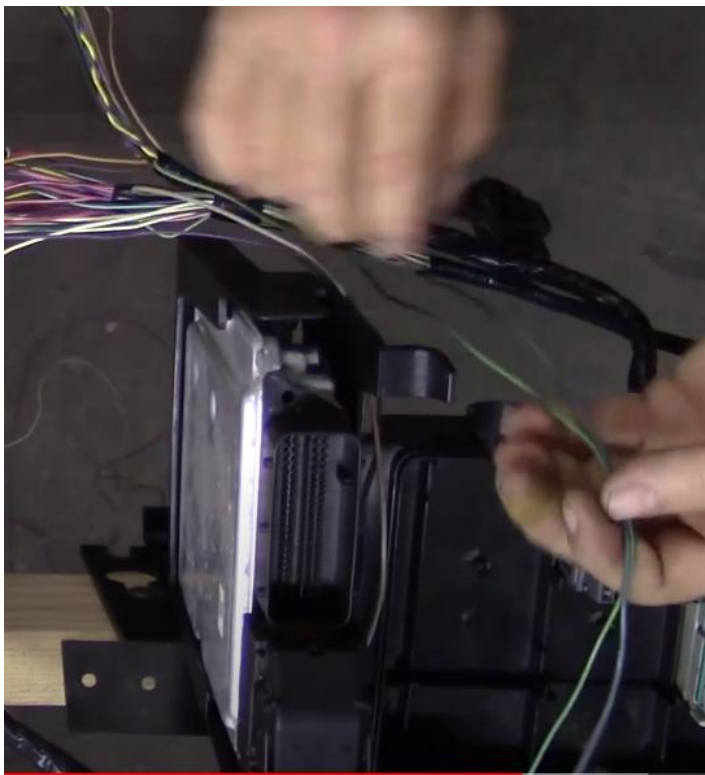
Now you can cut the labeled wires from the connector to remove the connector. Do not remove the wires.

Untangle the labeled wires and set them aside. They will be extended later.

A few feet from the fuse box house, pull the slack out of each wire. Pull away from the fuse box housing so the wires are the same length from the fuse box housing to where you are holding them.

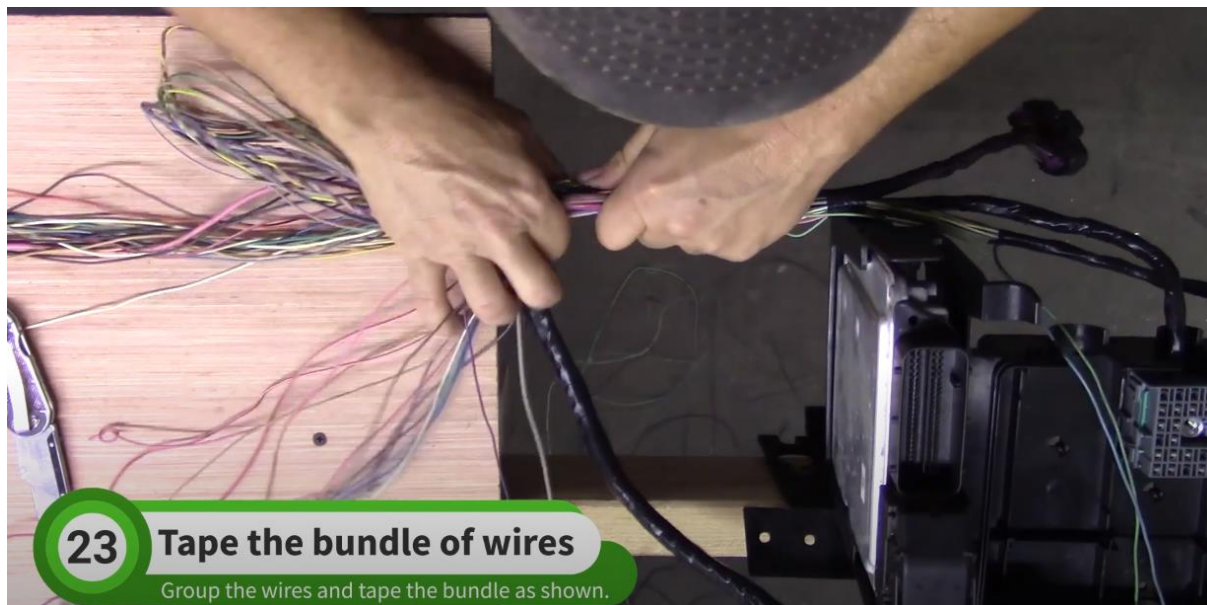
Once all the wires are tight, tape them together.

Grab the loose wires from the fuse box housing and set the blue and green wires aside.

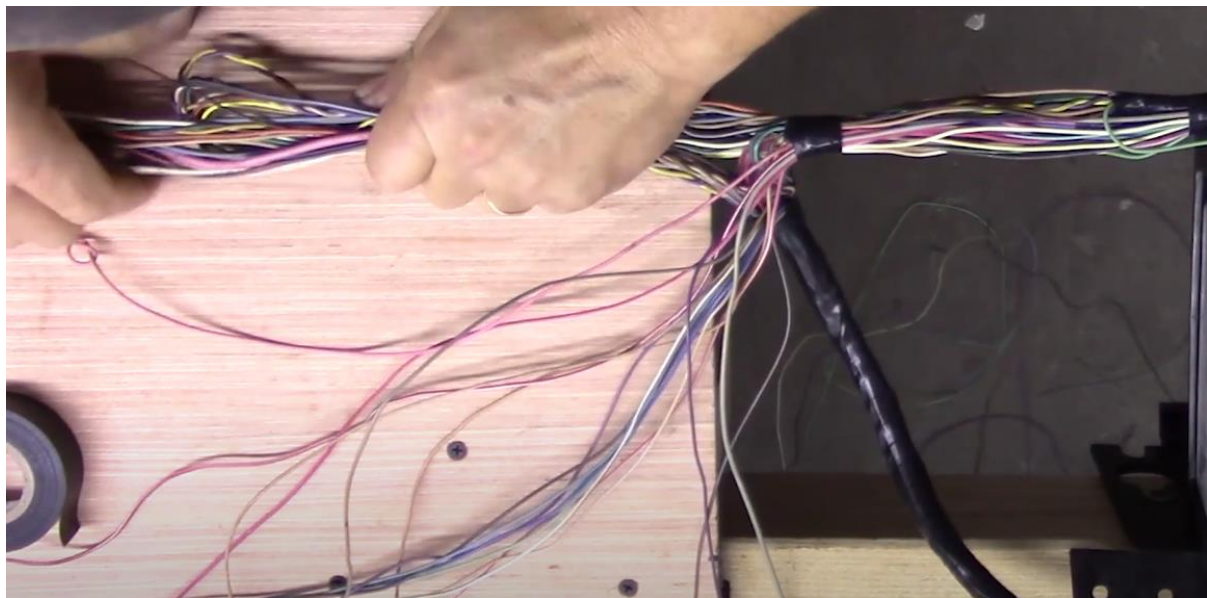


The other wires should be pulled to the thick bundle of wires.

Group the bundle of wires together and tape them together.



Bunch the excess group of wires together and tape them to the main bundle.



At this point you should have a group of wires that need to be extended (blue). 2 wires that will be used for the fuel pump (purple). A pink wire for the coolant level (red). A twisted pair of data wires (green). And the loose blue and green wires (yellow).

