Video 5-8

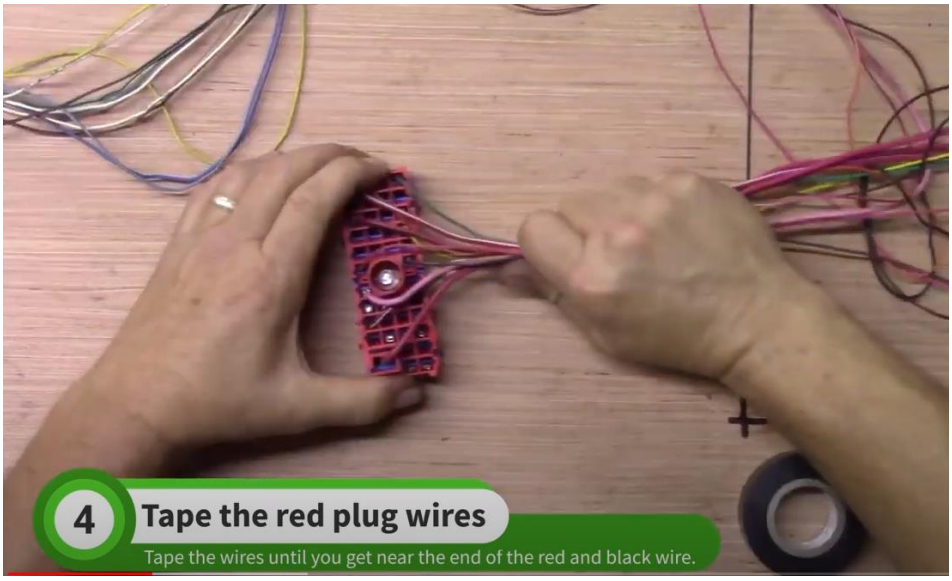
Video 5

Tape up a few inches of the white BCM connector. Zip tie the wires to the connector. Tape about 1 foot of the wires.

Install the blue cap and fasten it in place with another zip tie.

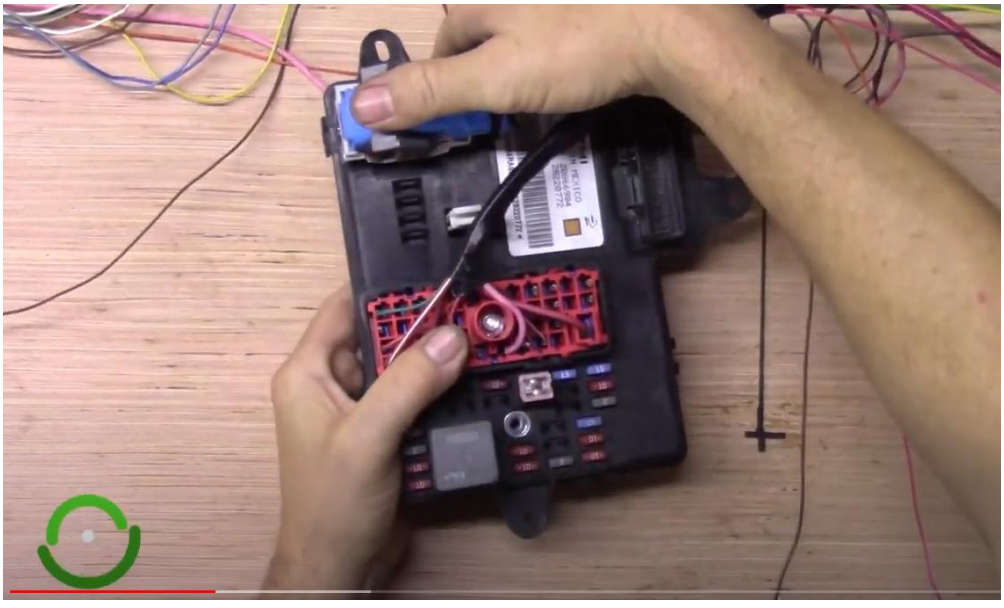
Trim the short, unused wires in the red BCM multiplug.

Grip the remaining wires as shown and tape



Tape up the wires until you are a couple inches from the end of the large red and black wire.

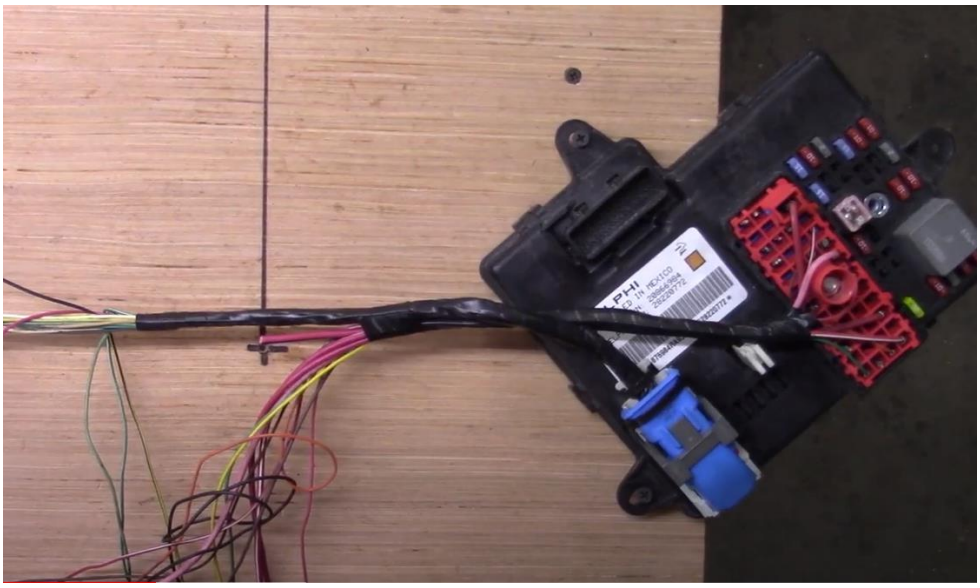
Attach the red multiplug to the BCM using a 7mm nut driver and connect the white and blue connector.



Video 5-8

Tape the 2 bundles of wires together just below the large red wire.

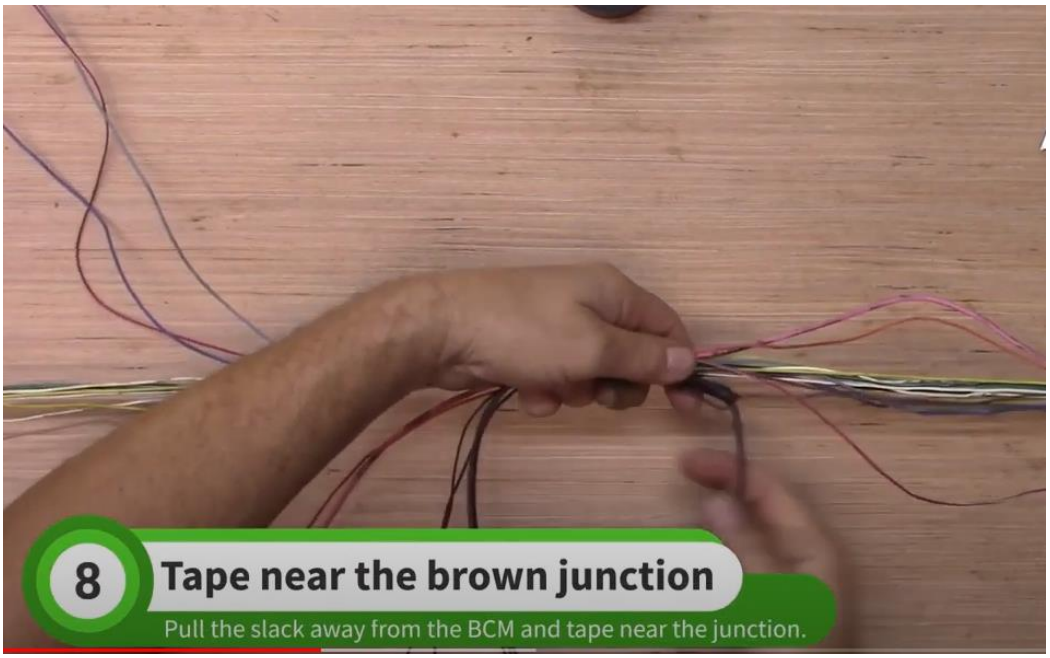
Pull the BCM to the tables edge and attach it with 2 drywall screws.



The wires should be tight and near the split point that was marked at the beginning.

Find the brown wire junction near the BCM.

Fold the taped wires over. The loose wires pointing toward the BCM should be left where they are for now. The other loose wires will head towards the fuse box.

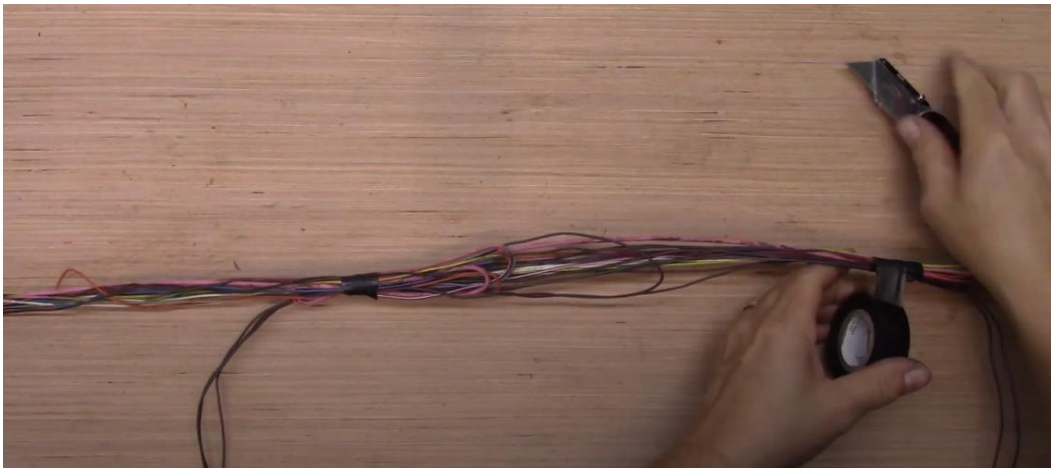


Video 5-8

Pull the slack away from the BCM and tape the wires near the brown wire tape junction.

Move about 1.5 feet towards the fuse box housing. Pull the wires tight and tape here.

Double over the loops of wire to condense the bundle and tape in a few places.

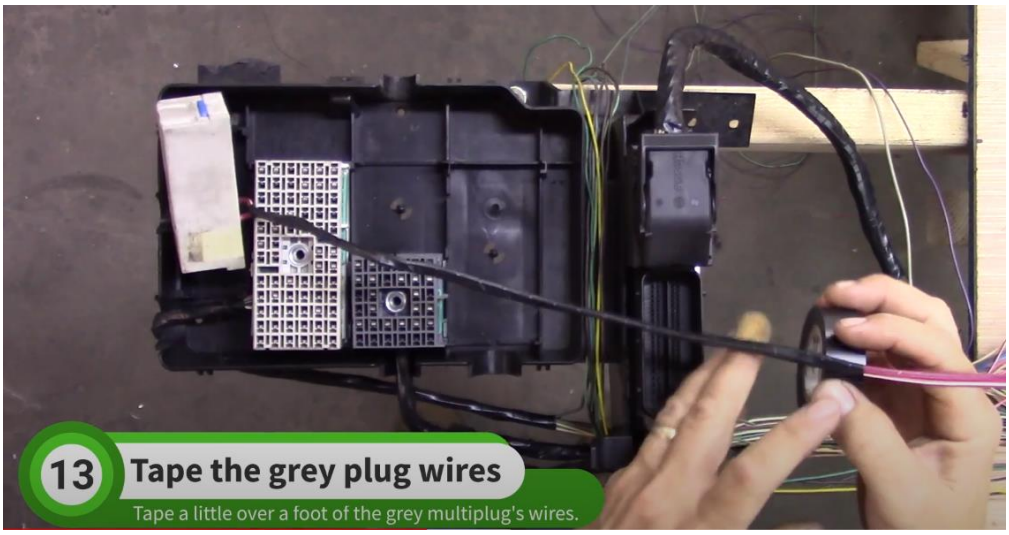


Pull the brow wires on the left side all the way to the fuse box housing.

Pull the other brown wires to the BCM.

Grab the yellow and green wires near the BCM and take them to the fuse box housing.

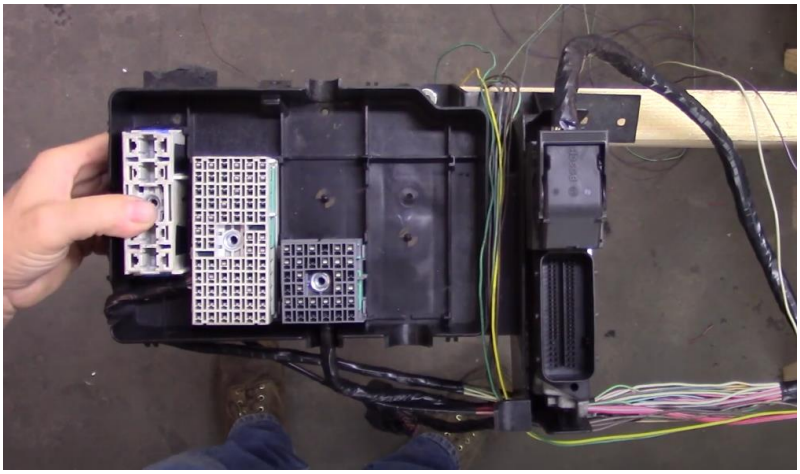
Tape a little over a foot of the gray multiplug's wires.



Install the black cap and tape it in place.

Video 5-8

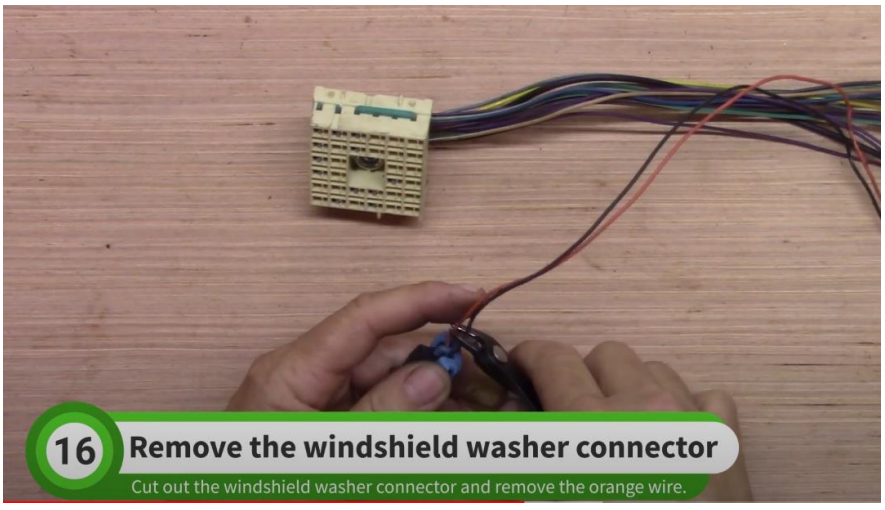
Snap the multiplug into the fuse box housing.



Find the headlight harness and mark the multiplug as shown.

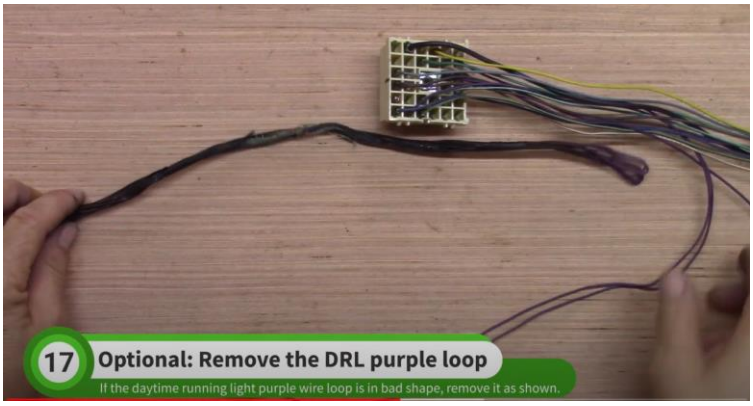
Remove the cap and unwrap the whole harness.

Remove the windshield washer connector and the orange wire.



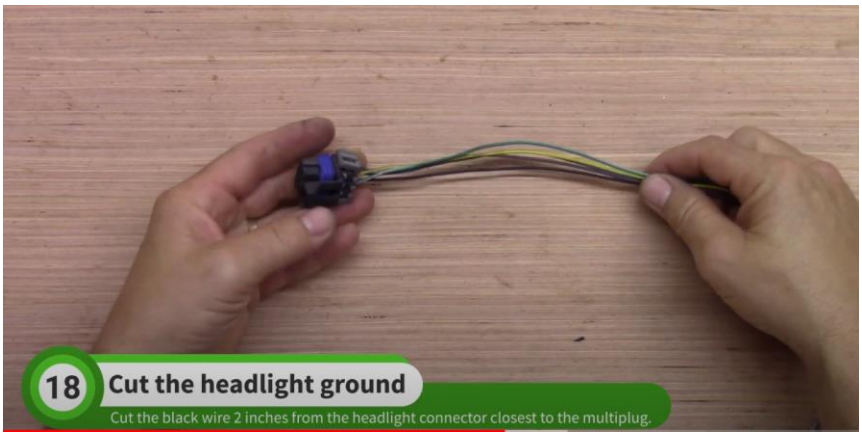
Video 5-8

The Cobalt uses a long length of wire to control the daytime running lights. You don't need to remove this wire unless it is burnt up. If it is in bad shape, cut both ends of the wire near the multiplug and solder the short wires back together (both wires on the multiplug 5:05 mark).

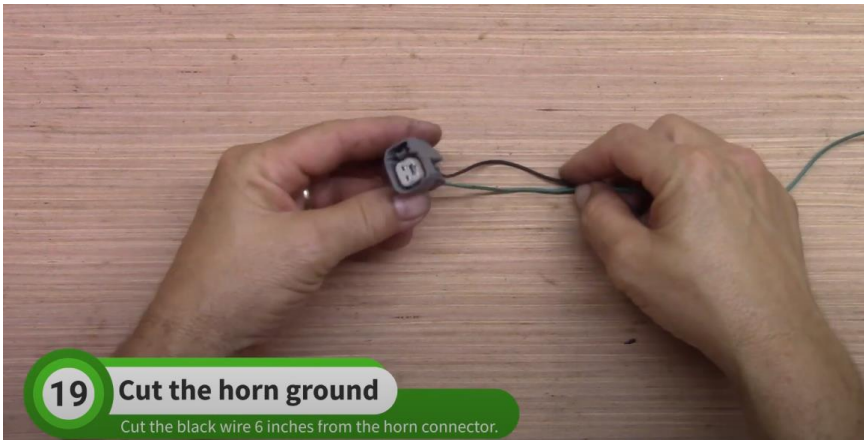


Find the headlight plug closest to the multiplug.

Cut the black wire about 2 inches from the connector. Leave the other wires alone.



Repeat the process for the horn connector, but leave about 6 inches of black wire this time.

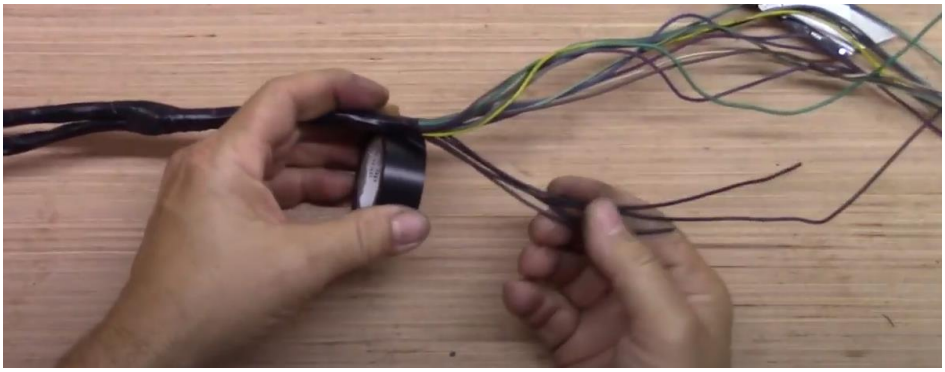


Video 5-8

Find the ground lug near the multiplug and tape up about 1 foot of the ground wires coming out of the lug.

Start taping the headlight harness at the multiplug. Continue to wrap up to where the ground wires meet the harness.

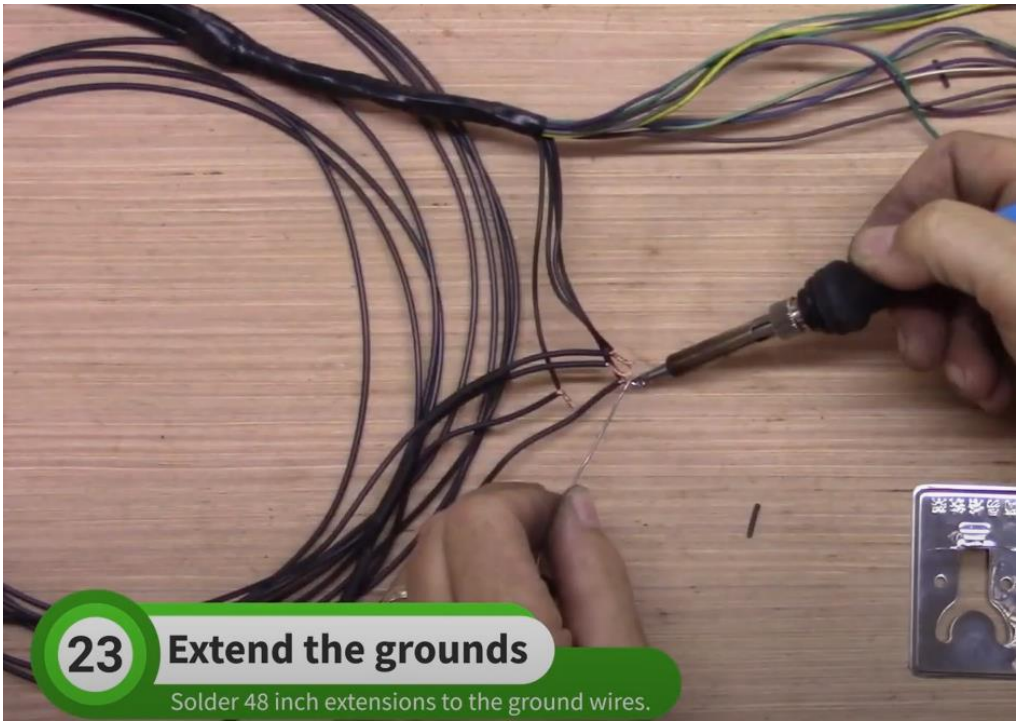
Fold the taped ground wires back towards the mulitplug and continue taping for a few more inches. Go until the shortest lose ground wire still has about 5 inches of wire exposed.



Trim the longer ground wires to the same length as the shortest ground wire.

Strip the end of all the ground wires.

Solder 48 inch extensions to the ground wires.

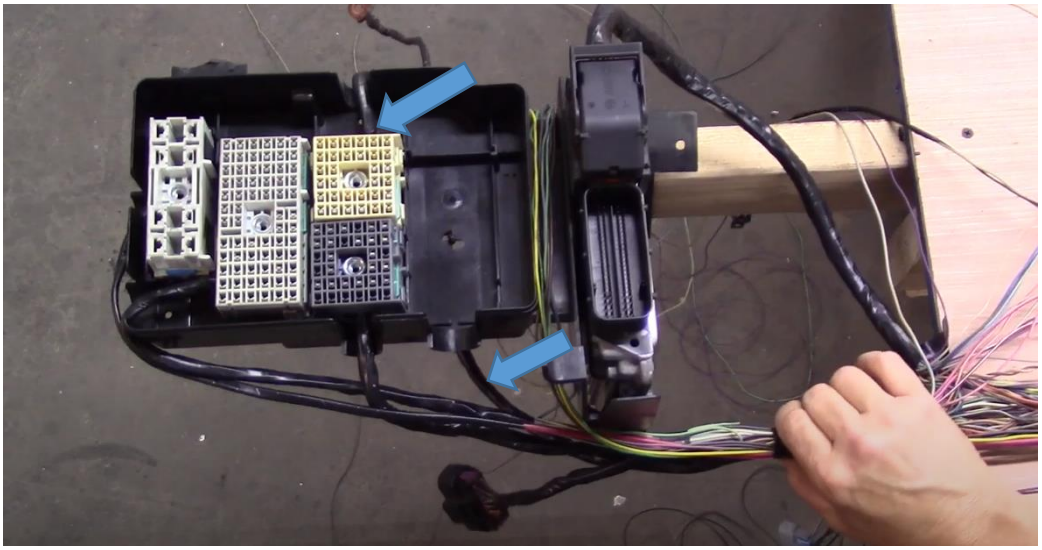


Video 5-8

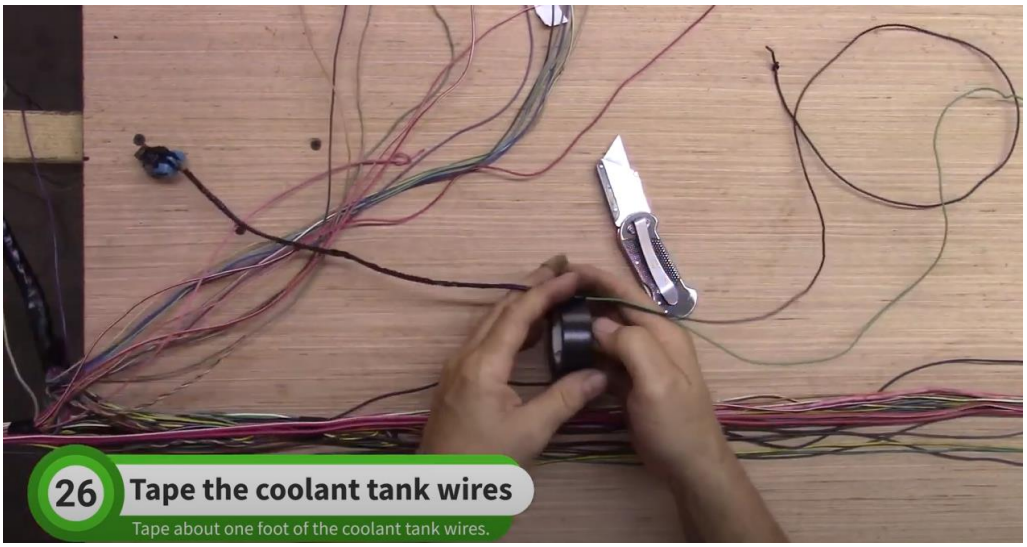
Continue taping the headlight harness until you get about 10 inches from the headlight connector.

Reinstall the multiplug cap and install the multiplug into the fuse box housing.

Route the wires under the fuse box housing and tape it to the main bundle of wires.

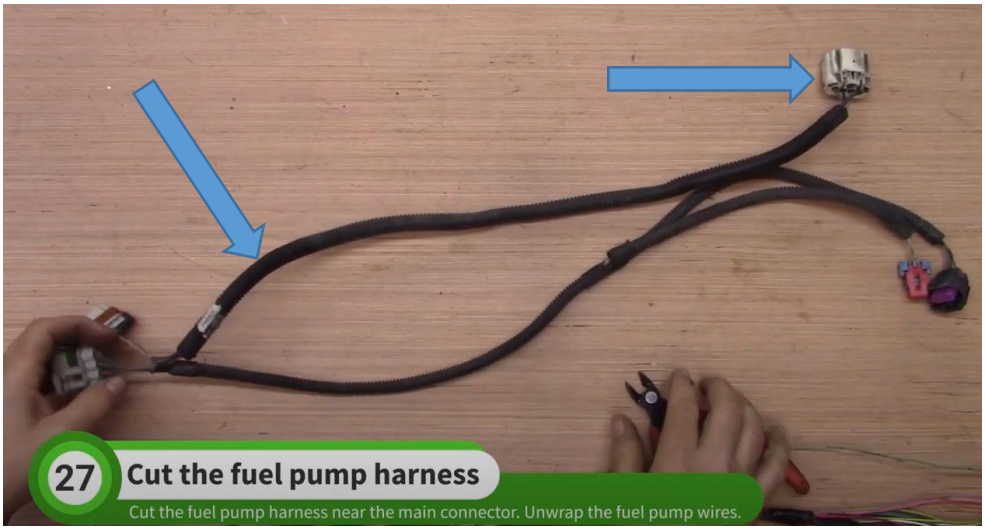


Grab the coolant tank connector near the BCM. Tape about 1 foot of the coolant tank wires.



Video 5-8

Cut the fuel pump harness near the main connector



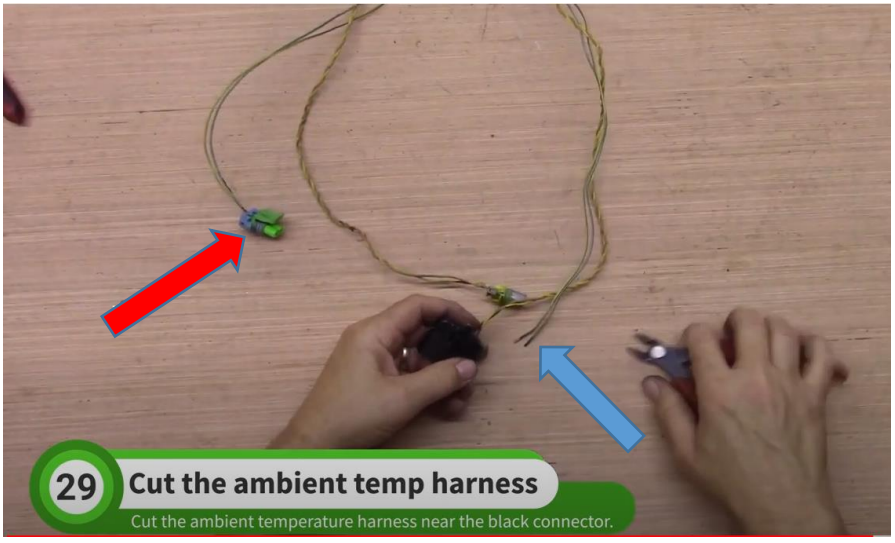
Remove the wire loom and small pieces of electrical tape.

The left over connectors and wires are for the EVAP system.

Wrap about a foot of the fuel pump harness wires.

Grab the ambient temp harness. Unplug the temp sensor and set it aside.

Cut the ambient temp harness (red arrow) near the black connector (blue arrow).

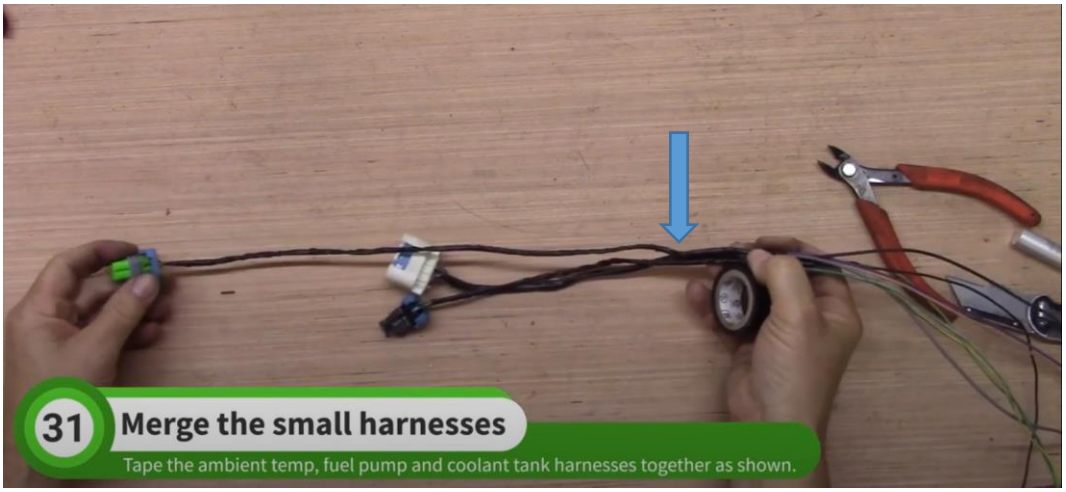


Video 5-8

Tape about 1.5 feet of the ambient temp harness.

Grab the coolant tank connector and the fuel pump connector.

Tape the ambient temp, fuel pump and coolant tank harnesses together as shown.



Tape for about 8 inches from the blue arrow towards the loose ends of the wires.

Tape the small bundle to the main bundle of wires near the fuse box housing.

Video 5-8

Video 6

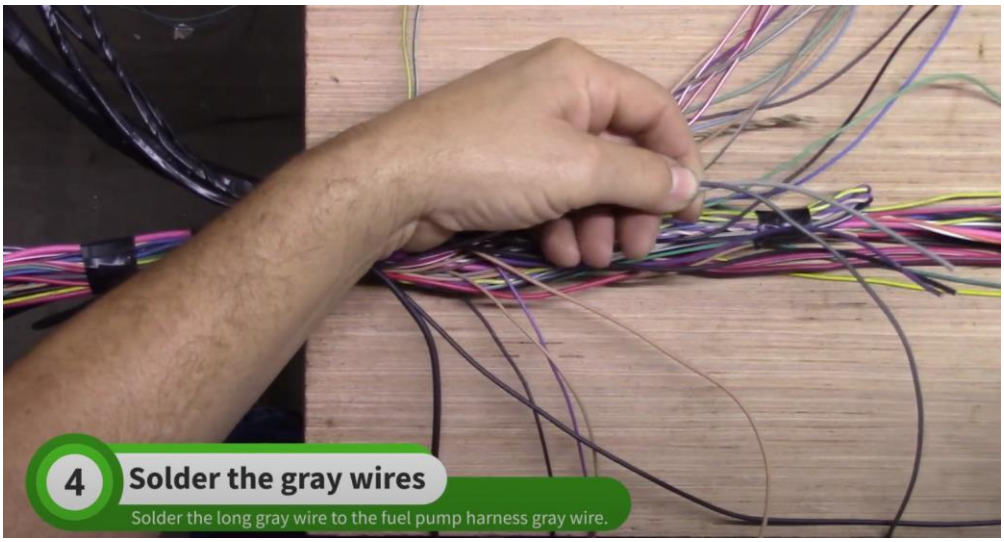
Separate the fuel pump wires from the rest of the harness. This includes a thick grey wire, a purple wire and a tan wire.

Pull one ground wire from the group of wire extended earlier. This will be used for the intercooler water pump.

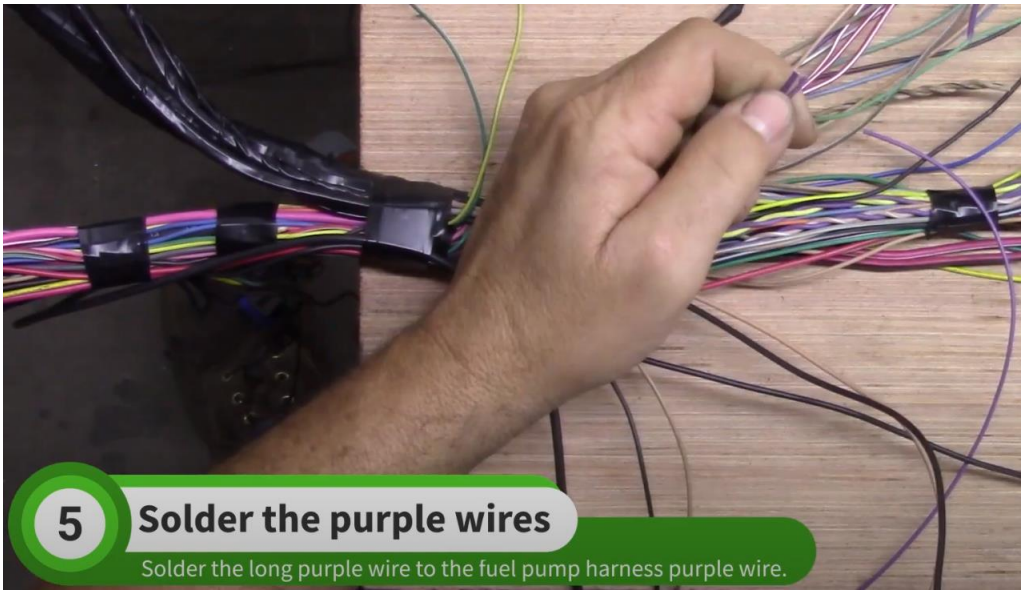
Take either the ABS ground wire lug, or grab the ground wire lug with the fewest number of wires.

Tape the ground wire with about 18inches free to the fuse box side of the ground wire.

Cut to the same length and solder the long gray wire to the fuel pump harness gray wire.

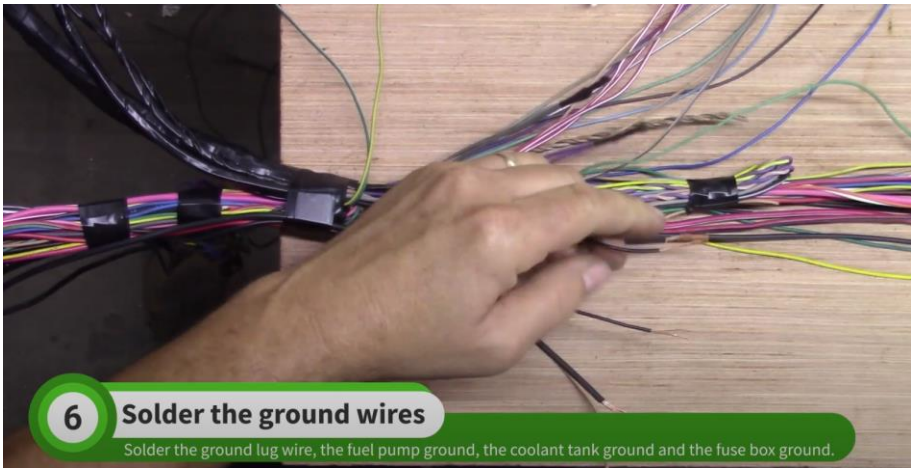


Repeat the process with the long purple wire and the fuel pump harness purple wire.

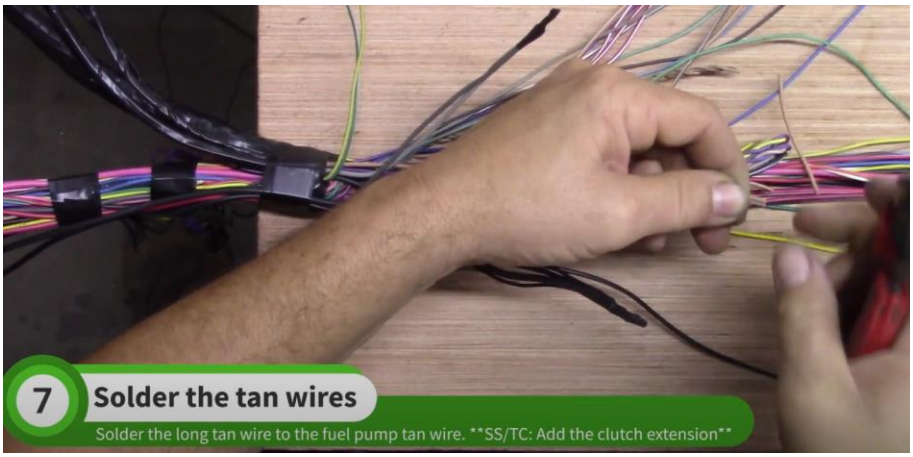


Video 5-8

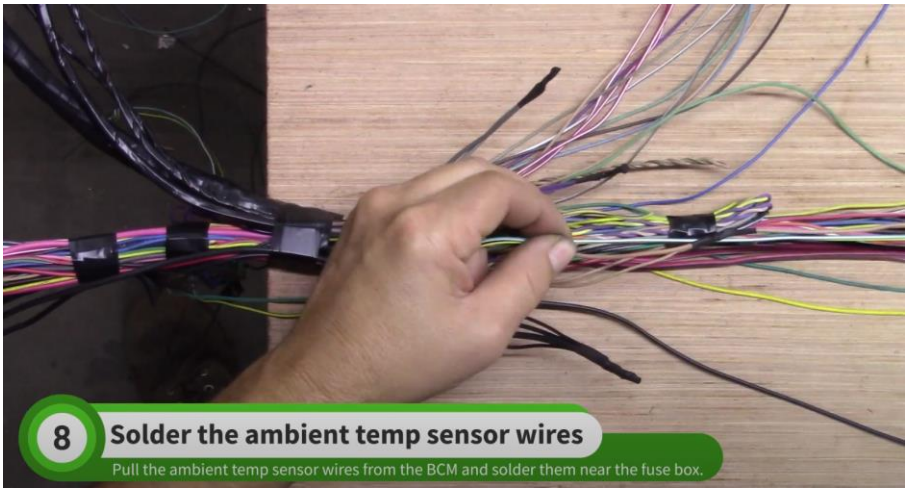
Solder the ground lug wire, fuel pump ground, coolant tank ground and fuse box ground together.



Solder the long tan wire to the fuel pump tan wire.



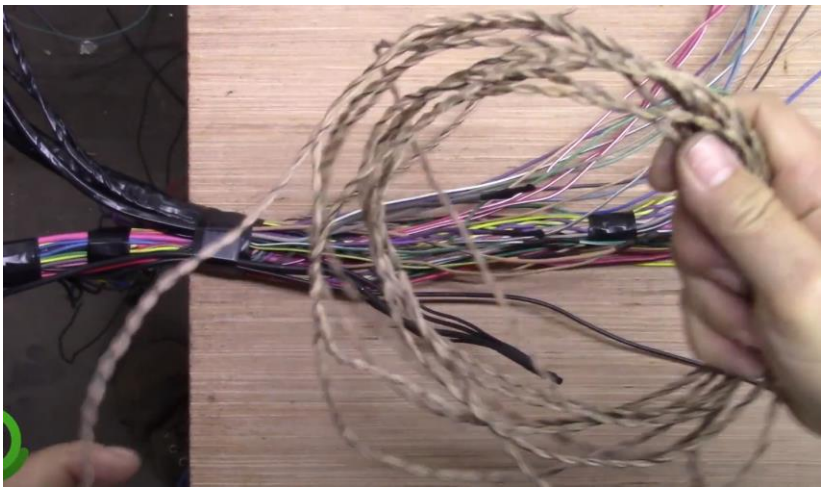
Pull the ambient temp sensor wires from the BCM to the wires of the temp sensor harness near the fuse box. Cut them to length leaving a little bit of over lap and solder.



Video 5-8

Grab a left over pair of twisted wires to extend the data wires. The wires have to be twisted to prevent interference. Match the colors and solder together.

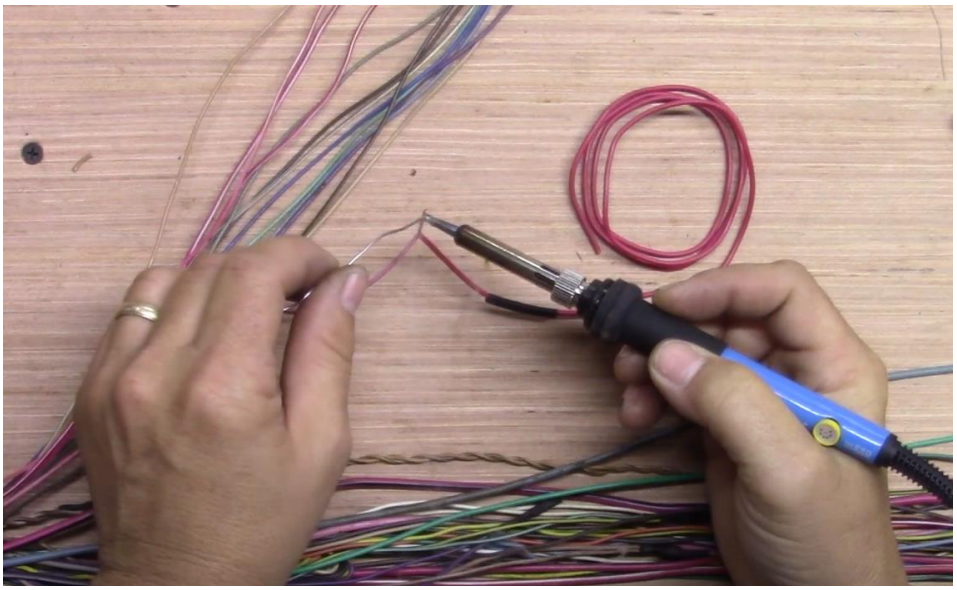
Pull the extension to the BCM.



Grab the large light blue wire that was saved while thinning the harness.

Tape it in place near the fuse box housing and pull it to the BCM.

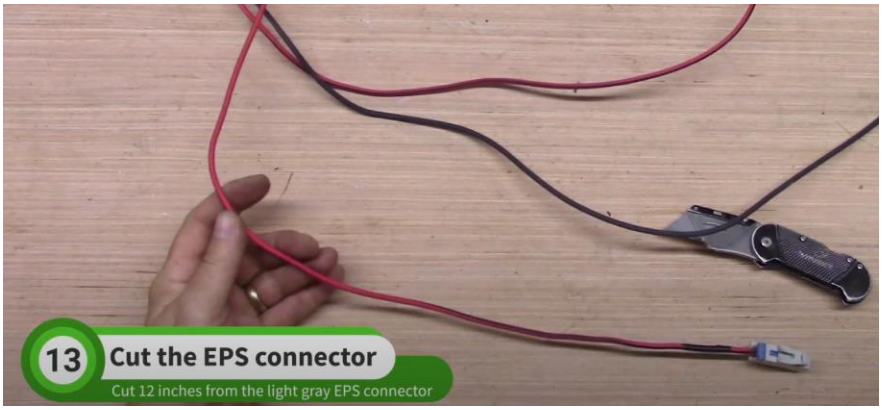
For a turbo, add a short red extension wire for the intercooler water pump.



Video 5-8

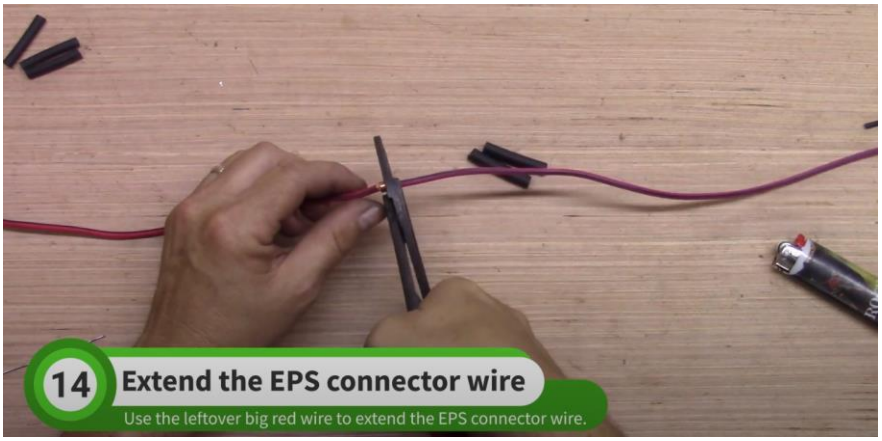
Unwrap the plastic loom, tape and clips from the electric power steering harness.

Cut about 12 inches from the light gray EPS connector.



Set the longer section aside for now.

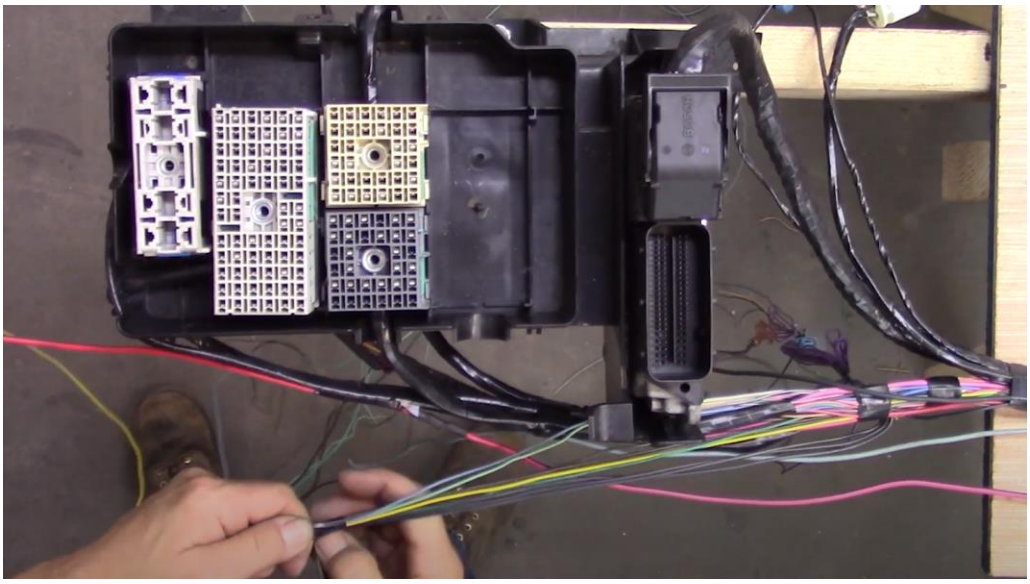
Using the leftover big red wire, extend the EPS connector wire. Using a copper crimp ring can help with the large wires. Solder together.



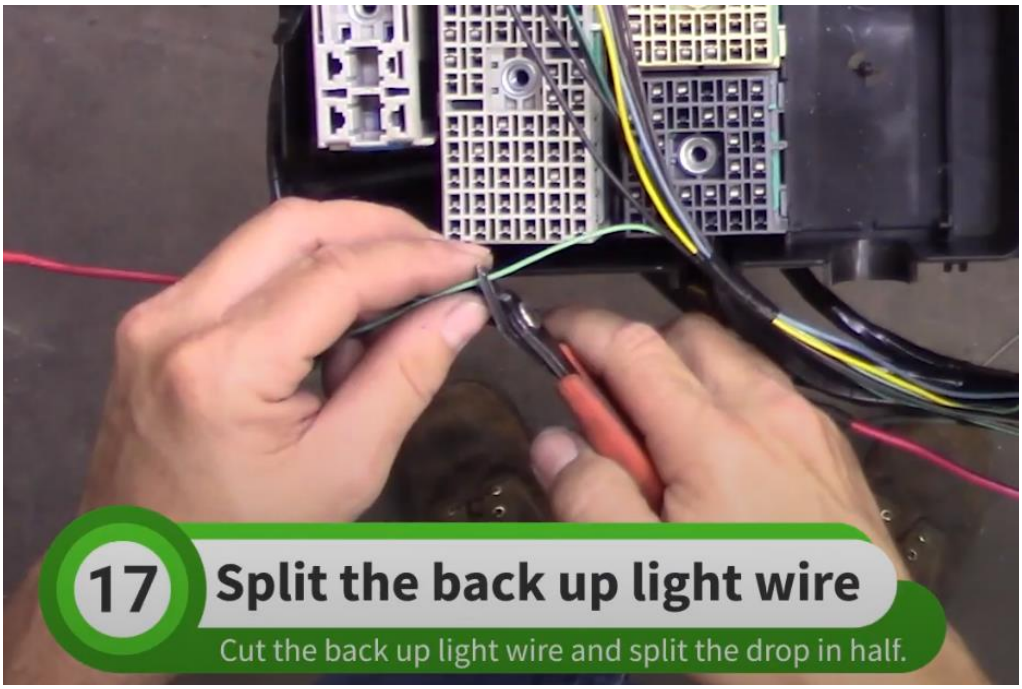
Video 5-8

Pull the EPS connector about 6 inches past the fuse box housing and tape in place.

Pull the ground wire extensions up through the harness and group them with the wires draped over the fuse box housing. Tape the wires as shown.



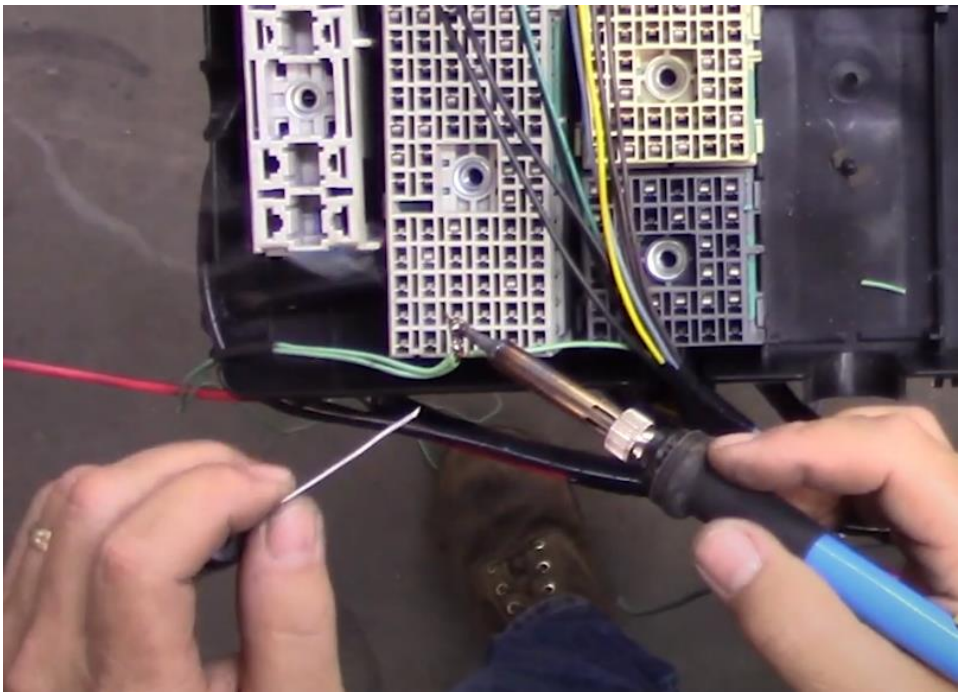
Separate the light green wire and cut it a few inches from where it was taped.



Video 5-8

Double over the removed wire and cut it in half. These wires will be your left and right back up light wires.

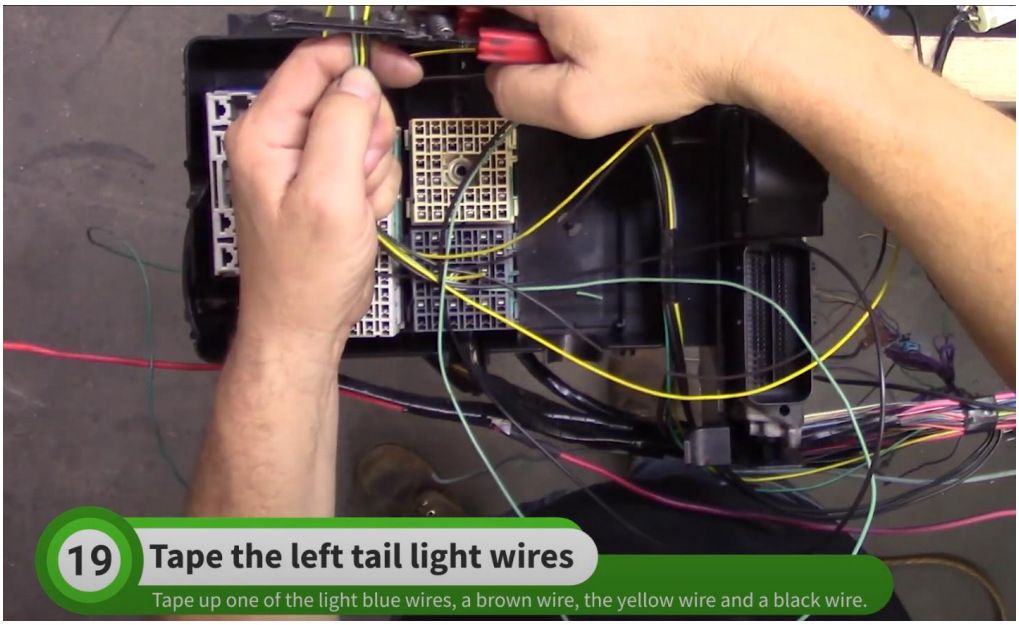
Solder the now 2 wires back onto the cut wire.



Tape the bundle of wires together where the light green wires were soldered.

Now separate one of the light blue wires, a brown wire, the yellow wire and a black wire.

Cut them to the same length as the black wire.



Video 5-8

Tape up the left tail light wires to the point where they were separated from the bundle.

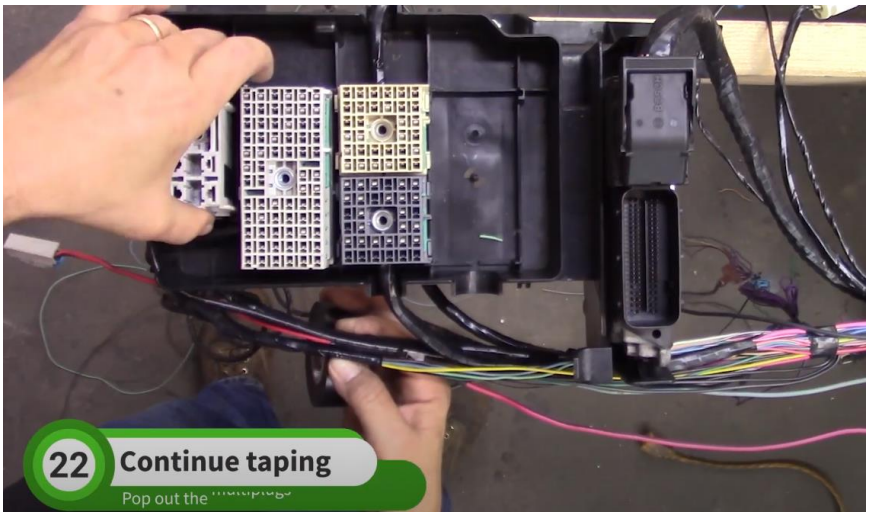
Take the last light blue wire, the green wire, a black wire and a brown wire.

Tape these wires for the right tail light in the same fashion.

Tape up the last light brown and last black wire for the license plate light.

The light blue wire is for the center brake light and is needed to use cruise control (if equipped).

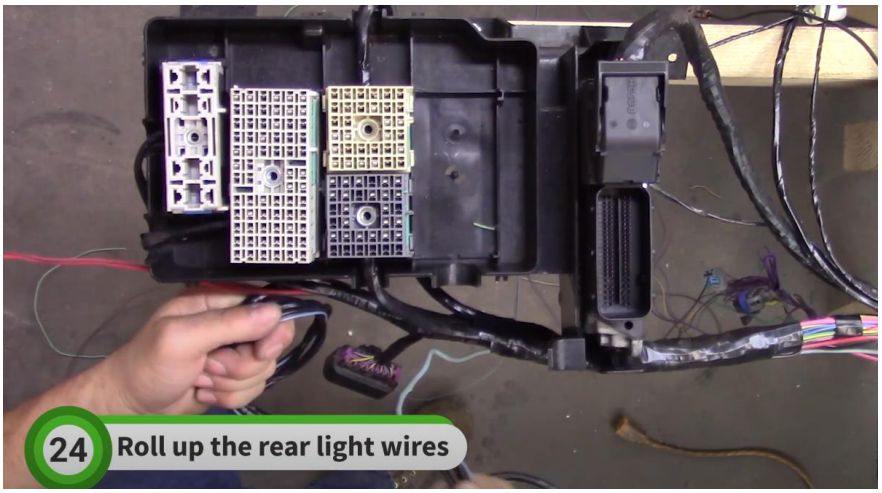
Tape up the area were the taillight wires come together. Once past you have taped pasted the right/left taillight junction, merge the harness to the main harness next to the fuse box housing.



Continue taping down the harness. Pop the multiplugs out and continue taping while keeping the shape of the harness.

Tape until you are about 6 inches past the fuse box housing. Then snap the multiplugs back into the housing.

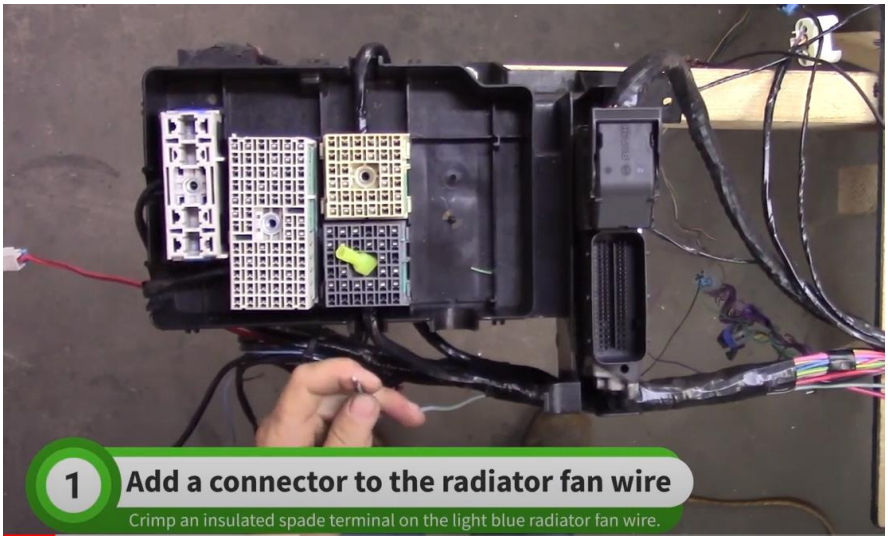
Roll up the taillight wires and zip tie them to the housing for safew keeping.



Video 5-8

Video 7

Cut the large light blue wire about 6 inches from the taped up wires. Strip the wire and crimp an insulated connector to the end of the wire. This connection for the radiator fan will be completed when you are building the Goblin.



Grab 14 foot extension wires that are brown, white, yellow and green.

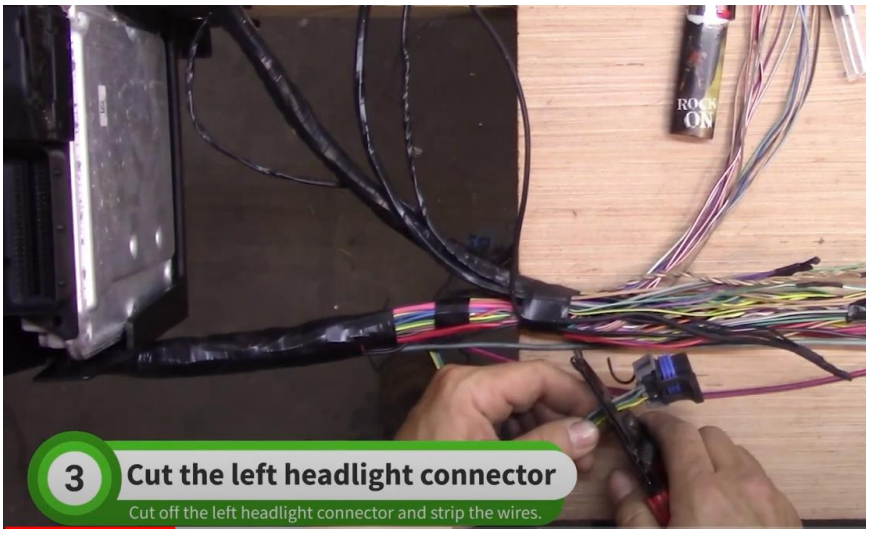
Tape one end of the wires and pull them to the BCM. This will be your left hand headlight and turn signal wires.

On the other end, slide on heat shrink and strip each wire.

Take the wires to the fuse box.

Find the left headlight connector.

Cut the wires and stripe each wire.



Video 5-8

Attach the extension wires to the headlight wires.

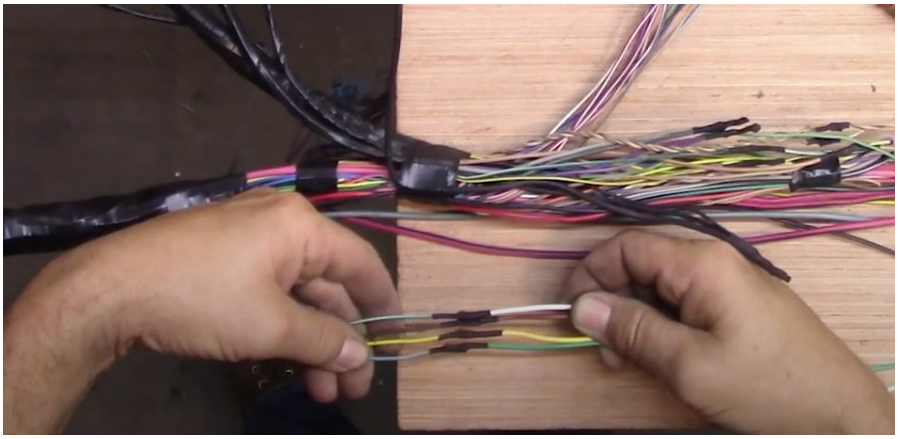
Blue headlight to green extension.

Brown to brown.

Yellow to yellow.

Green headlight to white extension.

Solder the wires and apply the heat shrink.



Repeat the process for the right headlight wires using 10 foot extension wires. (Brown, white, yellow and green). Be sure to label the wires for later identification (left/right).

Blue headlight to green extension, brown to brown, tan headlight to yellow extension and green headlight to white extension. Solder and apply heat shrink.

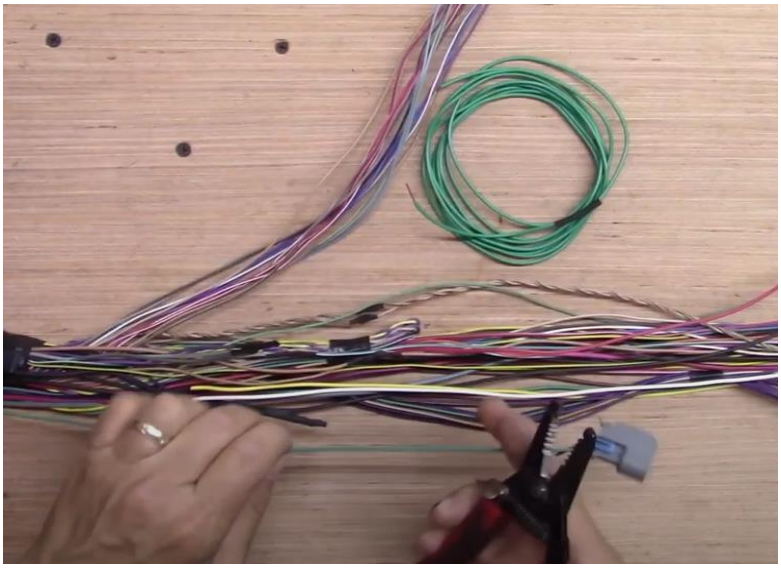
Pull the wires to the BCM.

If your donor had fog lamps, your harness will have purple wires in two places that can be used to power accessories. Extend the first purple wire toward the BCM.

The other purple wire is near the fuse box. Heat shrink the end of the second purple wire and roll it up next to the main harness.

Video 5-8

Cut the green horn wire and add a 9 foot extension wire.



Solder the other end of the horn extension wire back onto the horn connector and pull the connector to the BCM.

Start taping near the fuse box.

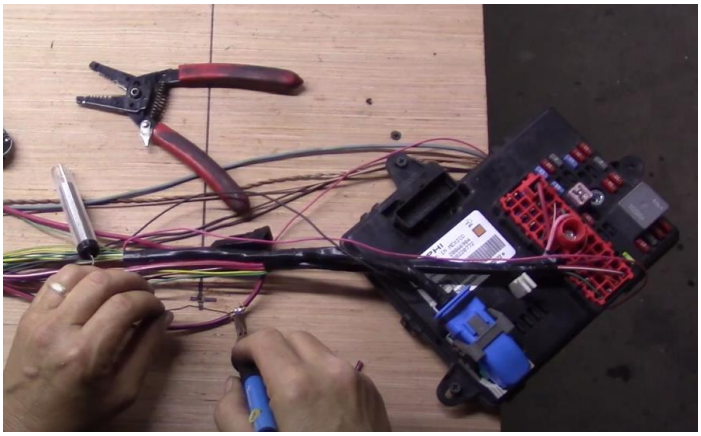
Disconnect the ECM plug.

Tape around the other wires that are already taped. Those wires should remain sticking out of the harness. The wires you labeled earlier will get taped with the main bundle.

Keep taping until you get to the folded over wires.

Reconnect the ECM plug.

Solder the red fused power wire to the large red and black BCM wire.



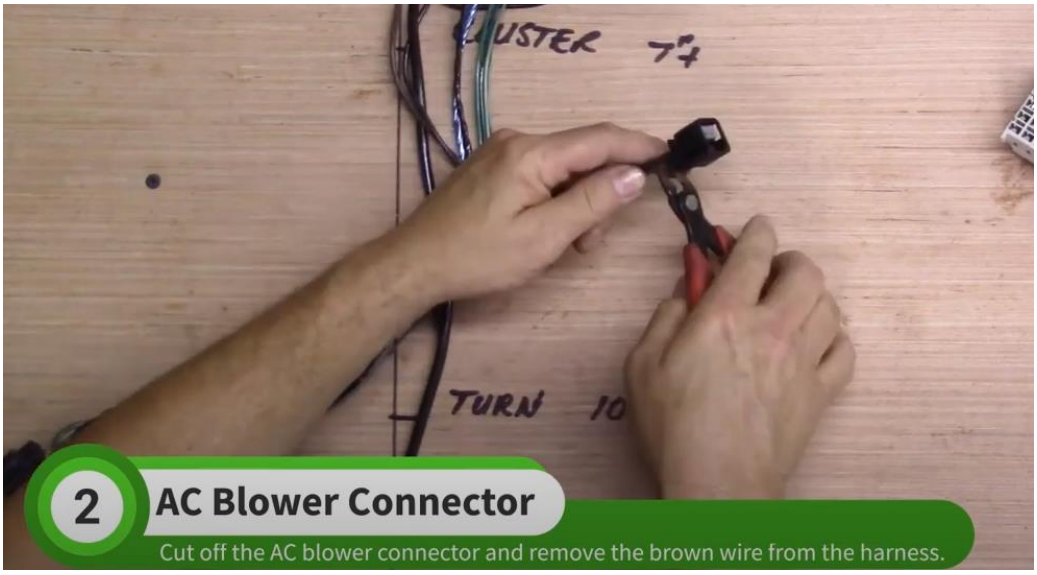
At this point you're ready to start stripping the dash harness before merging it with the main harness.

Video 5-8

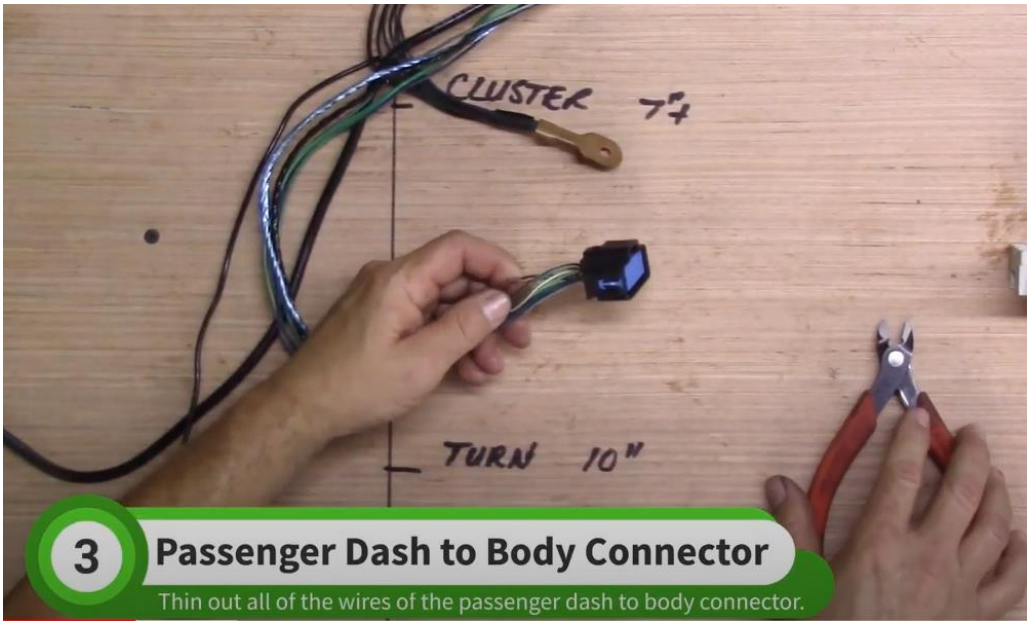
Video 8

Strip the tape, plastic clips and wire loom from the dash harness.

Cut off the AC blower connector and remove the brown wire from the harness.



Thin out all of the wires of the passenger dash to body connector.

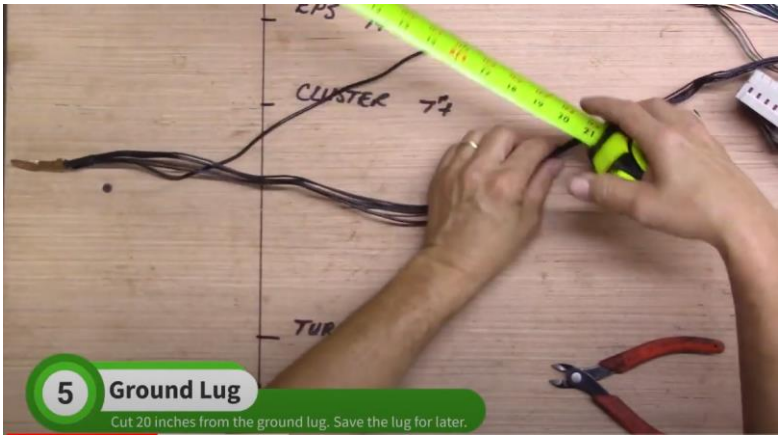


None of these wires will remain in the dash harness.

Pull the antenna wire from the dash harness.

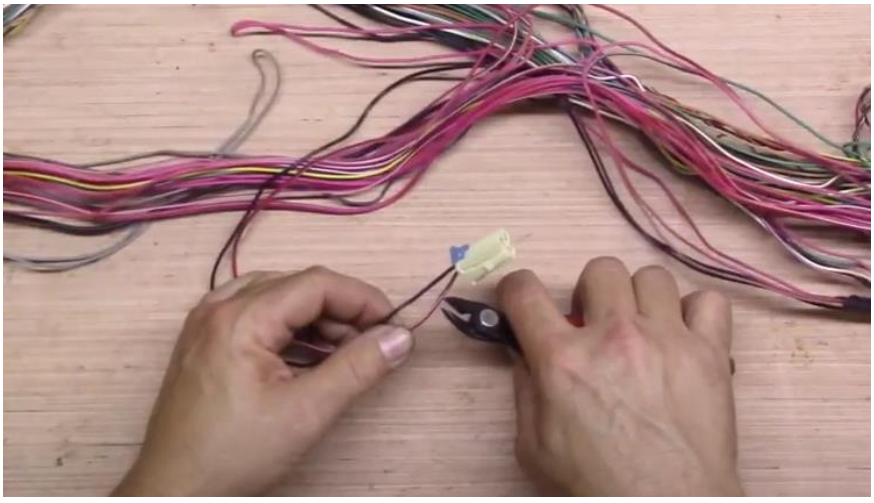
Video 5-8

Measure 20 inches from the ground lug.



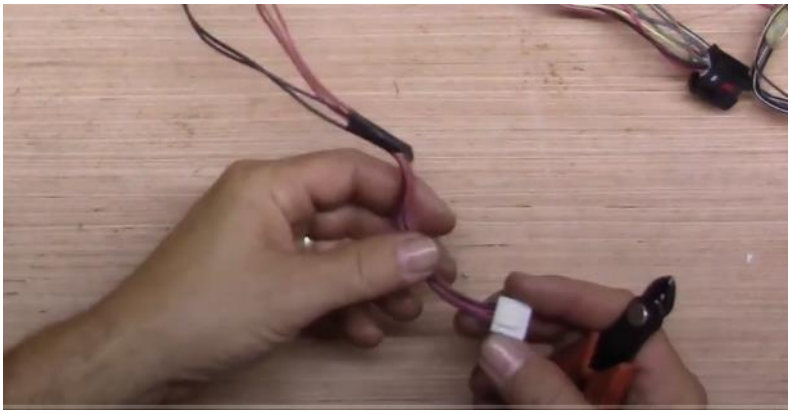
Cut the ground lug wires here and set the ground lug aside for later.

Cut out the red wire of the accessory power connector and remove from harness.



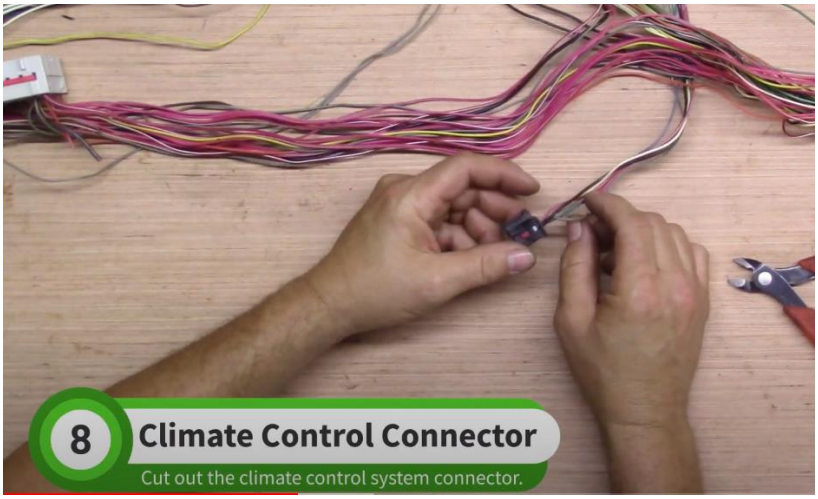
The black wire is no longer connected to the harness, so just pull it out.

Cut and remove all the wires of the passenger airbag warning light connector.

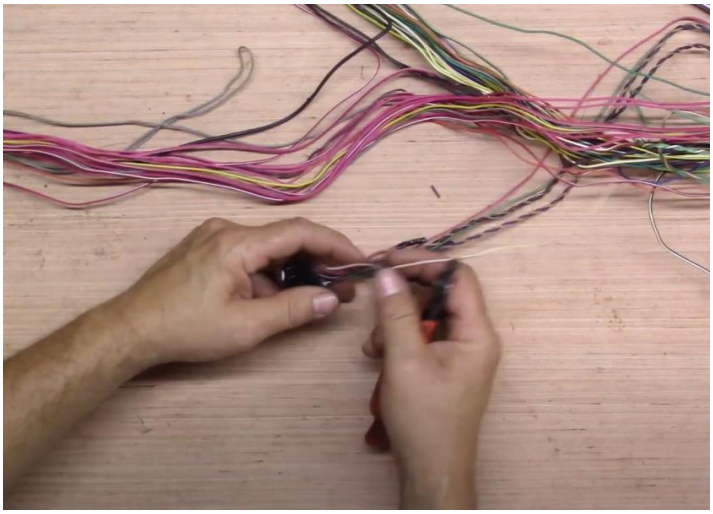


Video 5-8

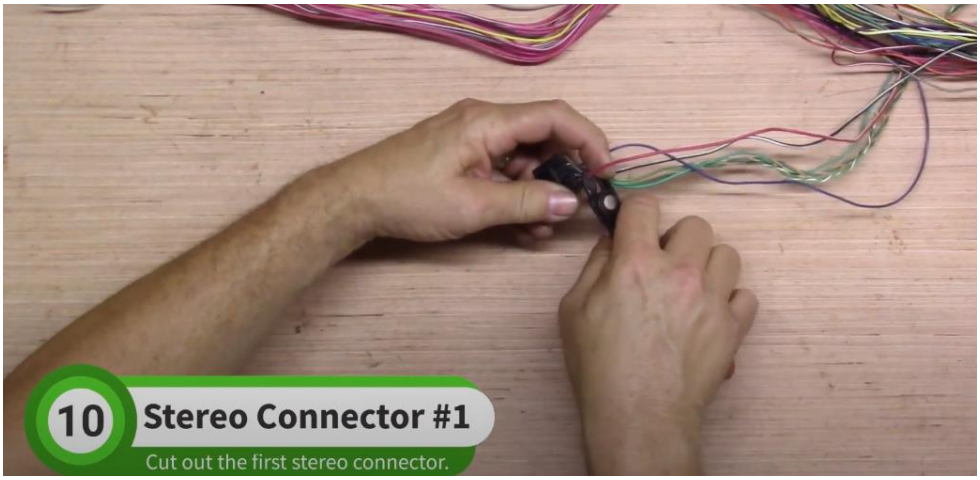
Cut out the climate control system connector and remove the wires.



Cut out the first amplifier connector and remove the wires.

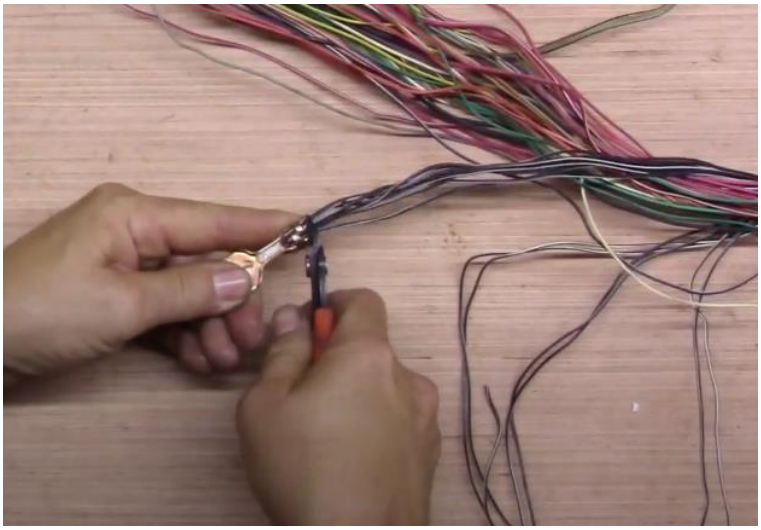


Cut out the first stereo connector and remove wires.

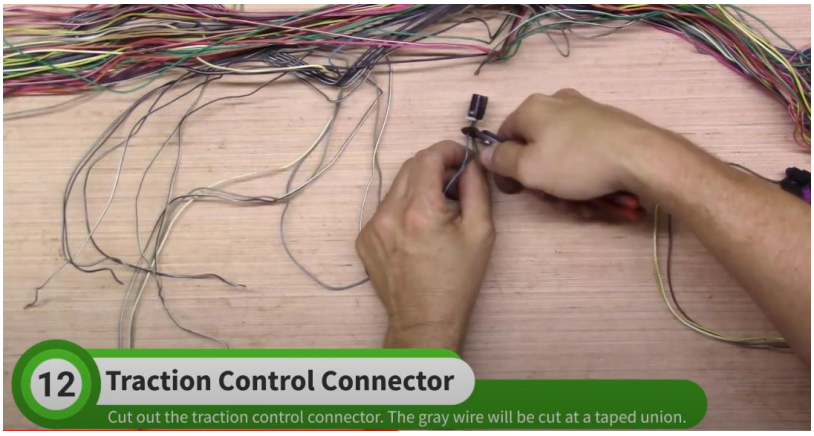


Video 5-8

Remove the two copper ground lugs.

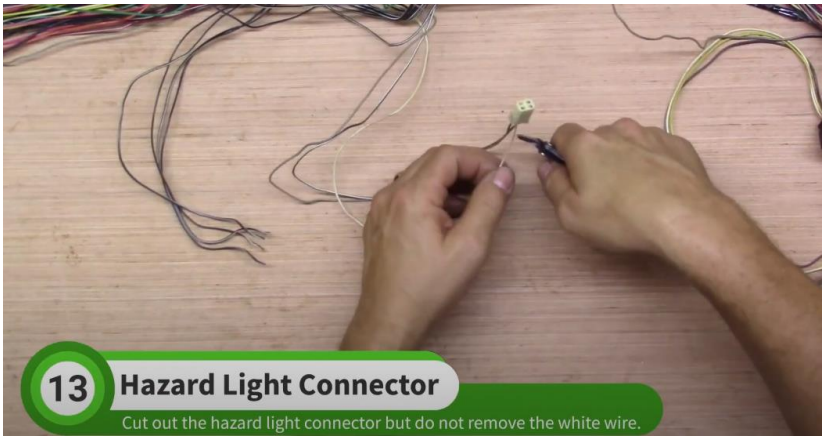


Cut out the traction control connector.



The gray wire will be cut at a taped union.

Cut out the hazard light connector but do not remove the white wire. Tie it in a knot. Pull it through the harness and hang it over the edge of the table.

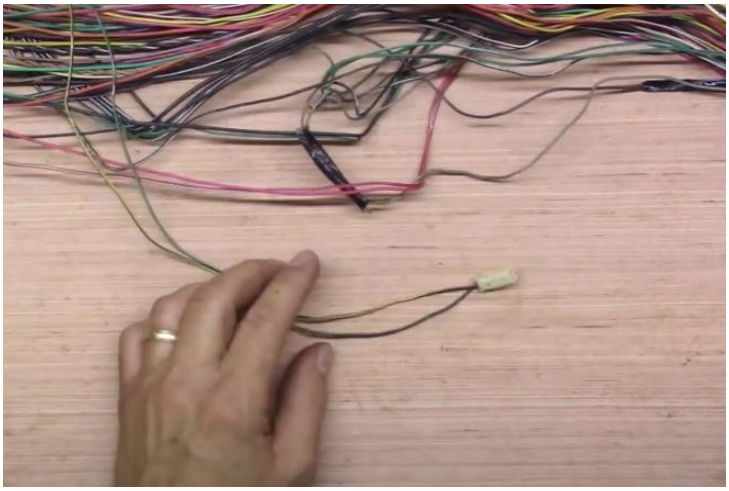


Video 5-8

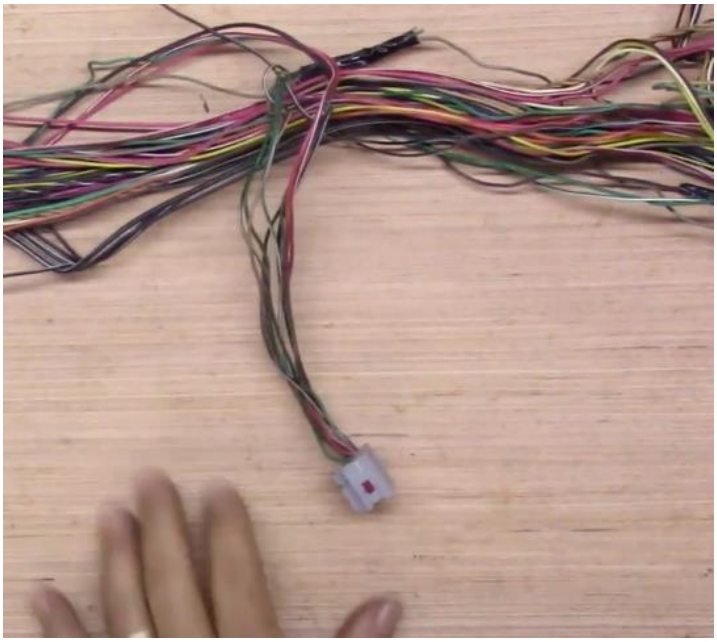
The gray wire will be cut at a taped union.

Remove the connector from the harness.

Set the ambient light sensor connector off to the side.



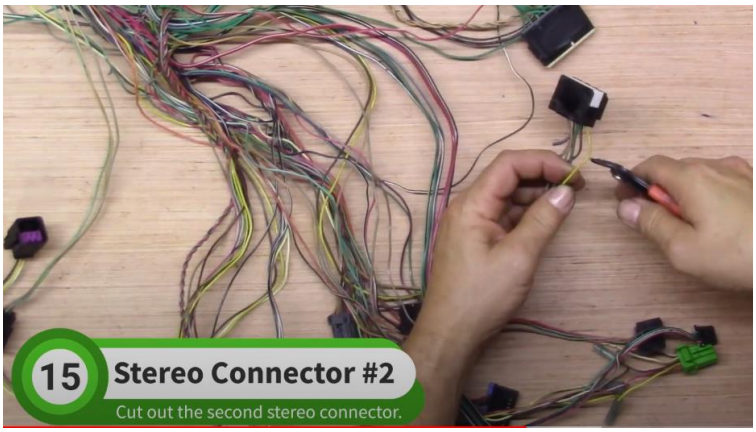
Do the same with the gauge panel connector.



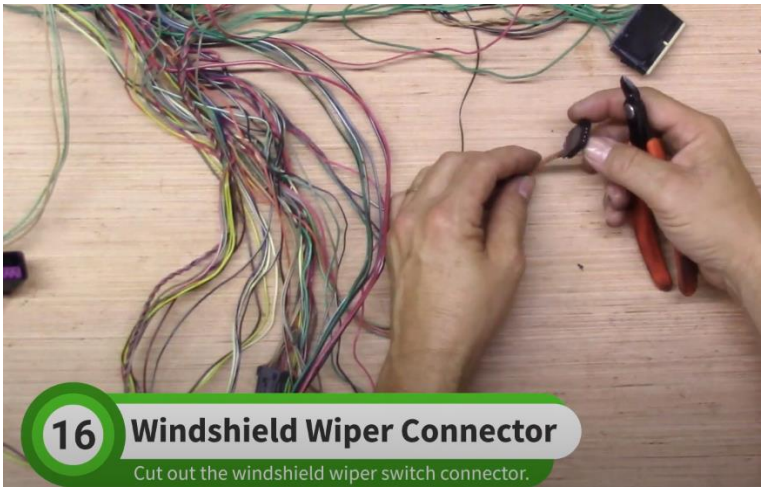
Video 5-8

Pull the airbag harness from the dash harness.

Cut out the second stereo connector and remove the wires.

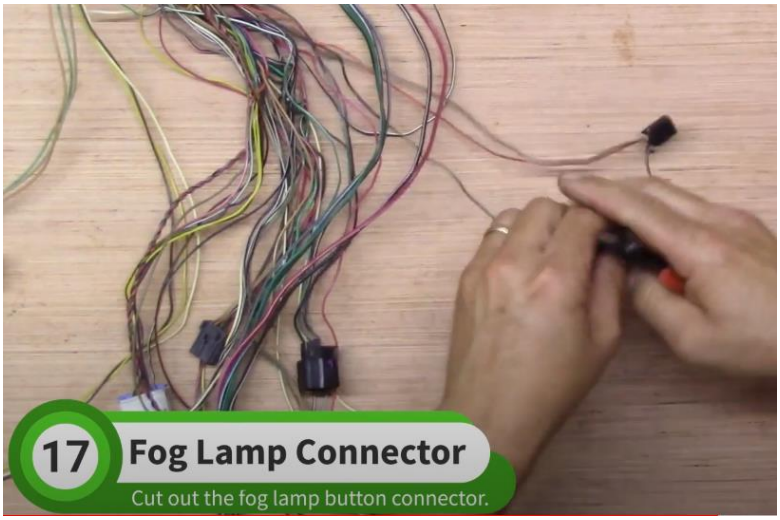


Cut out the windshield wiper switch connector and remove the wires.



Video 5-8

Cut out the fog lamp button connector.



The gray wire will be cut at a taped union.

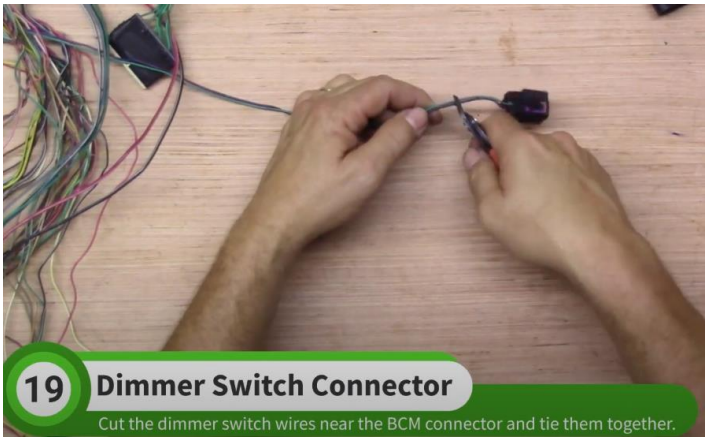
Cut the orange wire and tie it in a knot.

Pull the wire through the harness, but do not cut it out. Drape it over the edge of the table.

Cut out the trunk release button connector and remove the wires.

Video 5-8

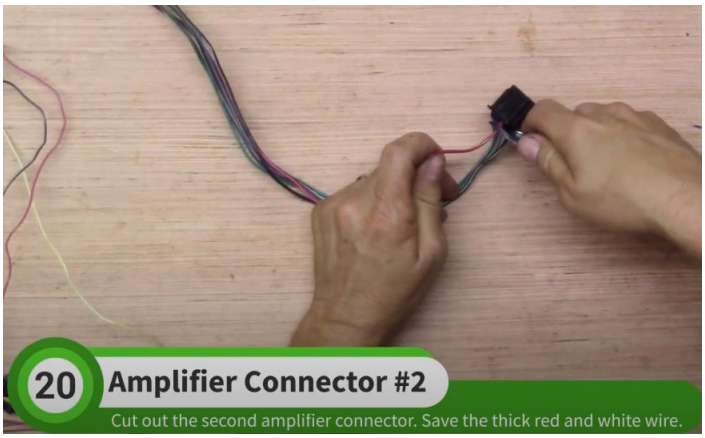
Cut both wires of the dimmer switch connector.



Trace them to the BCM connector.

Cut the wires a few inches from the BCM connector and tie them together.

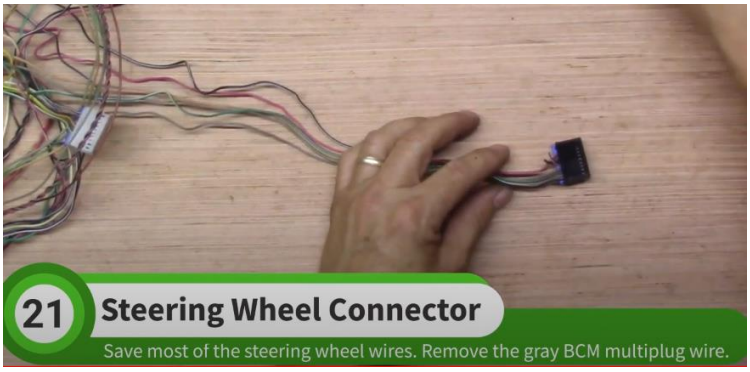
Cut the thick red wire of the second amplifier connector.



Pull the wire through the harness, but do not cut it out. Drape it over the edge of the table.

Cut out the rest of the amplifier wires. Remove the wires and remove the connector.

Next up is the steering wheel button connector.



Video 5-8

Some of these wires will need to be saved. Keep in mind, some cars will have less wires depending on year model and trim.

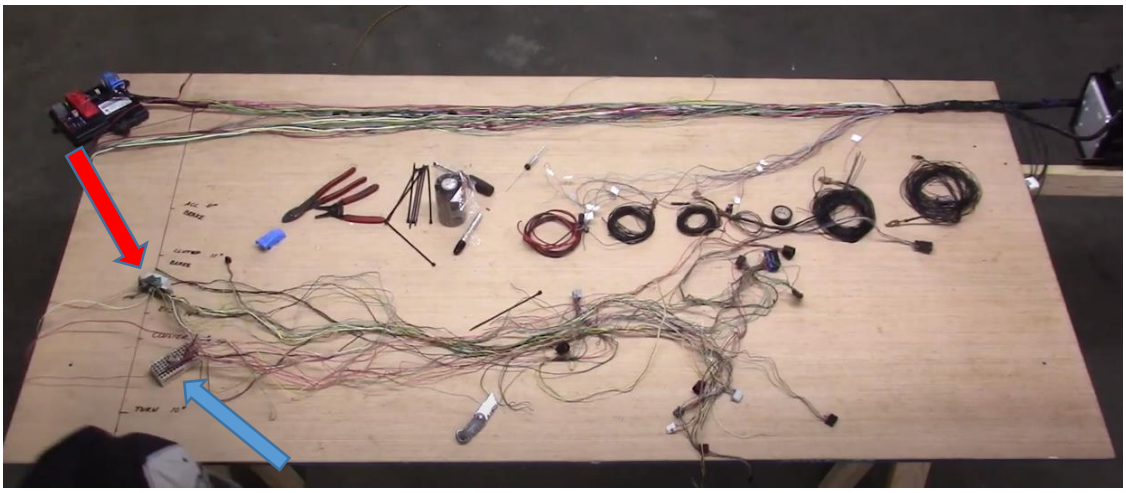
The first wire to save is the pink wire. Cut the wire, tie it in a knot and pull it through the harness. Hang the pink wire over the edge of the table.

The next wire to save is the gray wire right next to the pink wire. Cut the wire, tie it in a knot and pull it through the harness. The wire should trace back to the BCM (red arrow). Hang the wire over the edge of the table.

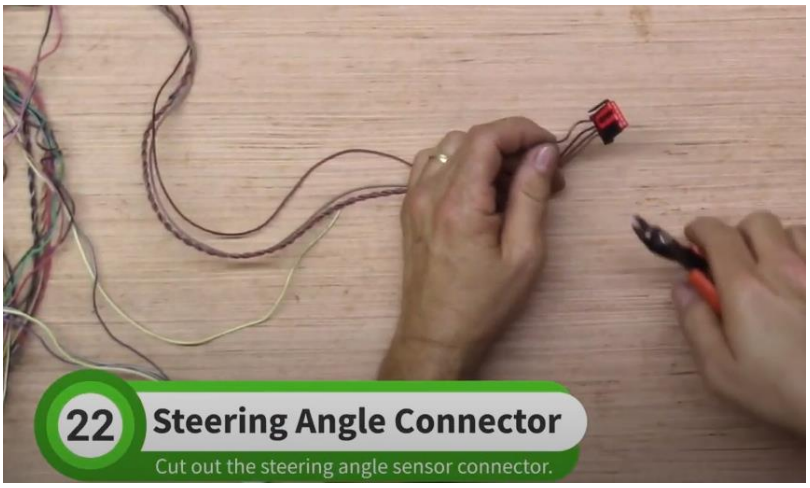
The next gray wire can be removed completely. It should trace back to the large BCM multiplug (blue arrow).

Any remaining wires should be saved except for the black wire. Tie knots in the saved wires and pull them through the harness.

When you get down to black wire, the connector should be free from the harness. Pull the connector from the harness.

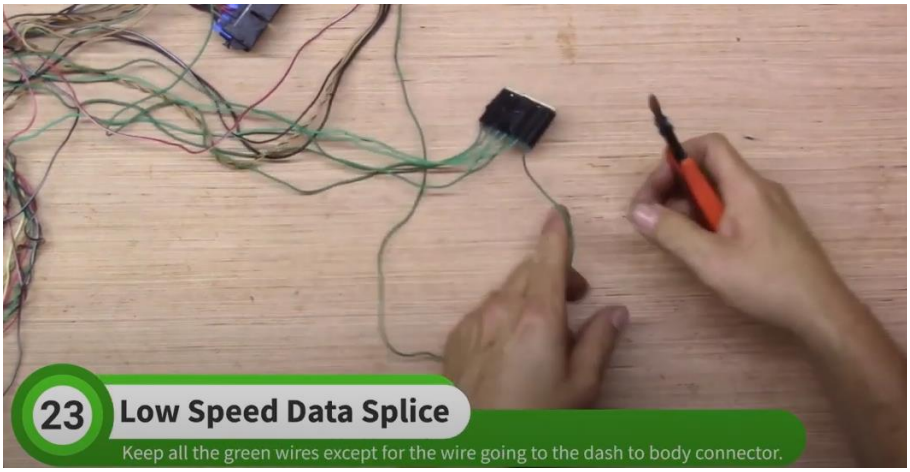


Next cut out the steering angle sensor connector, trace the wires and remove completely.



Video 5-8

Next find the low speed data splice.



Cut the short wire that goes to the OBD port. Tie the wire in a knot.

Cut the remaining wires except for the wire that goes to the large dash to body harness connector. Tie the cut wires in knots and pull them through the harness.

The wire going from the dash to body connector should be removed completely.