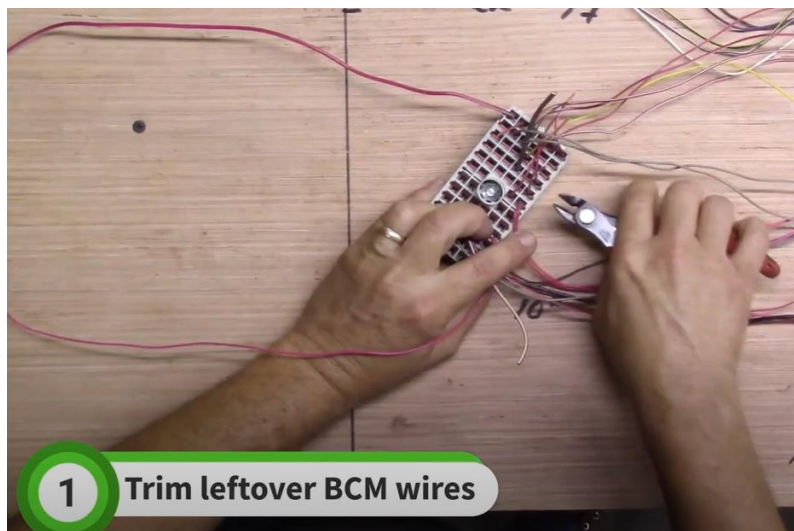


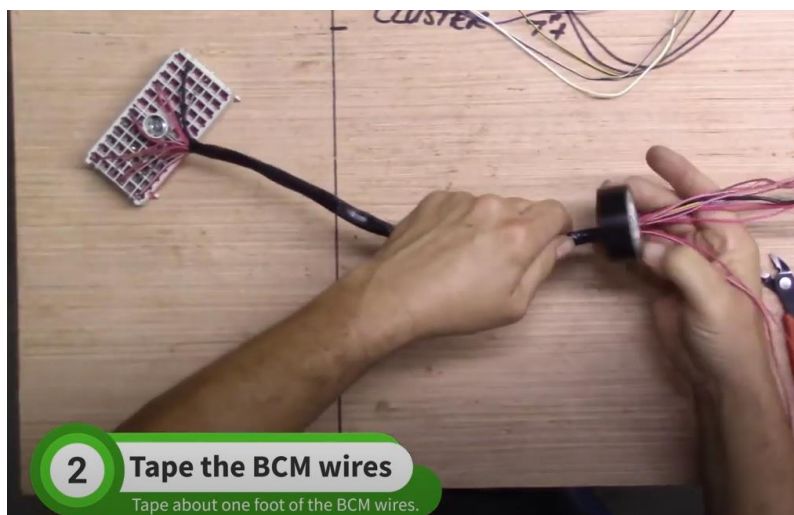
Video 9-11

Video 9

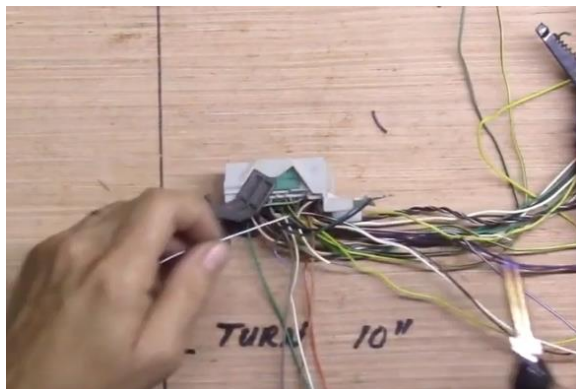
Trim the leftover wires from the large BCM multiplug.



Tape about one foot of the BCM wires.



Grab the smaller, light gray BCM connector.



Video 9-11

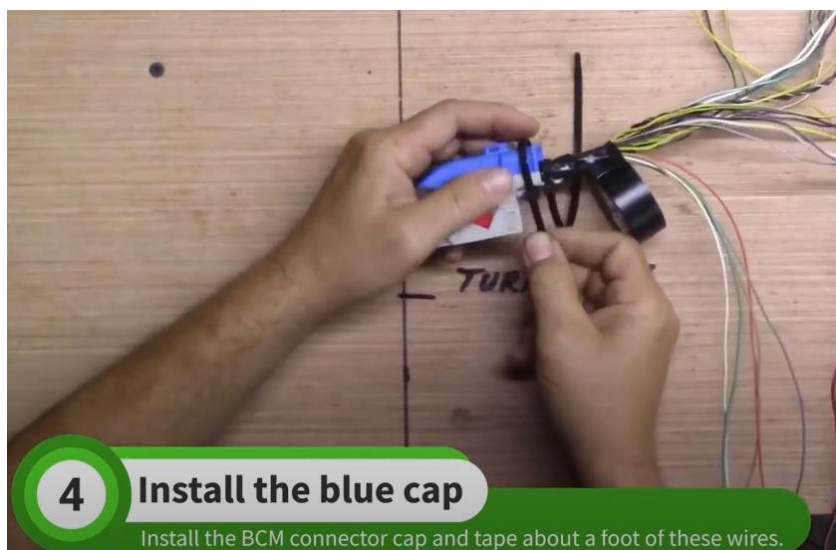
Untie the purple and green dimmer switch wires.



Solder these two wires together and cover them with heat shrink.

Then tape a few inches of the wires and zip tie the wires to the connector.

Install the blue connector cover and zip tie it in place.

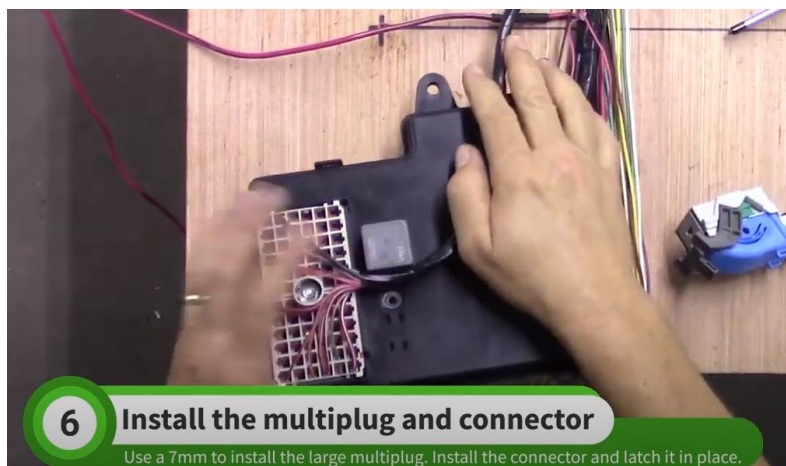


Continue taping about a foot of the wires.

Temporarily disconnect the BCM from the table.

Video 9-11

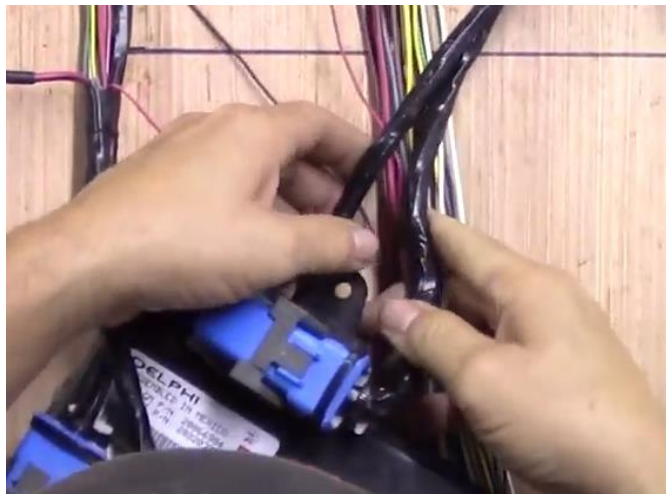
Install the large BCM multiplug with a 7mm bolt. Make sure the wires are aimed as shown.



Install the BCM connector and latch it in place.



Tape the connector wires to the multiplug wires.



Video 9-11

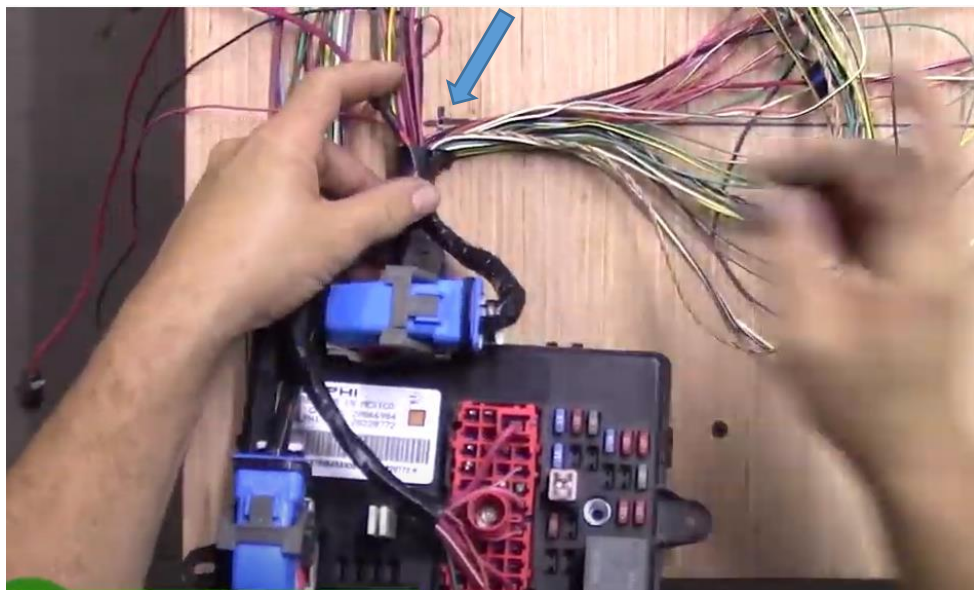
Then collect the other BCM wires and tape them all together.



Pull the bundle of wires tight so there isn't extra slack near the BCM.

Lift the BCM and move the main harness wires to the left (near the edge of the table).

Install a screw at the harness split point that was marked on the table in the first video.



Next is to remove the dash to main harness connector.

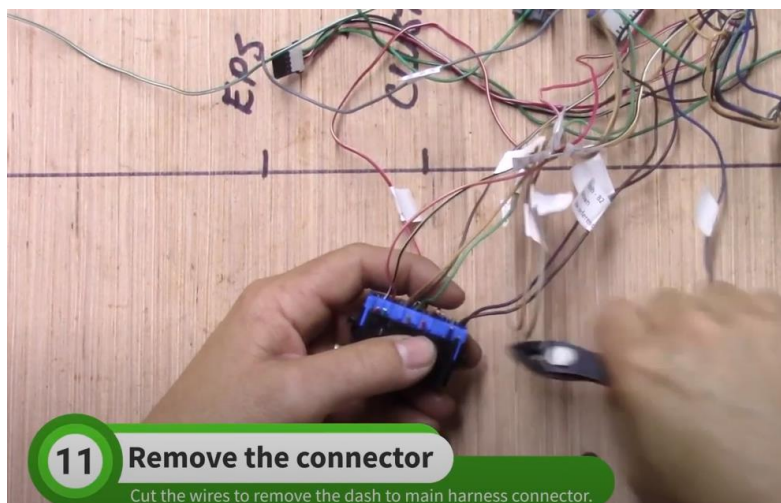
Trim the short leftover wires in the dash to main harness connector.

One by one, label the wires with the sheet of labels from page 26. (video 4)

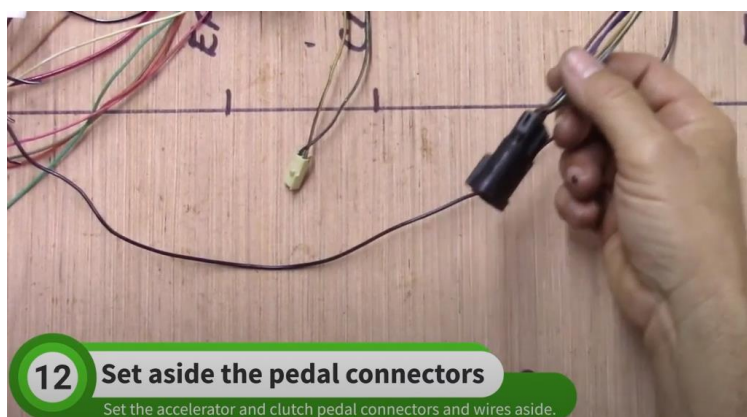
Depending on model and options, you may not have a boost wire to label.

After the wires are labeled, cut the wires and remove the connector.

Video 9-11

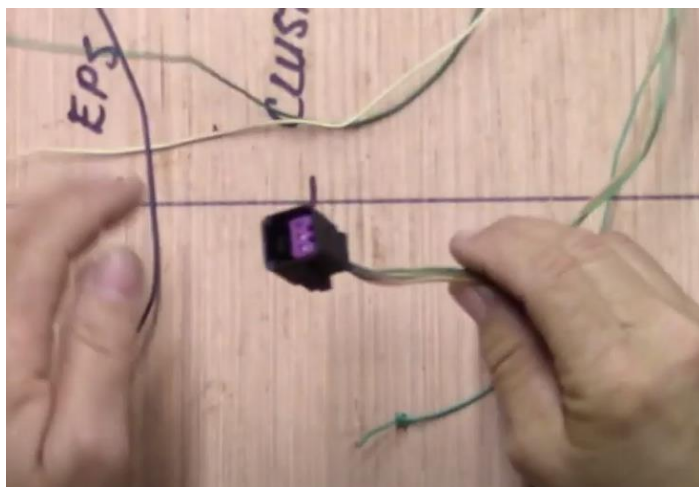


In the dash wires that were just cut, you will find the accelerator pedal connector.



Set it aside for now.

Do the same for the clutch pedal connector.



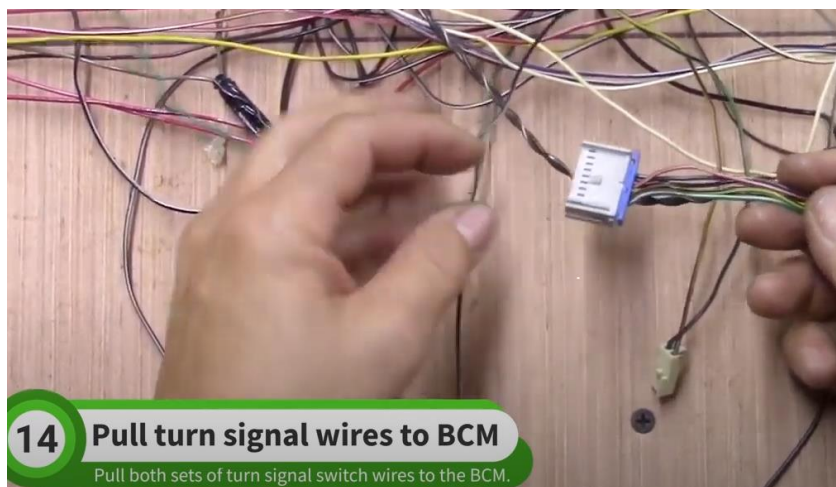
Keep in mind, your donor may have different clutch pedal connectors.

Video 9-11

There are several loose wires tied in knots. Depending on which donor you have, this could include: the fog light, hazards, cruise control, and key on power supply wires.

Pull these wires to the BCM and drape over the BCM.

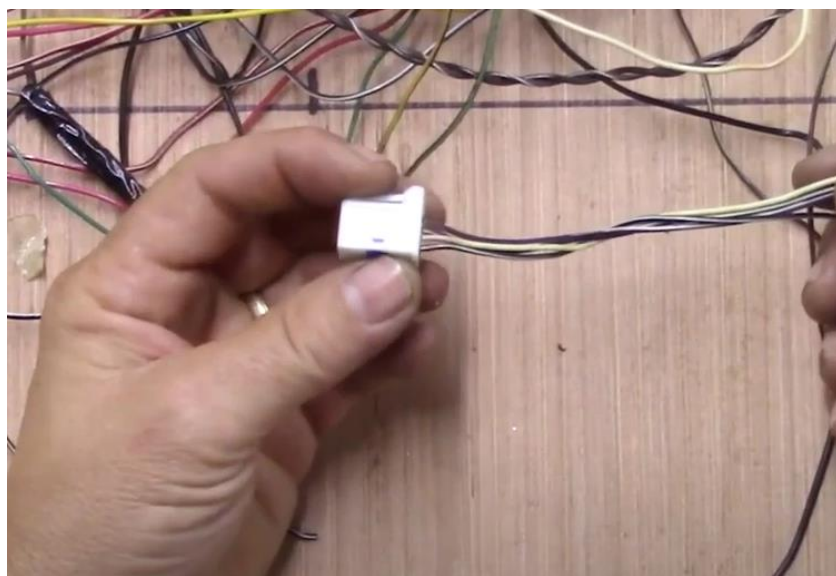
Next find the first turn signal switch connector.

**14****Pull turn signal wires to BCM**

Pull both sets of turn signal switch wires to the BCM.

Pull this bundle of wires to the BCM and drape over the BCM.

Do the same for the second turn signal switch connector.



Video 9-11

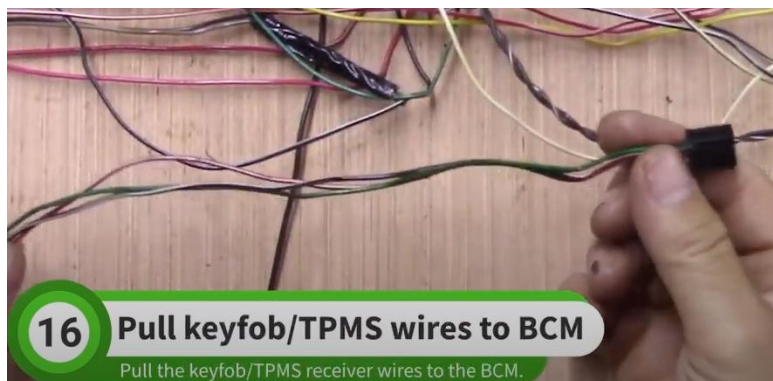
Find the brake pedal connector.



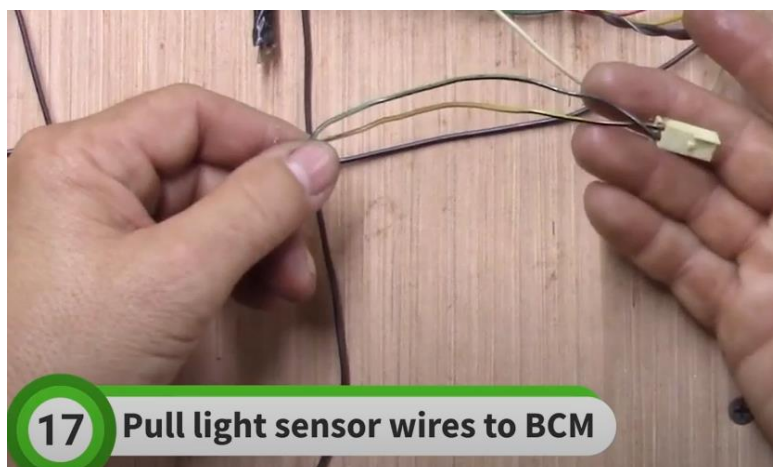
Cut these wires and tie both ends.

Set the connector aside and pull the loose wires to the BCM. Drape the wires over the BCM.

Pull the keyfob and the TPMS receiver wires to the BCM and drape over.

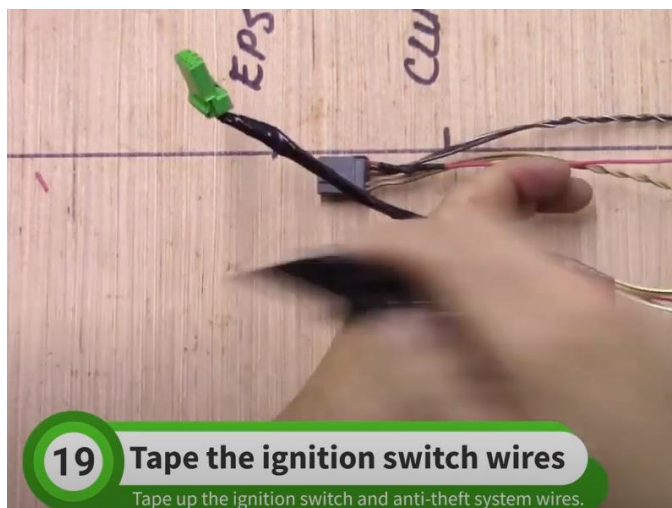


Do the same with the ambient light sensor wires.

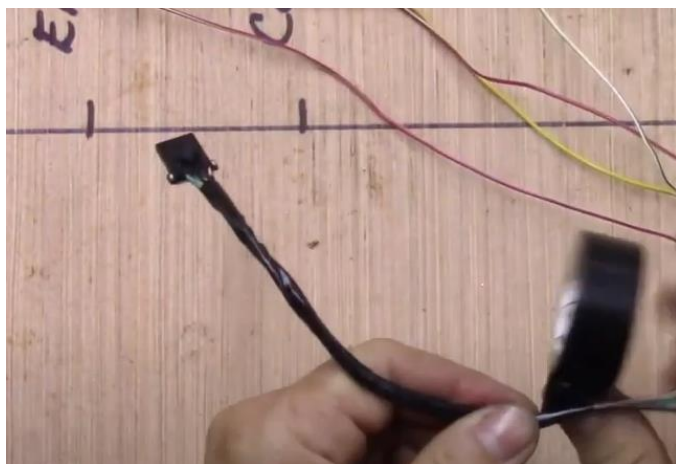


Video 9-11

Find the bright green ignition switch connector and tape about 8 inches of these wires.



Then find the small black anti-theft connector and tape it up the same way.



Align the ignition switch connector and the anti-theft connector.

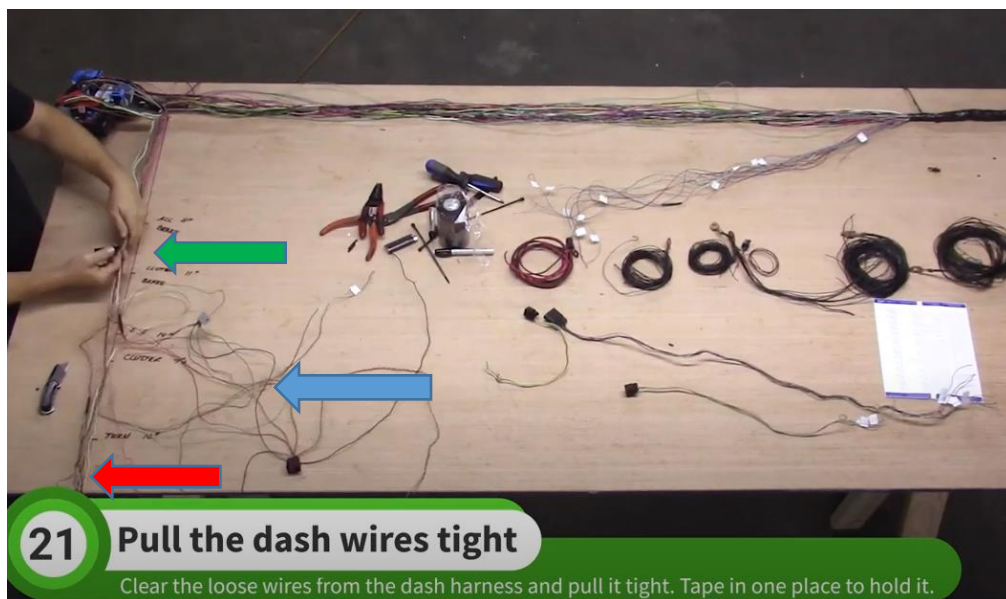
Begin taping about 6 inches from the ends and continue taping for about a foot.

Plug the green connector into the ignition switch and hang the switch over the edge of the table. It would be hanging between the table and Lonny.



Video 9-11

Pull the short, loose dash wires to the side (blue arrow). Red arrow is the ignition switch wires.

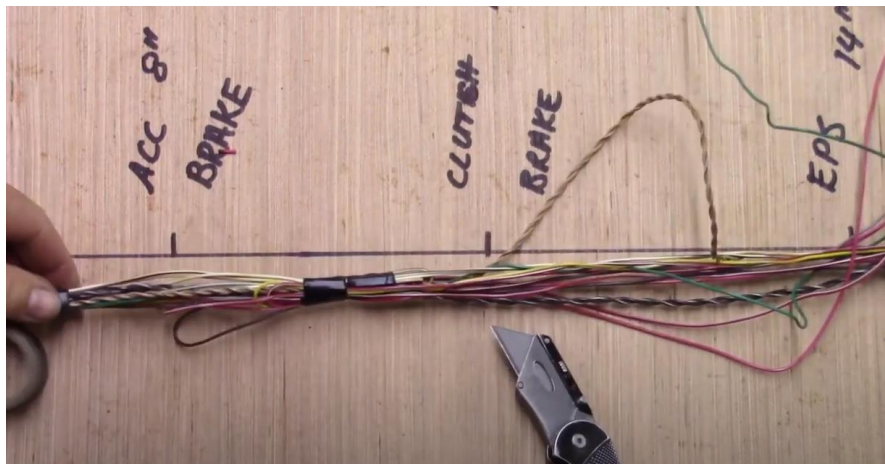


Pull the harness tight and tape the wires together. (green arrow)

Lift the ignition switch until the green connector is 8 inches below the table.

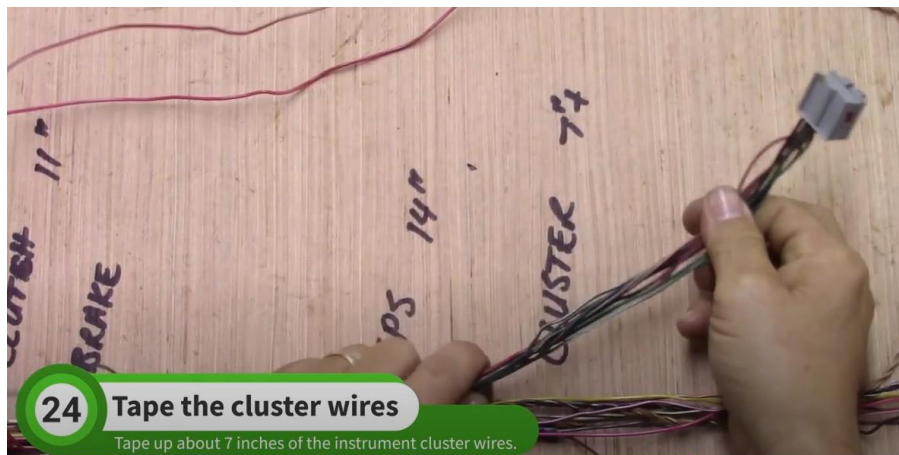
Find the black and white wire. Pull it tight. This wire should hold the ignition switch in place.

Find wires with slack and loop them to remove the slack. It's easiest to do this a few wires at a time and tape them as you go (do in the same area as the green arrow above).



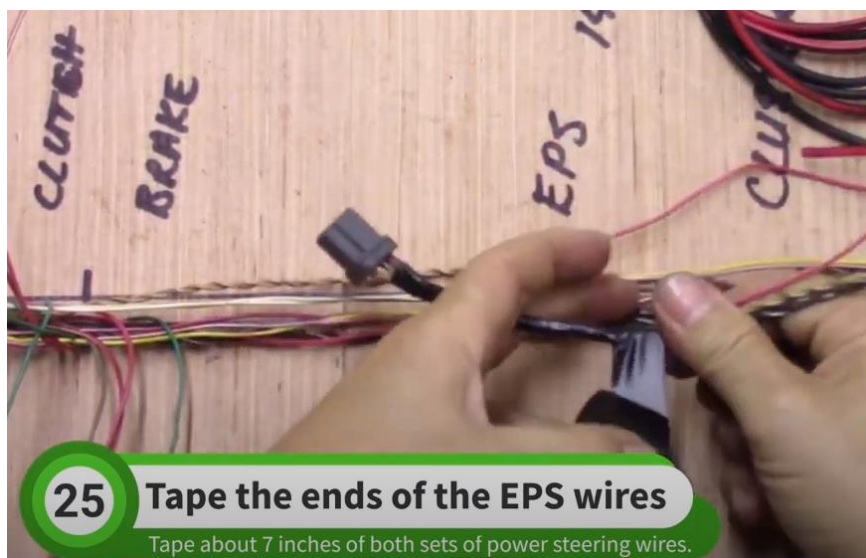
Video 9-11

Grab the gray instrument cluster wires and pull the wires towards the BCM.

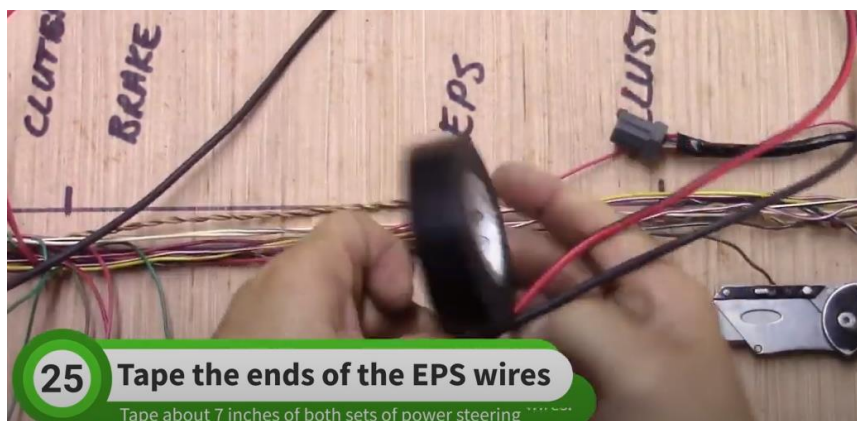


Tape up about 7 inches of these wires.

Next tape about five inches of the power steering data wires.

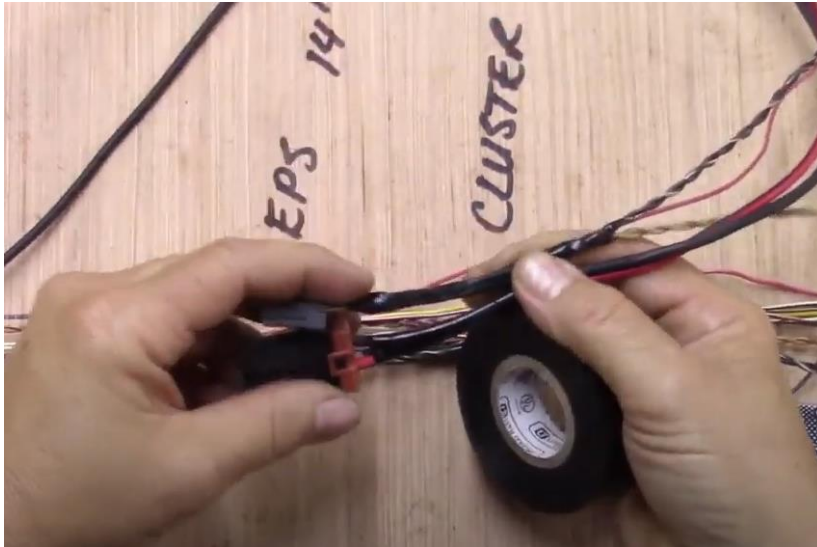


Do the same for the power steering power wires.

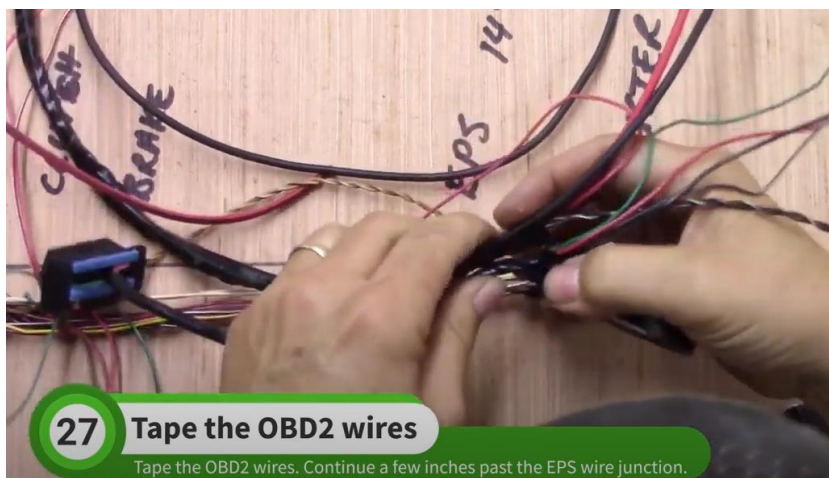


Video 9-11

Align the power steering connectors and tape both sets of wires together. Tape about 15 inches of the wires.



Tape the OBD2 wires up to where they meet the power steering wires.

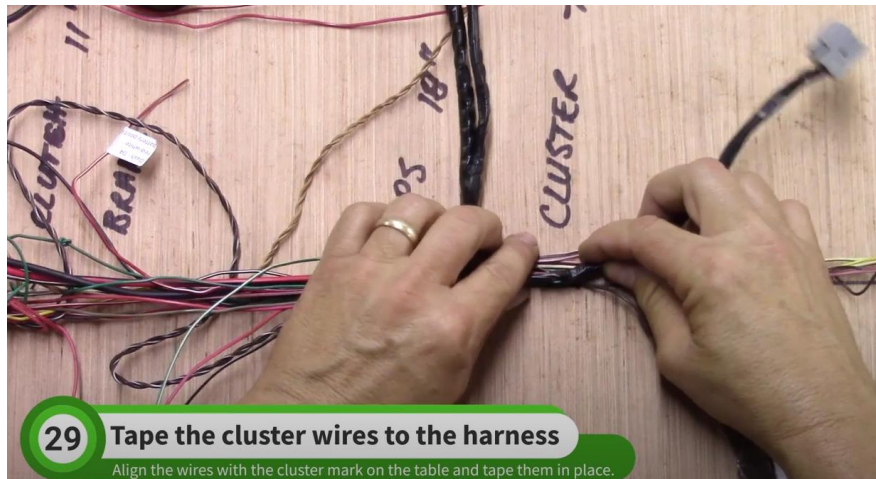


Tape a few inches past this junction.

Align these wires with the "EPS" mark on your table and tape them to the dash harness.

Video 9-11

Do the same with the instrument cluster connector. Align the connector with the “cluster” mark on the table and tape them in place.

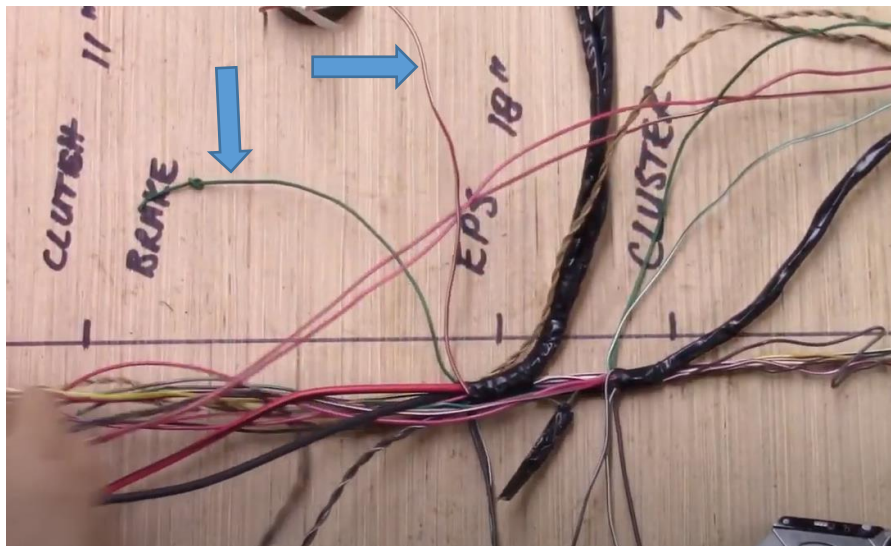


Now is a good time to organize some of the loose wires.

The short wires can be pulled up from the harness, blue arrows. (boost or display if applicable can be pulled towards the ignition switch).

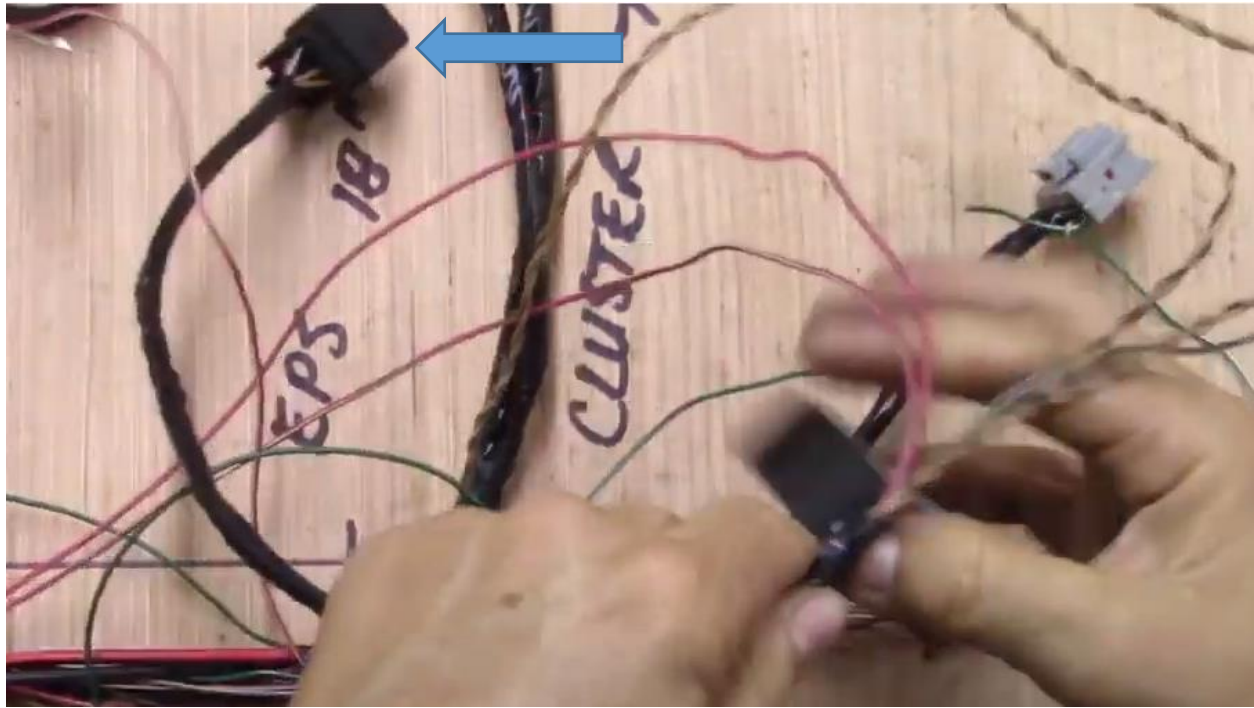
Excess loops of wire can be folded over.

The power steering power wires can be pulled toward the BCM.



Video 9-11

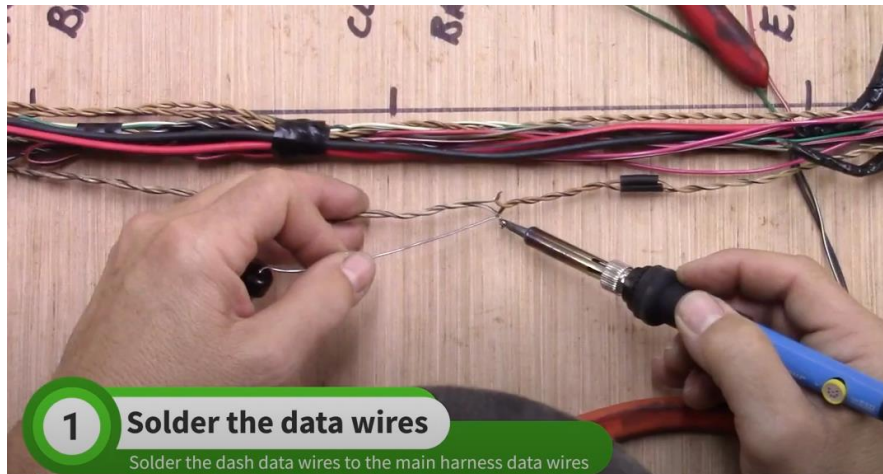
(Boosted) Tape up about one foot of the boost gauge wires. Pull the connector towards the ignition switch and tape them where they meet the rest of the harness.



Video 9-11

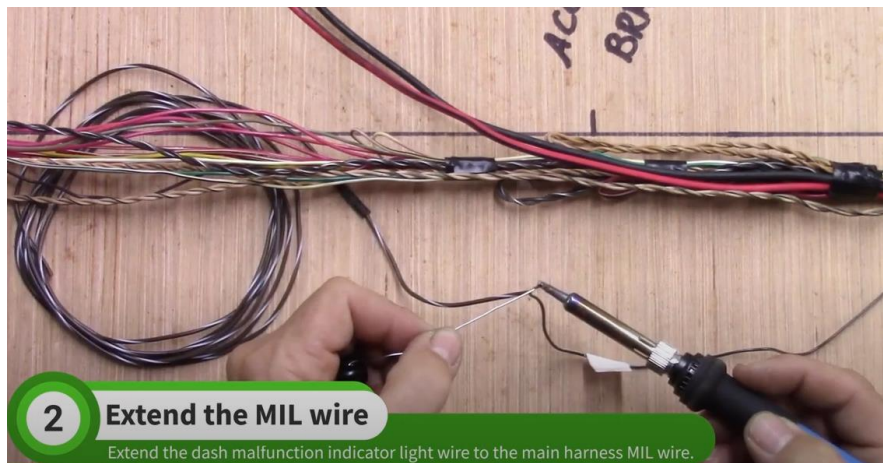
Video 10

First solder the dash data wires to the main harness data wires (twisted wires). Video donor had the “RPD” option so the data wires join at the dash harness. All other donors the data wires will join at the main harness.



Match tan to tan and tan with a black stripe to tan with a black stripe.

Extend the dash malfunction indicator light (MIL) wire (brown with a white stripe wire) with a 10 foot extension.



Pull the wire around the screw near the BCM and down the main harness.

Match it with a brown with a white stripe wire coming from the fuse box housing. Solder these wires together.

Video 9-11

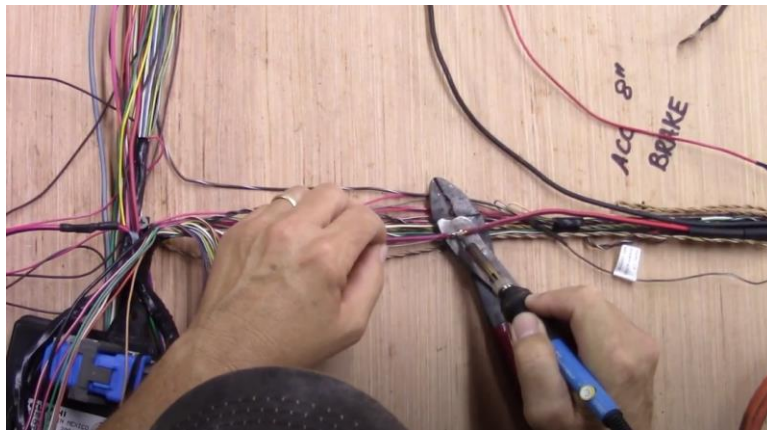
Repeat this process with the red with a white stripe wire (OBD2 power wire).



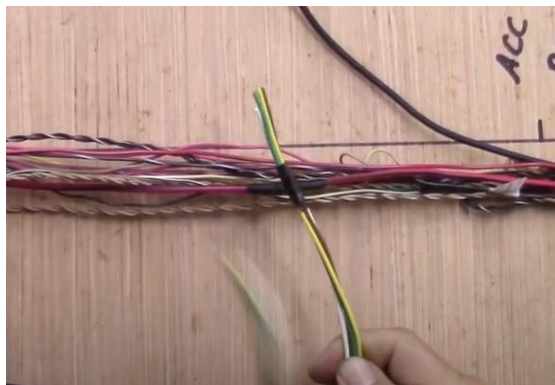
Extend the wire to the red with a white stripe at the fuse box housing and solder together.

Find the large red and black wire in the main harness. Take the wire around the screw at the BCM and match it with the dash EPS power wire.

Use a crimp sleeve to connect the two wires and solder them together (connection in the area shown).



Pull the green wire from the group of driver side headlight wires.

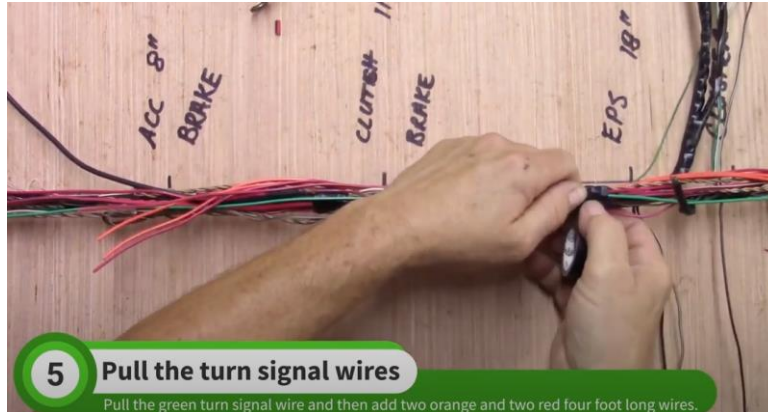


Video 9-11

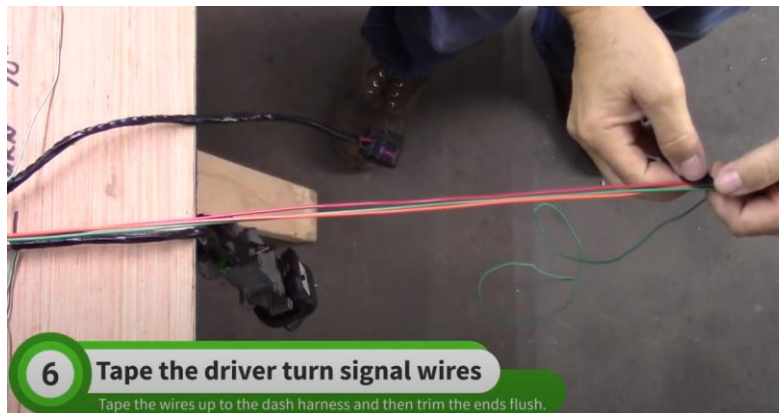
Lay the green wire along the dash harness towards the ignition switch.

Grab 2 red and 2 orange, 4 foot extension wires.

Place the wires as shown and tape them near the "EPS" mark on the table.

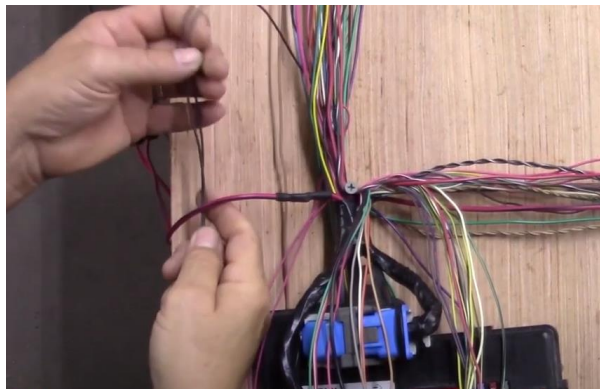


Pull one orange, one red and the green wire together. These colors will match the DF mirror turn signals.



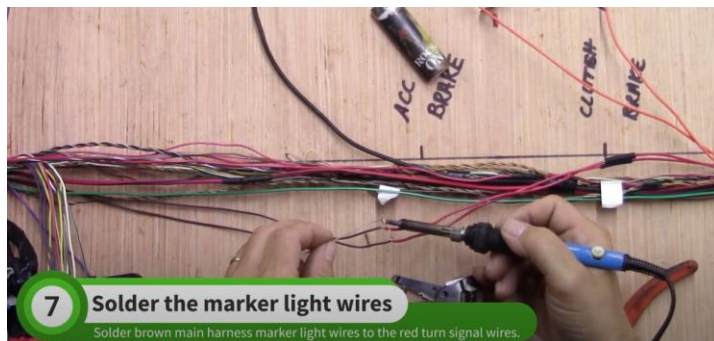
Tape the wires up to where they meet the dash harness. Trim the wires up so they are flush with each other.

Find 2 brown wires in the main harness and pull them around the screw to the dash harness.

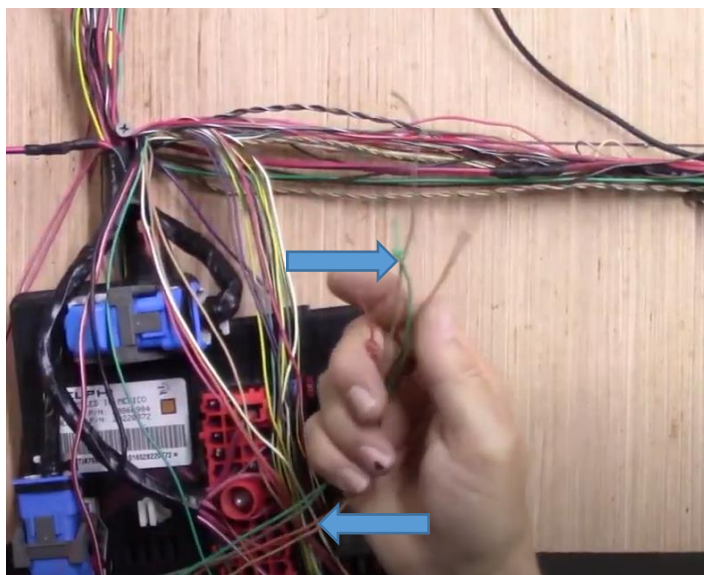


Video 9-11

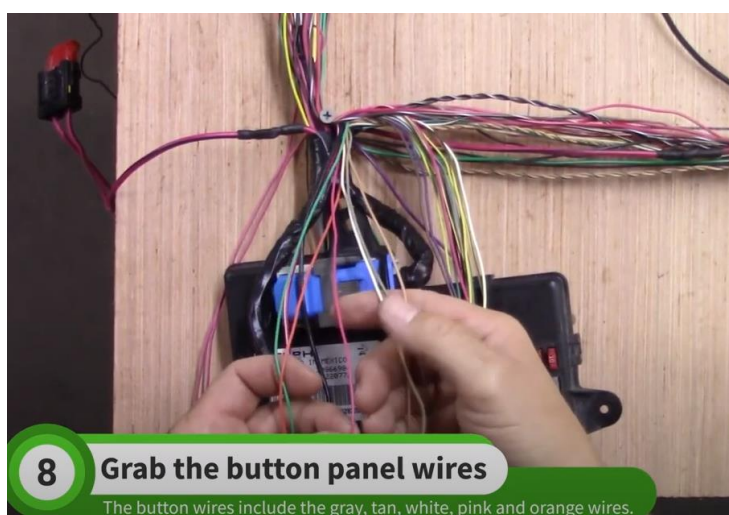
Solder these wires to the red turn signal wires.



Grab the loose wires that were tied in knots.



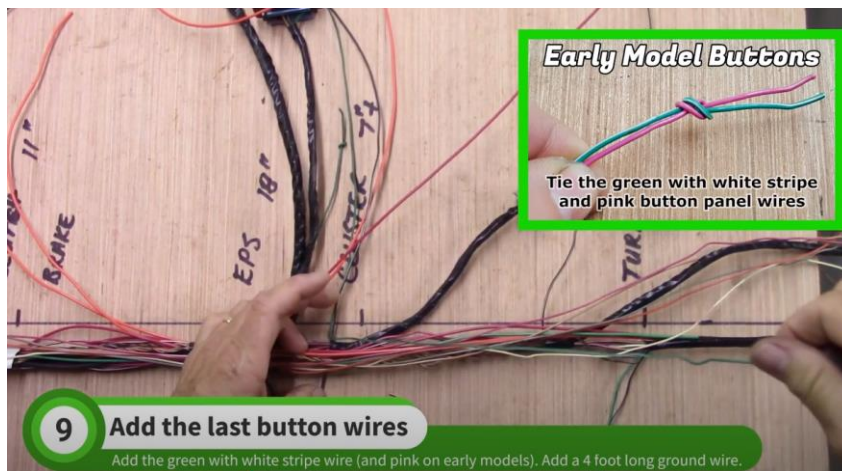
From the screw, pull out the button panel wires to include the gray, tan, white, pink and orange wires.



Video 9-11

Pull these wires alongside the dash harness.

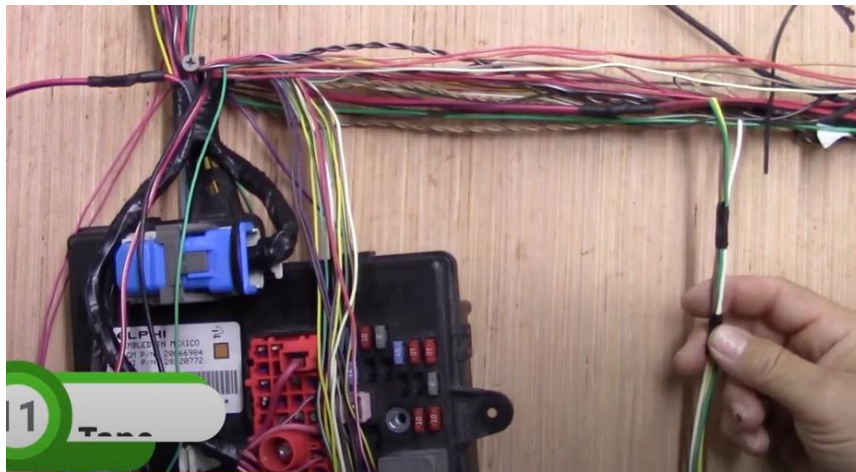
Add the green with a white stripe wire (and pink on early models)



Grab a 3 foot black extension wire and add it to the group.

Pull this group out and tape it back towards the dash harness. Stop taping near the “Cluster” mark on the table.

Find the head light wires again. Pull the green wire from the passenger side headlight wires.

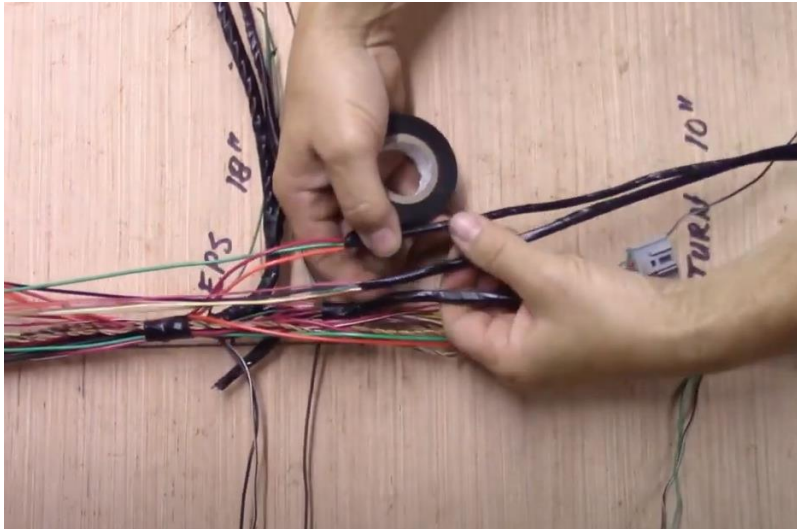


Pull the wire down the dash harness towards the ignition switch. Group the green wire with the remaining orange and red extension wires.

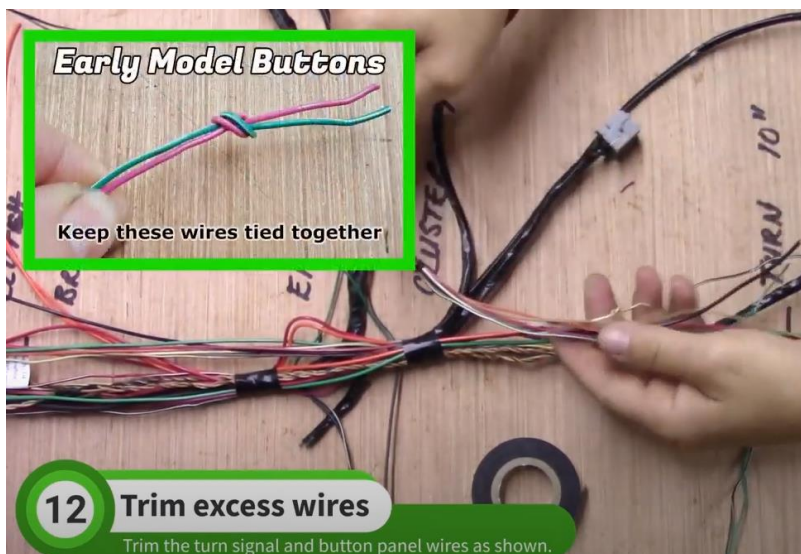
Tape these wires back towards the harness (to about the “cluster” mark).

Video 9-11

Tape this group to the other groups of wires. Then tape the groups to the harness.



Trim the turn signal light wires and button panel wires.

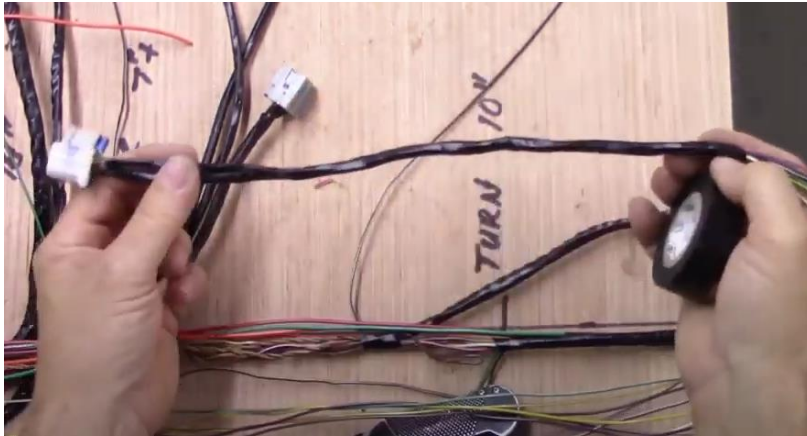


Find the turn signal switch connectors and pull them down the dash harness.

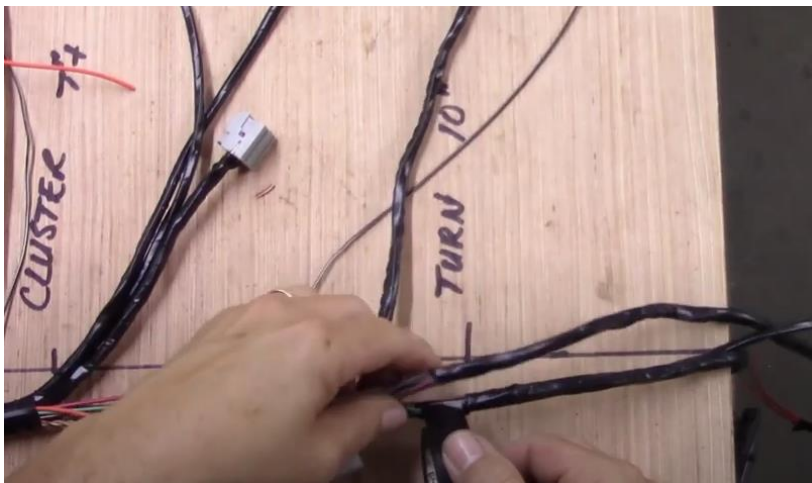


Video 9-11

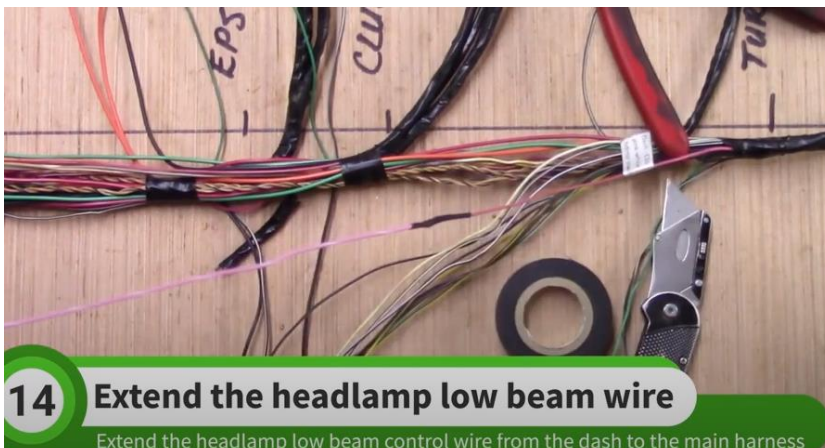
Tape both connectors individually for about 6 inches. Then tape them together for about a foot.



Tape the dash harness a little past the “turn” mark on the table. Then tape the turn signal wires to the harness.



Solder a pink and white, 10 foot extension wire to the pink and white headlamp low beam control wire.



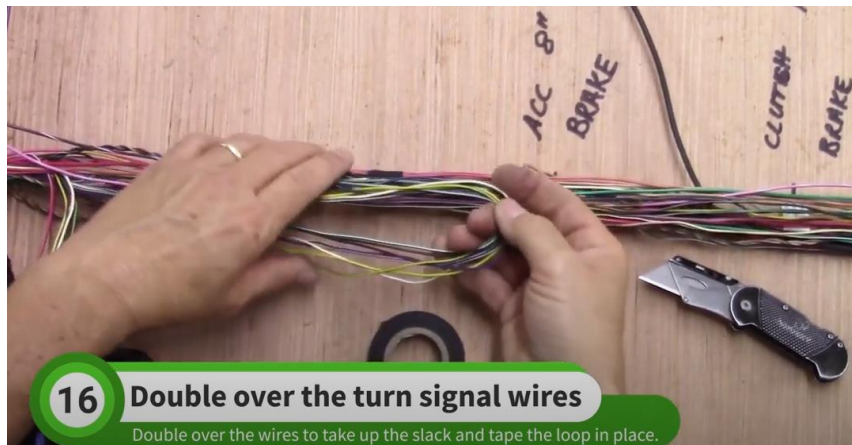
Video 9-11

Pull the extension around the screw and down the main harness.

Solder the extension to the pink and white main harness wire near the fuse box housing.

Pull the remaining loose wires out of the turn signal switch wires.

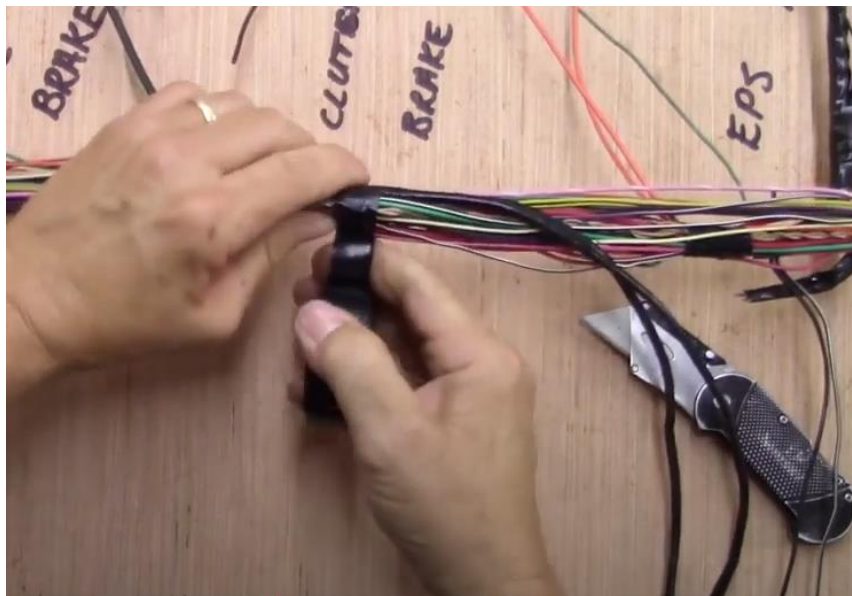
Double over the turn signal switch wires to take up the slack and tape the loop in place.



Grab the clutch and brake connectors.

Tape up about 10 inches of each one and then tape them together for a few more inches.

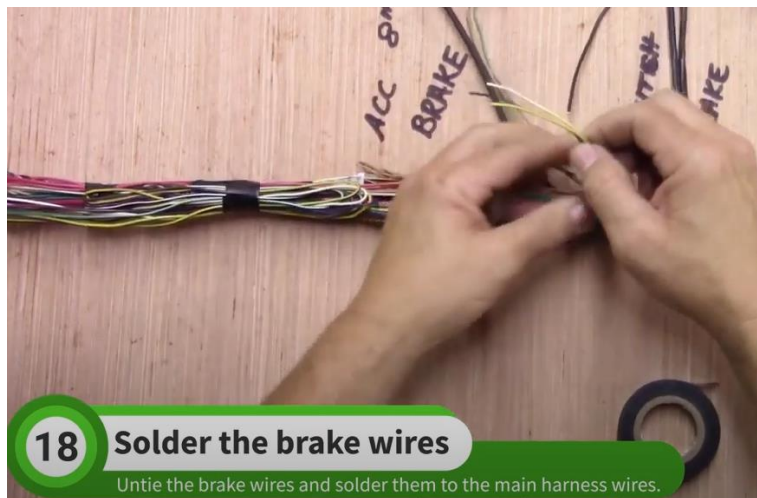
Add the brake and clutch wires to the dash harness as shown (at the “clutch and brake” mark on the table, pointing towards the ignition switch).



Tape them to the dash harness.

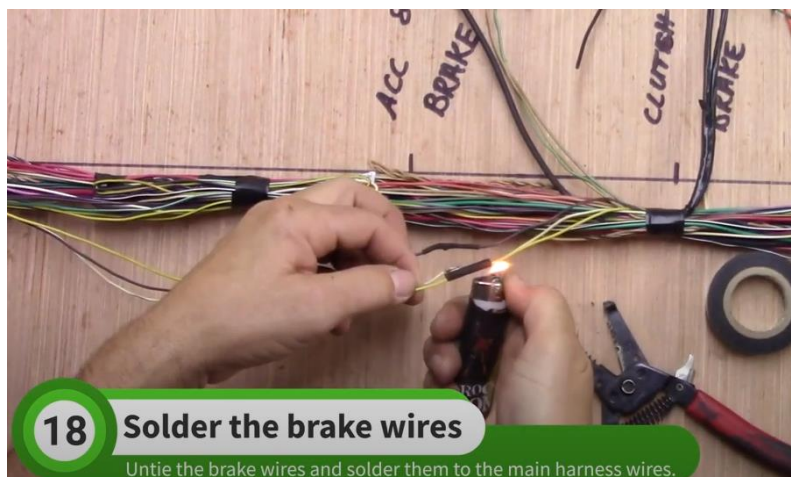
Video 9-11

Untie the knotted brake wires near the “clutch and brake” mark.

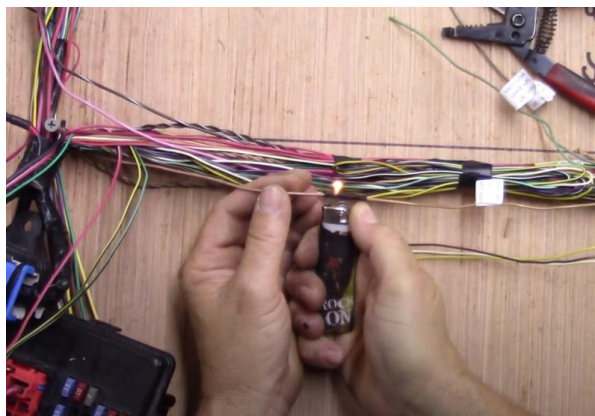


Find the knotted brake pedal wires draped over the BCM.

Solder these wires to the brake pedal wires.

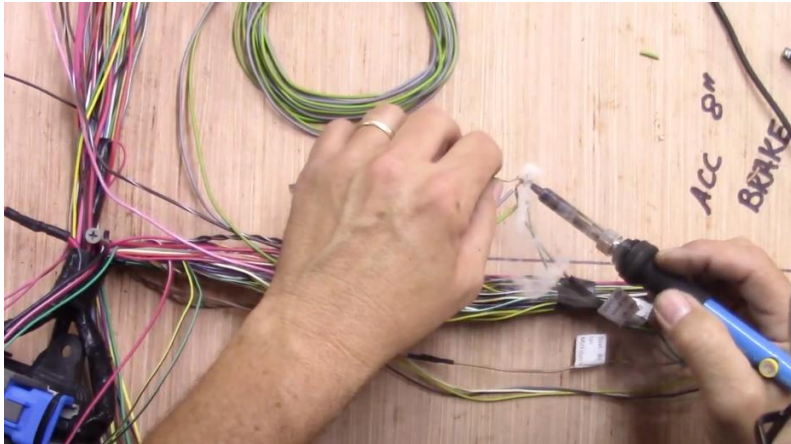


Find the tan clutch wire draped over the BCM. It should have been tagged earlier. Solder this wire to the tan wire coming from the clutch pedal connector.



Video 9-11

Use a light green and a gray 8 foot extension wires to extend the remaining clutch pedal wires.

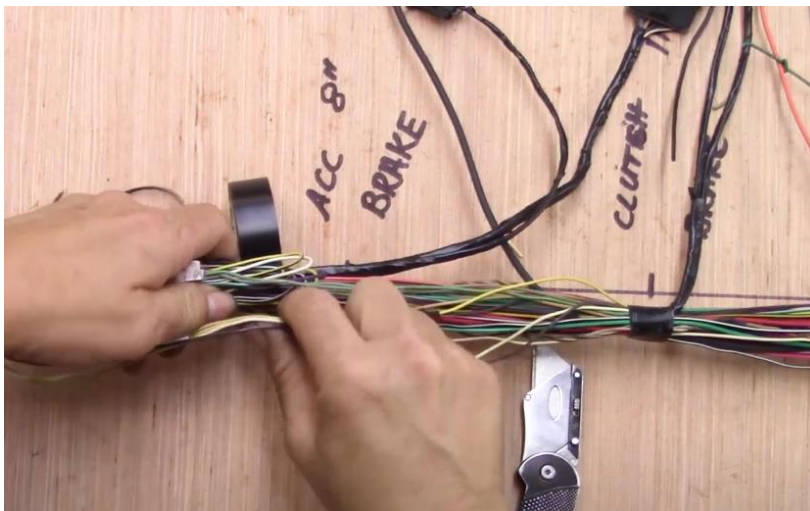


Pull the extension around the screw and solder the extensions to the corresponding wires in the main harness.

Grab the accelerator and brake reservoir connectors.

Tape about 10 inches of both connectors before taping them together for a few more inches. You will have to untie the pink reservoir connector wire.

Aim the wires as shown below (towards the ignition switch) and tape near the “acc and brake” mark on the table.

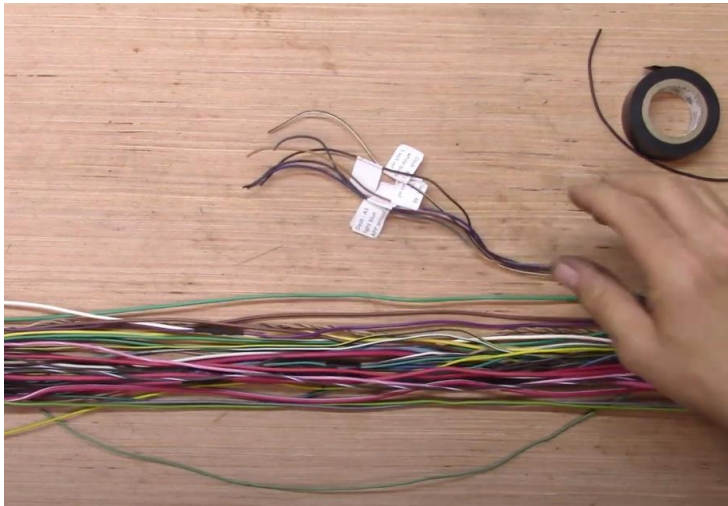


Find the pink knotted wire near the BCM and pull it down the dash harness.

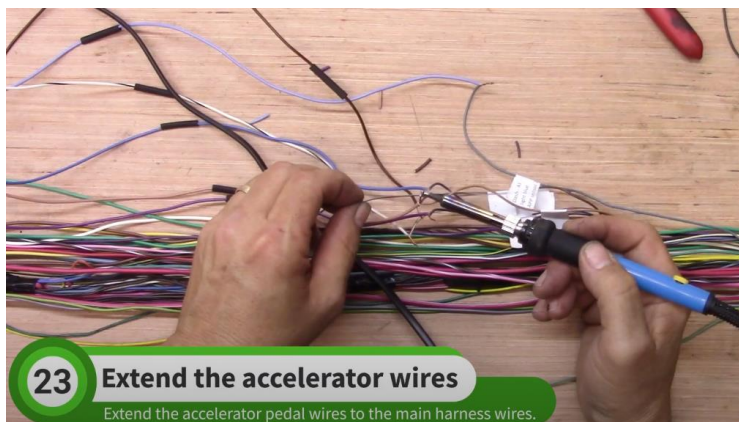
Solder it to the pink reservoir wire.

Video 9-11

Pull the accelerator pedal wires around the screw and down the main harness.



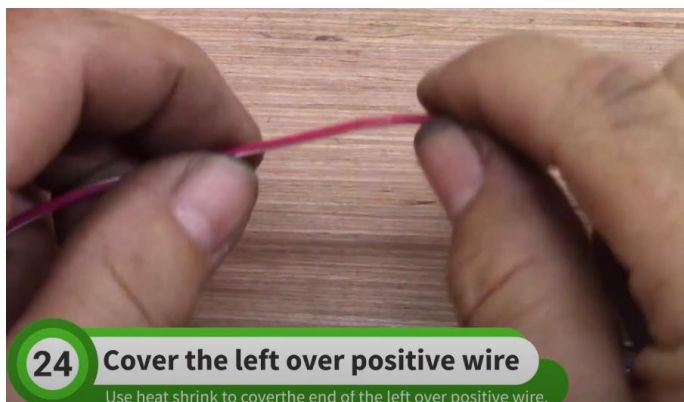
Use 4 foot extensions to extend the accelerator pedal wires.



Find the pedal wires in the main harness and pull them towards the extensions.

Solder the main wires to the extensions.

Near the fuse box, you will find a left over positive wire (red with white stripe). Fold over and seal with heat shrink.

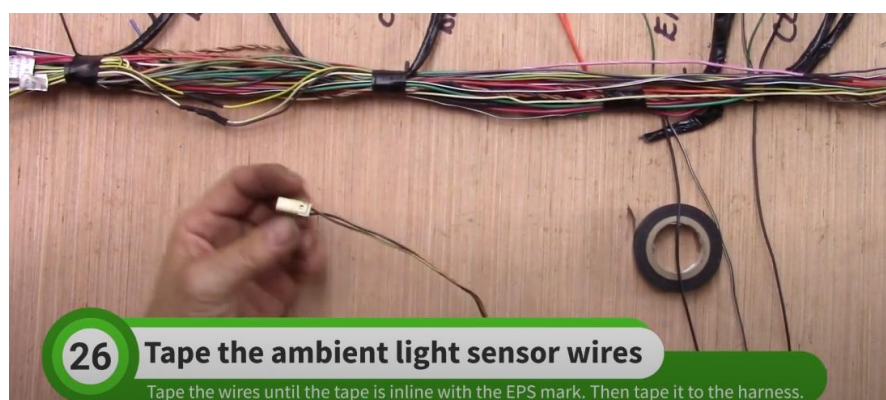


Video 9-11

For standard boost gauge, extend with a tan wire. RPD model just cover with heat shrink.



Find the ambient light sensor wires

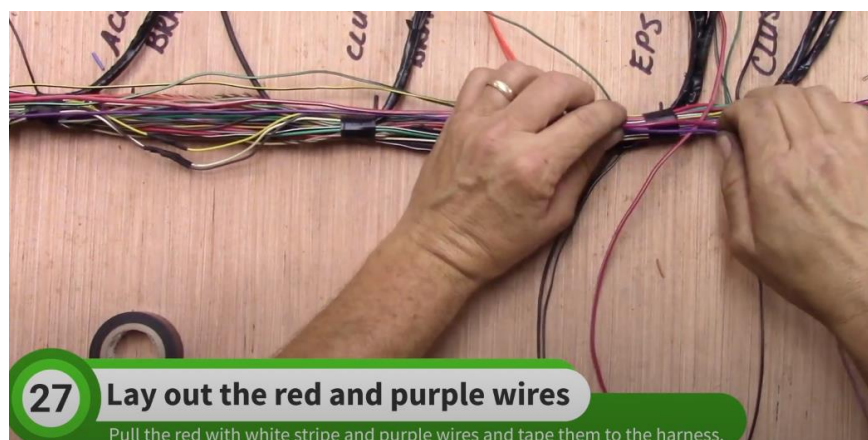


Tape the wires until the tape is in line with the “EPS” mark on the table when the wires are pulled tight.

Tape it to the harness at the “EPS” mark.

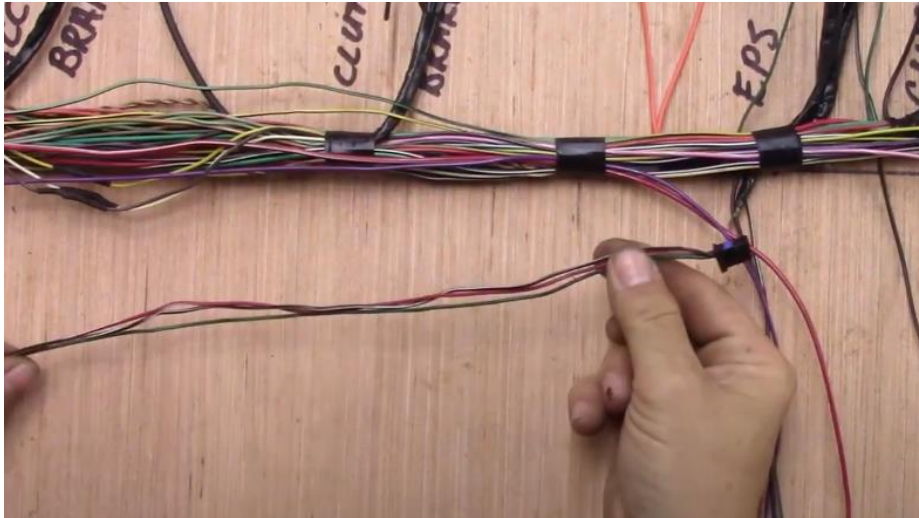
Find the red with white stripe and the purple wires at the BCM.

Pull them along the dash harness and tape the near the “EPS” mark

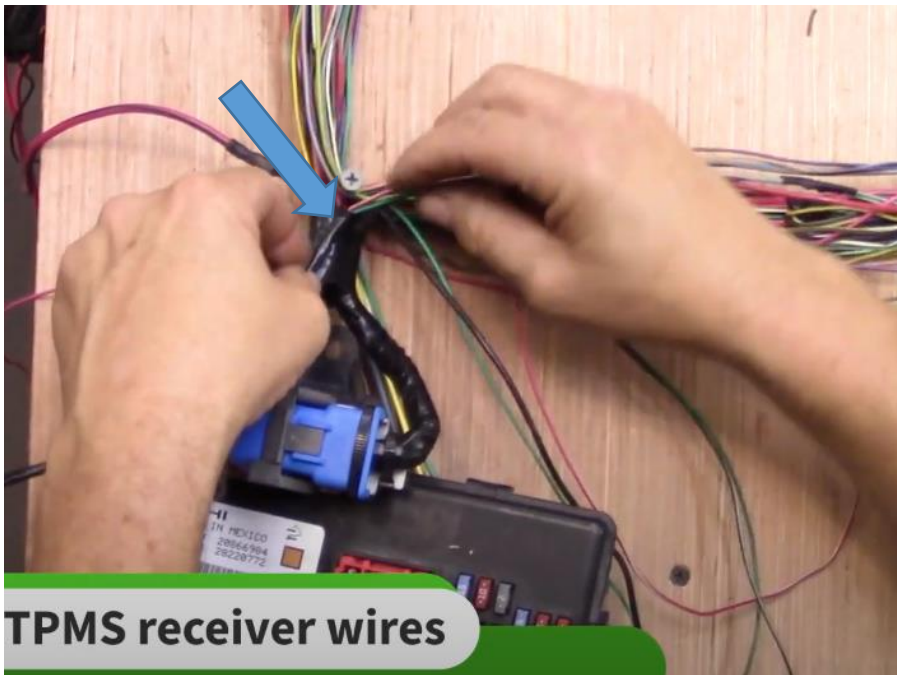


Video 9-11

Find the TPMS receiver connector and tape up about a foot of the wires.



Tape this near the BCM.



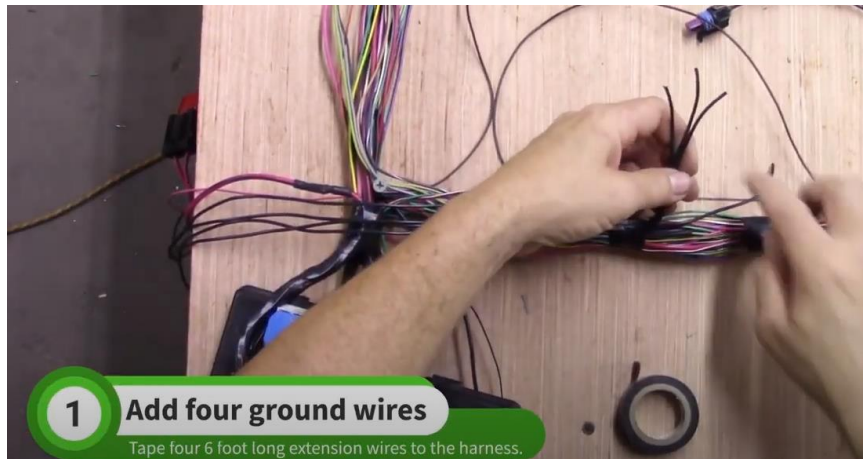
Collect all of the loose green wires near the BCM and in the dash harness.

Solder all of these wires together.

Video 9-11

Video 11

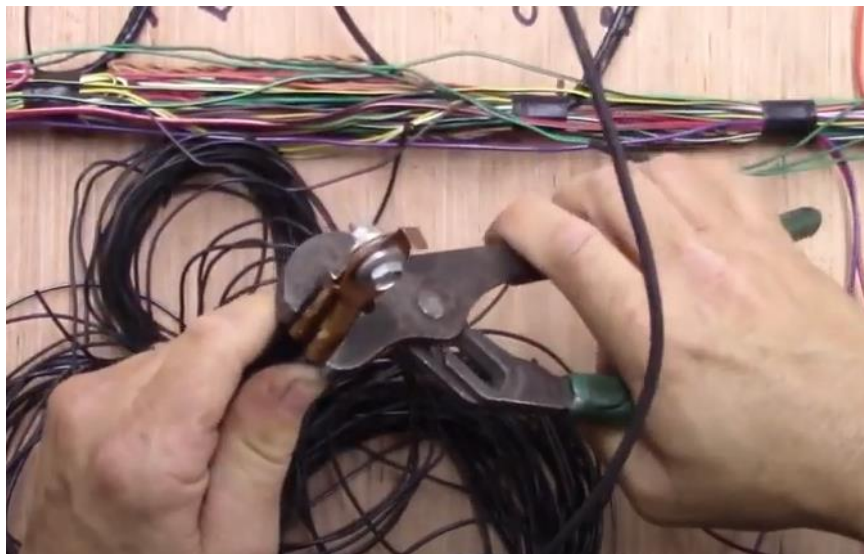
Take 4 6foot black ground wires and tape them to the dash harness near the BCM. Have the long loose ends hanging off the end of the table.



Grab 3 of the bundles of ground wires with at least 18 ground wires total.

Insert a donor bolt through the 3 ground lugs. Don't forget the power steering ground lug.

Use pliers to close the ground lugs closer together to one another.



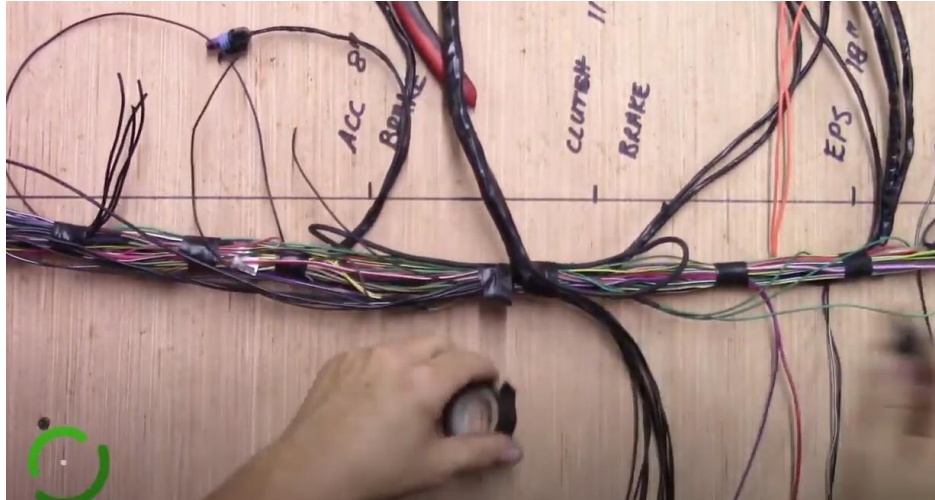
Tape just over a foot of the ground wires.

Pull the largest ground wire toward the BCM.

Then pull 8 of the small ground wires out with the largest.

Place the taped up grounds near the "clutch and brake" mark on the table.

Video 9-11



(Largest plus 8 small grounds towards the BCM, the rest hanging down)

Grab the large ground wire near the BCM and solder it to the large ground wire coming from the lugs.

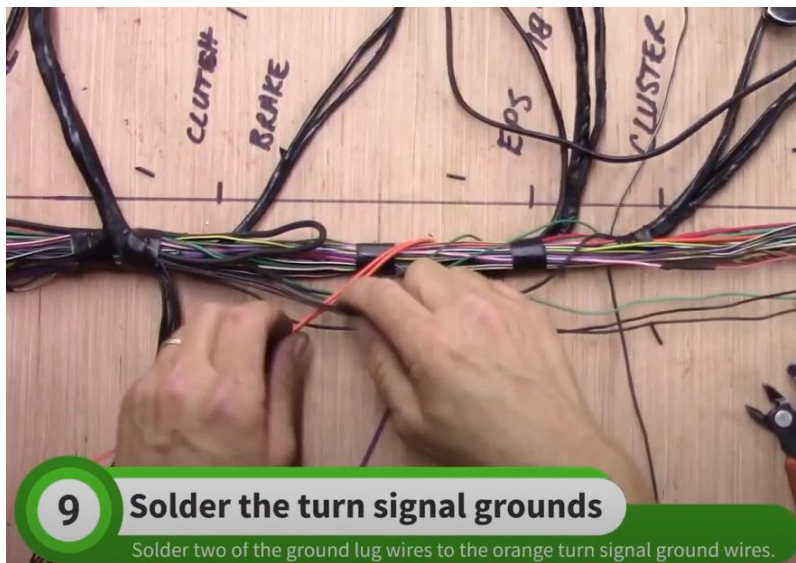
Solder the 4 ground extension wires to four of the ground wires coming from the lugs.

After soldering all four ground extensions, pull the slack back towards the BCM.

Solder the loose ground wire near the “acc and brake” mark to one of the grounds coming from the ground lug.

Do the same with the remaining loose grounds near the BCM.

Solder the 2 orange turn signal wires to 2 of the grounds coming from the ground lug.



9

Solder the turn signal grounds

Solder two of the ground lug wires to the orange turn signal ground wires.

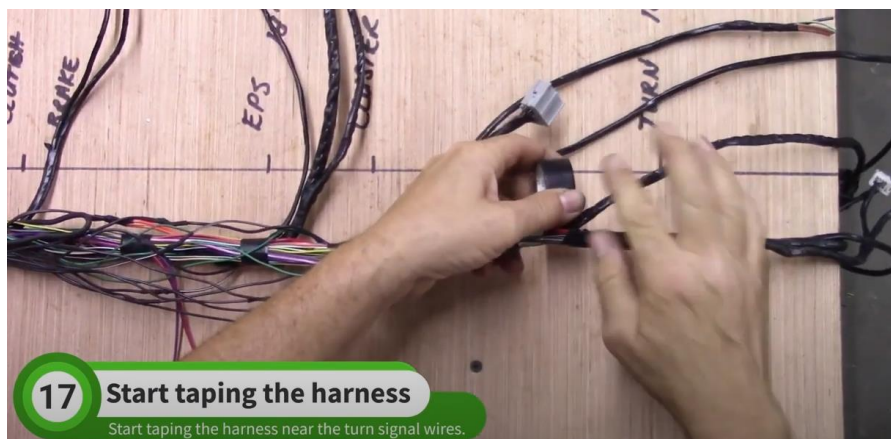
Video 9-11

Repeat this process for the remaining loose ground wires in the dash. The total number of grounds will vary depending on your donor year and trim.

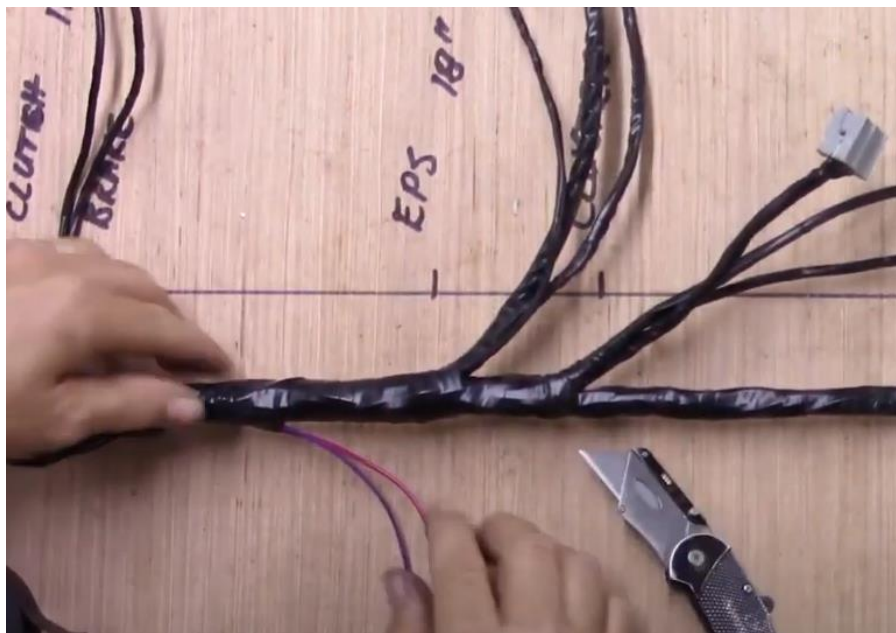
After the ground wires are soldered, clamp a test light to the ground lugs and test the light at the lugs. Beginning time 2:08 video 11

One by one, go through testing the grounds. This will include the: theft deterrent connector, two turn signal switch connectors, two orange turn signal wires, RPD or boost gauge connector, button panel ground, two pins on the instrument cluster connector, two pins on the OBD2 port, power steering connector and brake reservoir connector, BCM connector and BCM multiplug, 4 ground extension wires and the TPMS receiver.

Start taping up the harness near the turn signal wires.



Stop a few inches past the loose red and purple wires.



Video 9-11

Fold over the tip of the red wire and add a piece of heat shrink.

Roll up the wire and zip tie it to the harness.

Continue taping the harness. Stop taping about 8 inches from the BCM.

Roll up the purple wire in the same way as the red wire.

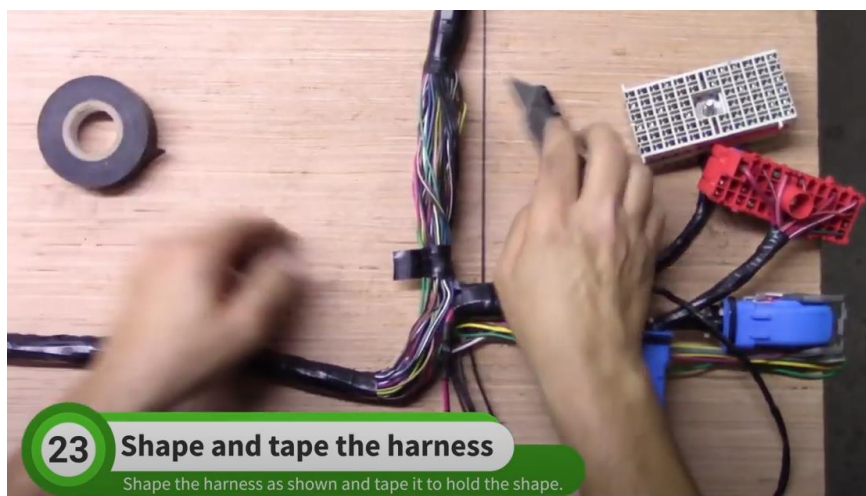
Move to the main harness. Begin taping near the fuse box housing. Continue taping towards the BCM.

Stop where the main harness meets the dash harness.

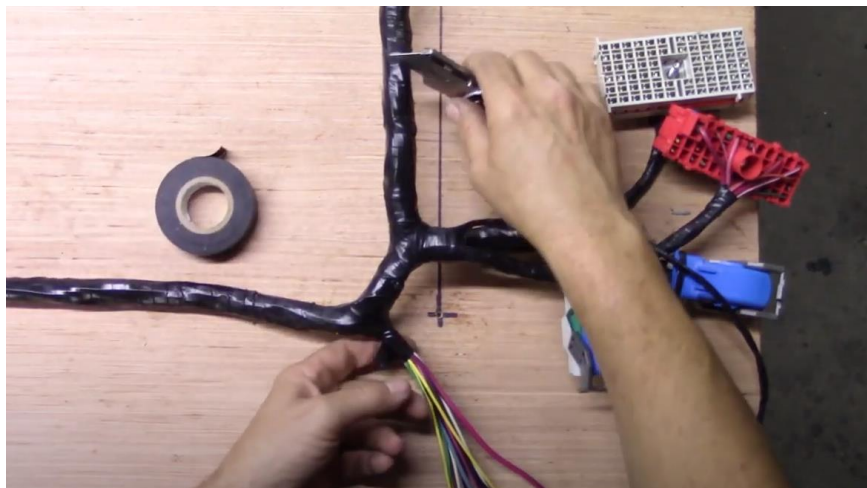
Disconnect the BCM and set it aside.

Do the same for the ignition switch.

Fold the harness as shown. Try to get the harness to match that shape and tape it to hold its shape.

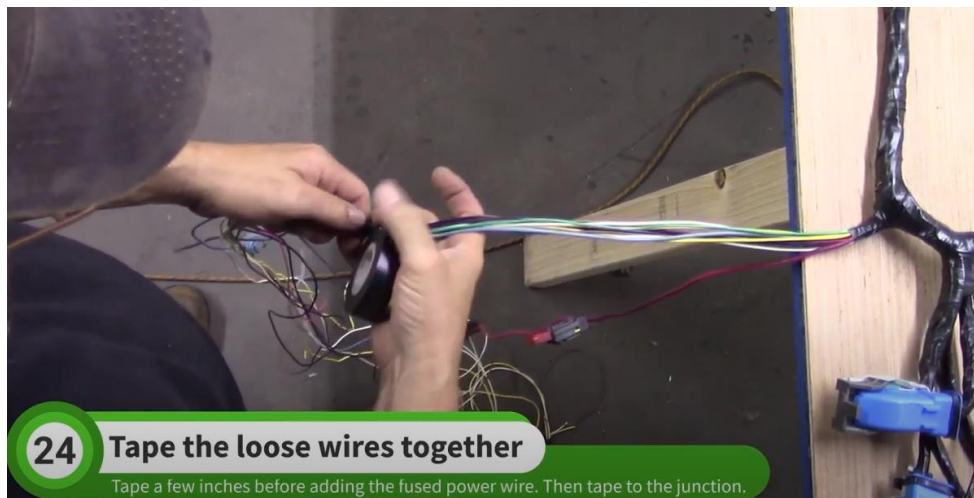


Pull the loose wires as shown and tape as shown.



Video 9-11

Pull out the loose wires and start taping about 2 feet from the main junction.



Tape up several inches until you get past the 50amp fuse.

After you get past that point, add the fused wire and continue taping all the way to the main junction.

Tape the heat exchanger fan wires with one of the black ground wires.



Solder a ground extension to the horn connector, then tape up the wires.



Video 9-11

Grab the first group of headlight wires and one of the ground wires. Tape up these wires.

Repeat the process for the other group of headlight wires.

Continue taping up to the 50amp fuse.

Next you will trim the headlight wires to the flush to the ground wires. **DON'T FORGET TO MARK THEM FOR LEFT AND RIGHT.**

At this point, your Goblin wiring harness is ready to go!

