



Gen 4 1.8T BCS (Boost Control System)

Volkswagen Jetta, Golf, GTI and Audi TT installation instructions for the 1.8T engine.

Installation Instructions

- 1) Before starting the installation make sure the vehicle is turned off and the key is removed.
- 2) Find a suitable location to mount the BCS. In most cases the unit is installed in the opening of the center console near the car stereo. The unit is held in place with the Velcro that is provided.
- 3) Route the wires through the center console to the driver's side of the car above the clutch or brake pedal.
- 4) Remove the windshield wiper blades from the car.
- 5) Remove the weather stripping found at the back of the engine compartment. Remove the screws on the passenger side of the car from the plastic cover that covers the windshield wiper motor. Remove the plastic windshield cover by lifting up on the passenger side and sliding it towards the back of the car.
- 6) Once the windshield wiper motor and assembly is exposed remove the three 10 mm bolts that attach the assembly to the car. Unclip and remove the black plastic box located on the driver's side of the car.
- 7) Route the wires up to the hole found inside the black plastic box. Once through the black plastic box, pierce the grommet on the side of the box and pull the wire through.
- 8) Route the wires to the ECU located in the center of the windshield motor compartment. The ECU is tucked under the windshield and will be partially covered with the connectors facing towards the front of the car.
- 9) Remove the ECU connector covers by cutting off the zip ties and pulling off.
- 10) Remove about eight inches of the cloth tape around the ECU wiring harness.
- 11) Make the connections about six inches away from the ECU connectors.
- 10) Use the ECU pin diagram below to help you locate the correct wires to connect into.
- 11) Verify the correct wire for each connection by pin number and wire color code.

See the reverse side of this page for wiring instructions.

Calibration Procedure

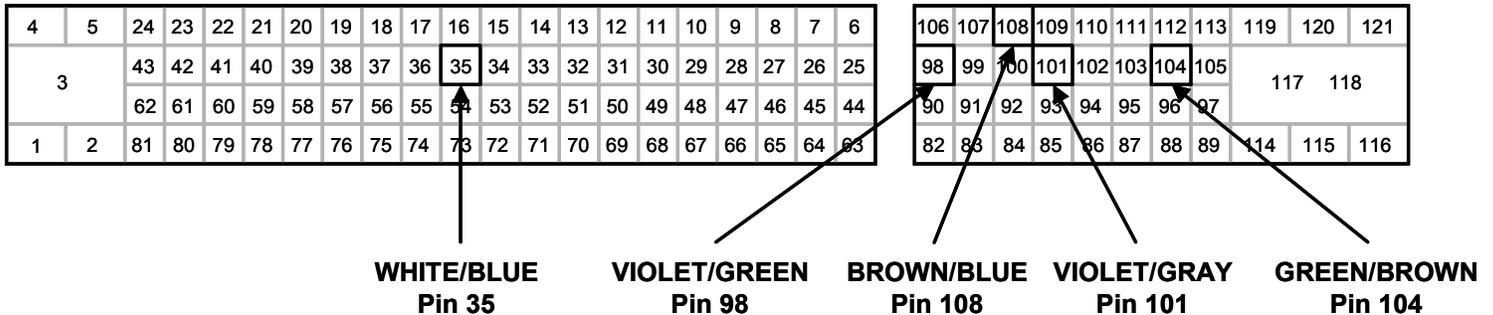
The rear panel calibration adjustment allows you to fine tune the BCS for your vehicle. If the setting is too high or too low, your car will not make full power. After the BCS is installed, the rear panel adjustment can be set during a short test drive. Start with the setting on maximum (100). See if the car pulls strongly to redline. Turn down the setting until the cars pulls strongly to redline in all gears. If the cars surges (cyclic variation in power), turn down the setting a little bit.

Wiring Instructions

The diagram below shows the location of the wires on the ECU connector plugs that are used to tie in the BCS. **Be sure to trace the wires to the ECU pins to insure that connections are made to the correct wires.** Do not go by wire color alone. You must confirm the correct wire by connector location. Connections will be made to the wiring harness a few inches from the side of the engine computer. All connections are made using the crimp connectors that are provided.

The T-tap connectors are in two parts. The dark red piece is clamped onto the wire with a pair of pliers. After stripping the corresponding wire from the BCS, crimp on the male spade connector. Make sure you crimp onto the bare wire and not the insulation. Shrink the insulation onto the wire with a heat gun. Inspect the male spade connector to make sure that the spade terminal is centered inside the insulator. This will insure that it mates properly with the T-tap connector. Push the male spade onto the T-tap connector until it snaps into place.

ECU Connector Diagram – Wire Side View



- 1) Connect the BCS **BROWN** wire to the harness **BROWN/BLUE** wire leading to ECU pin 108 using a T-tap connector.
- 2) Connect the BCS **WHITE/BLACK** wire to the harness **VIOLET/GREEN** wire leading to ECU pin 98 using a T-tap connector.
- 3) Connect the BCS **YELLOW/BLUE** wire to the harness **WHITE/BLUE** wire leading to ECU pin 35 using a T-tap connector.
- 4) Locate the **GREEN/BROWN** wire leading to ECU pin 104. Be sure to verify the ECU pin number because there are two GREEN/BROWN wires. Cut the **GREEN/BROWN** wire.
- 5) Connect the BCS **YELLOW** wire to the cut **GREEN/BROWN** wire that leads to the ECU with a butt splice connector.
- 6) Connect the BCS **YELLOW/WHITE** wire to the cut **GREEN/BROWN** wire that leads to the engine with a butt splice connector.
- 7) Locate the **VIOLET/GRAY** wire leading to ECU pin 101. Cut the **VIOLET/GRAY** wire.
- 8) Connect the BCS **GRAY/BLUE** wire to the cut **VIOLET/GRAY** wire that leads to the ECU with a butt splice connector.
- 9) Connect the BCS **GRAY** wire to the cut **VIOLET/GRAY** wire that leads to the engine with a butt splice connector.
- 10) Finish the installation by reconnecting all items that were removed to install the 1.8T BCS.
- 11) Place the EO sticker near the factory emission stickers located at the front of the engine compartment.
- 12) If you would like to display your Split Second stickers, a popular location is on each rear side window.

The first green LED on the boost gauge will stay on at half intensity for about 15 minutes after turning off the ignition.

If you have any difficulty with installation, please call us at (949) 863-1359 for assistance. We hope you enjoy the enhanced power of your 1.8T engine.

THANK YOU FOR CHOOSING SPLIT SECOND