Vanagon wiring harness

Wiring Harness Kits: These are exact reproductions of original German wiring looms. All Wiring is included as per official factory wiring diagram and color coded to original specs. Will work with 6- or volt systems. Perfect for the discriminating restorer. Complete Wiring Loom Kits: Includes main harness, front harness set, harness assemblies. Also includes dash wires, connectors, headlight plugs, grommets, plus instruction manual. Fusebox and battery cables are not included. Main Wiring Harness: Connects the fusebox in the front of the car to the motor and taillight wiring in the back. One loom. Ideal for engine wiring and fire repair jobs. These Wiring Harnesses are custom-made and take two weeks to ship. Therefore: harnesses are non-returnable. Includes front to rear loom, which wires from the fuse box to the engine and tail lights. Connections and instructions included. Factory color coded, factory length, and pre-terminated. Compatible with 12 or 6-Volt. Fusebox, battery cables, and relays not included. VW Bus Includes main harness, front harness set, harness assemblies. The Main Loom connects the engine and the fuse box. The Complete wiring loom contains all wires from front to rear, including the main loom wiring. Grommets Hardware. Talk to us! In Cart! View Cart. Part : WM Part : WK Seals Wire Harness through Dash Bottom. For applications using 1" grommet. Part : Terminal Connectors. Take standard lugs. For all VWs. Part : W I just wanted to let you know that we have finally finished our Vol. We have decided to call it 'Electrical Troubleshooting'. It starts with Chad explaining the proper way to check, charge and maintain your battery. Then I show how to check the starting system from the battery to the starter so as to avoid buying unnecessary expensive parts when your bug decides not to start. So often we find that it is just a bad connection I show you then how to check the starter to be sure it is bad before buying a new one. Of course we show how to replace it in the event that it is bad. We also show how to replace a bad key switch when it proves to be the problem. Part : Volume Bug Me Dvd: Volume 9, Wiring. In this video we start with installing a complete wiring harness in a '63 bug. Then we show the differences in the wiring as they progress over the years including the Super Beetle. We also show how to make certain modifications necessary because of items now obsolete. There is much information here that you will not find anywhere else. After watching this video you will know where each and every wire goes and every connection. Part : Volume 9. Printer friendly. Important Information. These are complete wire harnesses and are precise reproductions of the original VW harnesses. Each comes with a detailed installation set of instructions with color coded attachment clips. Continue Shopping. Important Links Shipping Warranty. JavaScript seems to be disabled in your browser. For the best experience on our site, be sure to turn on Javascript in your browser. Please specify your vehicle here. Home Wiring Harness. Wiring Harness Please specify your vehicle here. Main, for Bus Excludes fuel injection wiring, if applicable. Part Reference Number M. Add to Cart. Save for later. Skip to the end of the images gallery. Skip to the beginning of the images gallery. Detailed Description. If your Bus is fuel injected, we do offer a complete version with the fuel injection wiring as well linked below. Alternatively, you can use this harness and separately run or re-use any wires related to the fuel injection, such as: 12v power from large post on starter solenoid; 12v switched power from coil; power and ground for fuel pump; start signal from 50 circuit on solenoid. Fits Vehicles: Bus Type 2 You may also be interested in the following product s. View Product Info. Brand is the brand name that we usually ship; however we do reserve the right to substitute brands based on availability. Country if noted refers to the country in which the manufacturer is based. The actual country of origin of the part may differ, as many companies now manufacture worldwide. Part Reference Number is provided for cross-reference purposes only, to indicate that our part is a suitable replacement for that part. The actual SKU number on our replacement part may differ. Not all parts on busdepot. Core Deposit is refunded upon return of your old, rebuildable part in the box from the new one. Bus Depot Outlet - a. Awnings, Tents, and Add-A-Rooms. Climate Control. Electrical System, Charging, Starting. Ignition System. Just Kampers. Suspension, Shocks, Struts. Join our Mailing List. Sign Up for Our Newsletter: A couple notes - This article was written many many years ago. For a slightly updated but still years old video series on the subject check out this YouTube series: Wiring Harness Conversion Playlist. We would like to propose that although wires are sometimes intimidating, this step in the conversion process does not have to be a stressful one. First of all, this step does not take as long as you would expect and if you work indoors you may not even break a sweat. For me, this is the relaxing and mentally engaging part of the conversion. Find a table, a room in your house, a cup of coffee, and breathe deep â€¦. So, you are faced with the question of which year Subaru engine to use. There are pros and cons to both systems, so you will have to decide for yourself. The following article uses a wiring harness and engine for the example. Obviously, the wire harness conversion will take everyone different amounts of time. If you have soldered wires before, then this should be a breeze and may only take you 16 hours total. As a wiring newbie I would not attempt an entire wire harness conversion in two days. But if you are in a hurry, it can

be done. The bulk of the work is in unwrapping and re-wrapping the wires. I decided to spread the work over the course of a week spending only a couple hours each day. So, my estimate for an entire harness conversion is that it may take you approximately 16 hours. Learning how to solder is easy as you will see in the video below. Wire cutters. Electrical tape. Solder make sure it is proper size for electronics. Flux for solder. Soldering iron. Heat-shrink rubber tubing for electrical wires. A 15 amp and 30 amp fuse holder and fuses Local auto parts store. Steps for Legacy Wire Harness Conversion. Note: Refer to the attached document to see an ECU pinout for the wire harness. Be careful not to cut any wires by accident. Label the following connectors with masking tape and make sure you do not cut the wires attached to these components. After you have labeled the necessary connectors, you may now cut and remove the unnecessary connectors, but do not cut connectors that have wires going in one side and out the other at this time. Try to leave 2 inches of wire on the connectors so that if you mistakenly cut the wrong one, you can solder it back in place. The clean table with nothing but the KEP wiring diagram covered in clear plastic awaiting the heap of wire harness to fall onto the table. The Subaru wire harness ready to be trimmed down to the essentials. Get some scissors, some masking tape, and a sharpie to label the needed connectors. Label the alternator leg of the harness so you don't lose track. These three bundled connectors go to the rear of the motor and are for the cam and knock sensors. Being a harness, there is just a single O2 sensor, and this is the connector. The Ignitor connector looks similar to the MAF connector but has 6 pins. Only 5 wires are used. The MAF uses a 5 pin connector. The Select Monitor and Black Diagnostic connectors. The green Check Engine connectors used to diagnose engine trouble codes. The brown Double Diode connector. DON'T cut out, very necessary. The two big grey engine plugs the connect to the engine harness that lives under the intake manifold. Double Check this list of necessary connectors and make sure you have each one labeled:. Ignition Relay Brown. Fuel Pump Relay Green. O2 Sensor. Engine connectors 2 square grey connectors in group. Alternator 1 connector, and two large white leads. Ignitor 6 Pin. Rear engine 3 grey connectors. ECU connectors 4 bright yellow. Brown Double Diode. Green diagnostic connectors. Select Monitor and Black diagnostic connectors. Large grey connector with bolt through it save for now. Here are a few of the connectors we do not need:. There is a great method to this madness. Now that you have quite a few cut wires, take a loose end of a cut wire and follow it until you find where it ends. There are only 4 possible endings:. This step can go pretty quickly and I find it fun because you can quickly see the harness shrink in number of wires. Cut at blue connector and label "To Fuel Pump". In the harness there is a giant grey connector that can be removed. Solder one wire at a time. The harness in its rough form but none of the cut wires have been spliced and soldered. After a few hours of splicing you have a rough idea of what the harness is going to look like finished. The harness in a good state for testing. Don't wrap it completely until you've tested it in the Van - you may need to redo some things! This picture shows the completed harness. All that is missing is a bit of plastic wire loom on the rear engine connectors and a little more that goes to the MAF. On the harness there are 3 wires in the connector and a large white wire that goes to the post on the alternator. Pictured below is an illustration for a 95' alternator but the idea is very similar. The wiring harness can be a great joy if you don't let yourself bend to intimidation. This is a very rewarding part of the process and allows you to be intimate with the guts of the Subaru engine swap. Subaru Inspection 2A. Remove Donor Engine 2B. Remove Wiring Harness 3. Wiring Harness 4. Remove Vanagon Engine 5. Subaru Engine Prep 6A. Install Subaru Engine 6B. Install Subaru Engine 7. Final Elements Aircooled Vanagon. However, we can not guarantee every item that we post and you use the information at your risk. If you find errors in our site please send us an e-mail so they can be corrected. To support our addiction and the services we provide we have built two test facilities so we can test engine and harnesses without putting them in our vans. VW cooling system shortened , simulated Vanagon instrumentation using Jetta instrument cluster. As you can see the fuel system is rather basic but works perfectly - Vanagon fuel pump, Subaru fuel filter and my makeshift fuel tank. This engine came from a wrecking yard - where they claimed it was blown - I did a compression test before pulling it and the compression was good all cylinders around psi. When I got it in the test stand it wouldn't idle well at all. It ensure accurate continuity testing without risking any damage to the various harness connectors. It has proved very valuable in testing harnesses that don't work properly for people. Tom Shiels' Conversion Pages:. Engine Test Stand. This test stand is shown with an 93 EJ22 engine mated up to a Vanagon automatic tranny. Wiring Harness Test Box:. Rather a messy work bench but I was just in the process of checking out the test box using a virgin 93 Subaru harness - this confirmed all wiring in the box was correct. Hobert Kennedy pioneered the Subaru to Vanagon engine swap, the Subaru engine proved to be an excellent choice because it fits the compartment like it belongs there and provides a good increase in horsepower and reliability. Kennedy Engineered

Products manufactures over a hundred different engines to the Vanagon transaxle but nothing fits as well as the Subaru engine in this vehicle. Many owners have stated they love the vehicle. The lack of adequate power was the only real complaint. Since then, owners have added to the complaint of poor engine reliability and cost of engine repairs. Common expense is two thousand to three thousand dollars to rebuild a VW waterboxer and that is largely due to the high price of parts. Good used VW engine are scarce because the vehicles outlast the engines. After a couple short-lived engine rebuilds, most owners give up having them repaired. In September , we applied for California smog approval of this adaptation. This required two years of testing, after which a satisfactory combination of clean exhaust, quiet sound and low backpressure were attained. Your modified Vanagon can now be taken to a local smog station instead of the state referee. It requires that the Subaru engine be used complete, from its air flow meter to its O2 sensor except for exhaust manifold piping and optional section of the intake air duct. A check engine light must be installed on the dash. The Vanagon charcoal canister is retained. The CARB Executive order refers to a complete kit, and is to be sold this way, not as individual components. Kits will include copies of the Executive Order and a self-adhesive label to be attached to the body in the engine compartment. Individual pricing of the parts is available for out of state applications as well as for customers wanting them for use on other model or year Volkswagens that do not need to be CARB compliant. The Executive Order does not cover and earlier vans, the air inlet duct interferes with the gasoline tank on these vehicles. The principal tools necessary for removal are: Philips screwdriver, dikes wire cutters 10mm, 12mm, 15mm and 17mm wrenches both socket and open end. For this installation, it must include the rubber motor mounts, O2 sensor, throttle cable, air duct and air flow meter in addition to the engine computer with its four plugs and associated wiring. If your Vanagon has power steering and air conditioning then you will want these pumps on the engine. There are three other small items that must not be forgotten. The ignition relay and fuel pump relay are located near the computer above the drivers left knee. These little items are expensive if you must buy them. There will be a small wire harness on the engine. The computer harness should come from the same car or the two large square gray plugs may not match. Removing the wiring harness requires removing the entire dash from the Subaru and removing the left front fender or at least the apron under the fender. The headlight wires may be cut behind the fender near the front after they separate from the engine sensor wires. Another bundle of 15 wires going to the tail lights can be cut. The fuse and relay box is not necessary so all these wires can be cut or just remove the box. Temporarily save the gray 67 pin firewall connectors in the harness. If the harness came from an automatic car then it has 35 wires going to a box that looks like the engine computer. You may cut all those wires and leave that box at the wrecking yard. Most of the water hoses from the Subaru and VW will be useful. You will not need any of the Subaru exhaust system except the O2 sensor. The pipes hang down too low and go the wrong direction. Manual Engine Adapter Kit. The basic adapter kit consists of an adapter plate, flywheel, pilot bearing and hardware to bolt the bare engine block to the bare transaxle. Automatic Engine Adapter Kit. The basic adapter kit consists of an adapter plate, flexplate and hardware to bolt the bare engine block to the bare transaxle. Wiring Instructions. The stock VW starter is very marginal at cranking the high compression engine. When ordering please specify if your Vanagon is manual or automatic. This absorbs engine vibration so you have a quieter vehicle than with VW power. Exhaust Manifold Set. The original Subaru exhaust pipes hang as low as the oil pan and end up toward the front of the van. Catalytic Converter and Muffler. Muffler Bracket. Air Filter and Housing. An exposed paper air filter could be used, but our air filter box is designed to muffle the intake howl this engine produces. Noise in the back of the van was reduced from 90db to 76db. The air flow meter bolts to the aluminum part of our air filter housing. Air Duct. Heat Shield. Radiator Petcocks. The stock radiator system is much easier to bleed with a couple petcocks, one located at the radiator and one at the surge tank. More details come with our instructions. When ordering please specify what year your Vanagon surge tank is from. Auto Throttle Bracket. The amount of travel of the throttle rod on an a

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tachometer symbol
neon pink jeep

utomatic Vanagon matches the necessary travel for the Subaru throttle body, but the direction is backward. By looping the stock Subaru cable back on itself, the direction is corrected and works fine. Support it with a bracket which is bolted to the engine next to our engine adapter. Power Steering Hose. The operating pressure of the Subaru power steering pump is very close only slightly below the VW specification. It works fine when using a set of custom hoses that are available from KEP. If your state does not require a catalytic converter you can use our

exhaust mid pipe and muffler to work with our exhaust header for OBD1 engines, unless you are running aftermarket electronics. Exhaust mid pipe and muffler. Auto cooler fittings. The high pressure produced with the higher RPM Subaru engine tends to blow up the trans cooler, replace the water to oil trans cooler with these simple cooler fittings, then you are ready to put in an air cooled trans cooler of your choosing. Subaru vanagon.