PARKTRONIC RETROFIT DIY

This DIY will guide you through the Parktronic retrofit on a MKV GTI. It should be similar for the Rabbit and Jetta.

****DISCLAIMER****

This is meant to be used by a trained and competent person. If this is not you, then I would recommend that you leave this to a professional. Please always remember to follow safety first, and if something looks dangerous, then don't do it. **I intend for this information to be used as reference only.** While I believe that the information in this DIY is accurate, I will not be held responsible for any inaccurate information, or for any property damage, injury, dismemberment, or death.

Tools Required (For Parktronic, not including the rear bumper removal):

-Socket wrench or Torx driver.
-1/4” socket
-10mm socket
-socket extension
-T-20 torx bit
-Flat head screwdriver
-Soldering iron with lead wire (other connectors can be substituted in its place)
-Drill with assorted drill bits
-Duct tape
-Zip ties
-Scissors
-Wire stripper
-Tape measure
-Flashlight (optional)
-Working light (optional)
-Extension cord/power strip (optional)
-Creeper (optional)
-Velcro or automotive double sided tape (might also be included in the Parktronic kit)
-Electrical tape
-Small screwdriver set – 1 small “glasses” flathead would work too
-Vise grips (optional)
-Pliers (optional)
-Snake (metal wire hanger or similar can be substituted)
-Work Gloves (optional)
-Paper towels
-Quick detailer or similar clear-coat safe cleaner (optional)

Pic of the tools I used (for Parktronic and the rear bumper DIY):

Close-up of some of the consumables:

I have included some part #'s for the consumables, with Radio Shack part #'s. Similar parts can be substituted.

5-Amp Inline Fuse Holder for 5x20mm Fuses, Radio Shack # 270-1238

1.0A 250V 5x20mm Fast-Acting Glass Fuse (4-Pack), Radio Shack # 270-1049

**MAKE SURE YOU GET THE RIGHT FUSE SIZE FOR THE KIT. It might differ from the one I used. My kit was rated at 3.5 W max. To calculate amp draw at 12V: Power/ Volts = 3.5 W / 12 V = .29 A. For something this small, 3x the max amp draw should be fine for the fuse.

Multicolor Heat-Shrink Tubing (12-Pack), Radio Shack #278-1610

90-Ft. UL-Recognized Hookup Wire (22AWG), Radio Shack #278-1218
**You should use at least 24 AWG. About 25 feet of wire should be more than enough.

Crimp-On Butt Connectors (10-Pack) [5 for 22-18 ga., 5 for 16-14 ga.] , Radio Shack #64-3037

Crimp-On Telephone/Alarm Connectors (4-Pack), Radio Shack #64-3081
**Note: These are a little too small…they did work, but I'd recommend buying some better suited in-line wire tap, or you could also splice and solder the wires.

8" Nylon Wire Ties (30-Pack), Radio Shack #278-1642

Picture of the Parktronic Kit:

NOTE: If you want to paint the sensors, please do so before starting the procedure, allowing enough time for the paint to dry.

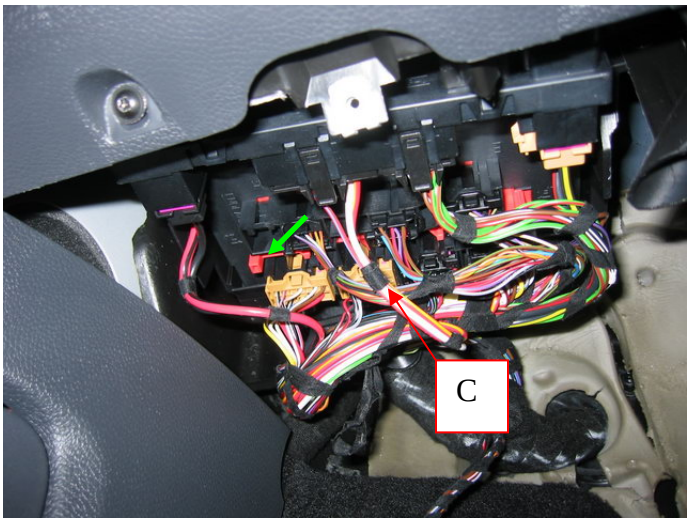
PHASE I – Tap into the back-up light wire

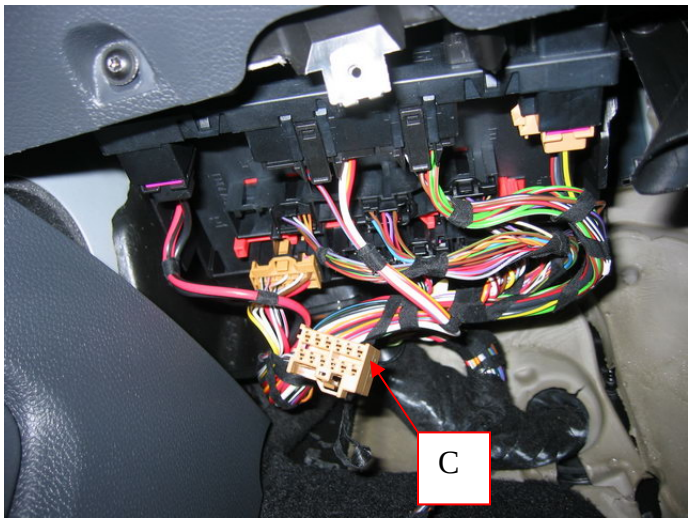
1. Put the key in the "ON" position (engine does not have to be on), depress the brake, and shift into "R". Verify that both rear backup lights are working.

2. Disconnect the battery first before doing any electrical work!

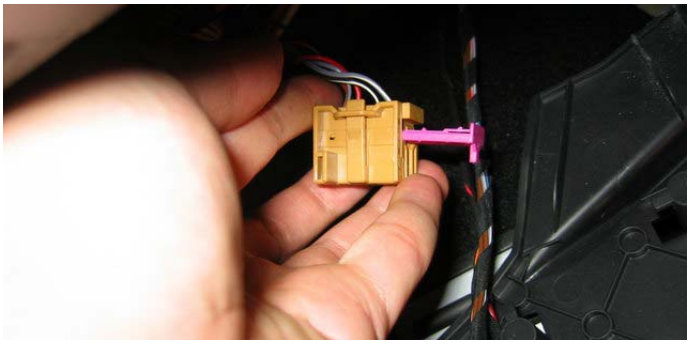
3. Remove the two T-20 screws holding the kick panel under the driver's side dash. Be careful not to damage the foot well light and OBD II connector attached to the kick panel.

4. Push the lock (green arrow) towards the left of the picture. Locate and disconnect connector "C"





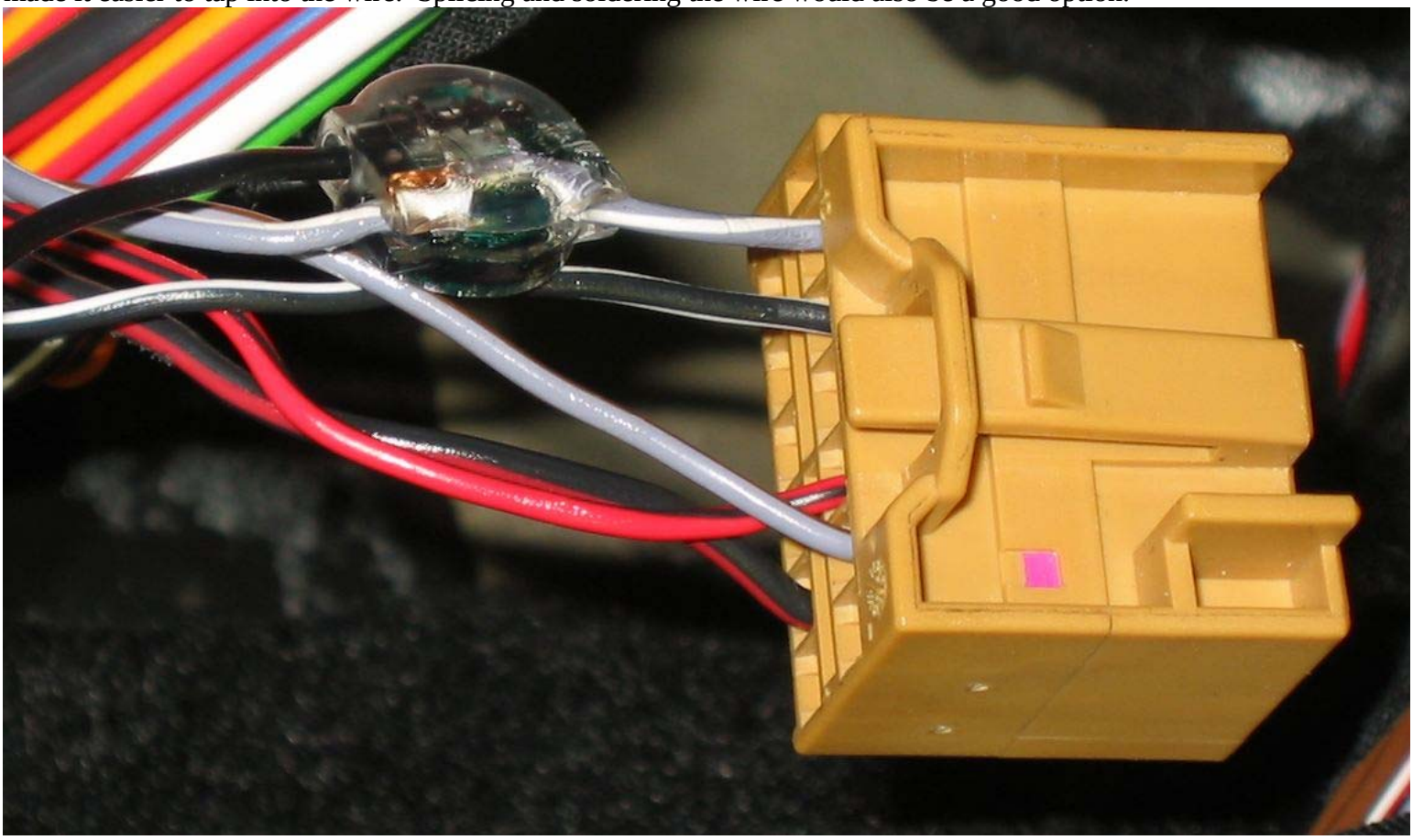
5. Pry the pink connector holder out using a mini flathead screwdriver. Pull connector "C" pin 12 out, and push the pink connector holder back in and reconnect connector "C". Pin "C" 12 is grey/white on my 2007 GTI, but it may be a different color in your car.



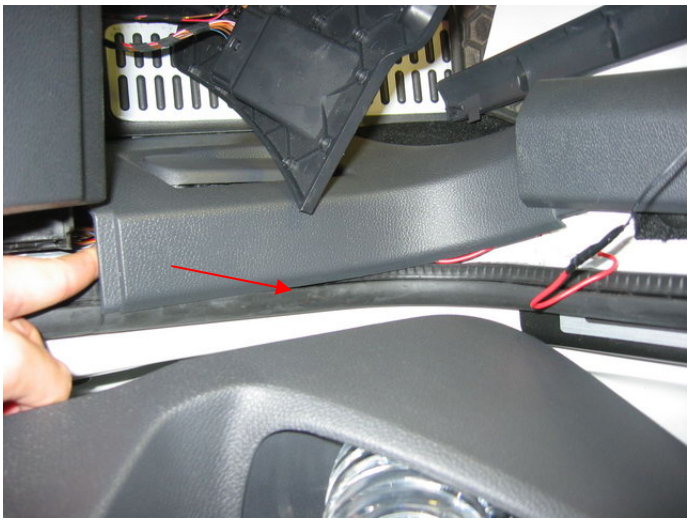
6. Reconnect the battery, and repeat step #1. One of the rear back-up lights should stop working. This means that this is the correct wire. IF BOTH BACK-UP LIGHTS ARE WORKING WITH PIN "C" 12 DISCONNECTED, THEN DO NOT PROCEED ANY FURTHER – REFER TO A WIRING DIAGRAM AND FIND THE PROPER WIRE FOR THE BACK-UP LIGHT SIGNAL.

7. Assuming that "C" 12 is the right wire, repeat Step #2.

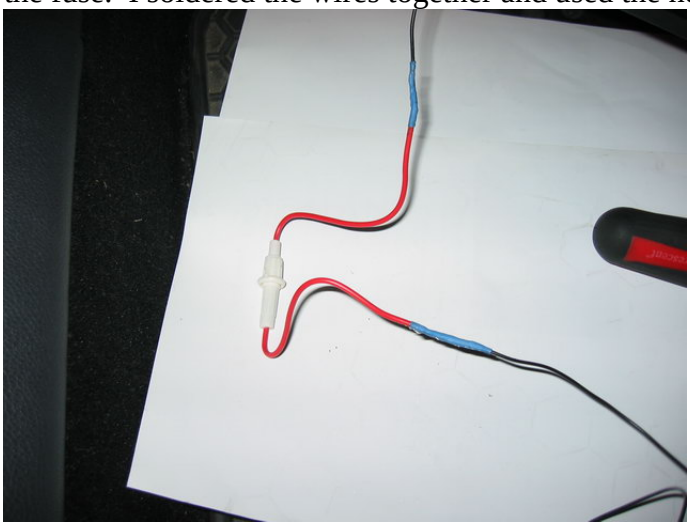
8. Tap into wire "C" 12 using an in-line tapper (or other type of tapper), similar to the one shown below. Use approximately 15' of insulated wire. I'd recommend using at least 22 AWG. Once that's finished, reconnect connector "C" (see Step #4 for location). Note: I cut some of the tape on the wiring harness in order to gain some space, which made it easier to tap into the wire. Splicing and soldering the wire would also be a good option.



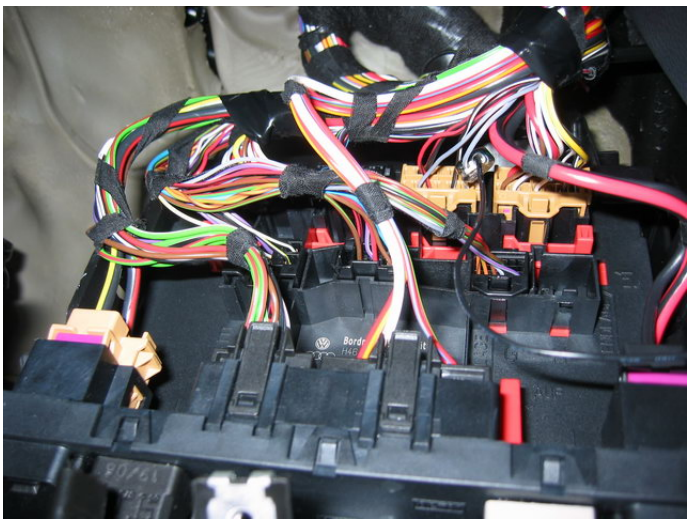
9. Determine where to put the fuse. I put mine under the door panel, but really, it could be installed under the dash kick panel too, or somewhere else in the area. The wire can be easily led from the dash kick panel to the door panel by pushing on the hood release panel outward, toward the rear of the car.



10. Determine how much wire is needed to get to the place where you plan to put the fuse, splice the wire, and install the fuse. I soldered the wires together and used the heat shrink tubing. You can also use butt connectors, or similar.



11. Use electrical tape and/or zip ties to attach the “C” 12 wire to the wiring harness.



12. Push the lock mentioned in Step #4 towards the passenger’s side to lock the connectors in that area.