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Thread: Oil Temp on the MFD - How Hard Can It Be? (Part II)

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DerGolfGTI

Member

Join Date: Feb 21st, 1999
Posts: 678

☐ Oil Temp on the MFD - How Hard Can It Be? (Part II)

05-08-2012 08:46 PM

[Reply](#)

#1

Here is the answer to my previous question of how hard can it be to add the oil temperature display to the MFD in the Golf R. This display comes courtesy of the temperature / oil level (TOG) sensor which is standard on Golf Rs in other parts of the world, but is missing from US cars.



The credit for this installation goes to autofi. He identified the missing parts, came up with the harness swap suggestion (more on this later), did the installation first and answered all of my silly questions. I did this install second and it went pretty smoothly thanks to his help.

This is not an inexpensive mod. Parts cost approximately \$500 and it's definitely cheaper to add a separate instrument to display oil temperature. But its nice to have the oil temp display on the MFD where it belongs.

Disclaimer: This procedure involves swapping the servotronic harness, which controls the electric steering system. If you screw this up and damage the harness, don't get the connectors securely plugged in, etc, you could lose your steering assist, crash and die. The swap also involves some electrical and mechanical work, so the potential is there for you to damage your car. And since you need to work under the car, if you do something stupid and support the car with a jack only, the car could fall on you and you'll die. Do not attempt any of this unless you understand what you're doing, are comfortable with it, and are willing to assume the risks involved.

What needed to be done: an oil sensor (TOG sensor) needs to be installed in the car and wired to ground, switched power, and the car's instrument cluster. The cluster needs to be coded with VCDS/VAG-COM to know the sensor is there. To install the sensor, the oil pan needs to be swapped with one which has a hole in it that the sensor bolts into.

From a wiring point of view, there are two ways to go. You can fabricate a harness which consists of three wires, heat shielding and a connector and go directly from the sensor to power/ground and the cluster. Or you can take a slightly more difficult and expensive route and replace the servotronic harness. The harness is replaced with one which contains OEM wiring to the sensor. You still need to run 3 wires, but you will be running them from a connector near the driver's side headlight rather than directly from the sensor. The advantage to this approach is that its closer to an OEM installation and that is what is described below.

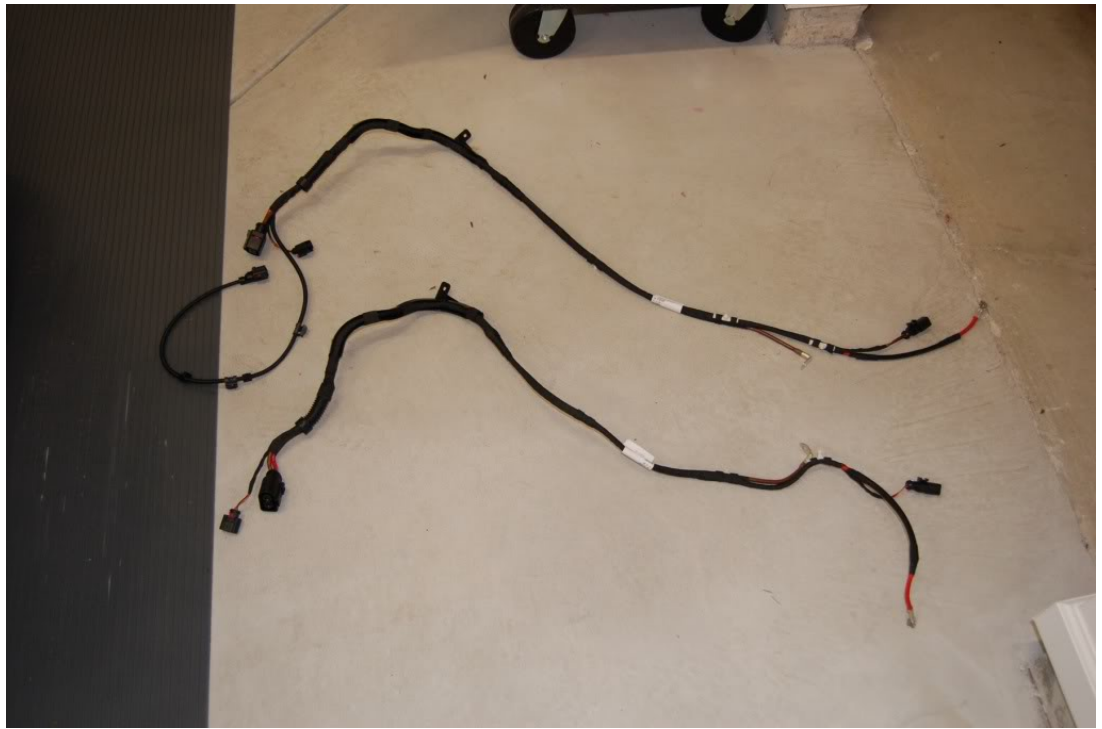
Here is the process in three parts: Replacing the servotronic harness with a new one, completing the wiring, and replacing the oil pan.

Part 1: Replacing Servotronic Harness

Goal: replace existing servotronic harness with a new one which has wiring for the TOG sensor. The 3 TOG sensor wires terminate on the 6 pin connector by the driver's side headlight and are for power, ground and a signal which goes to the instrument cluster.

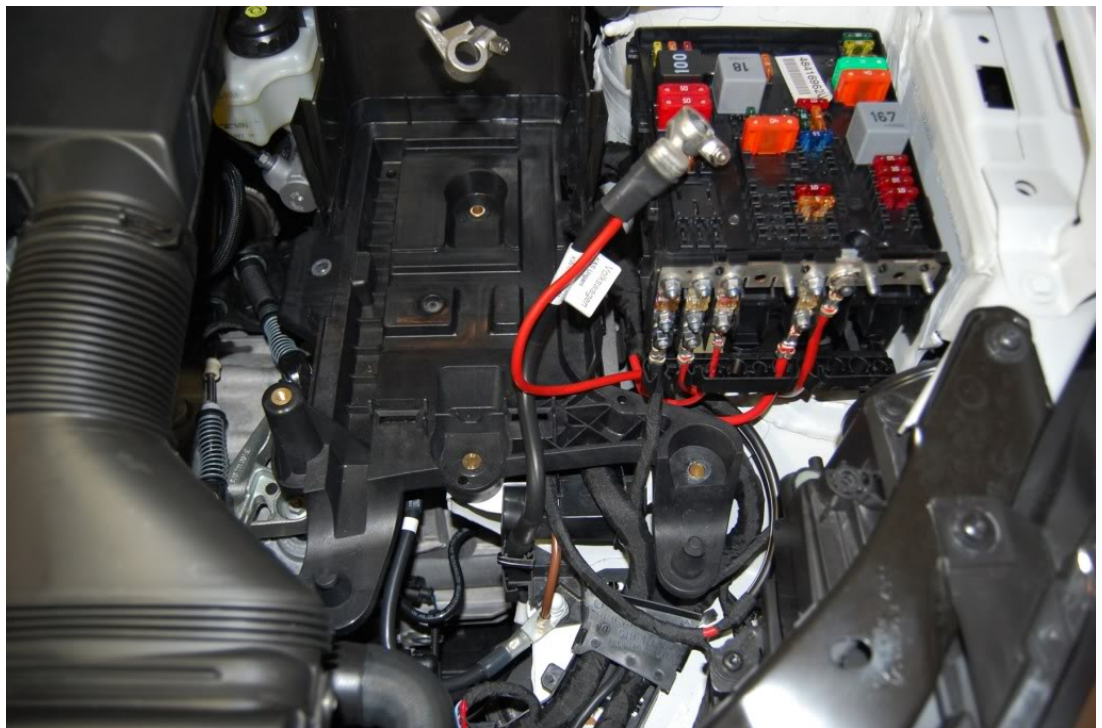
Harness part number: 1K1 971 111AJ

Here's a picture showing the two harnesses. The new harness is on the top and you can see the extra wiring on the left side of the harness. This is the section which runs to the sensor.

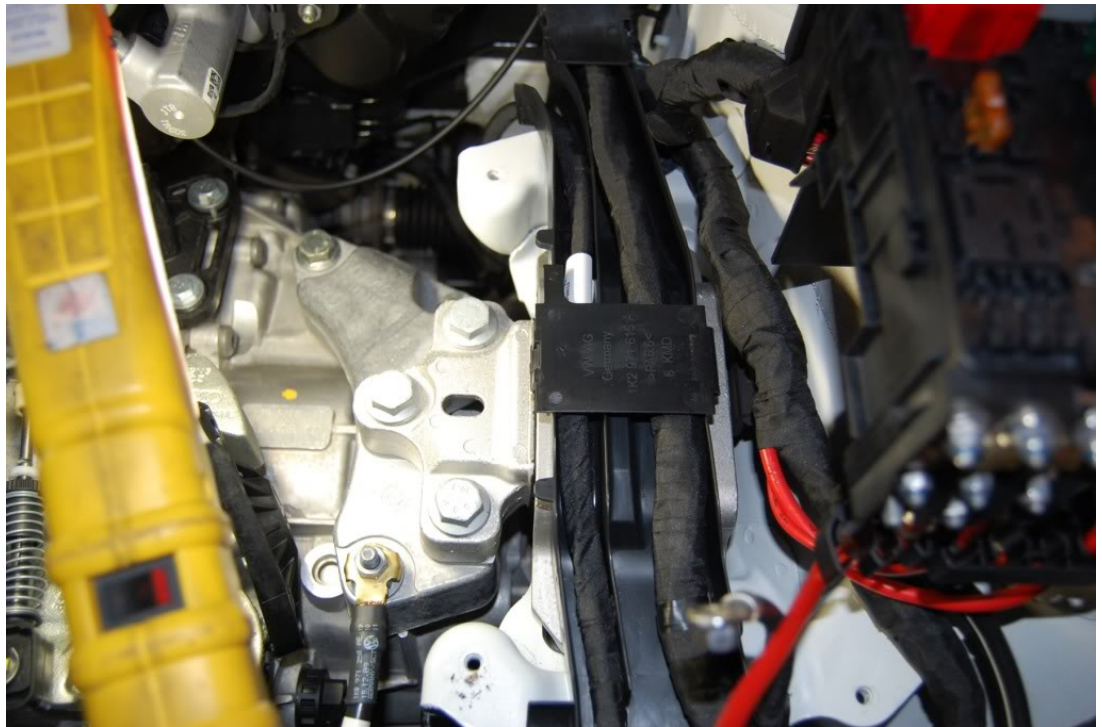


1. Remove cover for battery box and disconnect battery.

2. Remove battery hold down clamp and remove battery. Note the heavy brown wire near the bottom center of the photo is part of the servotronic harness.



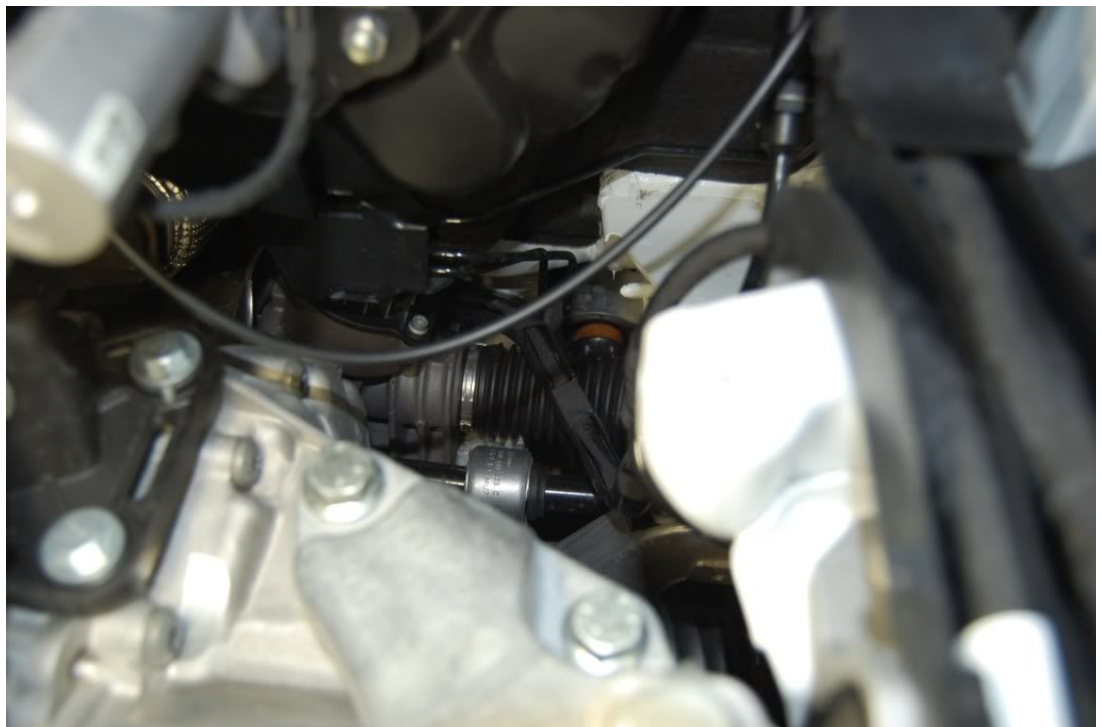
3. Remove battery tray (3 bolts). Below picture shows the harness run underneath the battery tray. Servotronic harness is the smaller harness on the left side under the black plastic clip.



4. Disconnect servotronic harness ground and power connections near the front of the car.

5. Disconnect servotronic 6 pin connector near headlight.

6. Unbolt 10mm bolt holding servotronic harness in place near the strut tower. You can reach this bolt from the top. The below picture which isn't great shows the servotronic harness running down to the steering rack and over the rubber boot on the rack. The bolt is not quite in view here.



7. Support car safely on jack stands.

8. Remove T30 torx bolt on top of heat shield above servotronic rack - the bolt is on the passenger side of the shield near the rear. It is not necessary to remove the other bolts.

9. Disconnect the two connectors from the harness to the servotronic motor.

10. Unclip the old harness from the driver's side of the subframe This was a bit tricky as there isn't much room to maneuver.

11. Remove old harness.

12. Installation of new harness is really the reverse of the removal. In my case, getting the clip on the lower part of the harness to engage in the

hole on the subframe was difficult - I ended up having to trim it slightly.

13. The new oil sensor part of the harness routes above the subframe but below the steering rack and the sway bar. It routes to the driver's side of the torque arm. From there, clip it to the top front edge of the subframe on either side of the torque arm. From there it can reach the sensor on the oil pan nicely.

14. Do not reconnect the battery until the new wiring is completed.

Part 2: Install new wiring

Goal: To run 3 new wires from the 6 pin connector near the driver's side headlight into the car and connect these wires to power (switched), ground, and pin 11 on the instrument cluster.

(2) Repair wires to attach to 6 pin connector by headlight: 000 979 019EA

(1) Repair wire to attach to pin 11 on cluster: 000 979 009E

(3) Seals: 380-972-742-B

Small lighted inspection mirror is helpful. Sears and others have these.

1. Using a thin nail, push the white seals out of the unused positions (pins 4,5,6) on the 6 pin connector near the headlight which connects to the servotronic harness.

2. Using a small screwdriver, remove the purple clip on the 6 pin connector.

3. Each repair wire has a connector on each end and gets cut in half. So you actually only need 2 repair wires for the 3 new connectors which are being inserted into the 6 pin connector near the headlight which the new servotronic harness plugs into.

4. After cutting your wires in half, you will use 3 of the 4 pieces. Slide a seal onto each of the 3 wires and position it near the connector. Using suitable wire, you will need to extend each of the three wires to be long enough to reach into the inside of the car. To make things easier to trace you should use three different colors of wire. Solder the extension wires to the repair wires and cover the solder joint with heat shrink tubing or electrical tape. Small tie wraps can be used to keep the wires neatly bundled.

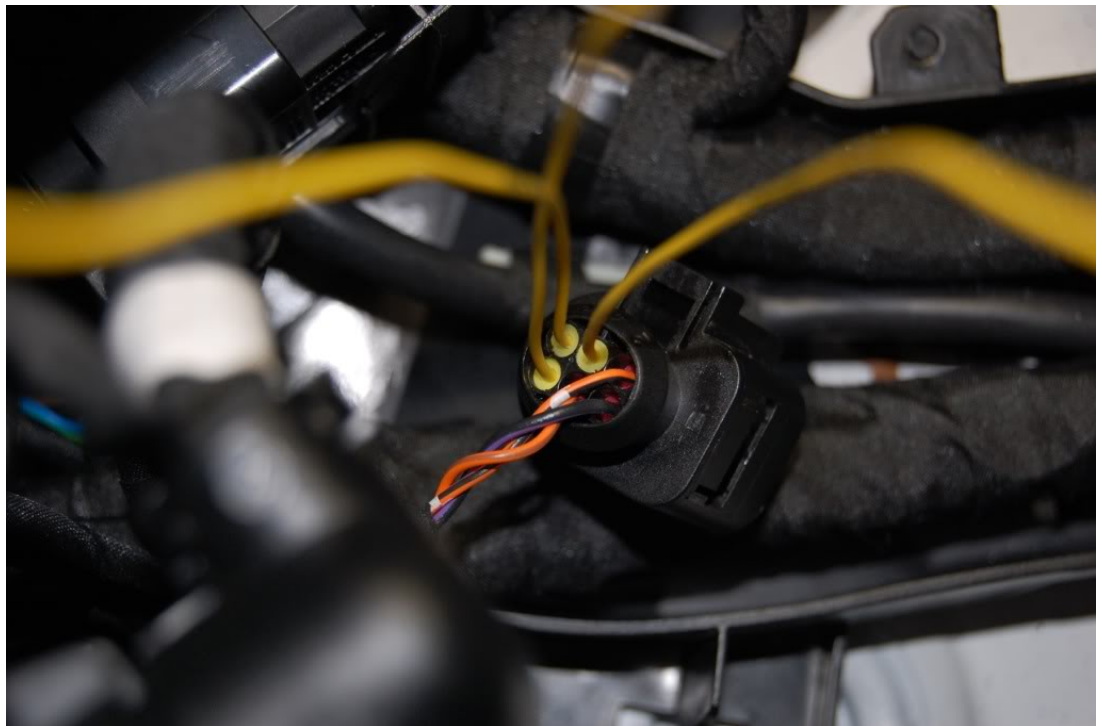
5. Insert the wire into 6 pin connector in position 4. This will be the power connection for the TOG sensor.

6. Install a new wire with seal in position 5 of the 6 pin connector. This will be the ground connection for the TOG sensor

7. Install a new wire with seal in position 6 of the 6 pin connector. This will be the connection from the TOG sensor to the instrument cluster.

8. Reinstall the purple clip on the connector. Push the seal into position in the connector.

Here's a picture showing the wires with the seals in place:



Here is a picture of the connector in place by the headlight with the three new wires installed.



7. There is a grommet on the firewall near the rear of the frame rail. This grommet is where the harness enters the car, just above the pedals. There are some available spaces on this grommet. The three new wires will need to be routed through this grommet to the inside of the car. This was a bit tricky - a long, thin, stiff wire can help here. Be careful not to poke too large of a hole in the grommet as it is meant to keep water out of the car.

Here is a picture of the grommet showing my 3 new wires passing through. You can see here that I used red, green and black wires to extend into the car - again different colors help me remember which wire is which. Note you can bundle and wrap those wires better than I did - I just wanted to show the wires going through the grommet.



8. Remove the instrument cluster. This is done by removing the trim over the headlights switch, removing the trim below the cluster, and removing the 2 torx screws at the bottom of the cluster. In order to remove the connector on the back of the cluster, a tab in the middle of the connector must be depressed and the latch lifted up. A small lighted mirror can help here. Have the steering wheel in the lowest, most extended position for this. There are DIYs for removing the cluster on the Mk6 forums if you need more help, but overall its pretty easy.

9. The cluster connector cover comes off easily - just release the tab on the bottom of the connector with a small screwdriver and slide the cover off the connector.

Here is the connector with the cover slide partially off:



10. Cut the instrument repair wire in half and insert into the cluster connector at pin 11. Tape or zip-tie the wire to the harness near the connector. Reinstall the connector cover.

12. Connect the wire you ran into the car from pin 6 on the 6 pin connector to the repair wire.

13. Connect the wire you ran into the car from pin 4 on the 6 pin connector to switched power. This is available on fuse 4. In my case, I cheated and used a "add-a-circuit" adapter for this. Its not as clean as wiring into the back of the fuse box, but it was quick and easy.

14. Connect the wire you ran into the car from pin 5 on the 6 pin connector to ground. In my case, I connected this wire to the top torx screw on the fuse box after verifying this screw was grounded (it was).

15. Reinstalled the instrument cluster and fuse box panels. Make sure you engage the connector on the rear of the cluster properly and latch it in place. Again, a lighted mirror helps here.

16. Reinstall the battery and battery hold down clamp and battery cover.

17. You will have several warning lights on the cluster after having the battery disconnected, including the TPMS warning light, steering and stability control. These should all go away after driving a few feet. You can also scan the car with VCDS and clear any faults.

Part 3: Oil Pan Swap / Sensor Install

Goal: Replace your oil pan with one which has a hole machined into it for the TOG sensor. After the pan is installed, install the TOG sensor.

(1) Oil pan with opening for TOG sensor: 06F-103-601-L

(1) Sealant for oil pan: D-176-404-A2

(1) TOG Sensor: 06E-907-660

(3) bolts for TOG sensor: N910-652-01

Oil and new filter.

XZN (triple square) M8 and M12 bits. For the upper oil line bolt, a stubby M8 bit is helpful.

Note: our engine is very similar to the older 2.0T engines found in Mk5 2006 Golfs and Jettas. If you have a Bentley from one of those cars, there are diagrams and torque specs for replacing the oil pan.

Here is a picture of the new oil pan:



1. Remove engine splash guard (8 torx bolts).
2. Drain oil from pan and oil filter housing. Remove oil filter housing.
3. Place car securely on jack stands.
4. Remove T30 torx bolt securing air plumping at front of motor.
5. Loosen 2 M12 bolts securing aux water pump bracket. Below is pic of the pump.



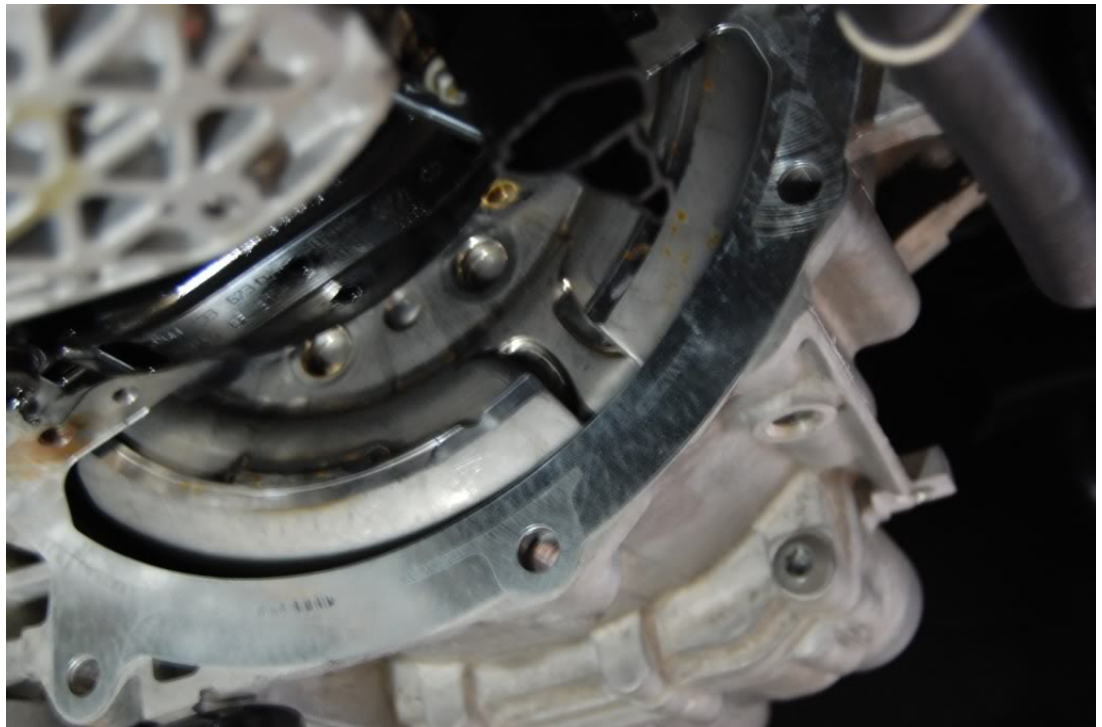
6. Remove 2 T30 torx bolts securing air plumping on side of engine (I did not remove the lower wheel arch splash guard for this, although you could).
7. Remove 2 M8 bolts to turbocharger oil line from pan.
8. Remove 3 bolts connecting oil pan to transmission.
9. Remove 20 bolts attaching oil pan to engine. The two bolts recessed against the transmission require the engine to be rotated to a cut out in

the flywheel. This can be done using a 19mm 12 point bolt on the crank pulley. A wobble extension helps here to.

Picture showing one of the two recessed bolts:



Picture of the flywheel showing the notch.



10. Using string or small blocks of wood, move the oil line and air plumbing away from the pan and keep it out of the way while the old pan is removed and the new pan installed.

11. There are specific cut outs on the pan where you can pry it loose. It does not take too much force to do this.

12. Remove pan. Clean all old sealant off the engine block.

13. Remove the two torx bolts on the plastic baffle in the pan and transfer the baffle to the new pan. Do NOT install the TOG sensor into the new pan now.

14. Test fit the new pan to the engine block until you feel comfortable you can fit it up there quickly and easily. This is important because once the sealant has been put on the pan, you really need to get it in position and bolted down in about 5 minutes.

15. Using the VW sealant, run a 2-3mm bead of sealant around the perimeter of the pan (going to the inside of the bolt holes).

16. Position the pan on the engine and insert a couple of the pan to engine bolts loosely to hold it in place - do NOT tighten these yet.

17. Install the 3 transmission pan bolts and torque to 30ft-lbs. These should be tightened first to avoid cracking the pan, which could happen if you tightened the oil pan to engine bolts first instead.

18. Install the 20 pan to engine bolts. Torque to 11 ft-lbs in a diagonal sequence.

19. Install TOG sensor. Torque 3 M8 bolts to 9 ft-lbs. Connect cable.

20. Install the turbocharger oil line bolts torque to 9 ft-lbs.

21. Install torx bolts holding air plumbing on side and front of engine.

22. Tighten M12 bolts holding aux water pump bracket.

23. Install new oil filter and housing.

Here's a shot with the new pan and sensor in place:



24. Make sure the sealant has had at least 30 minutes to set before adding oil. Lower car from jack stands and fill with oil. Takes approximately 5 liters.

25. Recode instrument cluster using VCDS. Under adaptation, select channel (7) ESI: Coding of Service Interval Extension (SIE) - TOG. Change the value to "Oil level thermal sensor connected to instrument cluster".

26. Test drive. Oil temperature should indicate on MFI after a few minutes.

27. After the test drive, check for leaks, reinstall engine splash guard.

Last edited by DerGolfGTI; 05-08-2012 at 08:49 PM.



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jsausley

Member
Join Date: Dec 2nd, 2011
Location: Burlington, NC
Posts: 3,702
Vehicles: '14 CC R-Line, '12 Golf R

05-08-2012 09:29 PM [Reply](#) #2




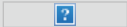

WOW!!!

I'd love to have the oil temp display but that's way too much work for me. That really is a pretty huge install for something so simple. Nevertheless, thanks for the information and many s to you for completing it and showing us how. I'll just sit over here and envy you quietly.

[Golf R Database](#)
[Golf R | CC R-Line](#)
[North Carolina Golf Rs | Facebook Group](#)



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<div>DerGolfGTI ▾</div> <div>Member</div> <div>Join Date: Feb 21st, 1999</div> <div>Posts: 678</div>	<div>05-08-2012 10:18 PM Reply #3</div> <div>Yeah - that's exactly what I thought too! My Mk3 has this, and I had hoped it was as simple as just flipping a switch in VAG-COM, but no...</div> <div>Its really not too hard of job, but I can certainly understand why people would say we're crazy to (a) spend \$500 for an oil temp/level sensor, and (b) go to the trouble.</div> <div>From a price point of view, Suncoast VW/Porsche sells leather sunvisors for \$900 for Porsches and I guess people actually buy them - this mod actually does something and it was .. educational for me 😊</div> <div>⚠</div> <div>Reply With Quote +</div>
<div>OrlandoR ▾</div> <div>Member</div> <div></div> <div>Join Date: Mar 15th, 2005</div> <div>Location: Sarasota</div> <div>Posts: 3,244</div> <div>Vehicles: '04 DBP ::R32, '12 CSG Golf R</div>	<div>05-08-2012 10:27 PM Reply #4</div> <div>You from Sarasota?</div> <div></div> <div>MKVI JSW parts for sale: HERE</div> <div>Fully polished Fat Fives for sale: HERE</div> <div>⚠</div> <div>Reply With Quote +</div>
<div>BigmountainVMD ▾</div> <div>Member</div> <div></div> <div>Join Date: Sep 27th, 2011</div> <div>Location: Philadelphia</div> <div>Posts: 670</div> <div>Vehicles: 1999 Saab 9-3, 2012 Golf R Rising Blue</div>	<div>05-08-2012 10:31 PM Reply #5</div> <div>Wow. 🤖🤖 All it takes is looking at a project like this to remind me that, regardless of my progress working towards my doctorate, I am still a dumbass.</div> <div>⚠</div> <div>Reply With Quote +</div>
<div>JosephHatfield ▾</div> <div>Member</div> <div>Join Date: Sep 4th, 2011</div> <div>Location: North Bethesda, MD USA</div> <div>Posts: 259</div> <div>Vehicles: 2000 VW Golf (Sold) 2002 VW GTI (Sold) 2007 VW GTI (traded) 2012 VW Golf R</div>	<div>05-08-2012 10:40 PM Reply #6</div> <div>Bravo! I applaud your perseverance.</div> <div>And I thought removing the Soundaktor was too hard 😊</div> <div>⚠</div> <div>Reply With Quote +</div>
<div>Cortexiphan ▾</div> <div>Member</div> <div></div> <div>Join Date: Mar 1st, 2010</div> <div>Location: South East, MI</div> <div>Posts: 4,807</div> <div>Vehicles: Golf R</div>	<div>05-08-2012 10:56 PM Reply #7</div> <div>I'll be doing this eventually. 🙏</div> <div>Thanks for the write-up, much appreciated.</div> <div>• Wookies In The Woods 2014 •</div> <div>www.WookiesInTheWoods.com</div> <div>⚠</div> <div>Reply With Quote +</div>
<div>Siliconrane ▾</div> <div>Member</div> <div></div> <div>Join Date: May 19th, 2009</div> <div>Location: Camp Bullis, TX (San Antonio)</div> <div>Posts: 1,626</div> <div>Vehicles: 2012 Golf R - Black</div> <div></div>	<div>05-09-2012 09:27 AM Reply #8</div> <div>Nice. Something to do in my spare time 😊</div> <div>2012 Golf R - Black WETDUB APR Stage 2++ (Build Thread)</div>

vdub07 ▾

Member



Join Date: Apr 15th, 2001
 Posts: 3,351

05-09-2012 09:52 AM **Reply** #9

And again, WOW! 🙌



MFZERO ▾

Senior Member



Join Date: Mar 13th, 2002
 Location: Haverhill, Ma.
 Posts: 33,211
 Vehicles: 2011 Kink Gap Xl, 2000 Haro Blammo, '08 Gti

05-09-2012 01:54 PM **Reply** #10

Great read!

I was trying to get this to work on my mk5 along with the Auto-Polare Fis+ as it shows an oil temp reading in the dash. I've already had the pleasure of replacing my oil pan with the updated unit and oil sensor due to road debris. I just needed to finish sorting out wires and connectors. This will help immensely.



nek.cbs.csd

www.AutobahnPerformance.com
 Autobahn Performance Inc. on Facebook



nordique14 ▾

Member

Join Date: Sep 10th, 2011
 Posts: 122

05-09-2012 08:11 PM **Reply** #11

This is an awesome write up!



AWay ▾

Member



Join Date: Oct 25th, 2002
 Location: Lansdale, PA
 Posts: 1,101
 Vehicles: '11 GTI, '06 F430

06-03-2012 03:59 PM **Reply** #12

Perhaps a silly question but does the it only display in Celsius?

I applaud your work and OEM approach.



Optimus812 ▾

Member



Join Date: May 5th, 2012
 Posts: 182
 Vehicles: 2011 VW GTI

06-03-2012 06:47 PM **Reply** #13

Cool, it is good to know we have this option. Nice write up, thanks!!

Dave

2014 Jaguar F Type
 2011 VW GTI
 2012 Ibis White Audi TTRS --SOLD



ThatVdub ▾

Banned



Join Date: May 28th, 2010
 Location: Jax, FL
 Posts: 6,931
 Vehicles: Golf R

06-03-2012 08:06 PM **Reply** #14

Wow! 🙌



V8Star ▾

Member

06-03-2012 08:19 PM **Reply** #15



Join Date: Jun 26th, 2007
Location: Mission Viejo, CA
Posts: 5,659

Nice write up

Will definitely come in handy, I will start sourcing the parts around the time for my first oil change.

Suzuka TTRS - Carbon Mirrors - Ecodes - Recaros - Schroths - Weichers Roll Cage - HREs - Scorpion TBE - H&R - EBC



Reply With Quote |

autofi

Member



Join Date: Nov 24th, 2011
Location: NY
Posts: 502
Vehicles: urquattro, Golf R, 4000q, EvoIX

06-04-2012 07:32 AM [Reply](#) #16

Originally Posted by **Away**

Perhaps a silly question but does the it only display in Celsius?

I applaud your work and OEM approach.

Not a silly question, you can choose in the MFI settings as right now I'm using the farenheit reading.



Reply With Quote |

Peteski

Member

Join Date: Sep 29th, 2000
Location: Chicago
Posts: 905
Vehicles: 2012 R CW 4Dr



01-19-2013 01:42 PM [Reply](#) #17

This needs to be a sticky in "DIY" thread for Golf R builds and FAQ.

This writeup tremendously helped me getting my Oil Temp/Level sensor installed. I did few things differently but overall followed the steps listed in this DIY.

OP deserves some serious 🍷🍷🍷🍷 for this work.

...and it also works on Color MFD Clusters
<http://forums.vwvortex.com/showthrea...1#post80036371>

Cheers,

Peter

// OEM Recaros // RNS-510 // RVC // RLS // OPS // OEM Auto-Dimming Auto-Folding Exterior Mirrors // OEM Homelink // OEM LED Tails // OEM Golf R Black Headlights // OEM Door puddle lights // OKADA Plasma Coils // APR Stage 3 // 034M Catch Can
RNS-510 Guru // VWNav.com // Instagram: PeterDNA



Reply With Quote |

RCKEV

Member

Join Date: May 29th, 2012
Location: GA
Posts: 540
Vehicles: 2007 autobahn GTI sold, 2010 autobahn GTI 4dr sold, 2012 GolfR sold 2008 R32

01-19-2013 05:57 PM [Reply](#) #18

Originally Posted by **BigmountainVMD**

Wow. 🍷🍷 All it takes is looking at a project like this to remind me that, regardless of my progress working towards my doctorate, I am still a dumbass.

LMFAO

I had a dentist buddy that would ask me to do all his mechanic work and he used to say about the same thing.



Reply With Quote |

Weasel Soup

Junior Member

Join Date: Dec 21st, 2012
Location: now in Fort Collins
Posts: 60
Vehicles: 2013 Golf R 4DR in TR, 1995 Escort GT rally car

01-19-2013 06:33 PM [Reply](#) #19



I agree with this being a sticky. Very cool that DerGolf did this write-up!



Reply With Quote |

RCKEV

Member

Join Date: May 29th, 2012
Location: GA
Posts: 540
Vehicles: 2007 autobahn GTI sold, 2010 autobahn GTI 4dr sold, 2012 GolfR sold 2008 R32

01-19-2013 08:45 PM [Reply](#) #20

Originally Posted by **Weasel Soup**



I agree with this being a sticky. Very cool that DerGolf did this write-up!



Reply With Quote |

gima

Member

Join Date: Nov 6th, 2004

Location: Florida

Posts: 5,324

Vehicles: R

Insane write up, good work 👍


01-19-2013 09:14 PM

Reply

#21

PDXA4

Member



Join Date: Oct 9th, 2001
Location: Austin, TX formally Bay Area, CA
Posts: 1,217
Vehicles: Audi D2 S8...

01-20-2013 12:25 AM [Reply](#) #22

Originally Posted by **Peteski**

This needs to be a sticky in "DIY" thread for Golf R builds and FAQ.

Agree with this...

Current: Golf-R Rising Blue 4-door loaded, Mazda MX-5, several mods #333
Former: Audi D2 S8 Ming Blue
Former: VW mkV GTi United Gray, B6 A4 Avant 1.8TQ Atlas Gray
B5 A4 1.8TQM Santorin Blue J31-K04 Beauty
B5.5 Passat TDi, Euro model...

[Reply With Quote](#) |

nordique14

Member

Join Date: Sep 10th, 2011

Posts: 122

01-20-2013 01:28 AM

Reply

#23

Originally Posted by **Peteski**

This writeup tremendously helped me getting my Oil Temp/Level sensor installed. I did few things differently but overall followed the steps listed in this DIY.

Please fill us in on what you did differently? Was is because of the color MDI or was it just better to do a couple of the steps differently?

54

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54

VW Pfeffer
Member

Join Date: Aug 10th, 2002
 Location: Stanwood, Wa
 Posts: 399
 Vehicles: 2012 Golf R

☐ Oil Temp on the MFD - How Hard Can It Be? (Part II)

01-05-2014 07:17 PM
 [Reply](#)
#24

I just completed the install. That was the single longest, most challenging installation I have done to my R, and I have done dozens. It took me nearly 12 hours from start to finish. The two oil pan bolts by the flywheel and disconnecting the steering harness are the most frustrating parts. Do not attempt this unless you have a comprehensive set of tools! Luckily I had everything I need but I swear I used every damn one of them.

I'm not sure if I want to hug the OP for such an awesome DIY or kick him in the nuts for making me think this was a good idea. 😊

All that work just to get the f'n oil temp in the cluster!! Worth the effort? Hell yes! I'd like to see a show of hands of all the other R owners dumb enough to do it. 😊



Last edited by VW Pfeffer; 01-05-2014 at 11:22 PM.



Reply With Quote

lobuzz311

Member



Join Date: Oct 12th, 2011
Location: San Jose, CA
Posts: 917
Vehicles: 2012 Golf R, 2011 Ford Explorer

01-05-2014 11:09 PM [Reply](#) #25

Originally Posted by **VW Pfeffer**

I just completed the install....

I'm not sure if I want to hug the OP for such an awesome DIY or kick him in the nuts for making me think this was a good idea. 😊



Yeah, that's a lot of work for relatively "simple" mod, but I'm sure you're stoked to have it.

2012 Golf R - Candy White 4-door ([Build Thread](#))



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thegave ▾

Member

Join Date: Dec 22nd, 2008
Posts: 730

☐ Oil Temp on the MFD - How Hard Can It Be? (Part II)

01-06-2014 12:06 PM [Reply](#) #26

Why are US cars gimped in so many ways?



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-RocknRoll- ▾

Member



Join Date: Jan 5th, 2012
Location: North Texas
Posts: 189
Vehicles: 2001 S4(Sold), 2012 RB Golf .:R

01-06-2014 03:29 PM [Reply](#) #27

Excellent write-up. We are all different and with that being said, if the benefit of a mod doesn't justify the \$ or time it takes to install, I'm out. I just don't see a day where I'm gonna want to drop 5 bills and 12hrs +/- to get my oil temp reading in mfd.🙄

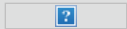
2012 RB Golf R **APR** Stage2+
19" OEM peelers//H&R ultra lows//VWR F/R sway bars//RSC TBE w/diamond black tips
Southbend clutch//RNS-510//OEM led tails//APR Intercooler//F-R Piano black emblems



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VW Pfeffer ▾

Member



Join Date: Aug 10th, 2002
Location: Stanwood, Wa
Posts: 399
Vehicles: 2012 Golf R

☐ Oil Temp on the MFD - How Hard Can It Be? (Part II)

01-08-2014 01:56 AM [Reply](#) #28

Now that I have it installed I'm curious to know if the TOG sensor provides oil level measurement. I've searched in vagcom and activated what I think is the correct item in the submenu but it doesn't do anything in the MFD. I'm thinking it only provides a warning at startup if a low level is detected. Is anyone familiar with how it works?



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autofi ▾

Member



Join Date: Nov 24th, 2011
Location: NY
Posts: 502
Vehicles: urquattro,Golf R,4000q,EvoIX

01-08-2014 02:49 PM [Reply](#) #29

🗨 Originally Posted by **VW Pfeffer** 🗨

Now that I have it installed I'm curious to know if the TOG sensor provides oil level measurement. I've searched in vagcom and activated what I think is the correct item in the submenu but it doesn't do anything in the MFD. I'm thinking it only provides a warning at startup if a low level is detected. Is anyone familiar with how it works?

The pan sensor cycles between oil temp and oil level continuously, other inputs come from opening and closing the hood, start cycles of the motor. One thing about activating through vagcom oil level input, the readout on the cluster registers a little later which confirms the extra input for level control. To be 100% sure about level is to drive the car gently minus 1.5 qts. of capacity and wait for symbol to come up on the cluster. One nice feature knowing oil temps in this frigid weather is the oil takes twice as long as the coolant to be at full temp.



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Cadubya ▾

Semi-n00b

Join Date: May 20th, 2013
Posts: 15

01-16-2014 08:50 PM [Reply](#) #30

🗨 Originally Posted by **autofi** 🗨

The pan sensor cycles between oil temp and oil level continuously, other inputs come from opening and closing the hood, start cycles of the motor. One thing about activating through vagcom oil level input, the readout on the cluster registers a little later which confirms the extra input for level control. To be 100% sure about level is to drive the car gently minus 1.5 qts. of capacity and wait for symbol to come up on the cluster. One nice feature knowing oil temps in this frigid weather is the oil takes twice as long as the coolant to be at full temp.

Do you know if this is possible on a 2011 GTI?



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VW Pfeffer ▾

Member

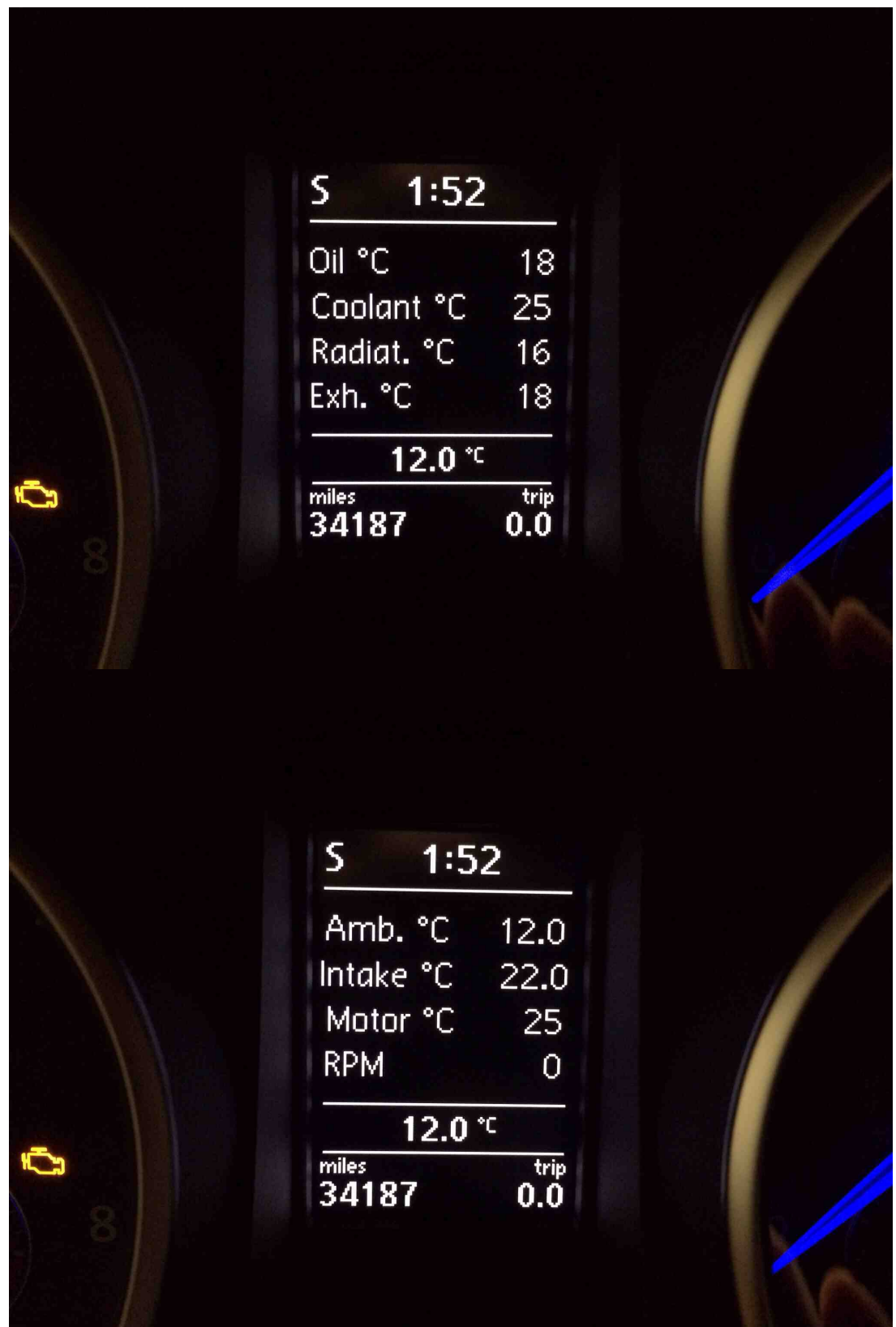


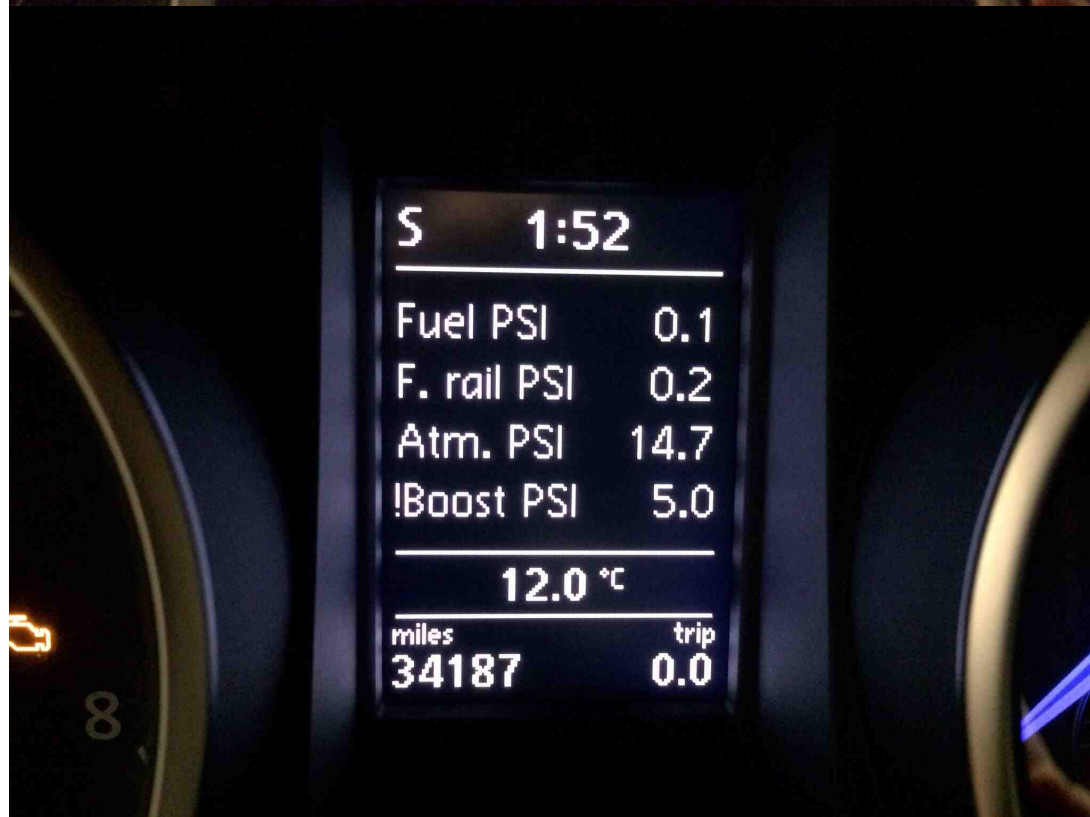
Join Date: Aug 10th, 2002
Location: Stanwood, Wa
Posts: 399
Vehicles: 2012 Golf R

☐ Oil Temp on the MFD - How Hard Can It Be? (Part II)

01-22-2014 10:39 PM [Reply](#) #31

I really like having the oil temp in my display so I purchased a Polar FIS Advanced from Peter. It gives you up to five screens of information. Here's what it looks like in my R.







I should have started the car for the photos, but you get the idea.



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mcgyver7923

Member



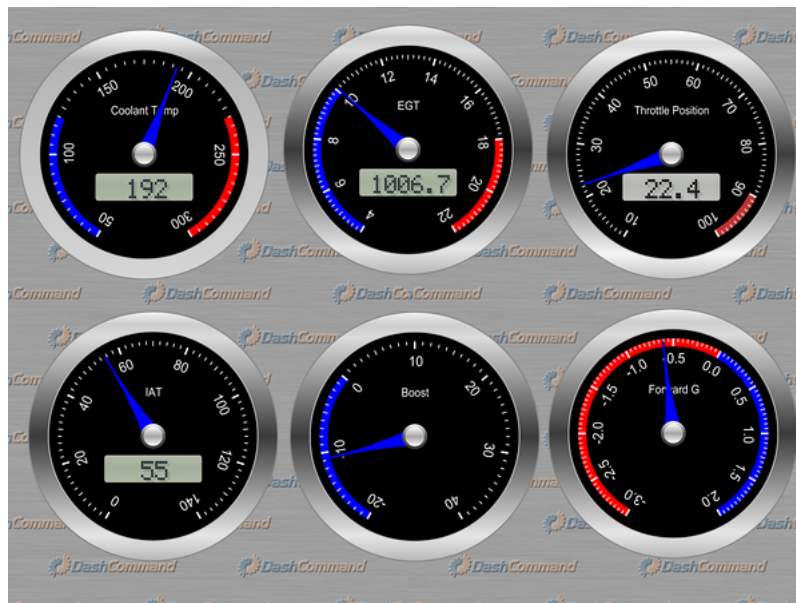
Join Date: Oct 16th, 2003
Location: North Ridgeville, OH
Posts: 772
Vehicles: 2012 RB APR Stage 3
Golf R



02-20-2014 11:52 AM Reply #32

So I have this done on my car and oil temp is reading. How exactly do I enable oil level?

Also, I'm using dash command app on an ipad mini connected to a bluetooth OBD dongle. I want to show oil temp on the dash command but it doesn't give a reading. It seems there may be something else I need to do to enable it to be output. Does anyone know? Here is what my dash command gauges look like:



I want to replace one of those with Oil Temp. The idea on the G and Throttle position is that if I put a camera on the gauges I can see when I brake, how hard I am on the gas, etc. Would make for a cool PIP on my track videos.

12 Golf R RB 4-Door Sunroof - APR Stage 3
HS Tuning - www.hstuning.com



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jmhtx

Junior Member

Join Date: Aug 20th, 2013

Location: El Paso, TX

Posts: 77

Vehicles: 2013 CSG Golf R

02-20-2014 11:59 AM

Reply


#33

How does the Polar FIS measure the oil temperature it displays if US Golf R don't have an sensor in the oil pan?

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mcgyver7923

Member




Join Date: Oct 16th, 2003

Location: North Ridgeville, OH

Posts: 772

Vehicles: 2012 RB APR Stage 3 Golf R



02-20-2014 12:07 PM

Reply

#34

Originally Posted by jmhtx

How does the Polar FIS measure the oil temperature it displays if US Golf R don't have an sensor in the oil pan?

It won't display it unless you install the sensor and wire it to the cluster so it is fed into the CAN BUS.

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12 Golf R RB 4-Door Sunroof - APR Stage 3

HS Tuning - www.hstuning.com

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