

Connection guide
3-mode flap control
EXFLAPRCP013
for PORSCHE 718 4.0I
with vacuum valves

Disclaimer:

The contents listed in these operating instructions / installation instructions were created with great care.

CARGRAPHIC Thomas Schnarr GmbH assumes no responsibility for the completeness, timeliness and accuracy of the listed content.

The user bears the risk of using the content.

CARGRAPHIC Thomas Schnarr GmbH assumes no responsibility for damage caused by operation, improper handling and maintenance or in any related way.

Notes:

The installation should be done by a specialist workshop!

Features

With this control unit you have the possibility to control your exhaust system manually. The controlling is done with the help of a handheld transmitter, with which you can switch between the settings. The last selected mode is always saved and used the next time the vehicle is started.

Advantages

- Control independent of travel profile / Drive select
You decide on the vehicle sound and not the driving profile
- Proper factory mode, even after engine start
Important for having the car at the workshop
- No interference with the CAN bus
No danger to other control units
No influence of software updates on the function of the valve control
- Plug'n'Play to be used with original factory plug connections
No damage to the original wires



Sport Mode

The sound level is being increased by the opened exhaust valves.

The result is a loud and sporty sound level



Automatic Mode

The factory valve control is activated



Comfort Mode:

Valves are permanently closed.

ATTENTION:

For engine protection reasons, the exhaust valves should not be permanently closed. Especially driving under full load should be avoided to prevent engine damage.

Installation

The following points should be considered in advance:

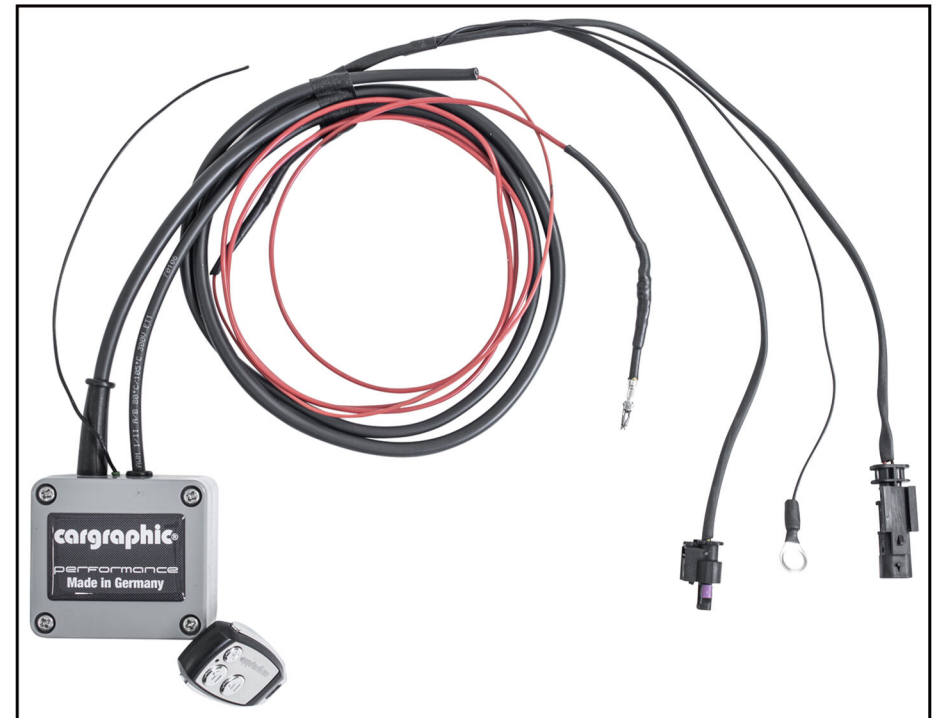
- Suitable position for the device - well protected from external influences such as water and too high temperatures.
- Sufficient cable length.
- Securely fasten the control unit - if necessary, use screws or cable ties to ensure a firm hold.
- Separate the antenna cable from other cables if possible.

Connection

The CARGRAPHIC exhaust valve control unit is connected directly after the factory solenoid valve.

The CARGRAPHIC exhaust valve control unit takes over the control of the exhaust valves and prevents at the same time any kind of failure codes.

If required, the CARGRAPHIC exhaust valve control can be turned off at the push of a button and the factory onboard control unit take over again.



Connection

For connection you must remove the complete upper motor cover. To do this, the soft top (Boxster/ Spyder) must be brought into the service position. The connection itself is made via the original plug connection. For this purpose, the original control wire is removed from the original valve on the left, below the intake manifold (in the direction of travel). For better access, it is necessary to remove some of the vacuum lines located above it and then reinstall them. Figure 1. shows the engine with vacuum lines already removed.



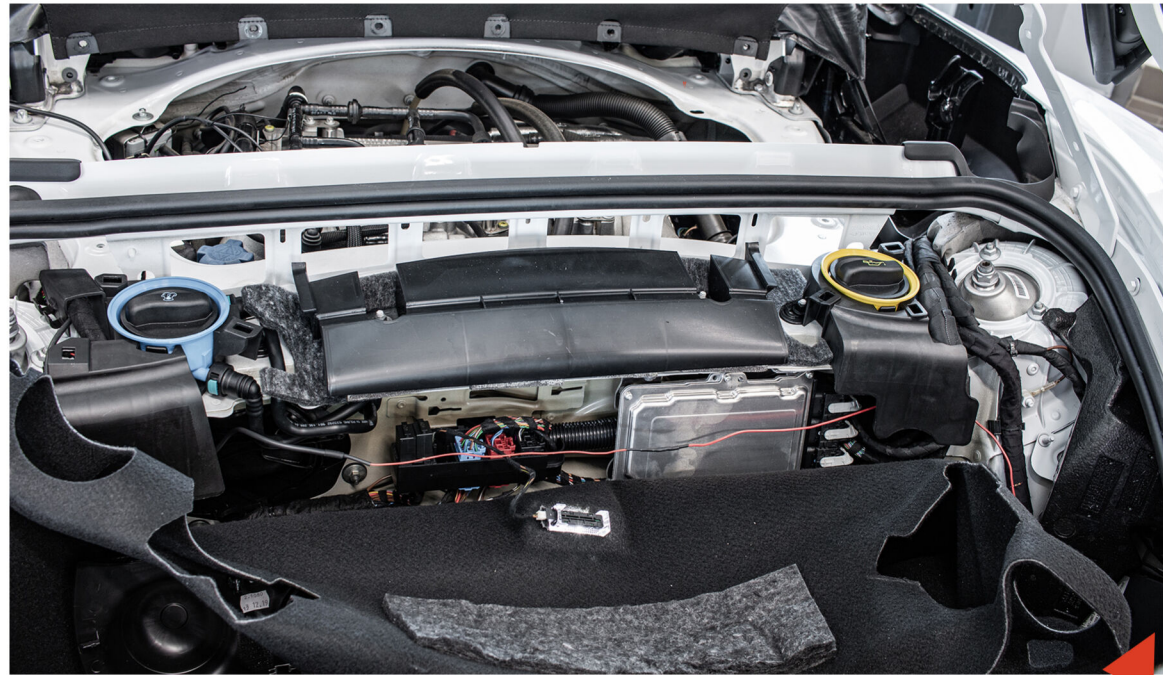
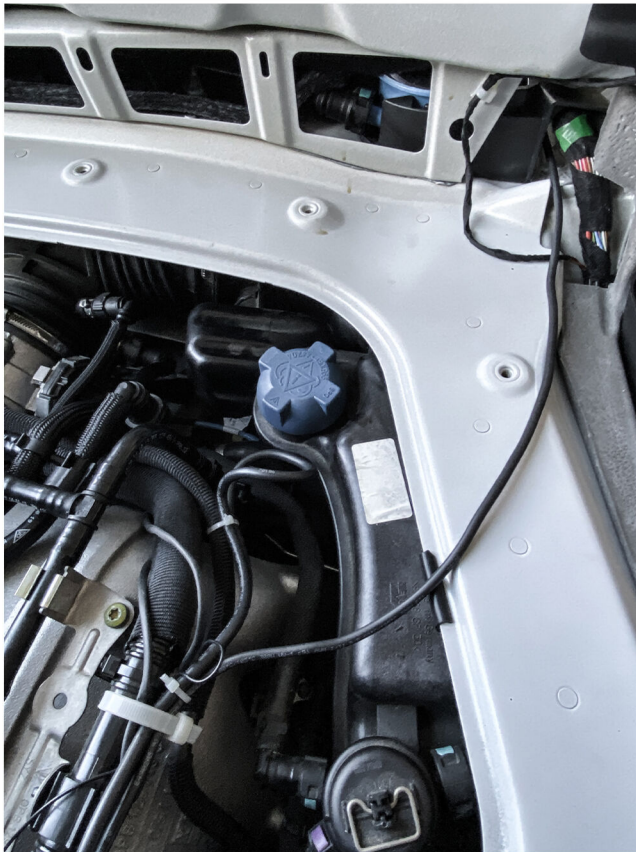
Connection

Figure 3 shows the connection of the original valve. The attached plug is disconnected and replaced by the plug of the CARGRAPHIC exhaust valve control. The original disconnected plug is now reconnected to the matching second plug of the CARGRAPHIC exhaust valve control unit.



Connection ignition plus (clamp 15)

move the red wire without chafing in the direction of the fuse box (trunk)

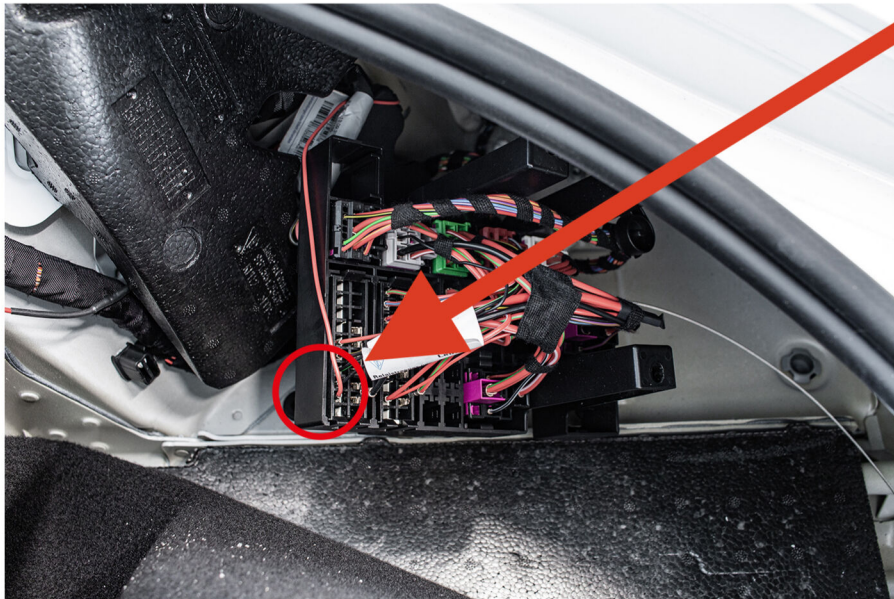


The fusebox can be found on the right side of the trunk behind the carpet.

Connection ignition plus (clamp 15)

Connect the red wire of the flap control with ignition plus (12 volt) of the car.

If possible, use the included pin to connect the cable directly to the fuse box.



Put max. a 5 Ampere fuse in

If a free socket can't be found, you can connect the wire to any other cable with ignition plus (clamp 15) aswell.