

Stand Alone Kit Installation Instructions

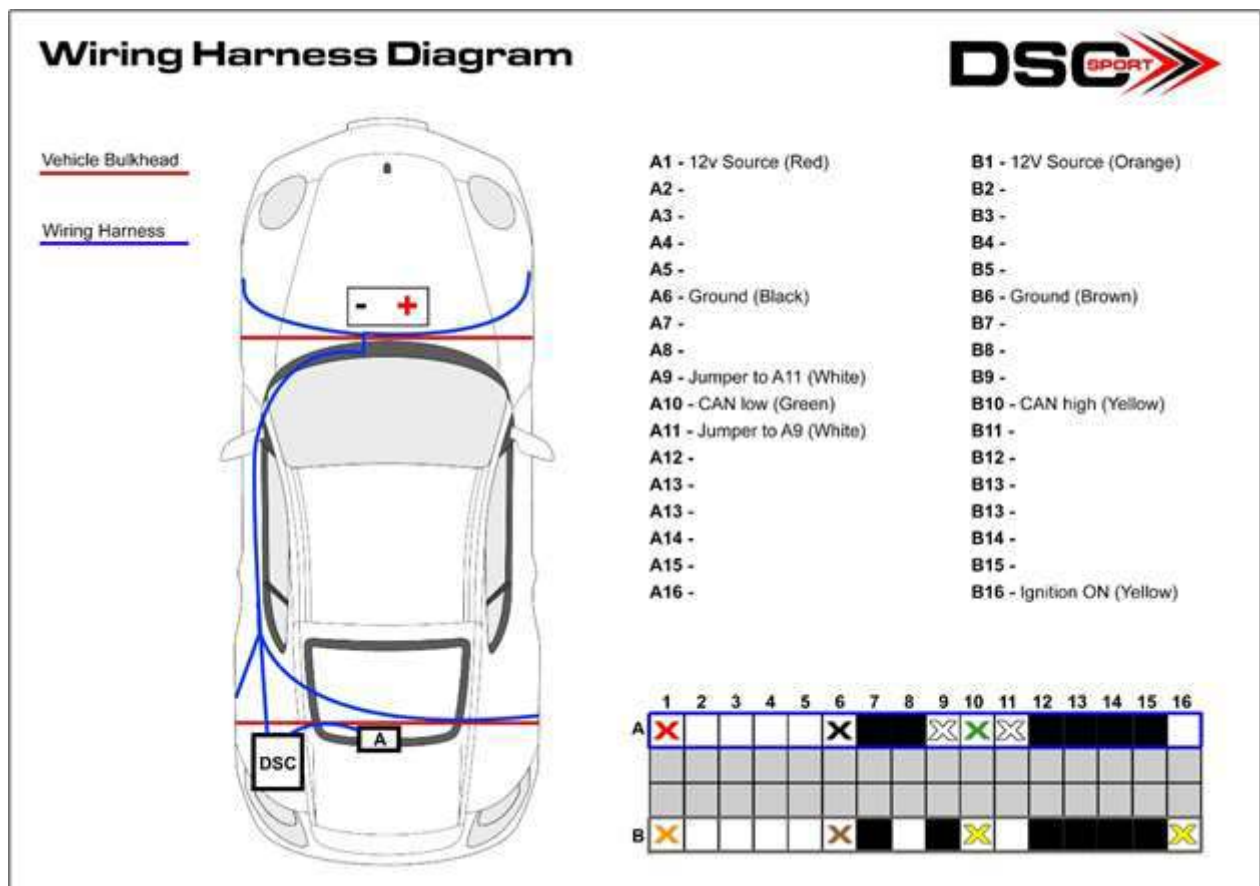
Porsche (997/987/996)

Before installation:

- Read all information in this manual carefully
- Check the product for all components before starting the installation
- Remove the negative battery cable from the negative post on the battery
- Ensure that all suspension components are fitted and removed according to the manufacturer's specifications for fitting and removing, unless otherwise required in these instructions.

WARNING:

Factory wiring colors can vary by year, model, country, and other factors. Always check Porsche factory manuals before making connections.



I. Accessing ECU, factory wiring looms, etc.

- a. Remove carpeted engine cover (Figure 1.1)
- b. Remove (2) T20 fasteners from the oil/washer fluid surround (Figure 1.2)
- c. Remove silver plastic accent trim piece (Figure 1.3)
- d. Remove carpeted insert in the trunk closest to the driver side (left side) tail lamp to expose connector block (Figure 1.4). For easier access, peel back second carpeted piece (Figure 1.5)



Figure 1.1



Figure 1.2



Figure 1.3



Figure 1.4



Figure 1.5

II. Project Configuration

- a. Toggle Switch
 - i. If you will be using a switch (factory switch panel or DSC Sport toggle switch), you will need to pull the white wire loop out of the smaller loom and cut the loop, then cap off. (Figure 2.1)
- b. Accelerometer
 - i. **Gen 1 997 and earlier models** – A DSC Sport 3-axis accelerometer is required for all non-turbo, gen. 1 997/987 and earlier model vehicles. Attach accelerometer to brown male connector of DSC Sport wiring harness. Connector is attached to a 28 inch tail that reaches the center of the rear bulkhead where it is to be mounted (Figure 2.2). The accelerometer must be mounted logo-side-up with the chevrons/wires facing the front of the vehicle. Secure firmly with provided adhesive 3M product.
 - ii. **Gen 2** – Accelerometer is not needed; tuck tail under carpet.



Figure 2.1



Figure 2.2

III. Wiring Connections

- a. We recommend soldering all wires for the best possible connection. Use electrical tape to ensure all connections are properly sealed (Figure 3.1)

WARNING:

Factory wiring colors can vary by year, model, country, and other factors. Always check Porsche factory manuals before making connections.

ORANGE = 12v SOURCE

(Connect to red wire in small black connector)

RED = 12v SOURCE

(Connect to red wire in small black connector)

YELLOW = IGNITION SWITCH ON

(Connect to black/grey wire in large black connector)

YELLOW/GREEN TWIST = CAN (Y=hi | G=lo)

(Connect yellow DSC wire to the factory yellow/white tracer (hi). Connect the green DSC wire to the factory black/white tracer. Factory CAN wires will be in a twisted pair going into the large black connector.)

BLACK = DEDICATED GROUND (Attachment point is a local factory ground next to the connector/relay block)

BROWN = DEDICATED GROUND (Attachment point is a local factory ground next to the connector/relay block)

- b. Once you have completed all your connections, plug the connector into the DSC Sport Controller and tuck controller into wheel well underneath the connector/relay block. The spacing should provide a snug fit. If necessary, velcro tape can be used to secure in place (Figure 3.2).



Figure 3.1



Figure 3

IV. Running the Wiring Harness

- a. Run main harness around shock mount to engine cover. This is where the harness splits to the front and to each rear wheel (Figure 4.1).
- b. Run each rear harness tail to their respective wheel well (see Wiring Harness Diagram on p.1). The wiring tails are marked for easy identification. Follow original factory harness thru the wheel wells (Figure 4.2). Reinstall trim pieces in the trunk area.
- c. Run the main loom for the front shocks along the driver side door sill. Remove sill plate and tuck loom under carpet. Sill plate is attached with (2) T30 fasteners and multiple clips (Figure 4.3)
- d. Once you reach the driver's footwell, you will find a tail with a brown connector that splits from the main harness. This tail will be fed up into dash if using factory switching (multiple maps).

- e. Remove the battery. There is an unused 2 inch grommet that will need a small slit cut into it, to pass wiring thru the bulkhead. This grommet is located behind the battery.
- f. Use plastic zip ties to secure wiring across the bulkhead to their respective wheel wells (Figure 4.4). Follow original factory harness thru the wheel wells and zip tie to existing wiring (Figure 4.5).



Figure 4.1



Figure 4.2



Figure 4.3



Figure 4.4



Figure 4.5

V. Factory Switch Panel

- a. Put the vehicle in neutral and engage the emergency brake.
- b. Remove negative battery cable from negative battery post.
- c. Remove hidden T30 fastener holding small carpeted piece in left and right footwell to access (2) T20 fasteners holding leather covered center console covers in place.
- d. Remove center console side covers (Figures 5.1 and 5.2).



Figure 5.1



Figure 5.2

- e.
- f. **PDK** - With transmission in neutral, twist the bottom of the shifter counter-clockwise (Figure 5.3)
 - i. **TIP:** Cover lower section with a paper towel if you need to use channel locks to twist locking mechanism.
- g. **Manual**
 - i. Put transmission in neutral and use plastic pry tool to separate shifter boot from transmission console cover.
- h. Pry upward to separate black trim piece from silver trim tunnel surround (Figure 5.4)
- i. Remove (4) T20 fasteners holding down silver trim.
- j. Remove (2) T20 fasteners from cubby just under switch and remove cubby and switch together (Figure 5.5).
- k. Press release tab and disconnect connector with red housing from switch plate.
- l. Cut zip tie off connector and release housing by pushing in black locking tab using a small flathead screwdriver (Figure 5.6).
- m. You will be using positions 6 and 8 of this connector. Positions are marked on connector.
- n. You will need wire pins that fit this connector. The part number of the combined switch is 99761312900. You will need 2 pins that fit the red connector that feeds the switch (they should come with about 8 inches of wire attached to the pins). (Source from Porsche).
- o. Reinstall connector into red housing and replace zip tie. Reinstall connector to combined switch.
- p. DSC switch loom is then fed up thru the center console to the opening where the combined switch was.
- q. Cut the center 2 wires 1 inch from the brown DSC switch connector (white and brown) (Figure 5.7).
- r. These wires are then connected to the 2 tails coming from the red connector (Pic8).

ATTENTION

Temporarily twist wires together, then connect the battery. Test by turning ignition on and press the shock button to see if the car cycles thru PASM NORMAL and PASM SPORT. An indicator on the dash will tell you which mode you are in.

- s. Once you have confirmed the combined switch is working, solder and heat shrink connections.
- t. Reinstall all trim pieces in reverse order.



Figure 5.3



Figure 5.4



Figure 5.5



Figure 5.6

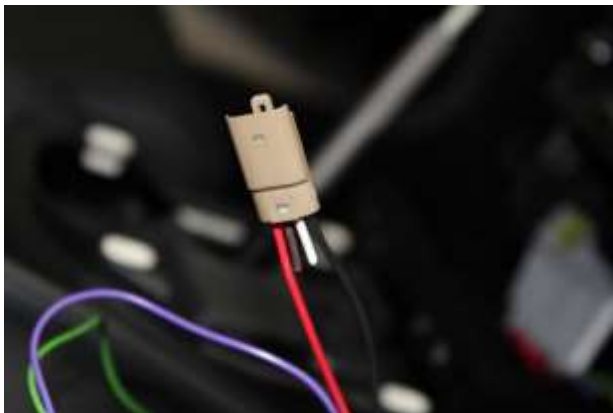


Figure 5.7



Figure 5.8