



Installation guide Caymax II 958 – Tuning-Box Porsche Cayenne II Turbo 4,8l V8 500PS

General instructions

Read this installation guide carefully before starting the installation so that you will be able to use all the technical advantages of the systems and do not start with the installation before you have read and understood these instructions.

Your tuning system was designed and manufactured with great care and therefore should be also handled with care. If you comply with the advice given below you will avoid an early termination of the product guarantee and you will be enjoying your product for years to come.

Never install the system if the ignition is on. Pull the ignition key. After switching off the ignition, wait for 5 minutes until all electric devices are turned off.



Please absolutely consider these references.

Ignition switch off.

Wait 5min after switching the ignition off

If possible, install the module in a dry area in the engine compartment. Humidity and wetness contain minerals which cause corrosion to the electronic circuits. Fix the harness and protect it from humidity. Before every engine wash, remove the entire tuning system.



Install splash proof

Attention with engine washing.

No installation on hot engine parts.

Do not fix tuning systems to engine parts that could heat up. Never fix the module directly or close to the engine (engine block). High temperatures can reduce the lifespan of electronic devices and can deform or melt specific plastics materials.

Take care that the harness does not touch the parts in motion and the metal parts to avoid friction. Do not make any changes to the harness (do not make it any longer or shorter). In case of the malfunctioning of the system due to any non compliance with the instructions during the installation of the tuning modules, the product guarantee will be terminated.



Installation

Localise the boost pressure sensor (1) and the camshaft sensor (2). Open each of the connectors and connect the cable adapter with the sensors. Connect the red cable on the +12 Volt positive pole from the vehicle voltage connection and the ground cable to the vehicle mass.

Advice! You can't find the sensors? The 4 pin boost pressure sensor (1) is located on the left side from the intake system. The 3 pin cam shaft sensor (2) is located at the top right side of the engine block. Note that you don't connect the adapter cable on other plugs. On the following pages you will find an illustrated guide.

Move the adapter cable not in parallel with injection pipelines or ABS control device connecting leads. Keep to very big distances. Fix the cable harness with cable binders. Connect the module with the series. It's possible that the engine power turns out to be too high or too low. If the power should be too high, it is shown by a strong soot generation, disturbed engine run, engine misfire or the initiation of the engine emergency program. See the attached sheet module fine settings. adapter cable.

The module should be obstructed possibly against warmth and splash water protected.

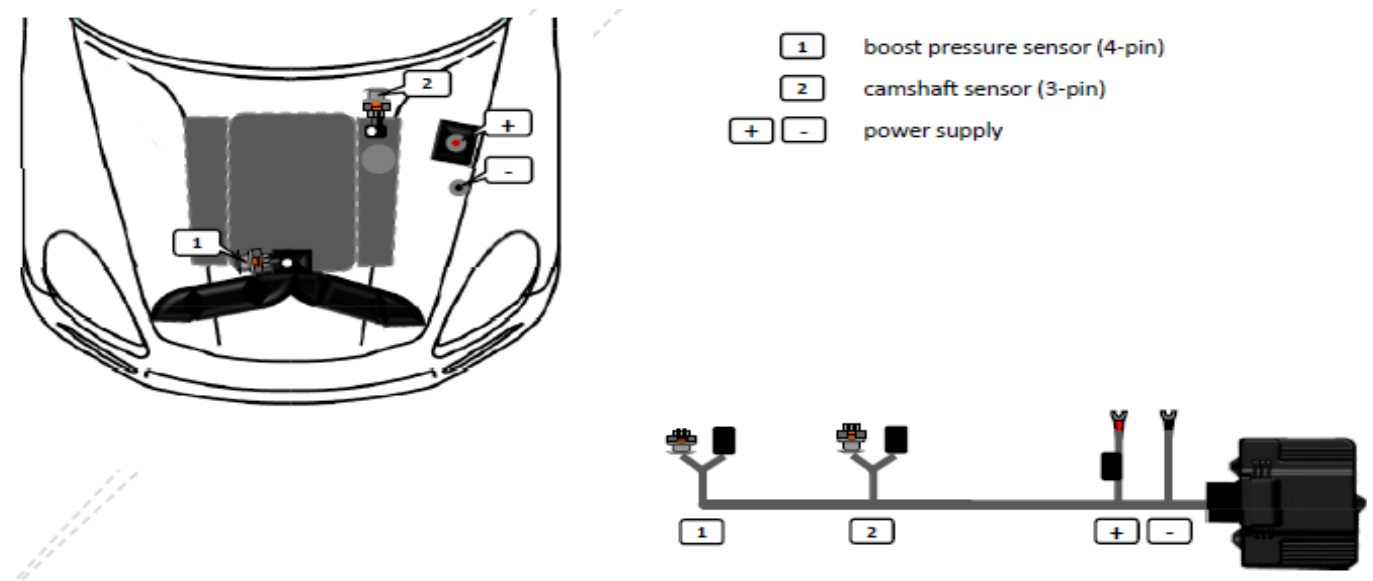
Settings

The module is preset on the vehicle and needs no other change of the settings. Now the vehicle is ready for a test run.

The performance tuning can obtain a different result throughout the series. It's possible that the engine power turns out to be too high or too low. In this case there are some fine settings needed, please contact us.

If you still have questions or you are not quite sure? Contact us, a technician will gladly help you!

Installation principle



Installation



Open the engine hood. Remove the engine cover (D).
The engine cover (D) is not screwed.



Connection boost pressure sensor (L):
The 4 pin boost pressure sensor (L) is located on the left side from the intake system.



To disconnect the boost pressure plug press the locking lever (S). Connect the boost pressure adapter between the both connections.



Connection camshaft sensor (N):

The camshaft sensor (N) is located at the top right side of the engine block.



Connect the camshaft signal adapter between both connections.



Connect the +12 Volt cable on the positive pole from the vehicle voltage connection. Connect the ground cable to the vehicle body mass. Move the adapter cable not in parallel with injection pipelines or ABS control device connecting leads. Keep to very big distances. Fix the adapter cable with cable binders. Connect the module with the adapter cable.

Check all connections again and reassemble the vehicle in reverse order.



Trouble shooting

Error descriptions	Problem solution
<p>The car doesn't start.</p>	<p>Check all connected components.</p> <p>Are the adapter plugs in the right position?</p> <p>Do the LED's work properly (Both LED's flashes only while driving. You can't check the LED's when you turn only the ignition on. Red LED → The device is ready for use. Yellow LED → The tuning is active.)?</p> <p>Is the adapter cable the right one?</p>
<p>The car doesn't run smoothly. The engine is bucking.</p>	<p>Are the adapter plugs in the right position?</p> <p>Contact the support.</p>
<p>The emergency program runs immediately. The Malfunction Indication Light (MIL) flashes in the Instrument Cluster.</p>	<p>Contact the support.</p>
<p>The emergency program (fail save) runs in higher rpm.</p>	<p>Contact the support.</p>
<p>The car shows no extra performance.</p>	<p>Contact the support.</p>
<p>The car produces too much soot.</p>	<p>Contact the support.</p>
<p>How can I get back to the original state of the car?</p>	<p>Turn the ignition off. Wait, until all electric power consumers are switched off. Disconnect the module from the adapter cable. Connect the supplied bridging plug instead of the module to the adapter cable. The car is now back in the series performance. You can also remove the complete system (module and adapter cable).</p>

If you still have questions or you are not quite sure? Contact us, a technician will gladly help you!