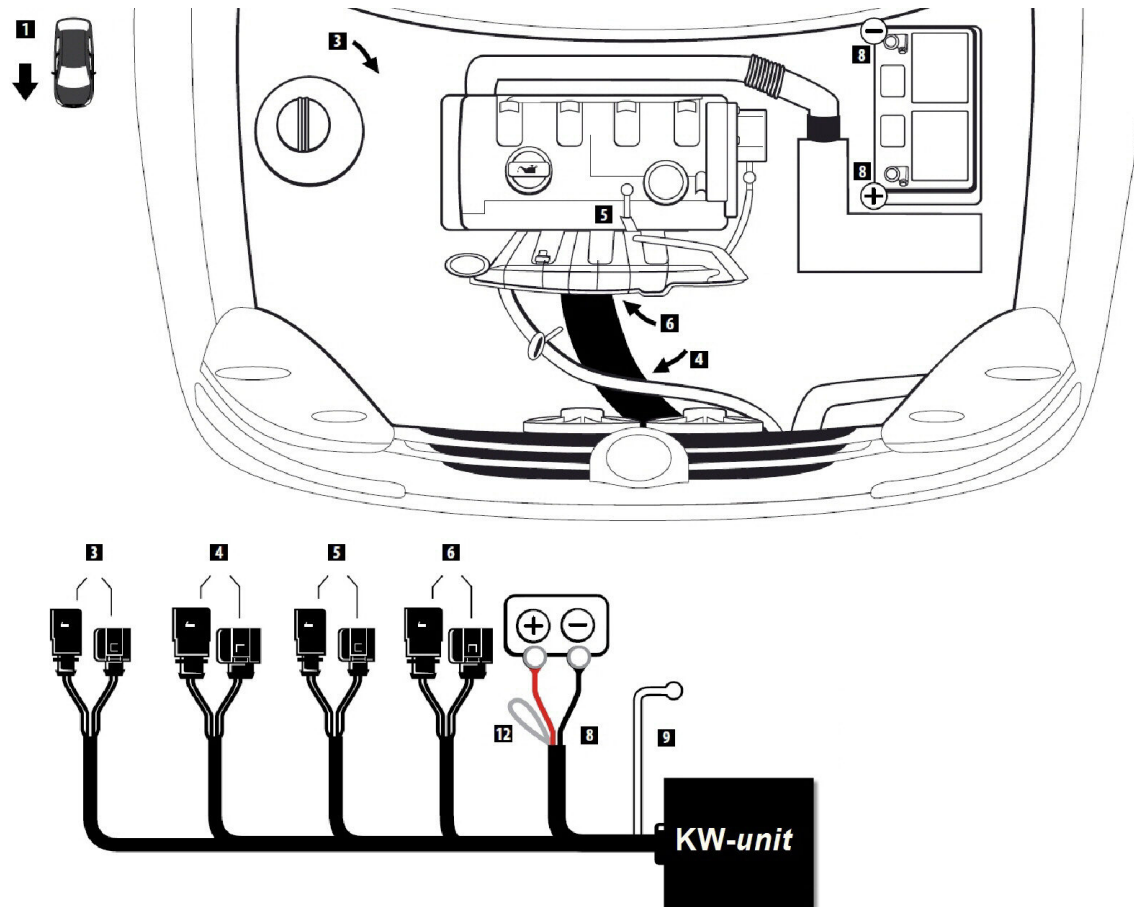


Instruction manual

VW 2.0 TSI Scirocco 147 kW, EOS/Golf VI, Passat, Scirocco 2.0 TFSI 155 kW, T5 2.0 TSI, Tiguan 2.0 TSI 132 / 155 kW

And others with the same engine

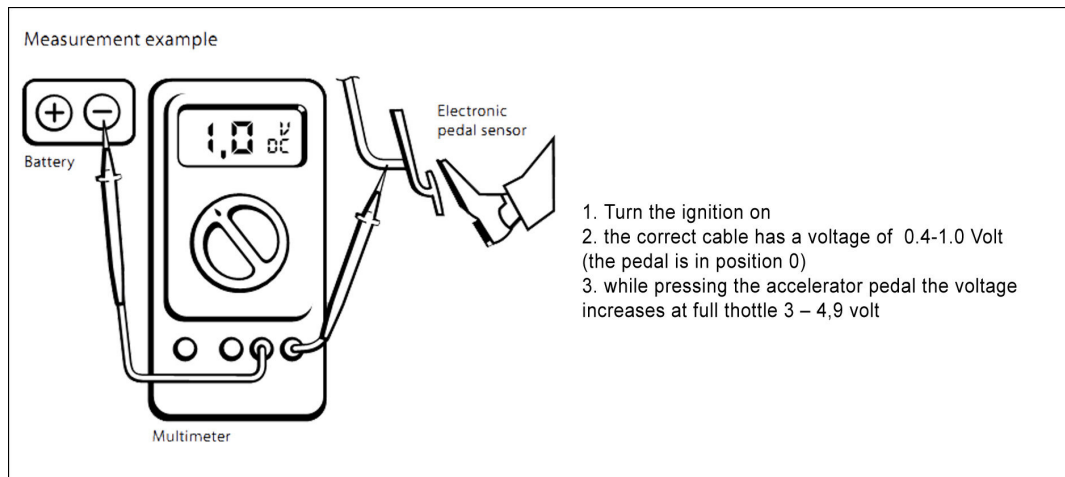
The **KW-unit** modifies the injection system by fine tuning the duration of the injectors. This is achieved by blue printing the original characteristics and intercepting the electronic signals from the ECU to the injection system. The fuel injection and engine speed are recorded and recalculated to optimize performance.



Installation:

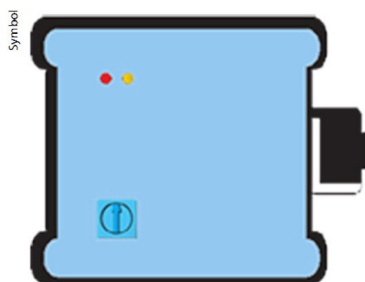
1. Driving direction.
2. Remove the engine cover.
3. Disconnect the plug connection at the turbo control valve from the bottom.
4. Disconnect the plug connection at the boost pressure sensor.
5. Disconnect the plug connection at the camshaft sensor.
6. Disconnect the plug connection at the rail pressure sensor.
7. Plug in the connectors of the **KW-unit** wiring loom.
8. Connect the red wire to the battery positive (+) terminal and the black wire to the battery negative (-) terminal.
9. Reference signal wire (see „Connection for the reference signal“)
10. Position and secure the **KW-unit** at the battery.
11. Refit the engine cover.
12. Switch wire. It is to turn on/off the additional horse power by the remote control. This RC-unit is an extra part you can order.

Connection for the reference signal



Control of function

LED: = ON = flashing = OFF



KW-unit opened

1 Ignition on (do not start engine)

- rt - power supply correct
- rt - power supply not correct or electronic defect
- ge - LED flashes slowly on idle setting of electronic pedal sensor (0,5 – 1 V)
- flashing frequency raises on full loading setting (3 V-4,9 V)
- ge - Reference signal connected incorrect (> 5V)
- ge - Reference signal connected incorrect (< 0,5V)

2 Start engine

- rt - the flashing frequency raises according to engine speed
- rt - check wiring loom; if installed correct, electronic defect
- rt - electronic defect
- ge - Switch closed position (off) = original power
- ge - Switch open position (on) = power enhancement

Fine adjustment of the KW-unit additional electronic

Due to original tolerances of manufacturing the preset characteristic map of the **KW-unit** additional electronic may offers too much or too less power enhancement. An inflated characteristic map causes engine misfires, bumpy idle running (variations of revolution speed), "bucking", stop or emergency mode of engine (severe less power) or flashing of defect control lights. You can remedy these defects by fine adjustment of the **KW-unit** additional electronic with the potentiometer. The adjustment of the potentiometer does not adversely effect the power enhancement.

Normal characteristic

The fine adjustment can be done with the potentiometer.
The figure shows the standard adjustment of the potentiometer made at production, normal characteristic map = 100%.

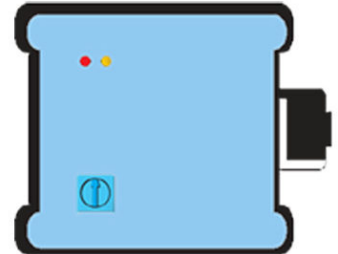
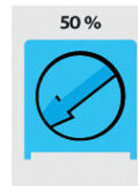
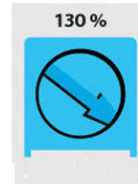
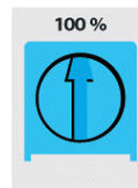
Normal characteristic map = Original Power enhancement + 20%!

Stronger

Turn the potentiometer to the right in small steps (clockwise)
Have a test-drive. Repeat the procedure until all problems are solved

Reduction

Turn the potentiometer to the left in small steps (anti-clockwise)
Have a test-drive.
Repeat the procedure until all problems are solved.

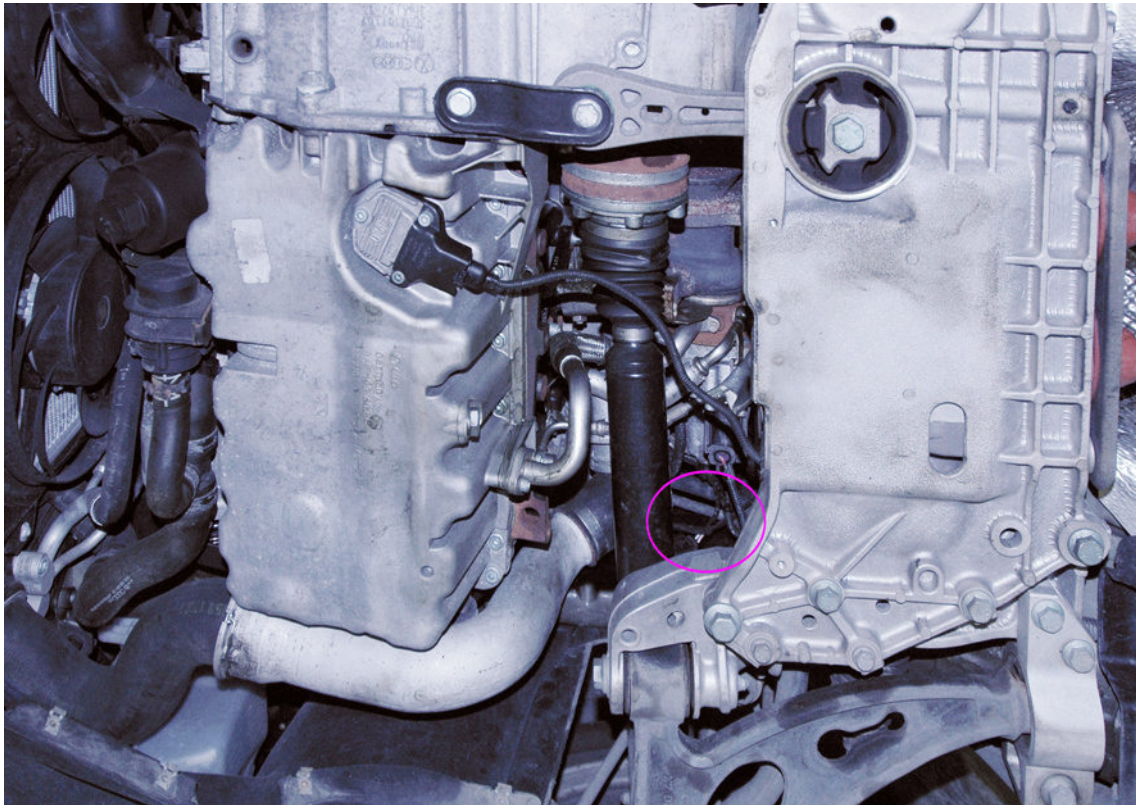


Shift now the cable of the **KW-unit** in such a way that the cover of the engine can be installed correctly.
Secure all the cables with cable straps. Fasten the **KW-unit** in the engine compartment. Secure the **KW-unit** against rattling and scrubbing. Install again all linings and covers. **Protect the KW-unit against wetness!**

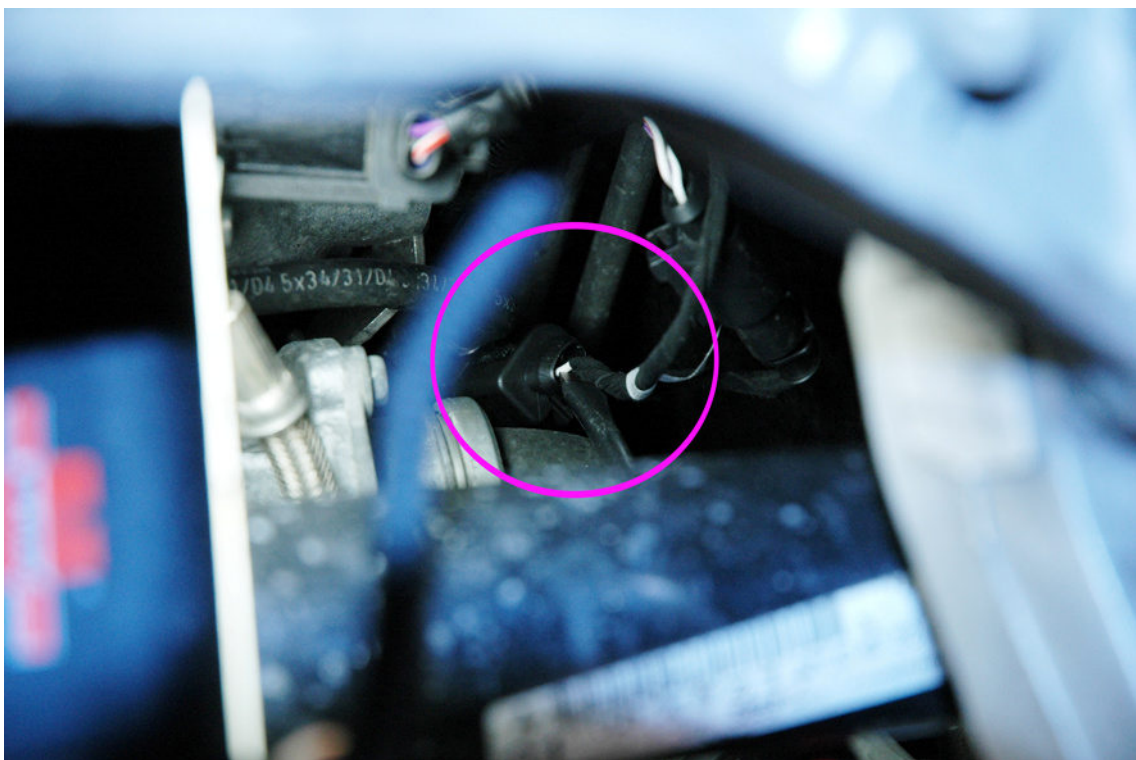
We wish you much fun with the first test run!



Boost pressure sensor



Turbo control valve, picture taken from the bottom



Turbo control valve picture taken from above