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Thomas Schnarr GmbH

PERFORMANCE MADE IN GERMANY

Connection guide
2-mode flap control
EXFLAPRCP01
for PORSCHE 718 4.0l
with vacuum valves

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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

Valves CANNOT be permantely closed

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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.

Connection

The CARGRAPHIC exhaust valve control unit is connecte 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.

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Connection

For connection you have to 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.

Fig. 1

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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.

Fig. 3

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