

MANTHEY - RACING



Installation instructions

ABS kit Porsche 991 GT3 Cup (Gen. II)

MTH355200

Version_V4_2018/04

Foreword

This document will give you the opportunity to install the system and become familiar with the functions. It provides information about the components and the procedure for installation in your vehicle.

Furthermore, you will learn how to check the system to ensure that it works properly after installation using the necessary software.

Manthey-Racing does not assume any of the responsibility for conformity with regulations.

Illustrations, descriptions and schematic drawings are solely for the purpose of presenting. Manthey-Racing assumes no liability for the completeness and consistency of the content with the respective valid sports laws.

As a result of constant optimisation of our products there are regular updates of these installation instructions. Please note that only the most current version of these instructions is valid .

Please always use these installation instructions in connection with the technical manual of Porsche 991 GT3 Cup of Porsche SA.

To prevent personal injury and impairment of the vehicle's operating or road safety or damage to the vehicle as a result of improper work, you must read the warnings and safety instructions carefully and follow them without restriction .

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The installation and operating instructions as well as the technical manuals are available for download under the following link.

<http://www.manthey-racing.de/downloads.htm>

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Warning and safety instructions

The warning and safety instructions are classified by the respective signal word (danger, warning, caution) next to the warning symbol.

⚠ DANGER

Warning of death or serious bodily injuries, which will occur in the event of non-compliance.

⚠ WARNING

Warning of death or serious bodily injuries, which may occur in the event of non-compliance.

⚠ ATTENTION

Warning of minor bodily injuries in the event of non-compliance.

NOTE

Warning of property damage in the event of non-compliance.

General safety instructions

⚠ DANGER

Risk of injury and risk of accident during and after work on the vehicle

- Repairs are to be carried out only if access to the repair handbooks in the PIWIS Information System is also available.
- Observe the safety instructions
- Observe the repair handbooks of the vehicle series in the PIWIS Information System

⚠ DANGER

Crashing vehicle

Squeezing or crushing

Damage to the vehicle

- Do not place any rigid objects under the lifted vehicle.
- Secure lifting platform against lowering.
- Remove any rigid objects before lowering.
- Lift the vehicle only at the pick-up points designated for this purpose.
- The outer pick-up points should be used as a matter of priority .

⚠ WARNING

Improper handling of safety-relevant fitting

Injuries

Torque reduction

- Use new fastening screws and nuts after every dismantling
- Observe the specified tightening torques.
- Visually inspect the parts used

⚠ WARNING

Working with compressed air

Eye injuries

Damage and contamination of components

- Wear safety goggles with side shield.
- Secure the discharge point of compressed air with suitable materials.
- Place the discharge outlet of compressed air on suitable areas

⚠ WARNING

Toxic exhaust fumes

Suffocation

- When the engine is running, position the exhaust gas extraction system behind the exhaust end pipes of the vehicle and switch it on.

⚠ WARNING

Falling objects or loads

Squeezing or crushing

- Secure components against falling.

⚠ WARNING

Flying foreign bodies during grinding, drilling and milling

Eye injuries

- Wear safety goggles.

⚠ WARNING

No heat-resistant materials

Fire

- Avoid contact with hot components or sources of ignition

⚠ ATTENTION

Sharp or sharp-edged objects

Cracks, punctures, cuts

- Wear personal protective equipment .

⚠ ATTENTION

Hot components

Burns

- Allow hot components to cool down.
- Wear personal protective equipment .

⚠ ATTENTION

Heavy components

Crushing

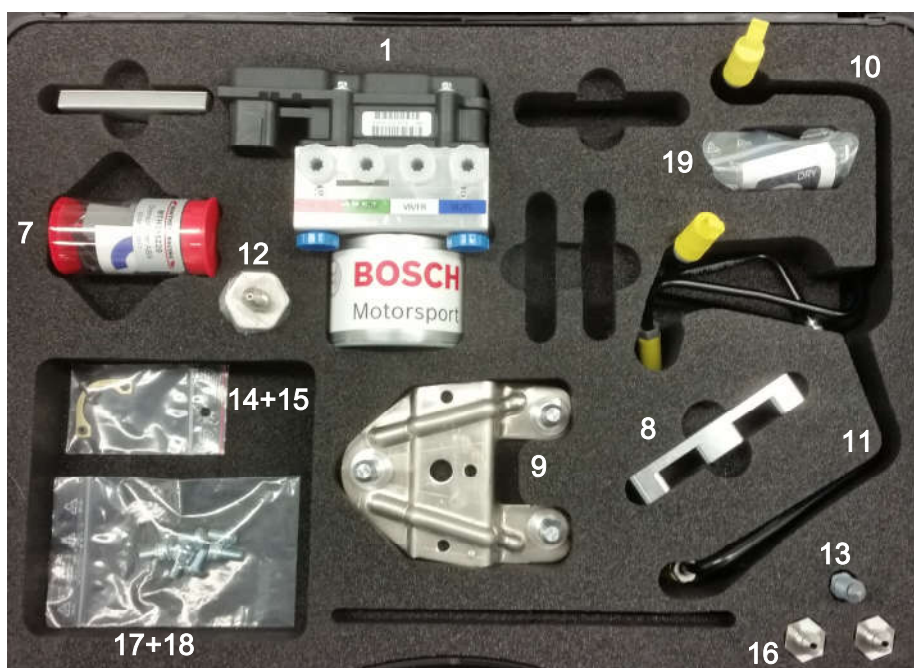
- Wear personal protective equipment.
- If necessary call somebody to help you .

Observe the repair manuals of the Porsche 991 GT3 Cup!

Scope of delivery overview

In the table below you will find a list of the components included in the package of the ABS Kit (Item no.:MTH355200).

Pos.	Description	Item No.	Quantity			
1	ABS hydraulic unit	n/a	1			
no pic.	front wire harness	MTH355205	1			
no pic.	rear wire harness	MTH355210	1			
no pic.	Velcro tape	n/a	2x 6cm			
no pic.	Cable tie (Long).	n/a	14			
no pic.	Cable tie (short)	n/a	25			
7	ABS 12-position switch	MTH355220	1			
8	Spacer for the ABS hydraulic unit	n/a	1			
9	Bracket for the ABS hydraulic unit	n/a	1			
10	MBC2 replacement brake line	MTH355062	1			
11	MBC1 replacement brake line	MTH355063	1			
12	Pressure sensor	n/a	1			
13	blanking plug	n/a	1			
14	Screws for ABS hydraulic unit spacer	n/a	3			
15	Screws for ABS hydraulic unit bracket	n/a	3			
16	Fitting for RR and FR connection	n/a	2			
17	Bracket for diagnosis plug	n/a	1			
18	Screws for diagnosis plug	n/a </tr <tr> <td>19</td> <td>Dry-wet switch (with sticker)</td> <td>n/a</td> <td>1</td> </tr>	19	Dry-wet switch (with sticker)	n/a	1
19	Dry-wet switch (with sticker)	n/a	1			



991 GT3 Cup (Gen. II)

ABS kit

1. Installation instructions for the hydraulic components



In this section, you will learn how to install the hydraulic components in your vehicle. Please observe the safety instructions in each one of the steps. Always use these installation instructions in conjunction with the technical documentation provided by Porsche SA for the Porsche 991 GT3 Cup (Generation 2).

1.1 Assembly of the ABS hydraulic unit

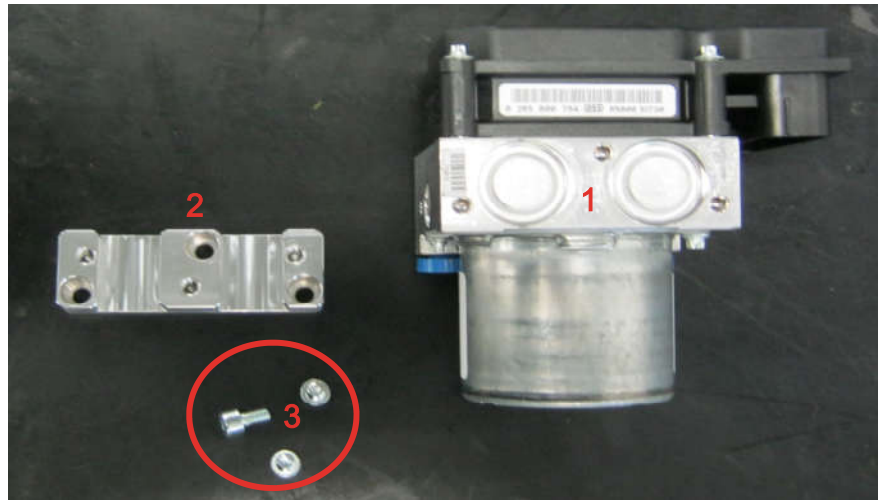
Step 1:

Remove the ABS hydraulic unit (1) from the trunk. Place the unit on the side with the four connections. Now fit the spacer for the ABS hydraulic unit (2) and the three allen screws (3).

Now fasten the spacer to the ABS hydraulic unit.

NOTE

Torque : 10 Nm + Loctite 243



Step 1: Attach the spacer to the hydraulic unit

Step 2:

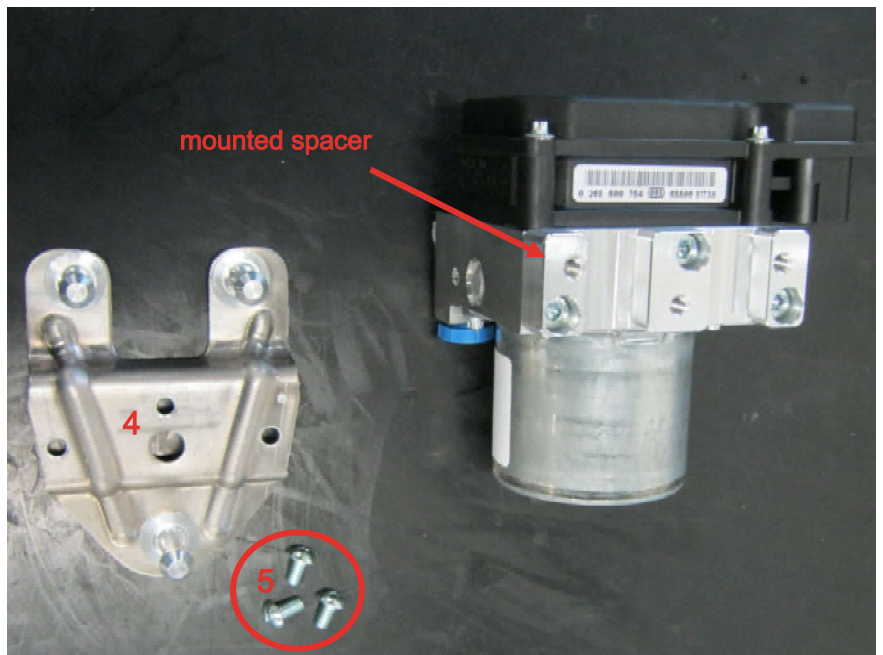
Now attach the mounting bracket (4) with its three flat head screws (5) to the ABS hydraulic unit.

NOTE

Torque : 10 Nm + Loctite 243

⚠ WARNING

Observe the tightening torque!



Step 2: Screw the holder to the already attached spacer

The ABS hydraulic unit is now ready for installation.

NOTE

Ensure that the contact surfaces between the ABS hydraulic unit and the spacer, or between the spacer and the mounting bracket, are free from dirt, to ensure a proper connection of the components.

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ABS kit



Step 2: Fully assembled unit

1.2 Preparations for dismantling the line distributor



Step 3: Remove the brake fluid from the reservoirs

Step 3:

Use a suitable tool to remove the brake fluid from both reservoirs. This is to prevent excessive leakage of brake fluid during the subsequent release of the brake lines.

NOTE

Place protective covers over the fuel cell and, if necessary, body parts to protect them from dripping brake fluid.

⚠ WARNING

Always wear personal protective equipment when working with brake fluid. Avoid skin contact. Harmful if swallowed or in contact with eyes.

⚠ ATTENTION

Observe the corrosive properties of brake fluid. Protect painted components from contact. Remove spilled brake fluid directly.

NOTE

Old or used brake fluid must be disposed of properly. Please ask for more information on the legal regulations for the disposal of brake fluid.

1.3 Removing the front left wheel housing liner

Step 4:

Lift the vehicle. Now dismantle the front left wheel to reach the screws for the front wheel housing liner. Dismantle the wheel housing liner.

WARNING

Ensure that the vehicle is lifted properly at the pick-up points designated for this purpose. If the vehicle is lifted above the air jack system, use the air jack sockets to prevent accidental lowering.

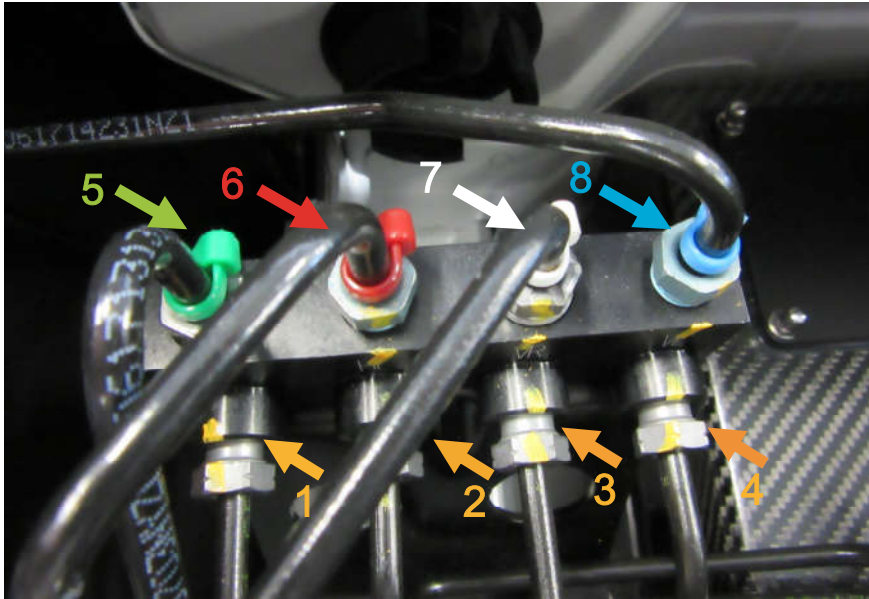


Step 4: Dismantle the front left wheel housing liner



Step 4: Clear view of the line distributor after disassembly of the wheel housing liner

1.4 Dismantling the line distributor



Step 5: Remove cables 1-4 and 5-8 from the line distributor



Step 6: The line distributor has been dismantled

Step 5:

To dismantle the line distributor, remove the four brake lines (1 to 4), leading to the two main brake cylinders. These are no longer required after dismantling.

Then disconnect the four remaining with colored cable ties marked brake lines (5 to 8) from the line distributor.

⚠ WARNING

Brake fluid may leak!

Pay attention to cleanliness during all work on the brake system. Dirt in sensitive components can cause leaks and malfunctions.

Step 6:

After taking off all pipes, remove the line distributor. It is no longer required

⚠ WARNING

Brake fluid may leak!

Pay attention to cleanliness during all work on the brake system. Dirt in sensitive components can cause leaks and malfunctions.

1.5 Changing the connections on the main brake cylinders (MBC)

Step 7:

For retrofitting the ABS, it is necessary to install an additional pressure sensor.

To do this, dismantle the brake lines at the connections (A),(C),(D) and (E). These are no longer required. Remove the original pressure sensor (B) and reinstall it in connection (A)

NOTE

Torque : 10 Nm

Then mount the new pressure sensor (1) to connection (C)

NOTE

Torque : 10 Nm

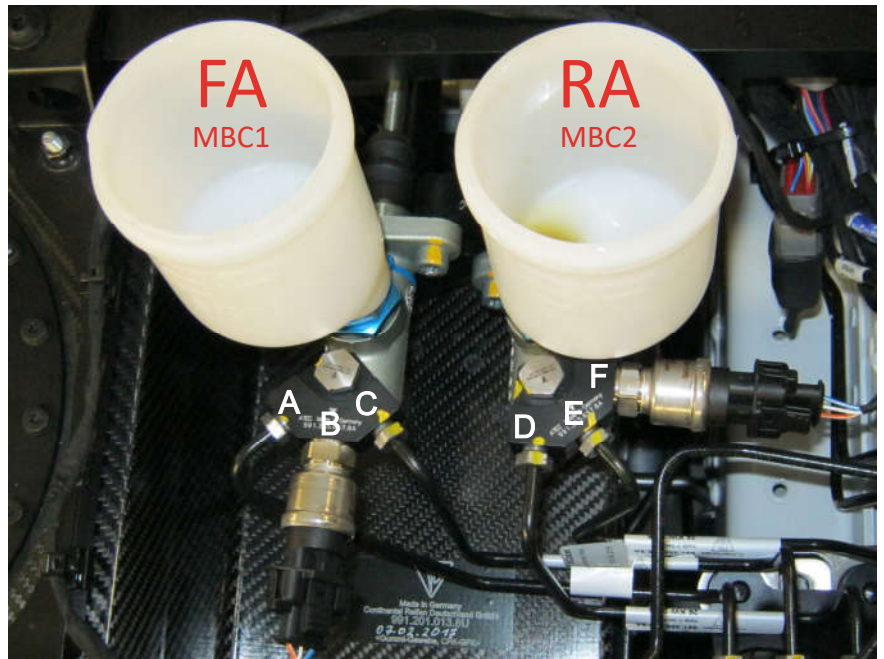
Close the connection (D) with the supplied blanking plug (2).

NOTE

Torque : 16 Nm

WARNING

Safety-related screw connections! Observe the tightening torques. The technical information of Porsche AG must be observed during all work on the braking system.



Step 7: Original connections



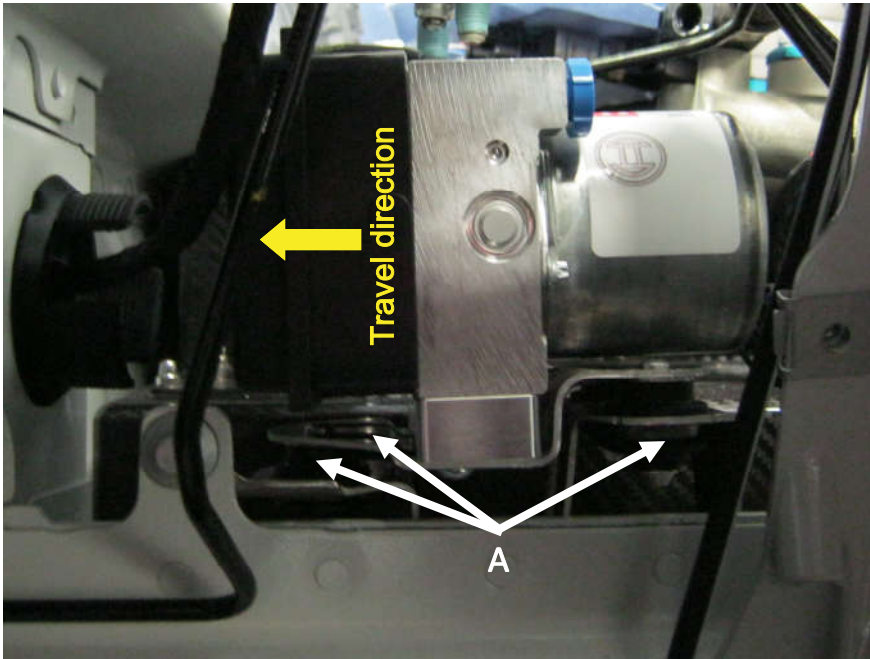
Step 7: Shows the already rebuilt brake lines and pressure sensors



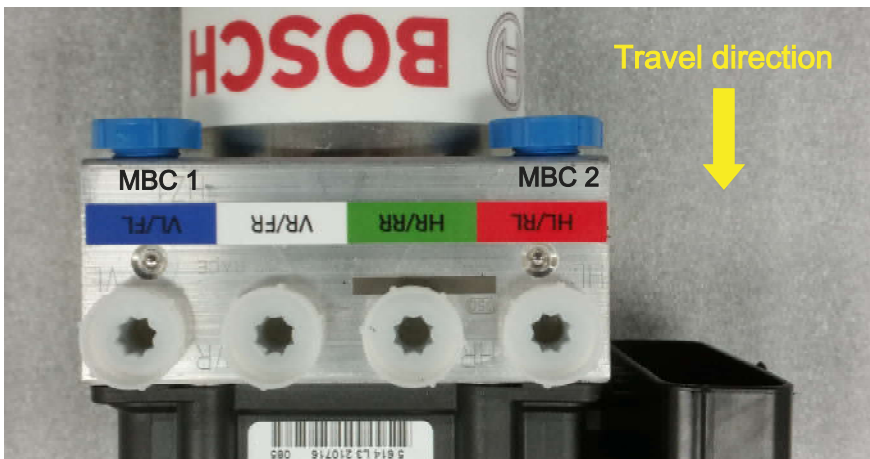
Step 7: New pressure sensor (1) and blanking plug(2)

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ABS kit

1.6 Assembly of the ABS hydraulic unit



Step 8: Assembly of the ABS hydraulic unit



Step 8: Connections of the hydraulic unit

Step 8:

Carefully pass the pre-assembled ABS hydraulic unit through the opening in the wheel housing. Now push the three pins on the bracket of the hydraulic unit through the three rubber bearings (A).

Check the correct and tight fit of the unit.


NOTE

During assembly, make sure that you do not bend the brake lines and do not damage the ABS hydraulic unit.

Do NOT remove the protective caps on the ABS hydraulic unit YET, as this is still filled with brake fluid. If the protective caps are removed too early, liquid can leak out, which leads to air getting into the ABS hydraulic unit. Furthermore, dirt can get into the hydraulic unit, which can lead to functional disturbances or irreparable damage to the hydraulic unit.

1.7 Assembly of the supplied adapters

Step 9:

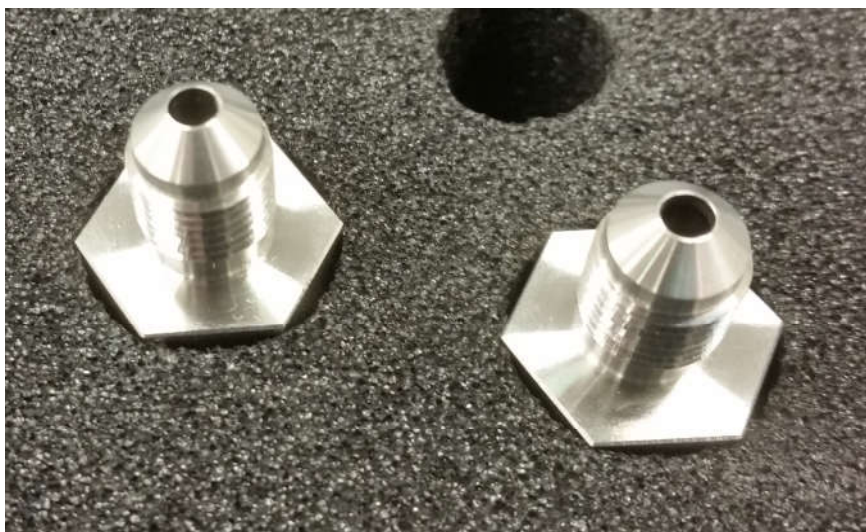
Screw the two new fittings (item 17) included into the middle outputs (RR) and (FR) on the hydraulic unit. 

NOTE

Torque : 16 ± 2 Nm

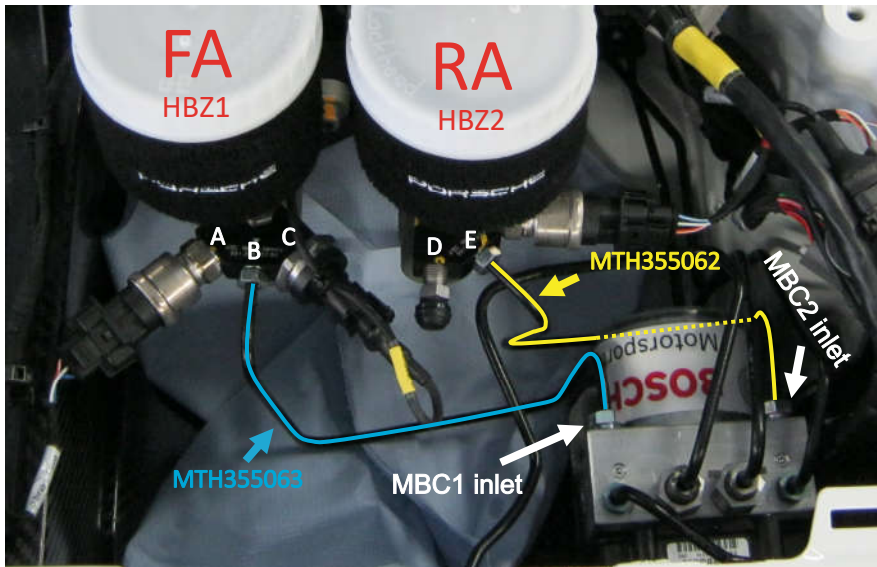


Step 9: Assembly of the new fittings in the outputs (RR) and (FR)



Step 9: The two new fittings

1.8 Installation of the new brake lines



Step 10: Fitting of the supplied brake lines from the MBC to the hydraulic unit



Step 10: The supplied brake lines

Step 10:

- Connect the **MTH355063** brake line included (item 10) to the outlet **(B)** on the **MBC1** and the inlet **MBC1** on the hydraulic unit.
- Connect the **MTH355062** brake line included (item 11) to the outlet **(E)** on the **MBC2** and the inlet **(2)** on the hydraulic unit.

NOTE

Torque:

brake line toMBC	16 Nm
brake line to hydraulic unit	18 Nm

1.9 Connecting the original brake lines to the hydraulic unit

Step 11:

Connect the brake lines, marked with colored cable ties, which have been disconnected in step 5 to the corresponding connections on the ABS hydraulic unit.

Connection Order:

brake line (blue) -> connection FL (blue)

brake line (white) -> connection FR (white)

brake line (green) -> connection RR (green)

brake line (red) -> connection RL (red)

NOTE

Torque : 18 Nm

⚠ WARNING

When connecting **ALL** brake lines, please ensure that there is at least 4mm clearance from other components in order to avoid damage caused by chafing during driving.

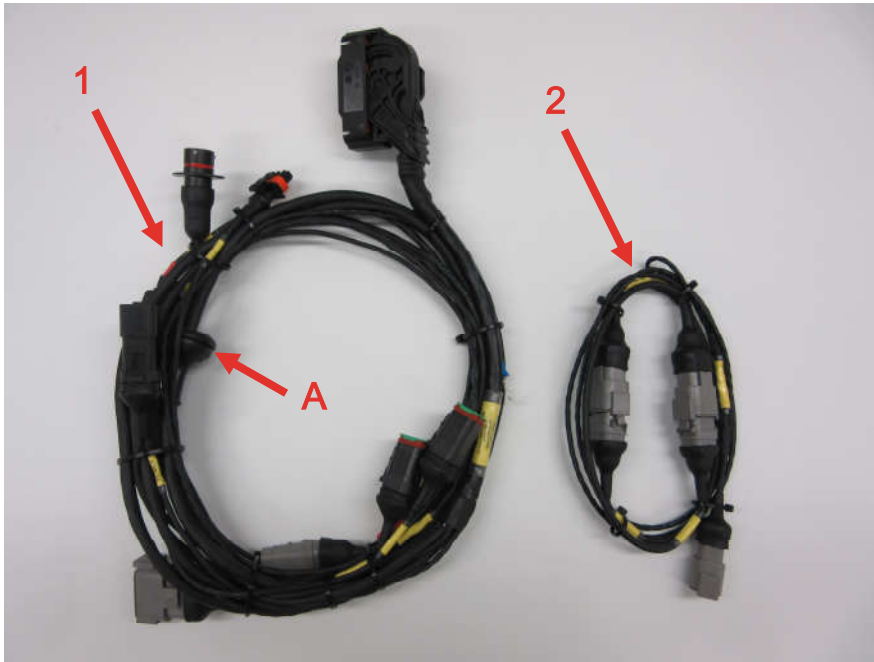
⚠ DANGER

Make sure that you connect the brake lines as described in these instructions. Failure to follow the installation instructions can lead to malfunctions.



Step 11: Connection of the original brake lines (marked with colored cable ties) to the ABS hydraulic unit

2. Installation instructions of electric components



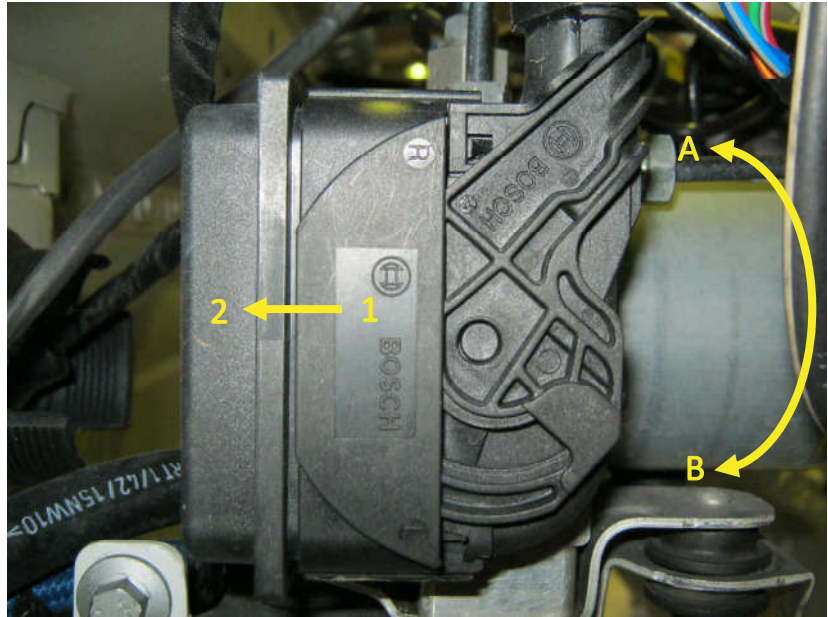
- 1- wire harness (with rubber grommet (A))
- 2 - wire harness for the rear wheel speed sensors

This section shows you how to install and connect the electrical components of the ABS.

2.1 Connecting the wire harness to the front of the ABS hydraulic unit

Step 12:

To connect the wire harness to the front of the ABS hydraulic unit, the main connector (1) must be open (position B). Next, pass plug 1 to the ABS hydraulic unit connection (2), until the guides clutch on the plug. Then, turn the safety lever on the plug (1) from position (B) to (A) until it is noticeably locked.

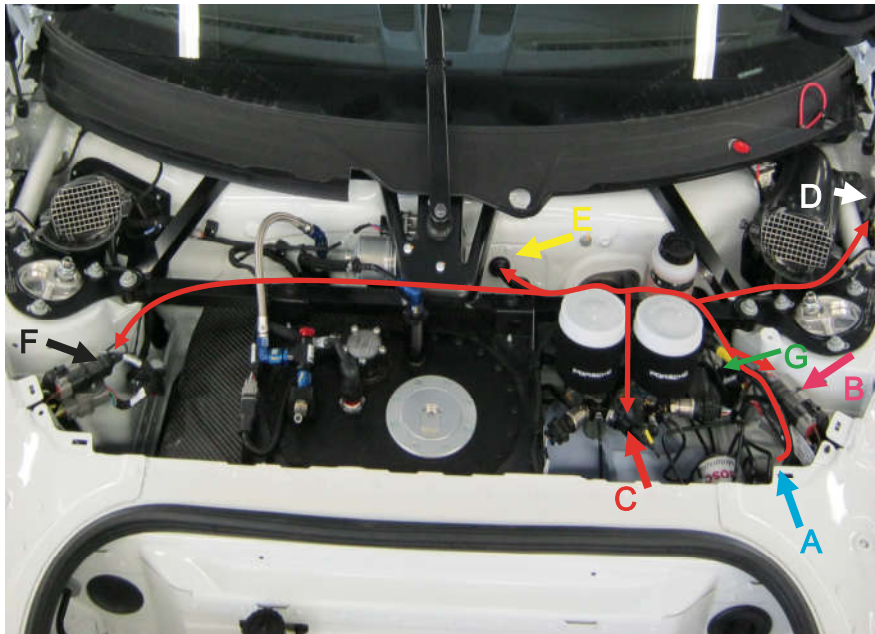


Step 12: Connecting the wire harness to the ABS hydraulic unit

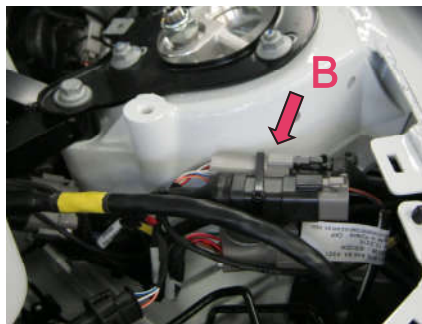


The picture shows the front wire harness with the main connector (1)

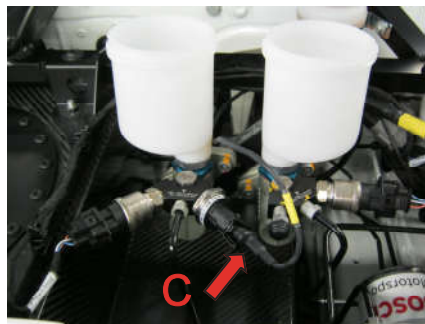
2.2 Installing the wire harness at the front part of the vehicle



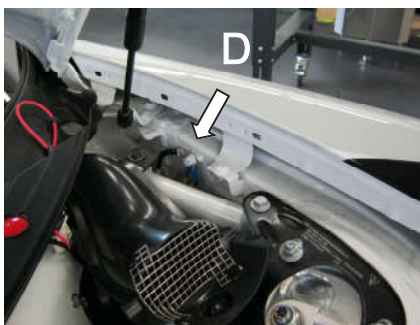
Step 13: Laying the front wire harness



Detail: Connector of wheel speed sensor FL



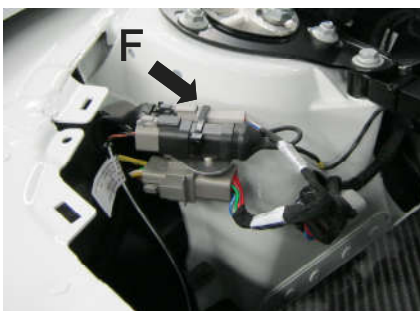
Detail: Connector of pressure sensor



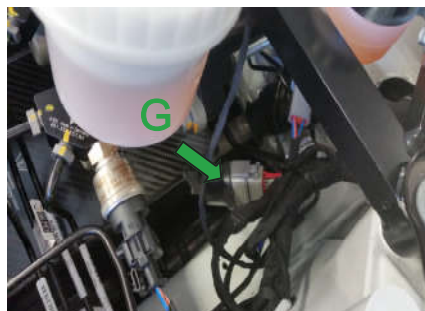
Detail: Connection of cable earthing point



Detail: Execution of wire harness



Detail: Connector of wheel speed sensor FR



Detail: "Option ABS" dummy plug

Step 13:

Lay the front wire harness at the front. Start at the main connector of the hydraulic unit (A). In position (B) disconnect the plug-in connection of the speed sensor FL (*connector wheel trunk FL*) and plug in the Y-plug connection located on the new wire harness. Then attach them to the original holder by means of cable ties (long).

Remove the dummy plug (*option ABS*) at position (G) from the original wire harness. It is no longer required. Now connect the connector located on the wire harness to the connector (*option ABS*).

Lay the wire harness along the strut brace to the bulkhead up to position (E).

Remove the original protective sticker and pass the wire harness up the rubber grommets into the vehicle interior. Ensure that the rubber grommets fit correctly in the vehicle body.

Now continue passing the wire harness outlet along the strut brace to the connector for the front right wheel speed sensor (*connector wheel trunk FR*) at point (F). Connect the plug-in connector to position (B).

Now lay the wire harness for the additionally installed pressure sensor to point (C) and connect it.

Lastly, lay the wire harness outlet with the 2 earthing contacts to point (D). To do this, disassemble the air duct to the left of point (D). Then screw the earthing contacts to the provided stud bolts. Mount the air duct.

NOTE

Torque earthing contact : 9 Nm

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ABS kit

2.3 Installing the wire harness at the front part of the interior (bulkhead → transmission hump)

Step 14:

Lay the wire harness, which has previously been passed from the front of the vehicle into the interior, behind the bulkhead (A) along the transmission hump direction.

Fasten the wire harness to the original wire harness at the transmission hump (B).

⚠ ATTENTION

When laying the wire harness and each one of the cables, make sure that they are not bent or placed on sharp edges.

Ensure that the wire harness and the plug-in connectors are securely fastened. The cables should not be laid too tight, as this can lead to damage.

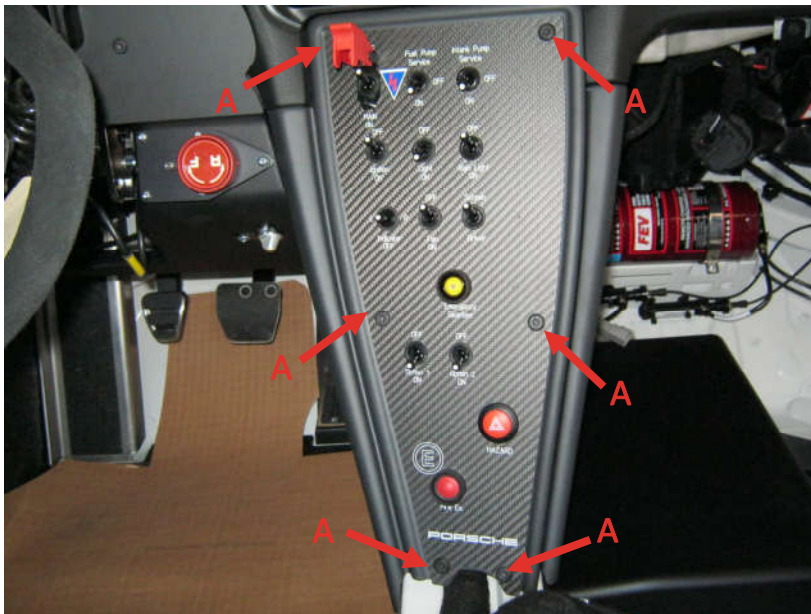


Step 14: Laying the wire harness in the interior (bulkhead)

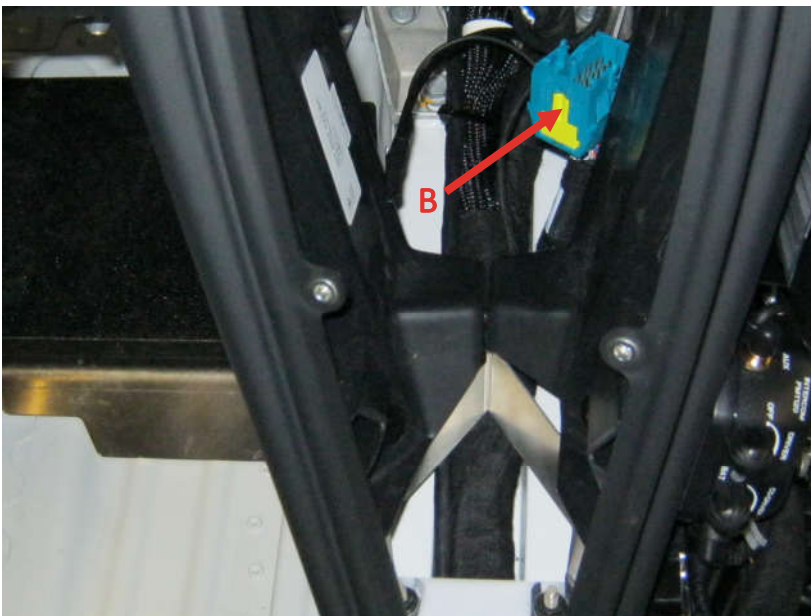


Step 14: Laying the wire harness in the interior (transmission hump direction)

2.4 Disassembly of the switch plate



Step 15: Disassembly of the switch plate



Step 15: Loosen the plug-in connection of the central connector of the switch plate

Step 15:

To disassemble the switch plate, remove the 6 screws (A) and carefully lift off the switch plate. Loosen the central plug-in connection (B), located behind it.

2.5 Laying the wire harness at the front of them interior (transmission hump → diagnostic connection)

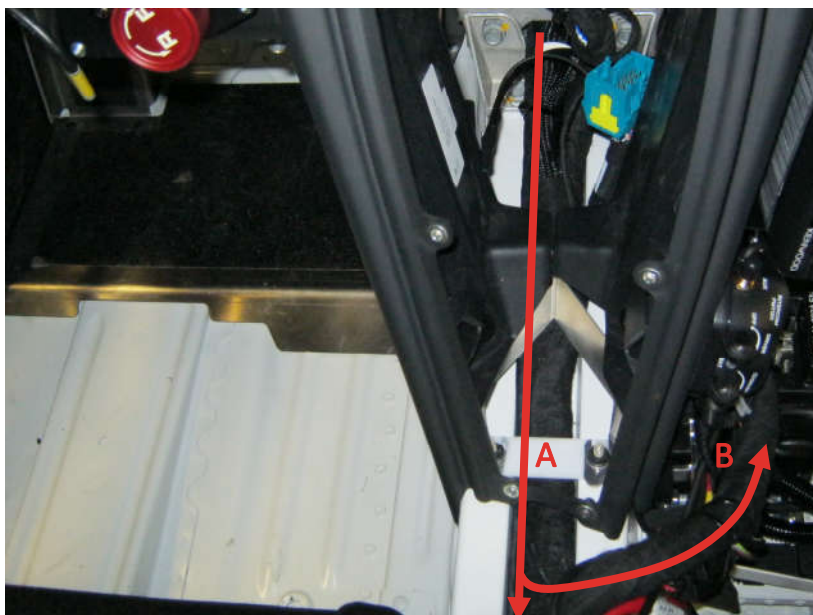
Step 16:

Lay the wire harness along the transmission hump (A) up to point (C) (lower image). Lead the power supply cable to the battery (B) and the cable for the diagnostic connection along the original wire harness up to behind the compressor (D).

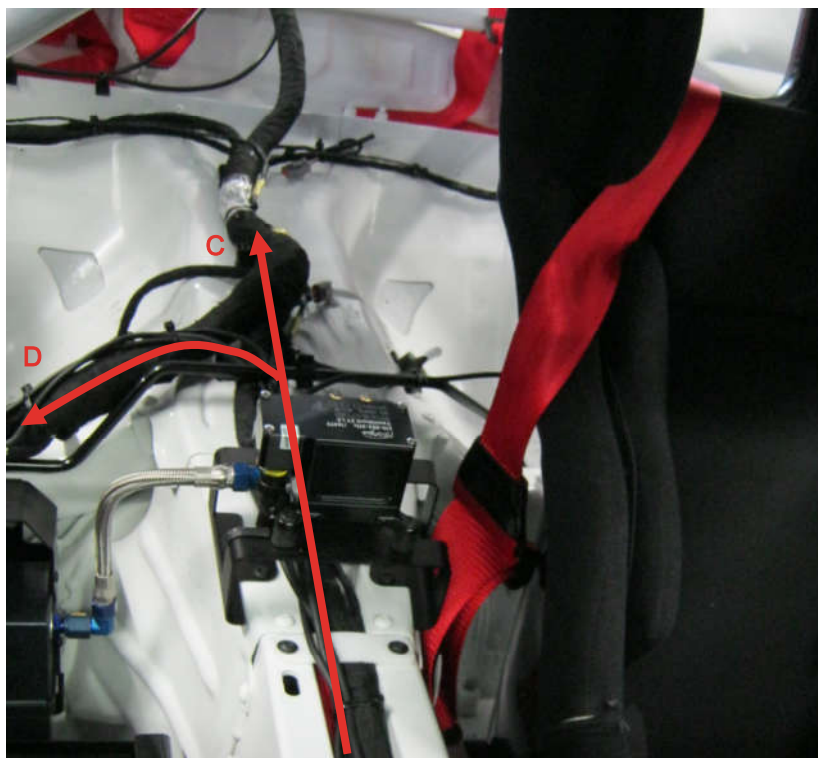
⚠ ATTENTION

When laying the wire harness and each one of the cables, make sure that they are not bent or placed on sharp edges .

Ensure that the wire harness and the plug-in connectors are securely fastened. The cables should not be laid too tight, as this can lead to damage .



Step 16: Laying the wire harness along the transmission hump.

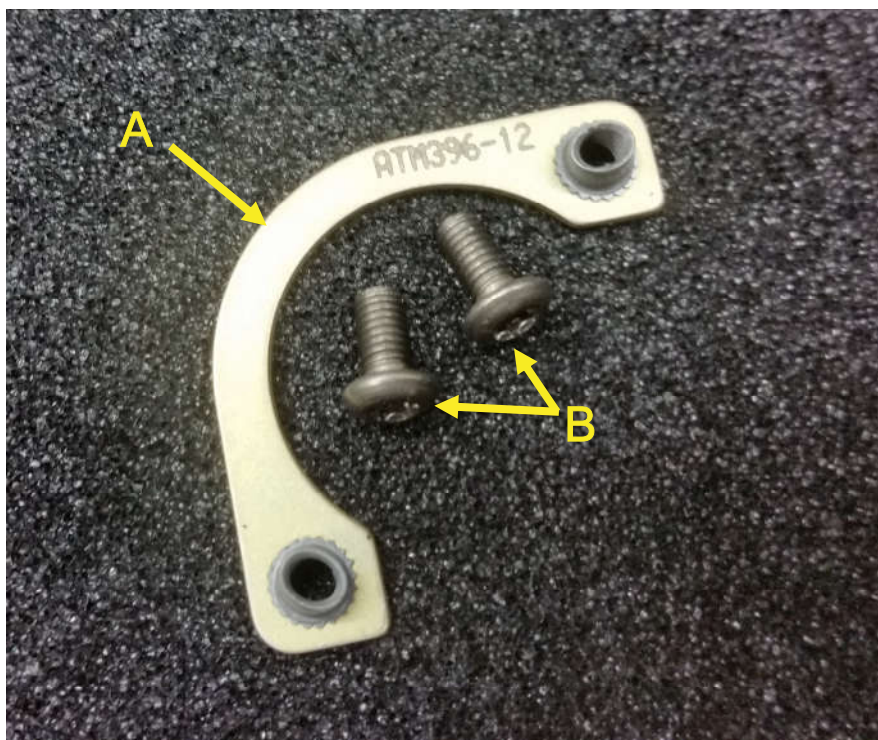


Step 16: Laying the wire strand along the bulkhead until behind the compressor

2.6 Laying and connecting the diagnosis cable



Step 17: Laying and fixing the diagnosis cable



Step 17: Mounting kit for the diagnostic plug

Step 17:

Lay the wire harness for the diagnosis plug on the original wiring loom along the cage strut to the bracket (A) in the free slot.

Fix the diagnostic connector by using the c-shaped bracket (C) and the two fastening screws (B).

NOTE

Torque for screws of diagnosis plug:
1,2Nm

⚠ ATTENTION

When laying the wire harness and each one of the cables, make sure that they are not bent or placed on sharp edges.

Ensure that the wire harness and the plug-in connectors are securely fastened. The cables should not be laid too tight, as this can lead to damage

2.7 Laying the rear wire harness

Step 18:

Take the supplied rear wire harness. Connect it to the previously laid front wire harness at point (A).

Then, pass the wire harness to the corresponding plug-in connectors on the left (C) and right (B).

The cables are marked for the corresponding side and must **NOT** be mixed up

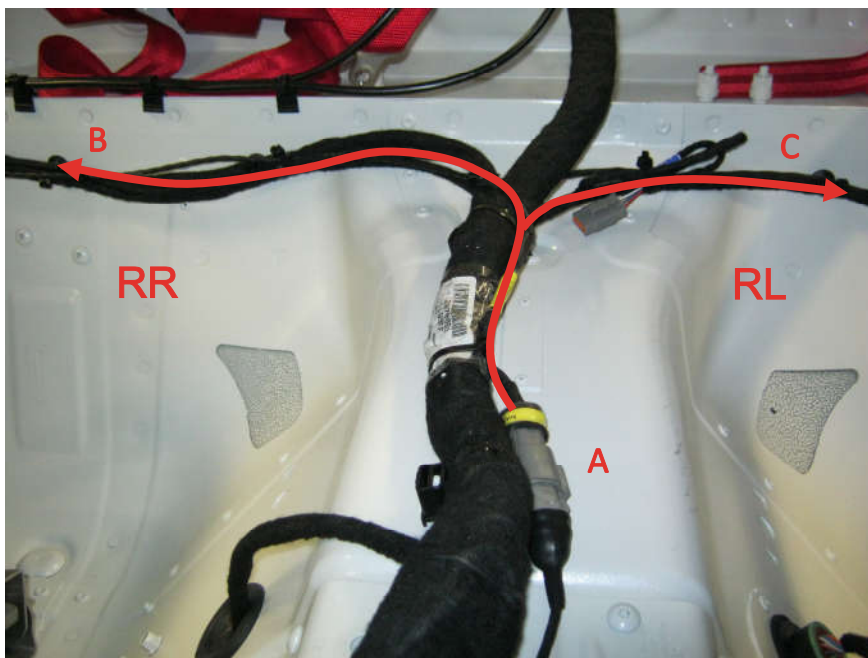
⚠ DANGER

The wiring harnesses for the wheel speed sensors on the rear axle are marked for the respective side and may **NOT** be installed reversed.

⚠ ATTENTION

When laying the wire harness and each one of the cables, make sure that they are not bent or placed on sharp edges.

Ensure that the wire harness and the plug-in connectors are securely fastened. The cables should not be laid too tight, as this can lead to damage.

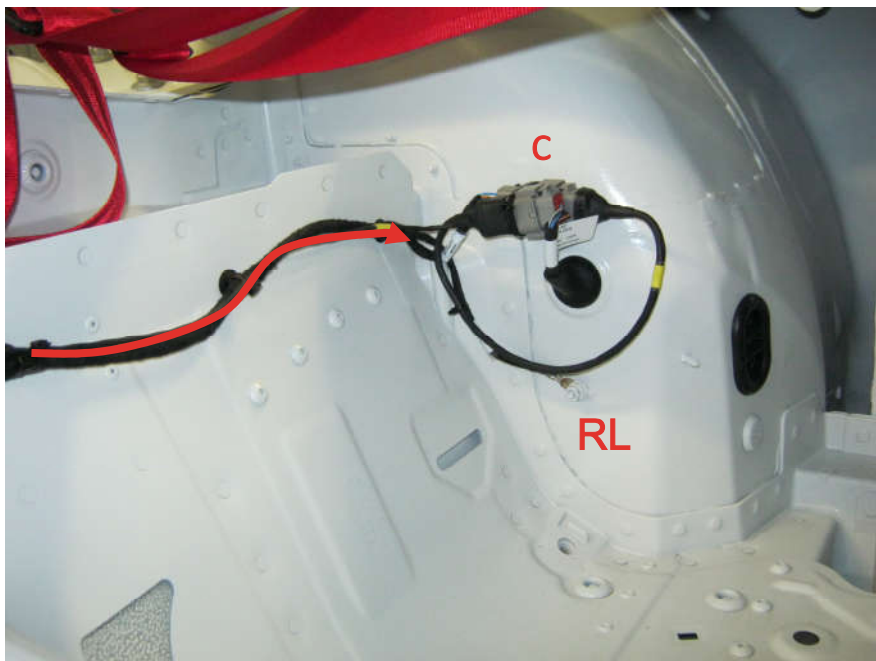


Step 18: Laying the rear wire harness

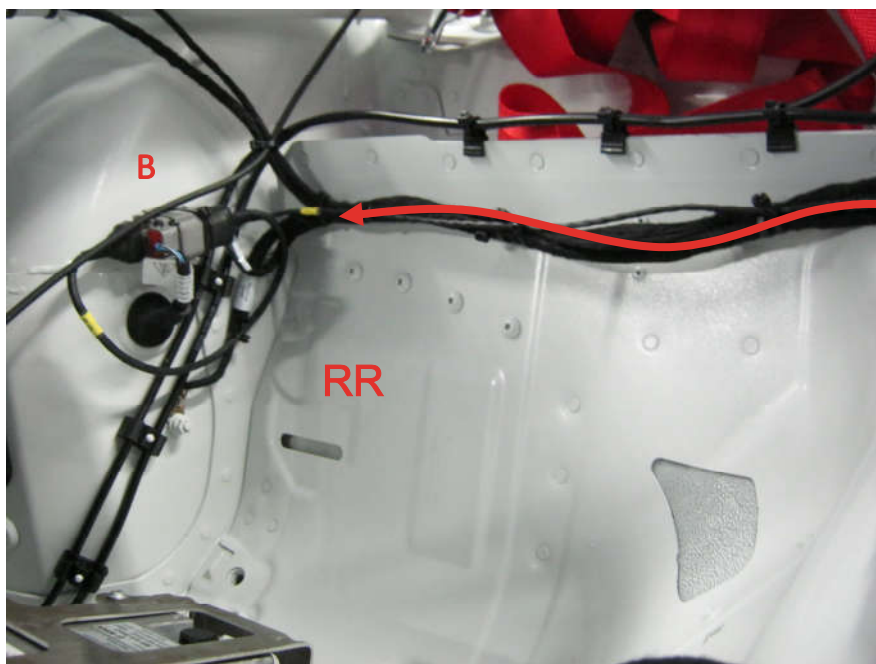


Step 18: rear wire harness for the connection of the wheel speed sensors

2.8 Connecting the rear wire harness



Step 19: Laying and connecting the wire harness left side



Step 19: Laying and connecting the wire harness right side

Step 19:

Lay the wire harnesses outlet for the rear speed sensors along the original wire harnesses.

Disconnect the original plug-in connection and plug in the Y-plug connections (B) and (C) located on the wire harness. Attach these to the original mounting points.

⚠ ATTENTION

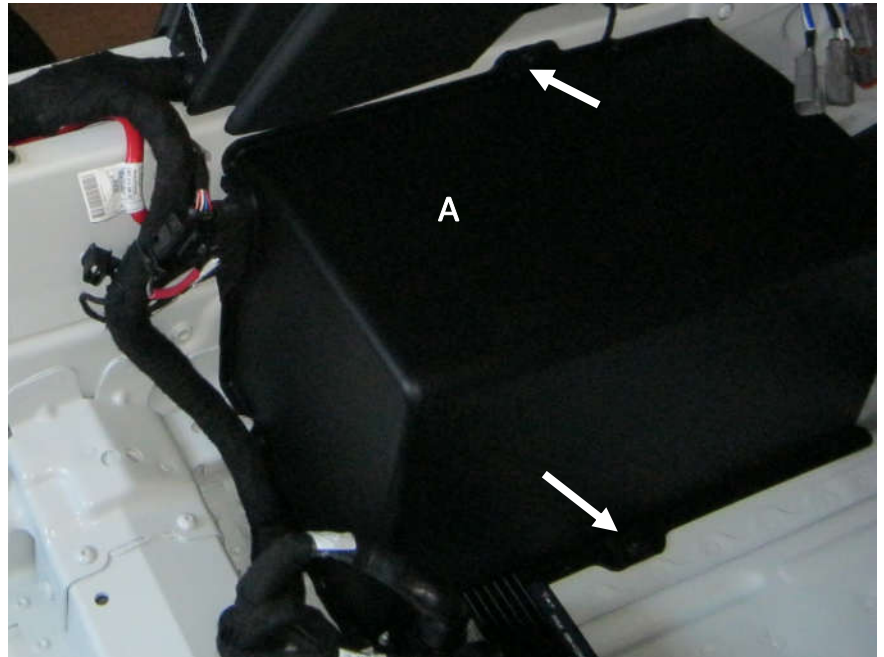
When laying the wire harness and each one of the cables, make sure that they are not bent or placed on sharp edges.

Ensure that the wire harness and the plug-in connectors are securely fastened. The cables should not be laid too tight, as this can lead to damage

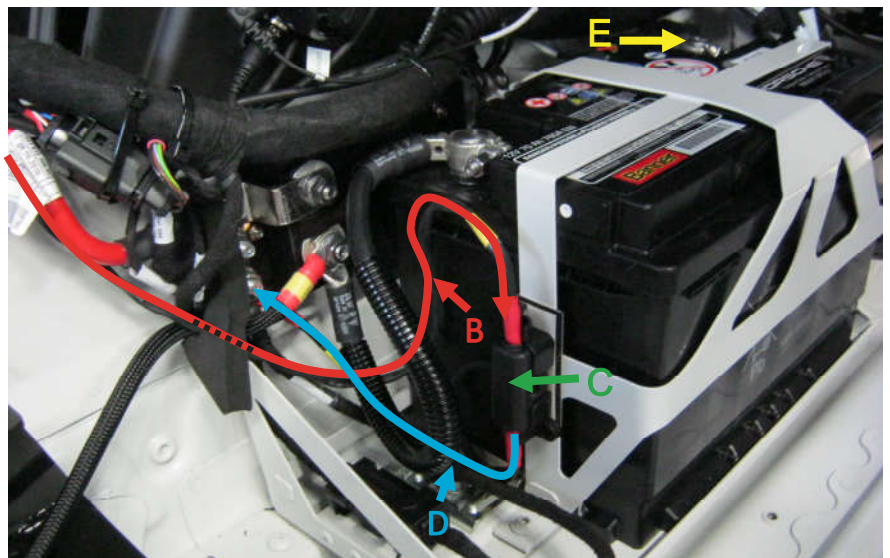
2.9 Installing the power supply and fuse

Step 20:

To install the power supply including the fuse for the ABS, first remove the battery cover (A). To do this, remove the screws marked with arrows. Now remove the battery cover. Disconnect the negative pole (E) of the battery to interrupt the circuit. Route the cable (B) with the integrated fuse (C). Fasten the fuse (C) with the supplied Velcro tape to the battery holder so that the cables do not kink or chafe. Connect the end of the cable from (D) to the battery isolation relay. Check all laid cables for tight fit and chafing marks. Reconnect the negative pole and attach the battery cover.



Step 20: Laying the power cable -Dismantling the battery cover

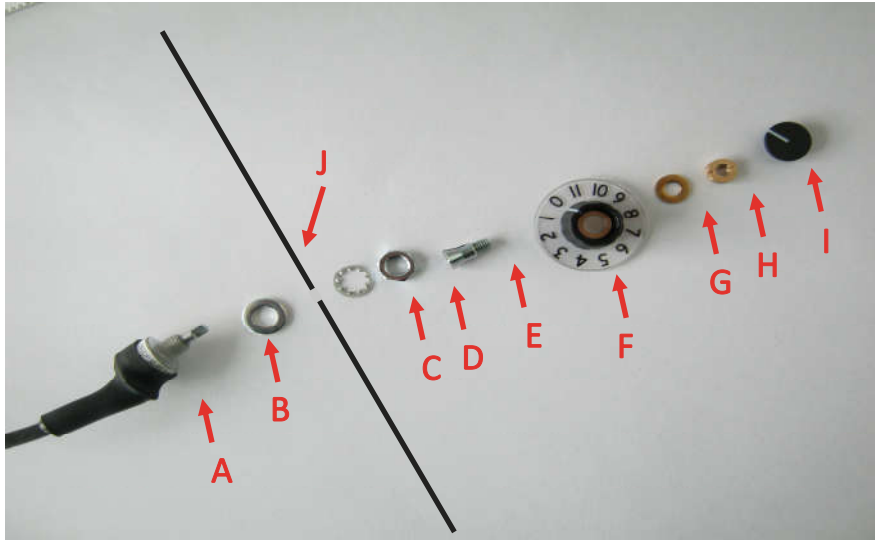


Step 20: Laying the power supply - Fitting the fuse



Detail: Connection point for the short cable piece to the battery disconnector

2.10 Assembly of the ABS 12-position switch



Step 21: Installation of the ABS 12-position switch

- | | | |
|--|----------------------|--------------------|
| A - Rotary switch with cable and connector | E - Threaded cone | I - Closing cap |
| B - Spacer washer | F - Dial with handle | J - Switch plate |
| C - Tooth washer | G - Washer | K - Adhesive label |
| D - Nut rotary switch | H - Slotted nut | |



Step 21: Installation of the ABS 12-position switch



Step 21:

Remove the previously disassembled switch plate. Use a 5.5 mm drillbit to drill a hole in the option preparation to the left of the "Emergency Gearbox" button. Use a key file to work on the drilled hole to match the shape of the ABS 12-position switch. This is necessary to secure the switch against twisting when activated. Remove the supplied blue-white adhesive label (K) and position it centrally around the drilled hole, with the white field facing upwards. Remove the supplied ABS 12-position switch. Set the rotary switch (A) to the "zero" position by turning it anticlockwise as far as it will go. Before passing the rotary switch (A) through the hole, fit the spacer (B). Then insert the tooth washer (C) onto the carried out end of (A) and screw it with nut (D). Then insert the threaded cone (E). Then take the dial with the handle (F) and place it on the threaded cone (E), which has previously been set, so that the "zero" of the dial is on the white field of the previously glued adhesive label. Insert the washer (G) into the handle of the dial (F) and screw it with the slotted nut (H). Place the closing cap (J) on the handle. Now connect the plug of the ABS 12-position switch to the connector on the switch plate.

↓ Place the Sticker with „ABS“ near the switch.

2.11 Assembly of the wet-dry switch

Step 22:

Now mount the wet-dry switch included in the scope of delivery (item 20). Use a 12.0 mm drillbit to drill a hole in the option preparation to the left of the hazard warning switch. Deburr the hole. Glue the supplied "Wet" and "Dry" adhesive labels next to the toggle switch. Pass the switch from the rear of the switch plate through the hole and secure it. Connect the switch to the wiring loom (ABS) as shown in the picture. Finally mount the switch plate back in reverse order (see disassembly of the switch plate Step 2.4)

NOTE

Be sure to connect the cables correctly to the contacts of the toggle switch.

brown cable -> contact (2)

white cable -> contact (1)

A wrong connection may cause malfunctions!

WARNING

Please note that an incorrect assignment of the switch may cause malfunctions



Step 22: Installation of wet-dry switch



Step 22: Connection of the wet-dry switch to the wiring loom of the switch plate

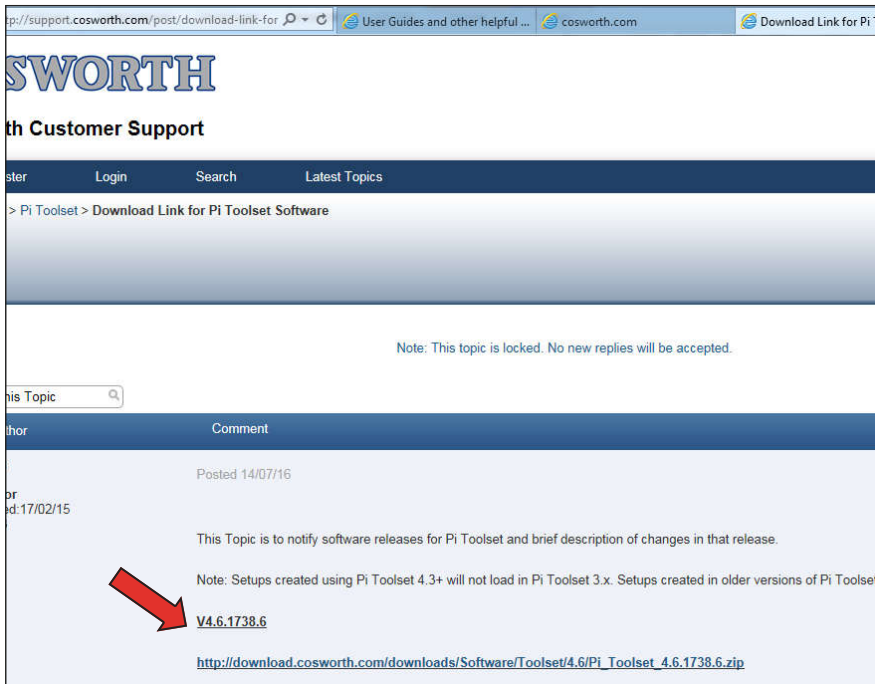
3. Updating the software and functional test

This section explains how to obtain the software used for operation and diagnostics.

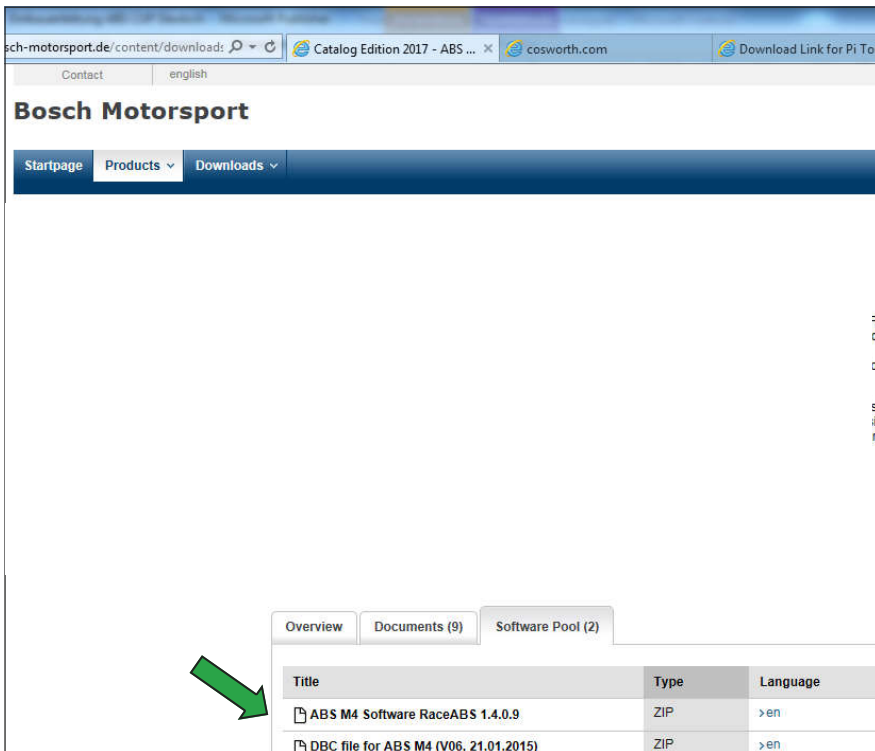
Furthermore, bleeding the air from the braking system, consisting of the hydraulic unit and the remaining brake components, is addressed.

Finally the functional test and fault memory query of the system is explained using the *RaceABS* software

3.1 Obtaining and updating the necessary software



Step 23: Obtaining the PI Toolset software



Step 24: Download the RaceABS software

Step 23:

You can obtain the free *PI Toolset* software from the following link. Please always inquire about software updates.

<http://support.cosworth.com/post/download-link-for-pi-toolset-software-8176338>

You can find the ICD configuration (with ABS) in the PMRSI. Download and install the new configuration.

Step 24:

Download the latest version of *RaceABS* from Bosch Motorsport

http://www.bosch-motorsport.de/content/downloads/Products/resources/14408561931/en/zip/RaceAbs_1409_Setupexe.zip

Install the software on your computer.

3.2 Obtaining the RaceCon software/Activation of the ABS in the ECU

Step 25:

To take your installed ABS in operation, it is necessary to activate the system in the ECU.




Proceed as follows:

Download the *RaceCon* software. You can find it under:

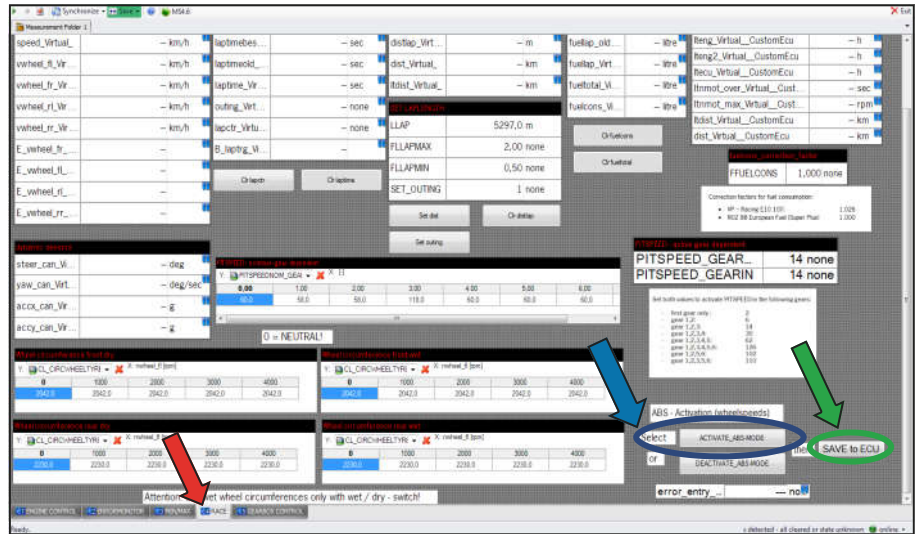
http://www.bosch-motorsport.de/en/downloads/software/software_1.html

Download in the from PMRSI under "software" the newest file (.rlp) for 991 GT3 Cup.

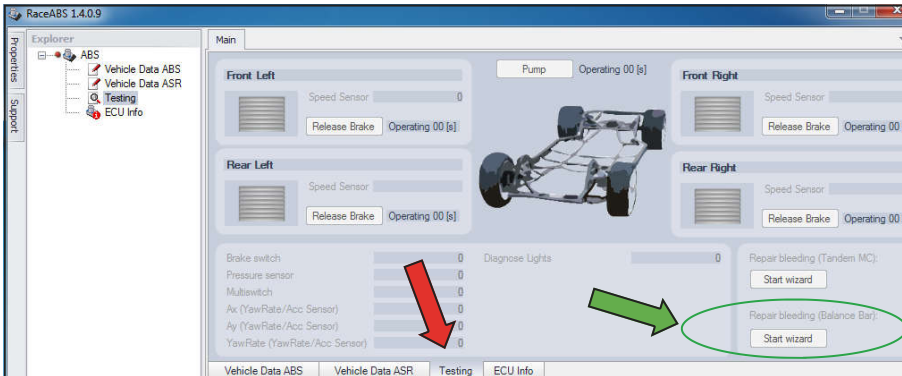
Install RaceCon and open the file (.rlp). Connect your PC to the car using the MSA-Box. MAIN and ignition on.

- ⇒ Open the tab "Race" 
- ⇒ Click to "Activate ABS-Mode" 
- ⇒ Save the changes by pressing "Save to ECU" 

The system is now active and communicates with the ECU



3.3 Bleeding the hydraulic unit and the remaining hydraulic components



Step 24: Bleeding the hydraulic unit using *Repair Bleeding Wizzard*

Step 26:

Before you can subject the ABS to a functional test, you must bleed the hydraulic unit as well as the remaining hydraulic components in accordance with regulations. This takes place in two steps .

⚠ WARNING

In order to ensure the proper functioning of the ABS, you MUST bleed the system in the manner described here.

Refill the two reservoirs with brake fluid. First bleed the brake system according to the manual of Porsche 991 GT3 Cup Generation 2. The technical manual is available in PMRSI. In the second step the air is bled out of the hydraulic unit with the help of the *Repair Bleeding Wizzard*

Connect the computer via an MSA box (optional) to the diagnosis plug of the ABS system.

- ↓ Start the RaceABS program.
Open the "Testing" tab
- ↓ Click on the "Start Wizzard" button (Balance Bar)

Follow the instructions of the program

For further information, please visit:

<http://www.bosch-motorsport.de/content/downloads/Products/resources/14730555147/de/pdf/ABS%20M4%20Handbuch.pdf>

ONLY the air of the hydraulic unit is bled out using the "Bleeding Wizzard"!

In the third step bleed the system again according to the manual of the Porsche 991 GT3 Cup Gen. 2.

3.4 Functional test of the system

Step 27:

If the system has been bled off correctly, the system can be tested for faultless operation. Proceed as follows:

Open the "Testing" tab.

Click the "Pump" button The pump should now run audibly for max. 10 seconds or until the "Pump" button is pressed again.

Step 28:

To check the correct allocation of the wheel speed sensors, move each wheel of the front axle separately. When each wheel is moved, a value must be displayed at the corresponding position.

Example:

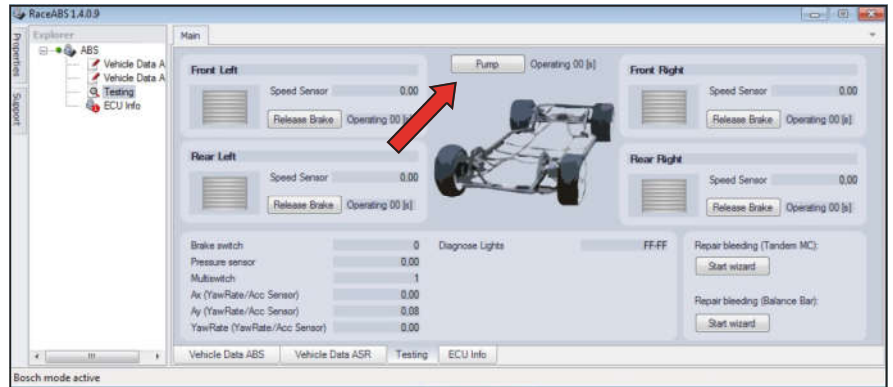
Moving FR = Signal displayed FR

For the control of the signals on the rear axle, it is mandatory to follow the steps below.

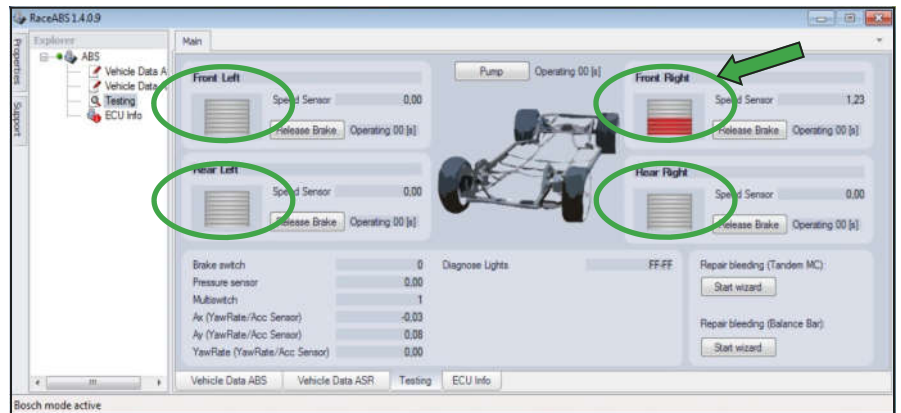
- ▶ Disconnect the left rear speed sensor
- ▶ Turn the rear wheels
- ▶ Speed signal, rear right must now be displayed in RaceABS
- ▶ Plug in the rear left speed sensor again, clear fault memories (RaceABS and RaceCon) Disconnect the rear right speed sensor
- ▶ Turn the rear wheels
- ▶ Rear left speed signal must now display in RaceABS.
- ▶ Plug in speed sensor rear right. Clear fault memories(RaceABS and RaceCon)
- ▶ Turn the rear wheels.
- ▶ Both signals from left and right should now be displayed in RaceABS

Should the assignment of the rear wirings be reversed, please correct the assignment and repeat the whole procedure.

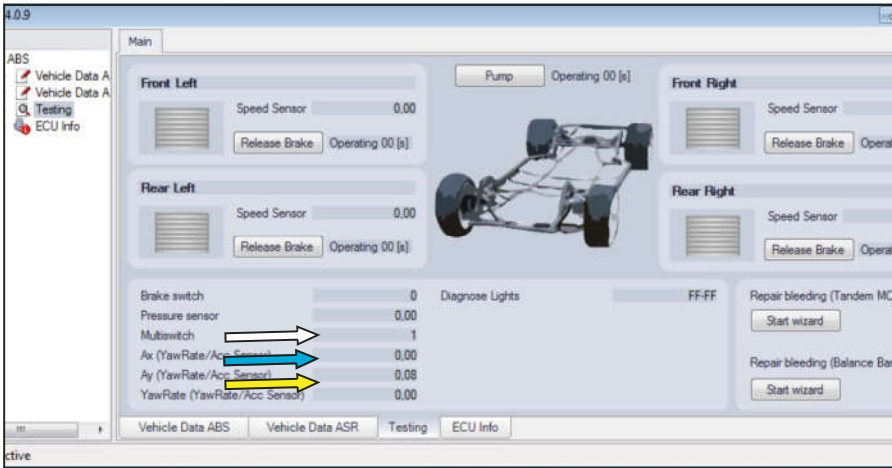
991 GT3 Cup (Gen. II)
ABS kit



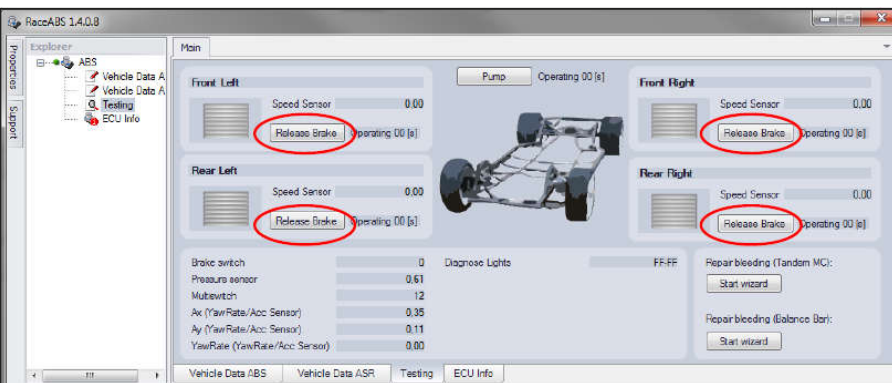
Step 27: Functional test of the pump



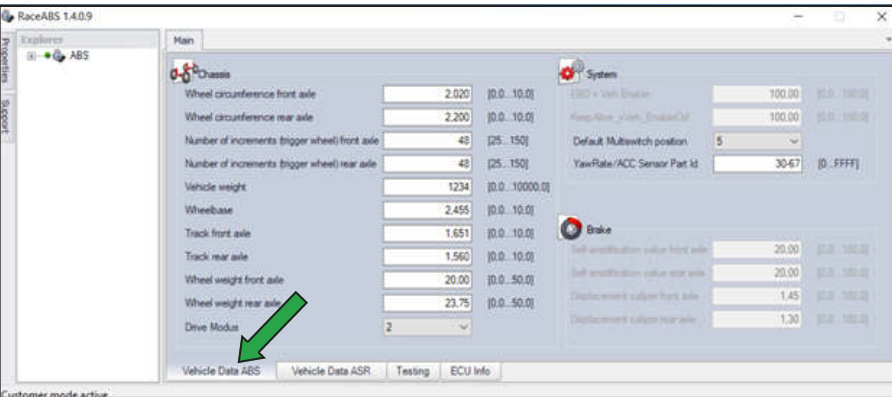
Step 28: Functional test: Correct allocation of wheel speeds



Step 29: Functional test of brake pressure indicator, 12-pos. switch and brake light switch



Step 30: Control of hydraulic allocation of wheels



Step 31: Page of the preset vehicle data

Step 29:

Next, check the function of the brake pressure sensor. If the brake is applied, a logical value for the brake pressure must be displayed in the display field.

To check the function of the 12-position switch, please interconnect all levels once. The respective position of the rotary switch must match the "Multiswitch" display.

The "Brake light switch" display must switch from value 0 to value 1 at a braking pressure of approx. 3 to 5 bar.

Step 30:

Now check the hydraulic allocation and control of the wheels. For this purpose, the brake MUST BE APPLIED for the entire functional test (helper required). By pressing the respective "Release Break" button, the associated solenoid valve in the control block is activated and releases the relevant brake calliper despite the brake being applied. The wheel in question must now move. Carry out this functional test on ALL four wheels.

Step 31:

By opening the "Vehicle Data ABS" tab, the already preset values matching the Porsche 991 GT3 Cup Generation 2 are displayed. The basis for this is the physical data of the vehicle such as weight, wheel circumference, wheelbase, etc.

3.5 Reading the fault memory

Step 32:

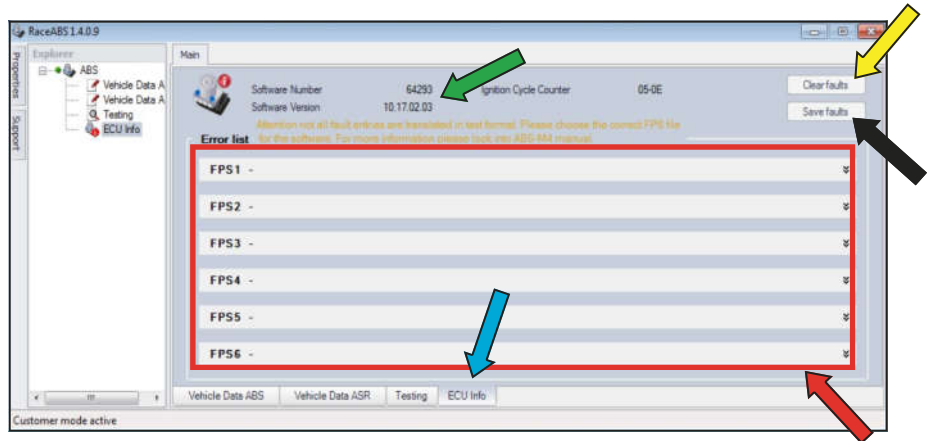
Select the "ECU info" tab.

Here you can see possible system faults.

You can save these with the "Save faults" button.

Click on the "Clear faults" button to delete the contents of the fault memory.

On the top you can see information about the software version.



Step 30: Display of the error log entries under ECU Info

Notes

