

Extract the twisted pair from the bundle. CAREFULLY use an Exacto knife or sharp scissors to cut the black fabric tape binding the loom below the connectors.

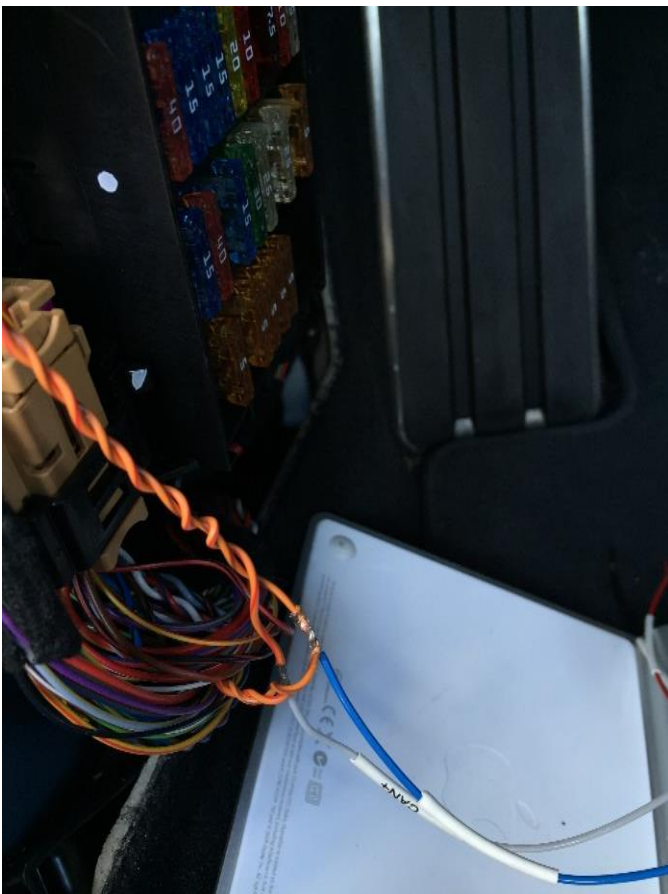
Pull away from the bundle of wires the twisted pair (orange/red=CAN+, orange/brown=CAN-) and, closer to the lower part of the opening, spread the pair to work with one wire at a time.

Power and ground connections:

For ground (black wire for AiM Solo DL harness), use the (red arrow in this picture) 6mm stud (10mm size nut) forward and to the right of the fusebox.

For power, you will use Fuse D3 (third from the left, looking at the fuse box and on the bottom row) for switched power. There is no fuse in that place in this installation. Yellow arrow indicates position.

Use an ATC Add-a-Circuit kit, available from Amazon or most good local auto parts stores, for red B+ wire from AiM.



Using either a soldering iron, a lighter or some reasonable heat source, soften the insulation on non-adjointing points on the separated twisted pair and peel the insulation back.

Trim back the CAN+ and CAN- wires from the AiM Solo DL harness and twist the strands, then wrap these wires around the exposed sections of the vehicle twisted pair.

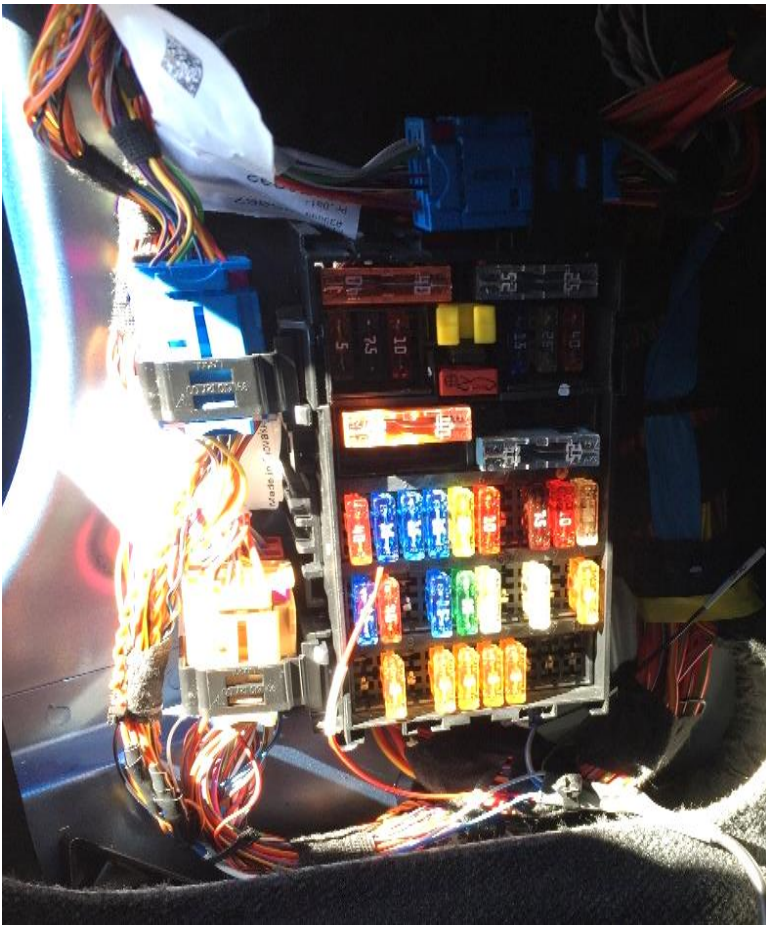
Solo DL White (CAN+) = vehicle orange/red

Solo DL Blue (CAN-) = vehicle orange/brown

You can see that I have placed a shield under the soldering area to keep any excess solder from dripping onto the carpet.

Using 60/40 rosin core solder, heat the joints until the solder flows cleanly, smoothly and brightly into the joints.

Then, using electrical tape, wrap ONE connection at a time, then wrap both together, using a tie wrap to secure the bundle together again under the gateway connectors.



Bundle the harness back up and secure with tie wraps.

Terminate the ground (black lead) from the AiM Solo DL harness with a crimp on eye that will fit on a 6mm stud and secure with a 6mm (10mm wrench) nut for the ground connection.

Use an Add-a-Circuit red, butt connector lead to crimp to the AiM Solo DL power (red) lead. Plug into Fuse Box Row D (on the bottom row), third from the far left (fuse #3).

Secure all wires.

Reinstall kick panel cover.

Run the Solo DL lead up between the dash and the forward door weather stripping.

Tuck the excess Solo DL wire near the forward end of the fuse box cover.



Set up the Solo DL with the AiM Porsche 991\_911 Configuration and transmit to the Solo DL.

Using a RAM suction cup mount or equivalent, connect to the Solo DL with a laptop computer running Race Studio 2 and select from the radio buttons on the left: "Device Calibration" and with the Solo DL mounted the way you want it on flat, level ground, select "Calibrate all," then, "transmit."

This will allow the electromechanical accelerometers to be zeroed. Please repeat this IF the relative position of the Solo DL mounted in the car changes.

Brake Pressure 4 is the front brake pressure reading.