Solo DL CAN Connection Guide-Porsche 981 GT4/991.1 GT3-Krause & Asssociates LLC-7/17

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View of the fuse box area (991.1 GT3 similar). The forward end of the kick panel cover has hard Velcro fasteners that pull apart straight out and the rear has plastic pins facing forward at the bottom rear and facing back (into a tang hanging down from the dash) at the top rear. BE CAREFUL removing this panel, but no special tools (or any tools) are required.

With the panel off, here are the two "gateway" connectors that connect the rear harness to the dash and instrument cluster harnesses.

To ease installation, you can unclip the black strap holding the light blue and purple connectors to the side of the fusebox, but it's not necessary to do so.

The 22-gauge twisted pairs are the CAN communication lines from various ECU's to the cluster. PURPLE connector.

Be SURE to isolate the proper pair, which is orange with a red stripe and with orange with a brown stripe!

We will connect to the orange/red of the twisted pair, vehicle CAN High, the CAN+ (White for AiM) wire to the Solo DL.

We will connect to the orange/brown of the twisted pair, vehicle CAN Low, the CAN- (Light blue for AiM) wire to the Solo DL.

The RS-232 TX and RX are not used.

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 (yellow arrow).

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 the included Add-a-Tap connectors to make the connection to the twisted pair from the AiM Solo DL wiring harness.

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

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

Unscrew the red ferrule to release the AiM harness from the supplied add-a-tap connector.

After removing the grey cap on the Add-a-Tap connector, place the grey cap over the wire, then screw the red barrel into the grey connector to pierce the wire insulation tightly. Picture above furthest to the left and center.

Then, feed the AiM harness wire through the red ferrule and screw that ferrule into the barrel to tighten the connection to the AiM harness. Picture above furthest to the right.

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.

THIS IS DONE ON SYSTEMS PROVIDED BY US.

OPTIONAL: Having mounted the Solo DL in the car with a RAM suction cup mount or equivalent, connect to the Solo DL with a laptop computer running AiM Race Studio 2 and select from the radio buttons on the left: "Device Calibration."

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.