

## Installation instructions for **ASR CB-2 Damper control**

Audi RS3 - Right Hand Drive Model Wiring Harness is on **PASSENGER** side on RHD

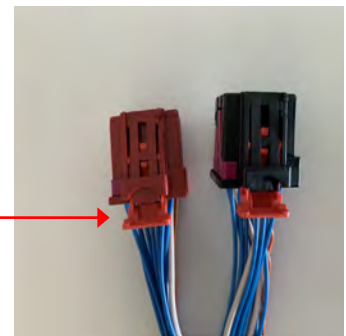
**Installation is on the passenger side in RHD cars**



Trim removal tools assist in removal of panels required to be removed or loosened off for this installation. These can be obtained from local electronic shops or tool shops



Locking tabs must be out to unplug from socket



### **Important!**

**KEEP THE IGNITION FULLY OFF DURING INSTALLATION**

**Do not connect the control unit to the loom until all wiring is complete.**

Only use the star point ground terminal indicated in the instructions, grounding the unit at another location may cause errors. The ground ring terminal is connected before removal of any plugs or sockets



### Step 1

Remove the side cover, note small notch in cover. Use a trim removal tool to lever off cover



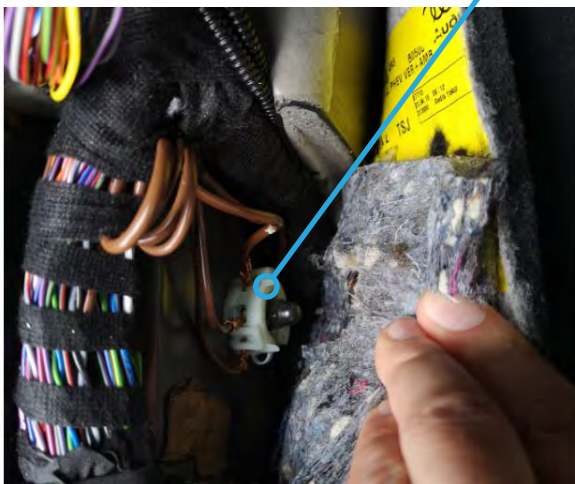
### Step 2

Unclip door sill trim and pull upwards to release. A hooked trim removal tool will assist



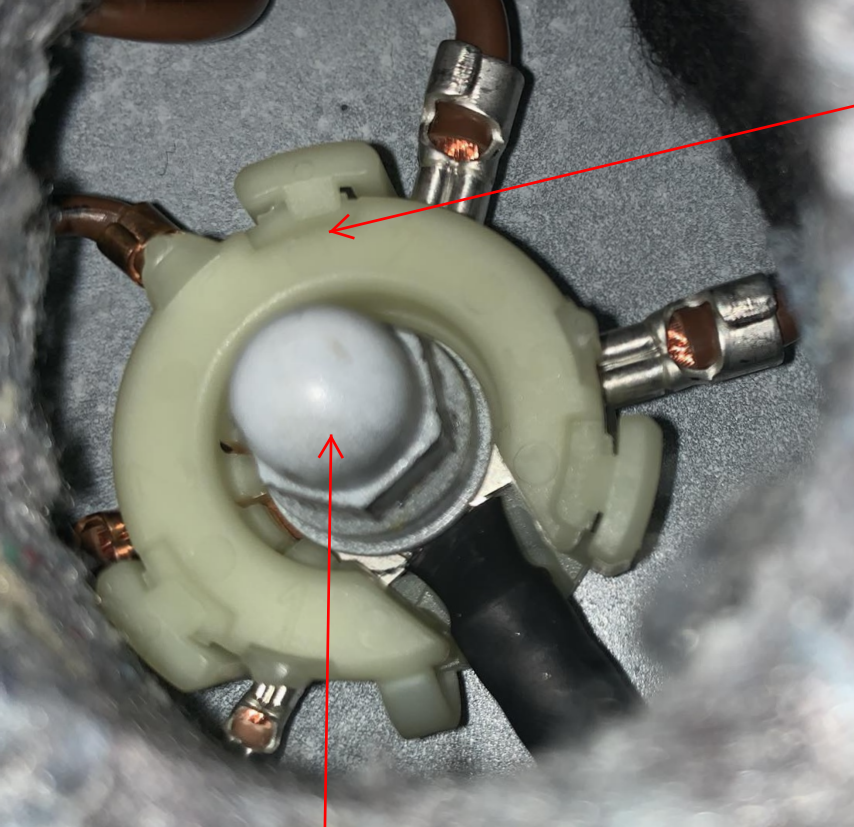
### Step 3

Left image shows upper trim, remove (or partially remove) this trim to allow removal of the footwell cover (indicated with blue arrow) **RHD does not have bonnet release LHD shown**



### Step 4 **IMPORTANT**

Before disconnecting any plugs connect the ground ring terminal on the ASR wiring loom to the multiple OE ground connection point, This is located just near the start of the door sill and has multiple common brown ground wires connected through the chassis via a bolt, fit the ground ring terminal here and **make sure you refit the nut/cap firmly**

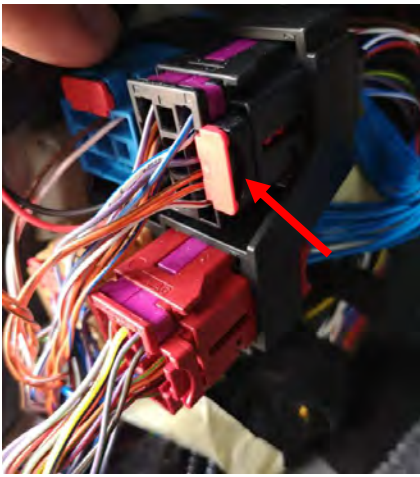


Remove plastic ring by prying barbs

ASR Earth ring terminal must be placed against other bare ring terminals for a solid earth connection  
When fitted replace plastic cap and capnut  
Tighten thoroughly

Remove capnut

DO NOT have ignition switched on during this installation



### Step 5

Before attempting to disconnect these plugs there is a locking tab that needs to be withdrawn first. It is on each plug and the red arrow indicates the one on the black plug. Pull this tab out to allow the plug to be removed from the socket. **DO NOT try to use excessive force or pull the plug out by the wires**, use the housing to remove the black and the red plugs, you may on some models need to remove the blue plug to avoid stretching the cable. **Complete the lower plug set and reassemble before changing upper plug set**



### Step 6

Once the plugs are disconnected the black and red sockets will need to be moved to the back of the carrier, to do this press in the tab indicated by the green arrow and slide the socket to the back of the carrier in the direction shown by the yellow arrow, (in this photo the plugs are not yet disconnected) The sockets are then replaced by the ASR sockets by sliding them from the back to the front in the reverse direction as the sockets were removed. Move one set of plugs at a time

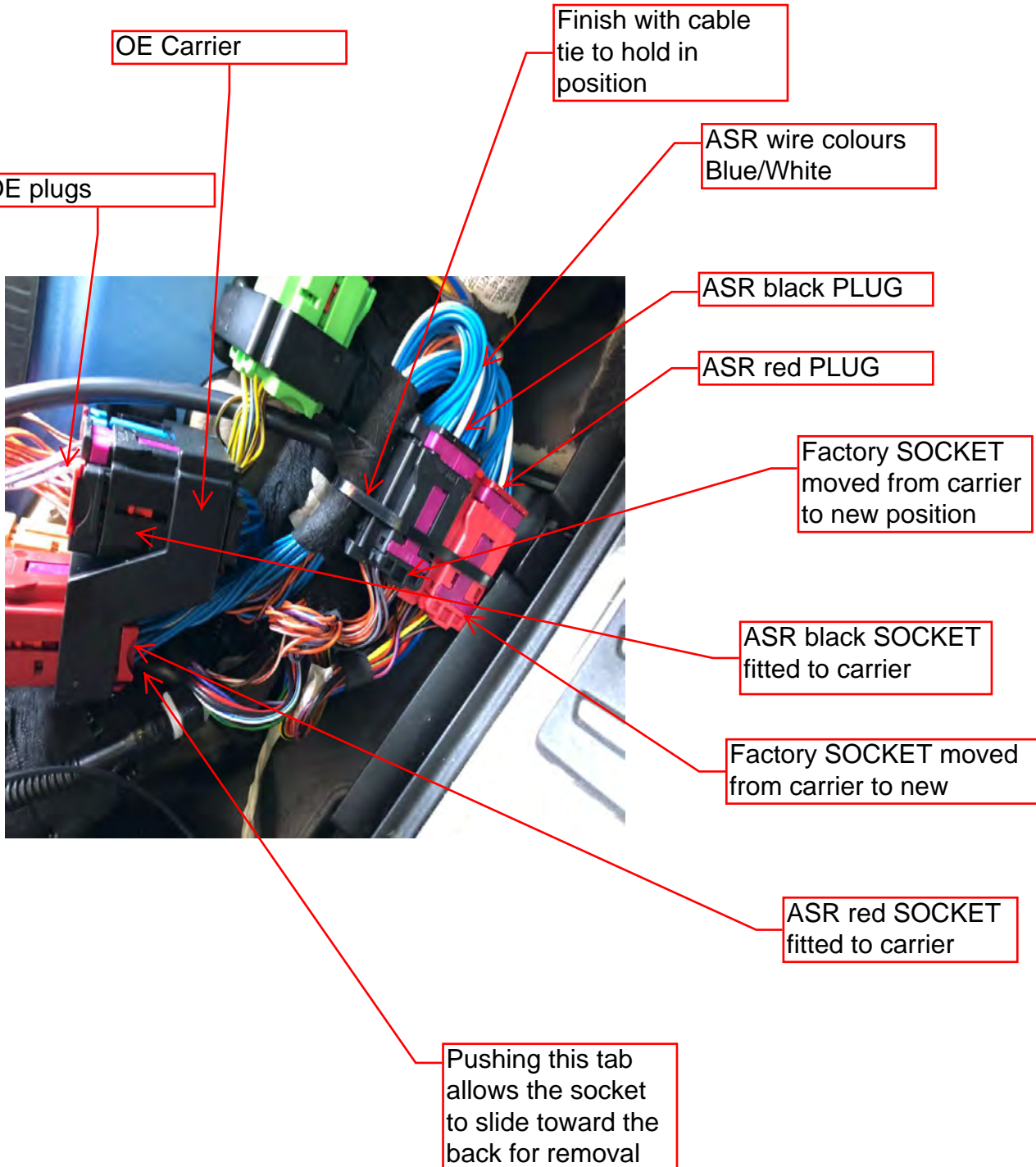


ASR plugs join original sockets, then reinsert plugs in front to finish the connection Tidy up harness and finish off as shown

**Check to see all plug/socket colours match!**

Your installation should look like this before replacing the foot wellover

This is to clarify the position of the OE sockets that are moved to a new position to allow neater wire flow. Note the ASR sockets are now placed in the original OE carrier and the OE sockets are moved to the back where the ASR plugs are pushed into the OE sockets. The OE plugs remain in the same position at the front of the carrier



Factory plugs and sockets have multi colored wiring  
ASR plugs and sockets have blue/white wiring



Finally route the control unit to the end cover space and mount it on the inside plate of the dashboard with double sided tape. Ensure the connector from the loom is firmly fastened to the control unit and the ground terminal ring is secure. Now test the unit functions and reverse the procedure to put the trim back in.

## **Damper control CB2 for controlling the exhaust flaps via the Drive Select with additional AUTO STOP START and Drive select memory**

### Operating the unit

#### **Dynamic: Flaps permanently open**

Auto: Open from 3000rpm / 80% accelerator pedal (just before kick down)

Comfort: Open from 4500 rpm / 80% accelerator pedal (just before kick down)

To switch flaps manually double press the traction control switch

With a double-click on the Traction control key, the flaps can be opened and closed independently of the Drive Select. The automatic open at 4500rpm always remains.

As soon as you set the gearbox to S, both flaps open. (Function only available with original gearbox coding)

#### **Hidden mode**

Press the AUTO STOP START key for 15 seconds and hold, and the module is disabled. Everything appears as if no module was installed. As a feedback for a successful activation or deactivation, the AUTO STOP START lamp switches automatically. To re enable repeat above - a confirmation LED will flash. This is useful when you are concerned that a dealership may not approve of the unit

The automatic start-stop setting is saved in memory and resumes each restart