

Audi B5 Gen S4/C5 Gen A6

N2MB WOT Box Installation Instructions

NOTE: If you have a CDI (capacitive discharge ignition system) please contact us at support@n2mb.com for additional instructions. Damage to your WOT Box can occur if the installation is not completed correctly!

WARNING: Spark-based rev-limiters can damage catalytic converters. If you have catalytic converters on your car, N2MB accepts no responsibility for damage caused by the WOT Box. This being said, many successful installs have been made on Catalytic-Converter equipped vehicles. Damage usually is only caused by using the launch-control feature for more than a few seconds, but once again, **USE AT YOUR OWN RISK IF YOU HAVE CATALYTIC CONVERTERS!**

Please visit our website at <http://www.n2mb.com> for the latest version of the WOT Box software and installation instructions.

Solder all joints. The N2MB recommended soldering method is available at <http://www.n2mb.com>. Use a multimeter to verify all wires before they are cut or tapped into. The colors of wires from model year to model year may differ, and may be different on your car from those described in these instructions. Where discrepancies are known, they are described, but there may be more discrepancies than those listed. The best way to know that you have the right wire is to check the connectivity to the ECU and/or sensor at the pins described.

In these instructions, pictures include other aftermarket alterations in addition to the WOT Box. N2MB is not affiliated with these devices. In addition, if you see something that isn't in your vehicle, don't worry.

Route wires in the manner that you want them to lie permanently before connecting them. Cut wires to length before soldering; avoid coiling wires of excessive length as they can cause noise in the circuit, altering the operation of the WOT Box. Spending some extra time here will enhance the aesthetics of the install. Zip ties are included to secure the wires away from heat, moving parts, sharp edges, or anything else that can damage the wires.

Included in the WOT BOX kit:

- WOT Box
- Wiring harness
- USB to Serial Converter for future software upgrades
- Ground lug
- Zip ties
- Heat shrink tubing

You will need:

- Wire Strippers
- Soldering Iron or Station
- Metric Socket Set
- Sandpaper
- Heat Shrink (if more than is included in the kit is needed)
- Electrical tape
- Zip Ties (if more than is included in the kit is needed)
- Razor Blade or Sharp Knife
- Multimeter or Ohm Meter
- RTV or Hot Glue (optional)

WOT Box Wire Color	Vehicle Wire Color at ECU	Vehicle Wire Color at Device	Description	Pin @ Device	Pin @ PCM
Blue	Yellow/Blue	Yellow/Blue	Accelerator Position Sensor	4	35
Yellow	White/Yellow	White/Yellow	Injector Control Signal at Injector #6	2	89
Green	Red/Green	Red/Green	Cruise Control Clutch Switch	1	39
Red	Red/Green	Red/Green	Ignition Coil Power	Unspec.	n/a
Black of R&B Pair	Red/Green	Red/Green	Ignition Coil Power	Unspec.	n/a
Black, Single	n/a		Ground	n/a	n/a

The pins marked as “Unspec.” (unspecified) here have device connectors that don’t have labeled pins. However, they only have 1 wire of the color described. These can be used for wire verification. In the case of the coil wires, the correct wires will go to one of the two pins on Each COIL.

Figure I: Pinout Table

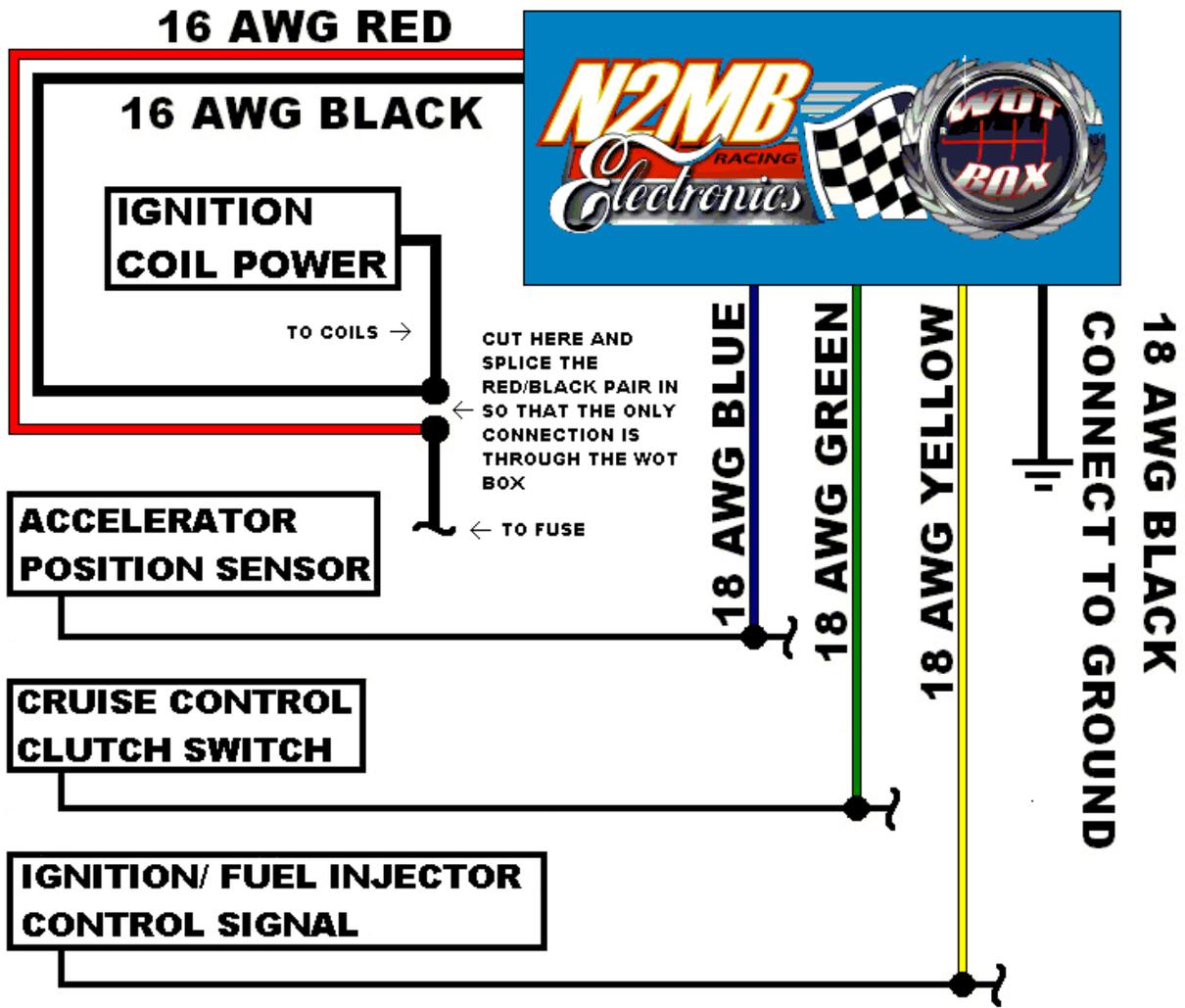


Figure II: Installation Diagram

- 1) Pop the hood and disconnect the 12V battery negative.
- 2) Pick out a location to mount the WOT Box. The WOT Box must be installed inside the passenger compartment since it is not waterproof. Additionally, you will want to make the WOT Box accessible to the driver, due to the fact that setting the 2-step RPM will require holding down the clutch pedal while holding the button on the WOT Box.

Suggested S4 Location



Suggested A6 Location



- 3) Route the connector end of the wiring harness to the desired mounting point. Be careful to avoid sharp metal objects and pinch points. Leave enough of the harness in the passenger compartment to make the WOT Box easy to get to, but not an excessive amount.
- 4) Locate a harness pass-through on the firewall accessible from the passenger compartment. Some of these are grommets that have enough room for extra wires to be passed through next to the existing harness. Some have a tightly fitting skirt that the harness passes through that does not allow for extra wires. If yours is the second, carefully poke a new hole in the skirt using a sharp object, such as a screwdriver. Be careful not to damage other wires already in the grommet, and make sure that the hole is only large enough for the red/black pair and yellow wire from the WOT box to pass through. If it is too large, water can leak in.



- 5) Bundle the WOT Box **18 AWG YELLOW** and **16 AWG RED / BLACK** paired wires using electrical tape. Using a coat hanger or other sharp object, pull the bundle through the grommet in the firewall.

strip both ends of the wire(s) about 5/8".



- 6) Locate, unplug, and remove the ECU.



- 9) Split apart about 6" of the **16 AWG RED / BLACK** wire from the WOT Box. Strip the ends of the wires and slide two pieces of provided heat shrink tubing over the wires. Connect the **16 AWG RED** wire from the WOT Box to the wire previously stripped that are going to the connector. Connect the **16 AWG BLACK** wire to the wire previously stripped that are going towards the ignition coil(s). Solder the connection and use the provided heat shrink tubing to cover the connection. Tape up the harness with electrical tape. Recover the harness, wrap with electrical tape.

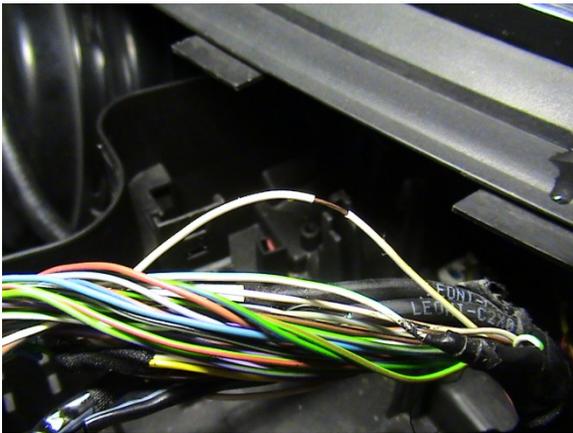
- 7) Unplug the orange connector.



- 8) Locate the ignition coil power wire(s). On the S4, this is the Red and Green Wire. Cut the wire(s) and



10) Unwrap the ECU harness so that about 2" of the harness is exposed. Locate the **White/Yellow** wire in the ECU harness. This wire should be connected to ECU pin #89 and pin #2 on the 6th fuel injector. Use a multimeter to verify this. This wire doesn't need to be interrupted, but rather a signal read from it. Solder the **18 AWG YELLOW** wire from the WOT Box to this wire, ensuring that the original connectivity of the wire is maintained. If the original wire is cut and later rejoined to do this (preferred), use the included heat shrink tubing to seal the splice. If not, cover the solder joint with electrical tape.



11) Wrap the exposed portion of the harness with electrical tape.

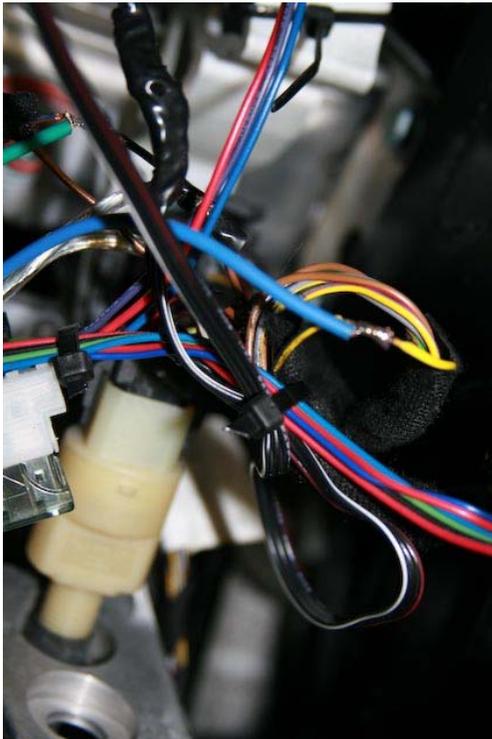


12) Secure all of the under-hood WOT Box wires using the provided zip ties. Be sure to route the wires away from heat sources and sharp objects that may damage them. This completes the under-hood portion of the installation.

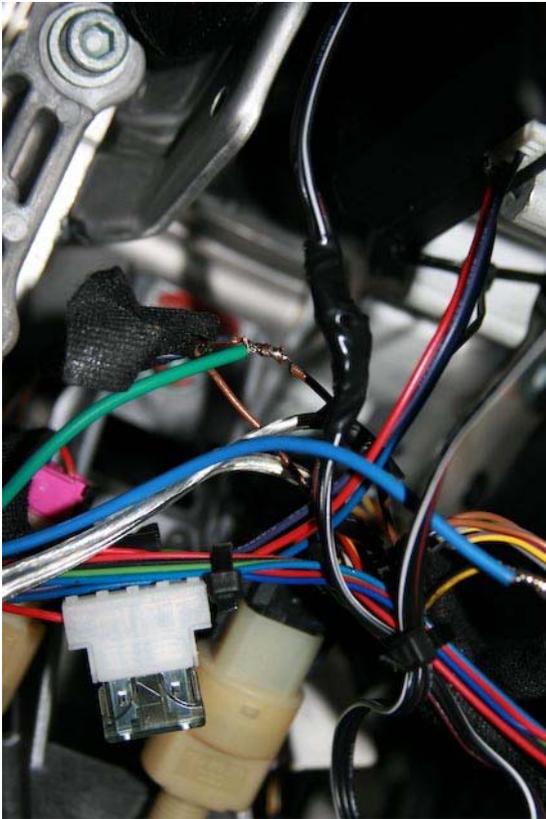
13) Back in the passenger compartment, locate the Accelerator Pedal Position Sensor. It is at the gas pedal. Disconnect the connector.

14) Locate the Accelerator Pedal Position Sensor #1 signal wire. Or if your car is not drive by wire, you will tap into the Throttle Position Sensor. You may tap into this wire at the accelerator pedal or throttle position sensor itself or at the ECU, whichever option is more convenient for you. On the B5 S4, this is a **Yellow/Blue** wire connected to pin #4 on the Accelerator Position Sensor and pin #35 on the ECU. Use a multimeter to verify. Once again, this wire doesn't need to be interrupted, but merely "tapped into." Solder the **18 AWG BLUE** wire from the WOT Box to this wire, ensuring the original connectivity of the wire. If the original wire is cut and later rejoined to do this (preferred), use the included heat shrink tubing to seal the splice. If not, cover the solder joint with electrical tape.

15) Locate the Clutch Pedal Position Switch. Disconnect the connector to make the harness easier to access.



16) Locate the Clutch Pedal Position Switch signal wire. On the B5 S4, this is a **Red/Green** wire that is connected to pin #1 on the Clutch Position Sensor and pin #39 on the ECU. Once again, this wire will keep its original connections, and simply gain a new one. Solder the **18 AWG GREEN** wire from the WOT Box to the Clutch Pedal Position Switch (CPP) wire. If the original wire is cut and later rejoined to do this (preferred), use the included heat shrink tubing to seal the splice. If not, cover the solder joint with electrical tape. Reconnect the CPP connector.



17) Locate a good chassis ground point near where you plan on installing the WOT Box. Try to keep the wire run as short as possible. It should be under 2' away, if possible. If the mounting location shown in these instructions is used, the metal casing of the fuse box makes a great ground. Cut the **18 AWG BLACK** wire from the WOT Box to length. Strip the wire and solidly crimp on the provided ground lug connection. Solder the ground wire to the ground lug. Connect this ground lug to the chassis. Make sure the metal where you attach the ground lug is clean, unpainted and free of rust. Use sand paper to prepare the surface, if needed.



S4



18) Connect the WOT Box to the harness. Re-install the battery and all the plastic trim that was removed during the installation. The installation is complete.

A6



Troubleshooting - Testing the WOT Box

1. Key on the car but do not start the engine. Press the gas pedal to the floor. You should see the LED on the WOT Box start to rapidly blink. If it does not, check your **APP sensor signal connection (WOT Box BLUE wire)**.
2. Next, with the gas pedal still depressed, press the clutch pedal to the floor. You should see the LED on the WOT Box briefly go out, and then come back on solid for one second and then finally resume blinking rapidly. If you do not see this, check your **Clutch Pedal Position Switch signal connection (WOT Box GREEN wire)**.
3. Next, start the engine. Quickly press the gas pedal to the floor and immediately step on the clutch. You should hear the engine start to rev up, stumble for a short period while the ignition is cut, then return back on and continue revving. Remove your foot from the gas before you hit the rev limiter. The 2-step will not engage if the gas is depressed before the clutch. This is normal. If the engine does not stumble or pause when the LED turns out, then check the **RED/BLACK** paired wire. Verify that the **RED and BLACK 16 AWG** wires are wired facing the proper way. If they are reversed, the ignition cut will not work.
4. Lastly, test the 2-Step. Press the clutch pedal down and then quickly press the gas pedal all the way down. The gas pedal must be floored for the 2-step to engage. The engine should rev up to the desired RPM and hold. If it does not, be sure to remove your foot from the gas before you hit the rev limiter. If the 2-step does not work, check the **WOT Box YELLOW wire**.

CONGRATULATIONS!

These tests verify successful installation of the N2MB WOT BOX.

Usage

To use the WOT Shift feature, keep your foot fully on the gas and shift quickly using the clutch. Keep the gas fully depressed through the shift. The WOT Box will detect the clutch switch signal and briefly cut the ignition to enable an effortless shift.

To use the 2-Step feature, fully depress the clutch. Next, fully depress the gas pedal to the floor. The engine will rev up and hold the RPM that you have set. Quickly release the clutch while leaving the gas fully depressed to launch the car.

Programming

The WOT Box comes preset for an automatic WOT Shift kill time. This means that the WOT Box will automatically adjust the kill time to your shift time, up to a maximum of 350 ms. If you would like manual control over the WOT Shift kill time, start the car and hold down the button on the module and wait for the LED to begin to blink. Using the chart below, find the number of blinks that corresponds to the desired kill time. Setting 0 blinks will disable the WOT Shift feature and setting 1 blink will set the automatic kill time mode. When you have reached the

number of blinks that match your desired setting, simply let go of the button. To confirm, the WOT Box will blink back out the setting you entered.

The WOT Box comes preset for a 2-step RPM of 4000. To set the 2-Step RPM, repeat the same procedure described above, but keep the clutch down during the entire operation. This will signify to the WOT Box that you want to set the 2-step RPM and not the WOT Shift kill time. Use the second chart provided below to match up the desired RPM with the number of blinks. Setting 0 blinks will disable the 2-Step feature.

Ignition Cut Time Chart - Set with the clutch UP

<u>Blinks</u>	<u>Ignition Cut (ms)</u>						
0	Disabled	6	125	12	275	18	425
1	Auto (default)	7	150	13	300	19	450
2	25	8	175	14	325	20	475
3	50	9	200	15	350	21	500
4	75	10	225	16	375	22	525
5	100	11	250	17	400	23	550

2-Step RPM Chart - Set with the clutch DOWN

<u>Blinks</u>	<u>RPM</u>								
0	Disabled	12	4200	24	6600	36	9000	48	11400
1	2000	13	4400	25	6800	37	9200	49	11600
2	2200	14	4600	26	7000	38	9400	50	11800
3	2400	15	4800	27	7200	39	9600	51	12000
4	2600	16	5000	28	7400	40	9800	52	12200
5	2800	17	5200	29	7600	41	10000	53	12400
6	3000	18	5400	30	7800	42	10200	54	12600
7	3200	19	5600	31	8000	43	10400	55	12800
8	3400	20	5800	32	8200	44	10600	56	13000
9	3600	21	6000	33	8400	45	10800	57	13200
10	3800	22	6200	34	8600	46	11000	58	13400
11	4000	23	6400	35	8800	47	11200	59	13600

N2MB Racing Limited Warranty

N2MB Racing warrants that all of its products are free from defects in material and workmanship for a period of 1 year from the date of purchase. If an N2MB product is found to be defective within this period, N2MB Racing will repair or replace the product. The choice between these two methods of remedy is made at the sole discretion of N2MB Racing. This shall constitute the sole remedy of the purchaser and the sole liability of N2MB Racing to the extent permitted by law. This warranty is exclusive and in lieu of all other warranties or representations whether expressed or implied. This warranty is limited to the repair or replacement of the N2MB Racing product, and shall never exceed the purchase price of the N2MB Racing product. N2MB shall not be responsible for special or consequential damage or costs incurred as a result of the failure or use of the N2MB Racing Product except as required by law. Unauthorized alteration or repair of N2MB Racing products will void this warranty if the alteration or repair is found to have caused the N2MB Racing product to fail. In the event that a product is warranted, the purchaser shall be responsible for any and all shipping costs.

N2MB Racing reserves the right to improve its products at any time and is at no time responsible for exchange or upgrade of products that were manufactured previously.