



VTT Plug and Play Wireless Xdrive Controller install guide



Thank you for your purchase of the VTT Plug and Play Wireless Xdrive Controller! The first thing to do when you open your box is to make sure all parts are in their respective bags, and nothing has been left out or lost during shipping. Here is a breakdown of what you should have.

- 1 – Xdrive Controller
 - 2 - Remotes



Once all parts are accounted for you can proceed with the Plug and Play Wireless Xdrive Controller. We suggest this only be done by a qualified technician. If something was missing from your upgrade, please contact us immediately so we can remedy this.

READ THE ENTIRE GUIDE BEFORE BEGINNING INSTALLATION!



ANY QUESTIONS, OR FITMENT PROBLEMS, PLEASE EMAIL SALES@VARGASTURBO.COM BEFORE TRYING TO FORCE OR MODIFY ANYTHING. THIS UPGRADE IS PLUG AND PLAY IF THESE INSTRUCTIONS ARE FOLLOWED, ANY ISSUES NEED TO BE ADDRESSED TO AVOID PROBLEMS

INSTALL GUIDE

Please note, this guide is intended to help with the installation of the Plug and Play Wireless Xdrive Controller only.

1. Gain access to the underside of the vehicle, either with a lift, jack stands, etc.
2. Find the transfer case right behind the transmission, and using pressure on both sides of the plug release the tabs, and pull the plug off. Fig 1
3. Plug this factory plug into the White male side of the Plug and Play Wireless Xdrive Controller, plug the other side into the transfer case. Tuck out of the way, use of zip ties to secure it can be done if desired, but is not required. Fig 2-4

USER GUIDE

1. First thing to note is with the controller installed. The car is going to default to RWD on start up. If you wish to engage AWD simply press the remote on button
2. When using the controller, you can do it many ways. For a burn out with no line lock, it can be helpful to brake boost the car, and load it up with the AWD engaged, then click it off with the remote, this will immediately release the transfer case, and move power only to the rear wheels
3. If you are having trouble with the ECU preventing the application of brakes and throttle at the same time. A line lock will solve this issue for you
4. This controller can be used to do rolling burn outs, drift etc, but please be aware its possible to add premature wear to the clutches in your transfer case. We suggest only using the RWD option for short periods of time

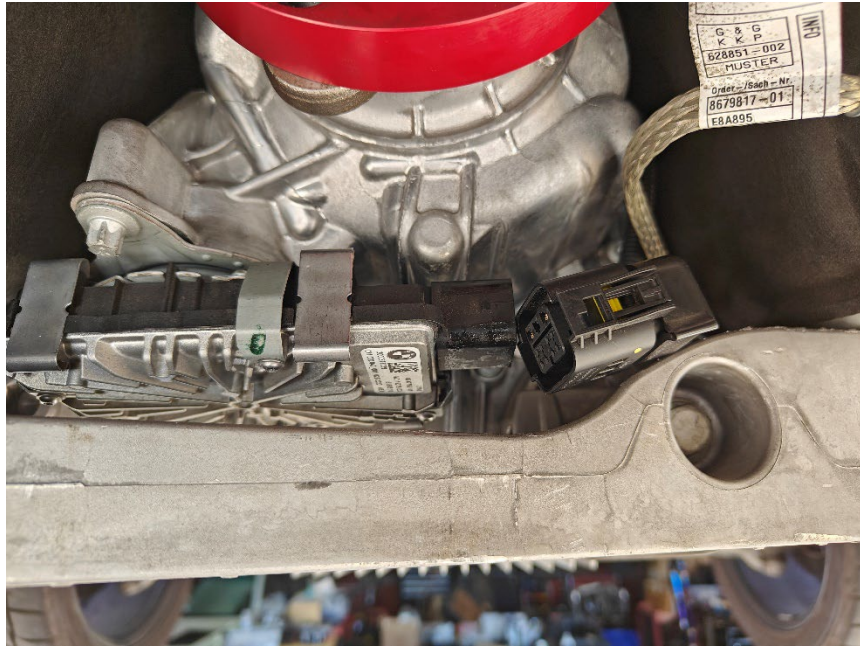


Fig 1

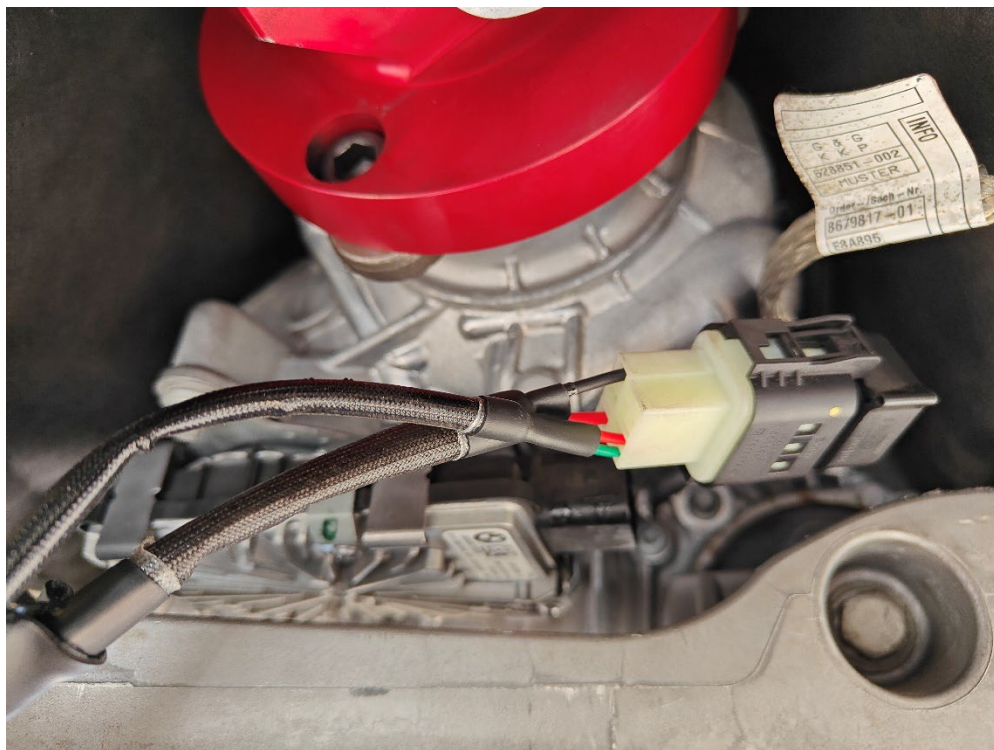


Fig 2

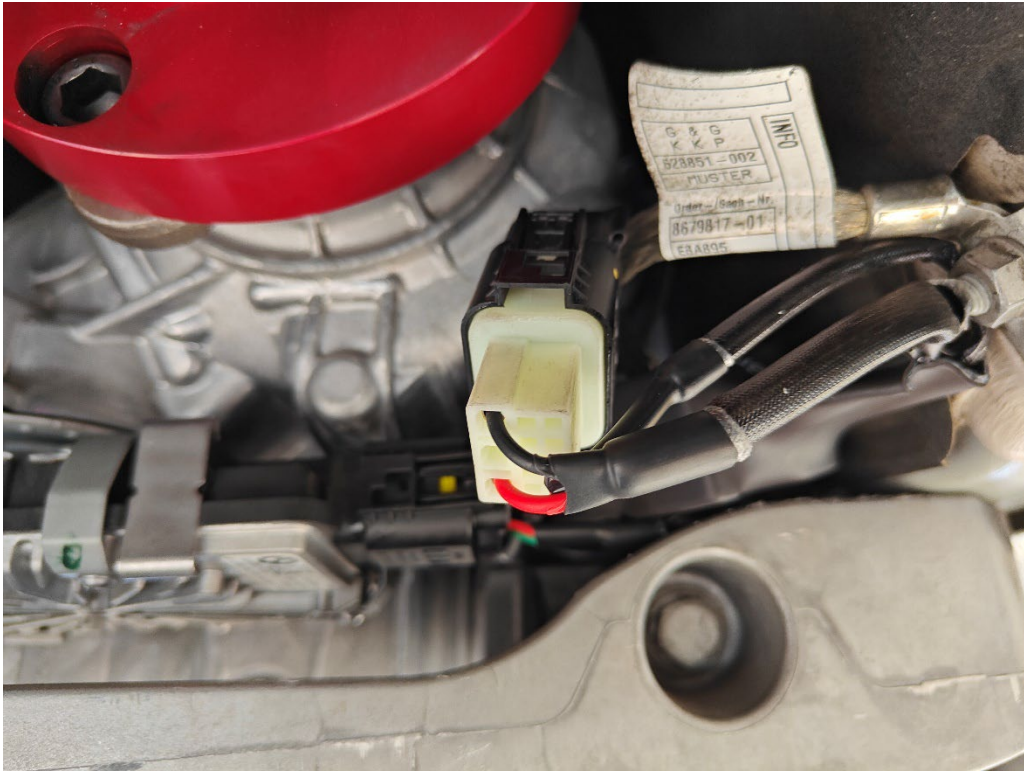


Fig 3

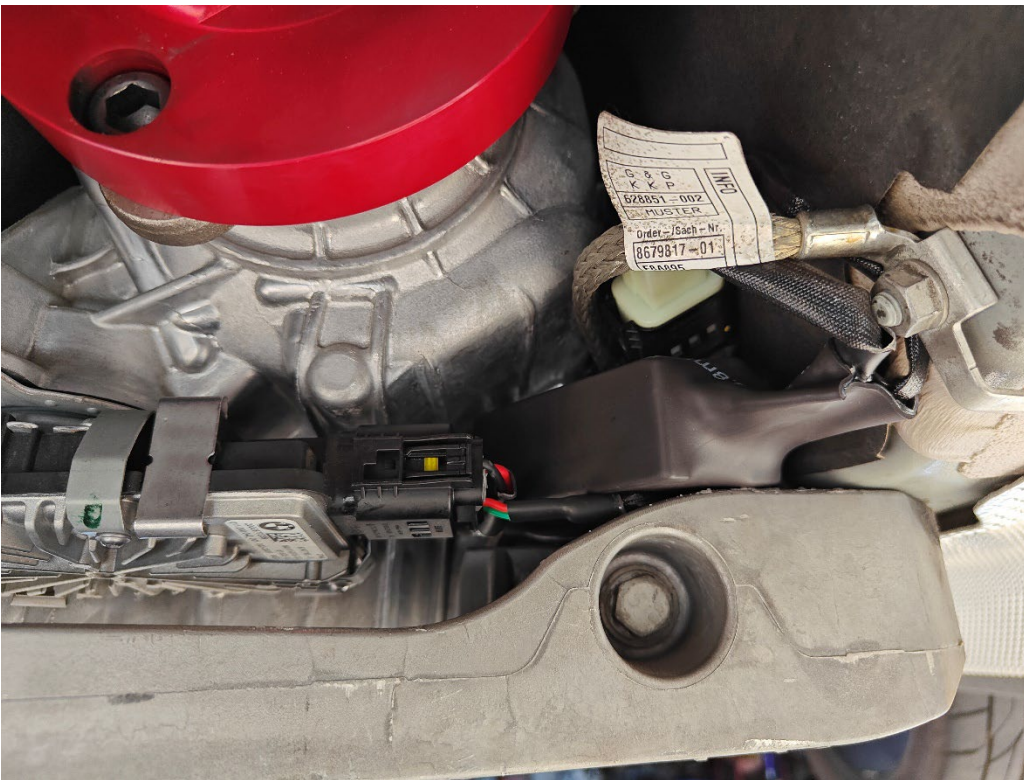


Fig 4