B40 - 700 performance-kit for W/S 213, E63S-AMG, engine type M177
Article-no. 213-B40-700-XXX

BRABUS®

The product described in the instructions was developed, produced and checked considering the necessary safety requirements.
In order to ensure a proper and safe function and to rule out danger for persons and objects, this product must be installed appropriately.
Only trained, qualified staff, having the necessary technical experience and tools, should perform the installation.
Therefore you have to read and completely understand these instructions.
Dismantle standard components according to Mercedes-Benz workshop instructions (WIS).

According to the fact that a Mercedes-Benz Star Diagnosis system is required during installation the installation can be performed only by a certified Mercedes-Benz workshop!

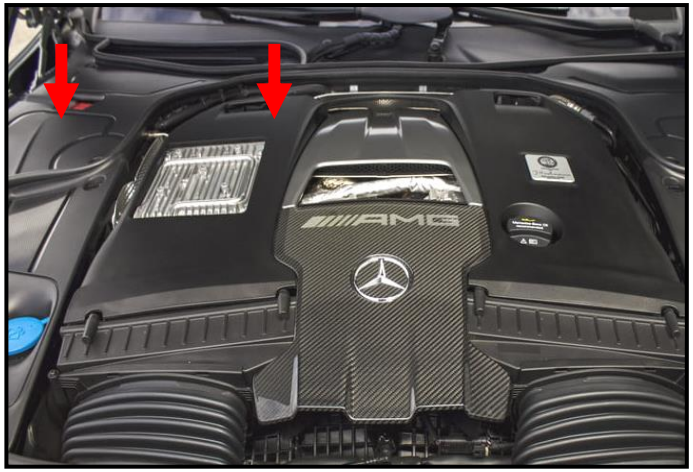
Prior to installation please check the content of the supplied parts as detailed below.
Color coding according to IEC 60757, allocation on page 7.
Regard to the Mercedes-Benz electric diagram „control unit petrol direct injection“ (WIS-document ***pe07.08-p-2101-97dbe****).*

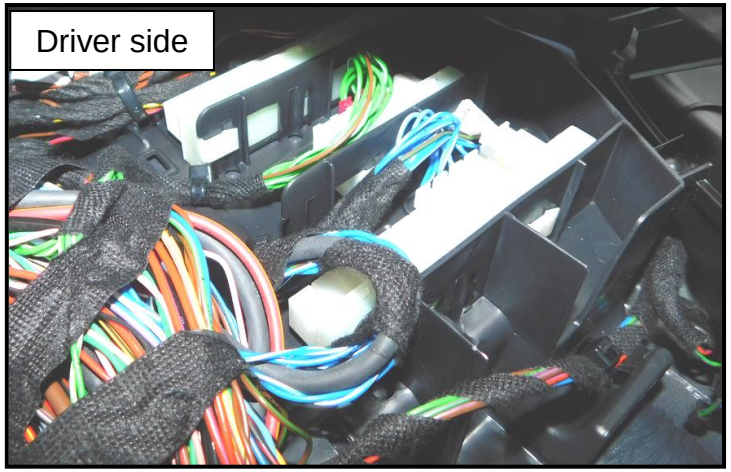
Included in Brabus delivery:

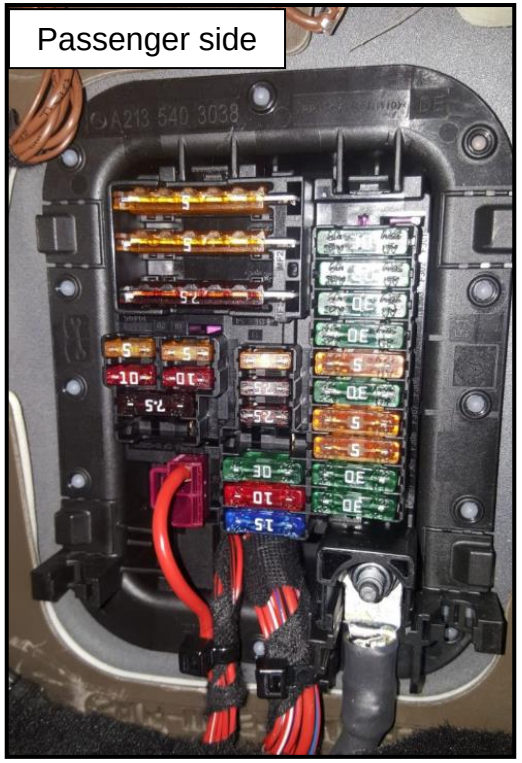
1x PowerXtra control unit	000-CGI-02
1x Wiring harness E63	213-740-05-K,
consisting of:	
1x Compact plug, 4-pole, black	
1x MQS-plug, 2-pole, black	
4x Wire sealing	
1x Fuse 5A	
1x Unlocking tool	190-740-05-W
1x Alloy bezel "B40-700"	000-B40-700
1x Brabus brass plate 65x65mm	000-738-82
1x Letterings "Powered by BRABUS"	000-000-30
1x BRABUS chrome lettering	211-000-14
1x Edge protection, ~5cm	
1x Tüv-certificate	

Preparation:

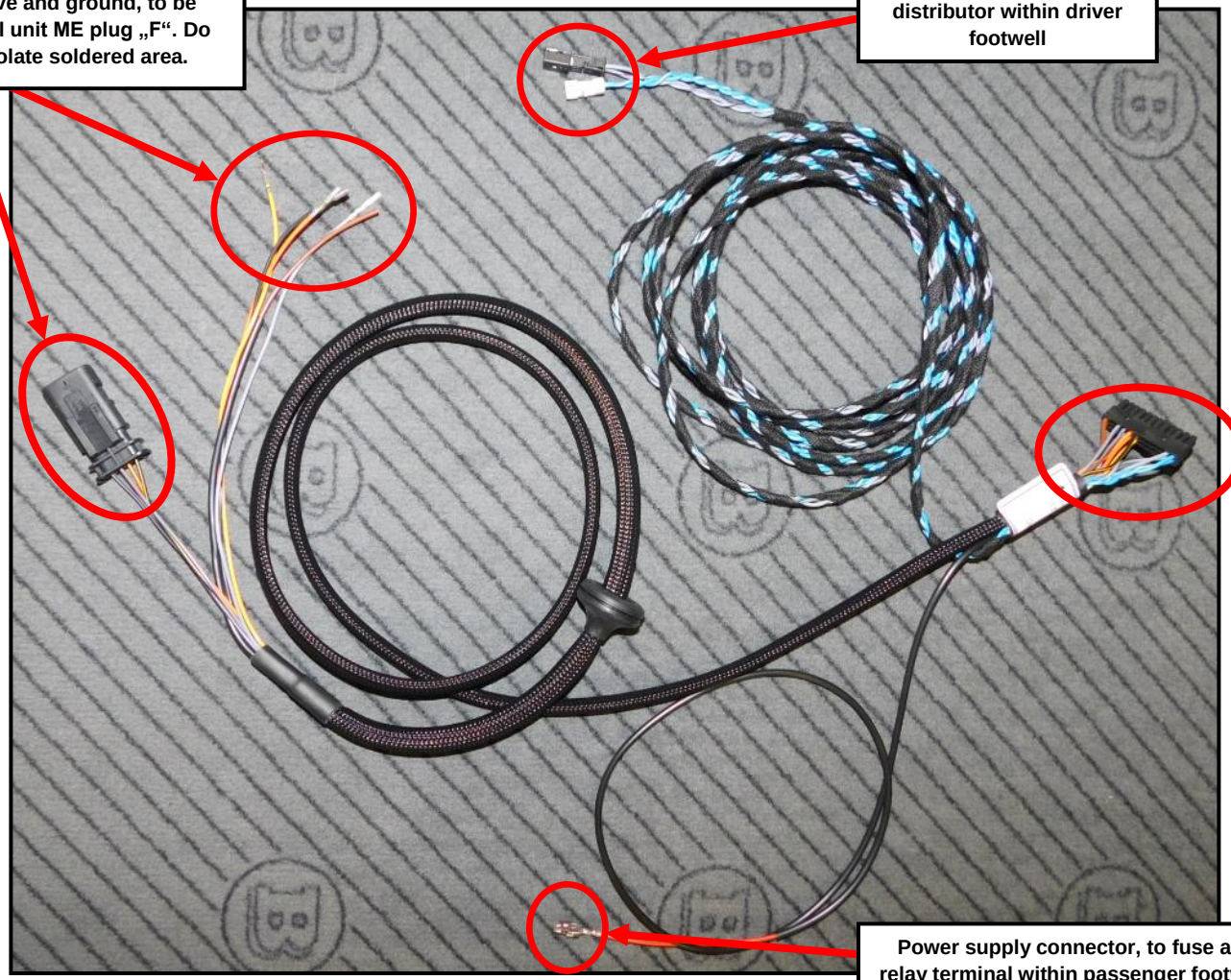
- Open bonnet, disconnect the ground line of the vehicle battery.
- Disassemble the engine plastic cover, the air duct, the right side plastic cover (driving direction) and the right side supporting strut.
- Disassemble the left and right floor plastic covers to gain access to the left and right side electrical components within the footwells.

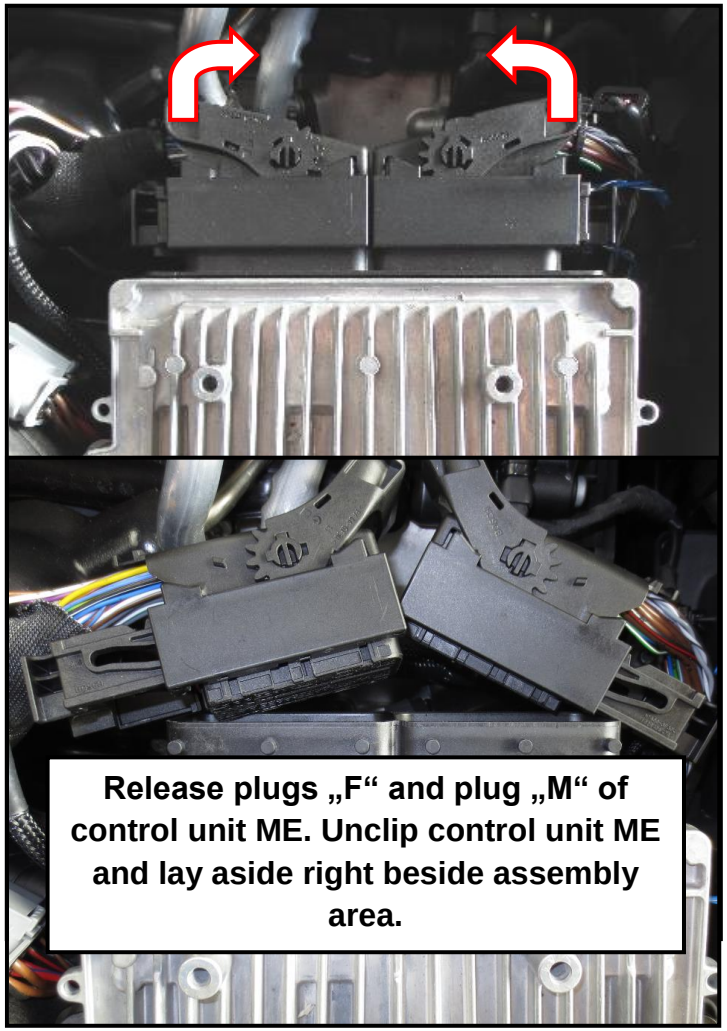






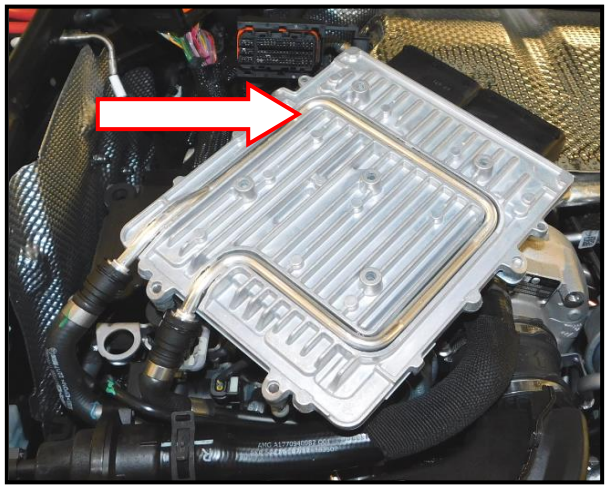
Overview of electrical connections:

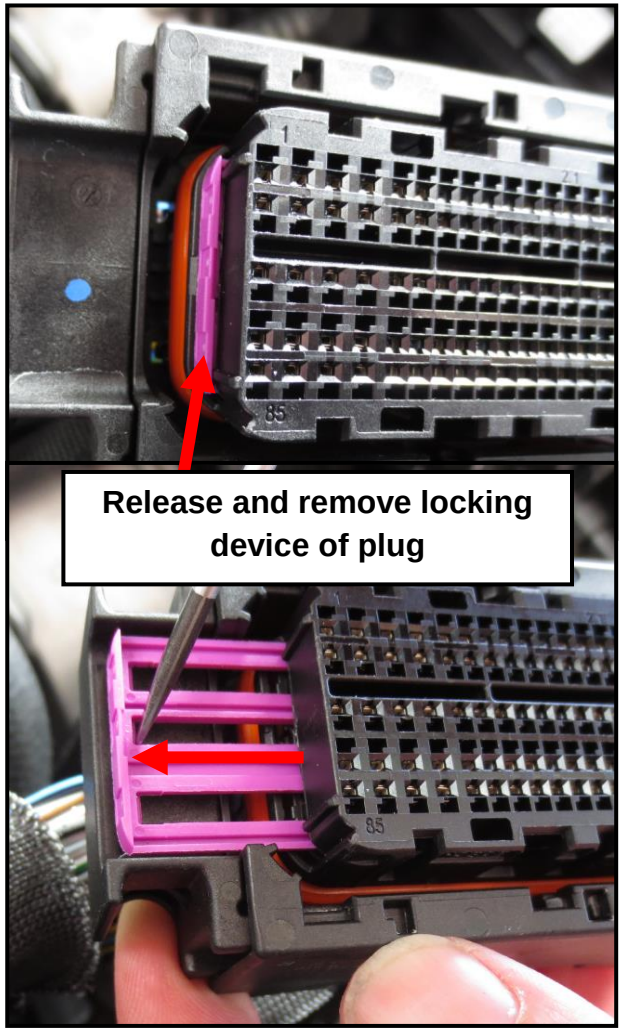




Release plugs „F“ and plug „M“ of control unit ME. Unclip control unit ME and lay aside right beside assembly area.

Carefully release at position shown and remove plastic caps of plug „M“.





Release and remove locking device of plug

- ***Release and remove standard wires marked of plug „M“ (slots 40, 33, 55, 32) one after the other using unlocking tool supplied and attach to 4-pole plug supplied (according to illustration).***
  Do not release all 4 wires at once as each two wires are of the same color coding - risk of interchanging!
  Make sure not to damage/ deform the pins when unlocking!

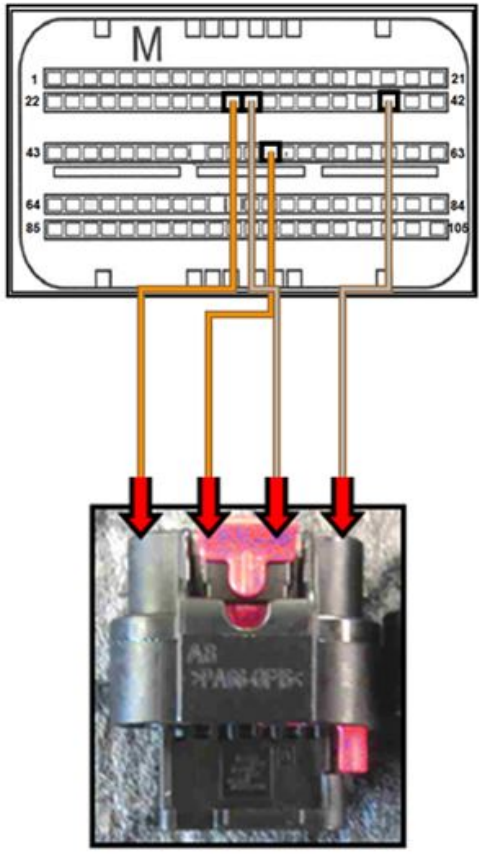
Unlock the following wires of plug „M“:

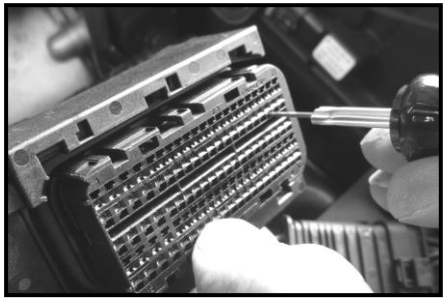
- ***Left pressure sensor behind throttle valve (B28/22), BN/GY, slot 40***
- ***Left pressure sensor in front of throttle valve (B28/20), BN/GY, slot 33***
- ***Right pressure sensor behind throttle valve (B28/23), BN/OG, slot 55***
- ***Right pressure sensor in front of throttle valve (B28/21), BN/OG, slot 32***

Attach the wires to 4-pole plug as follows,
make sure for proper latching!

- ***Wire out of slot 40 (BN/GY) to slot 1***
- ***Wire out of slot 33 (BN/GY) to slot 2***
- ***Wire out of slot 55 (BN/OG) to slot 3***
- ***Wire out of slot 32 (BN/OG) to slot 4***

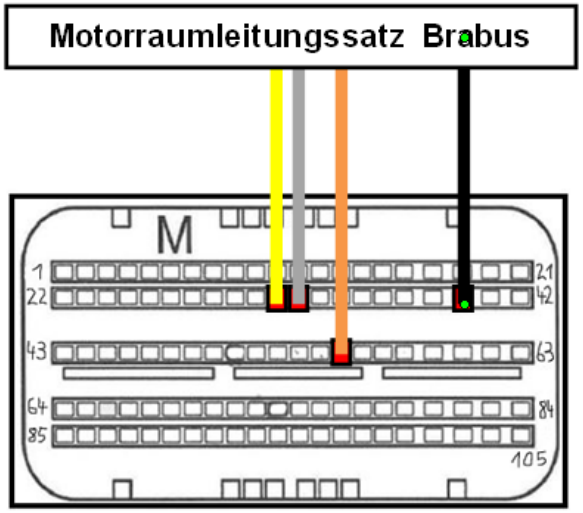
Connect 4-pole plug to 4-pole socket of Brabus wiring harness.





Kabelfarben nach *IEC 60757* Wire colors according to *IEC 60757*	
Braun Brown)	BN
Rot (Red)	RD
Orange	OG
Gelb (Yellow)	YE
Grün (Green)	GN
Blau (Blue)	BU
Violett (Purple)	VT
Grau (Grey)	GY
Weiß (White)	WH
Rosa (Pink)	PK
Türkis (Cyan)	TQ

Attach wires of Brabus wire harness to the red marked slots (40, 33, 55, 32) of control unit plug "M".

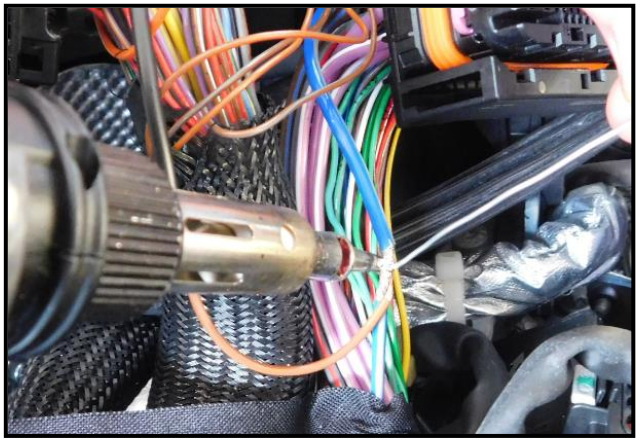


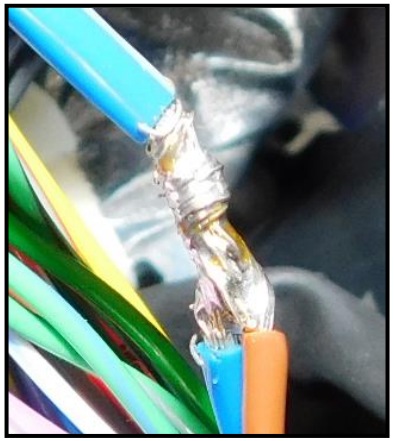
Attach the wires as follows:

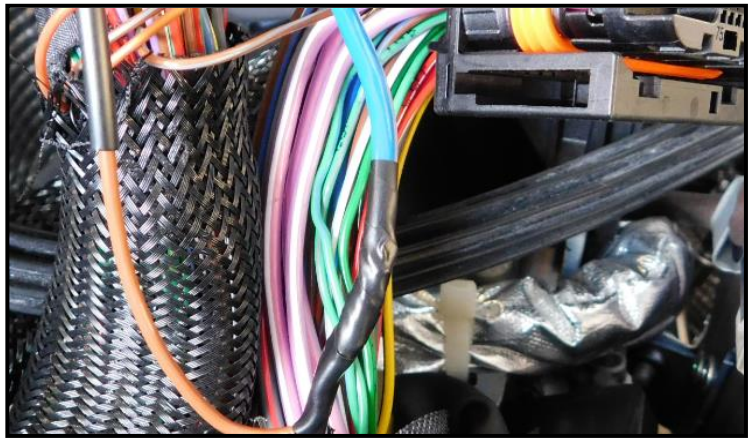
- *BK to slot 40*
- *GY to slot 33*
- *OG to slot 55*
- *YE to slot 32*

- ***Urgently make sure for proper latching of wires within control unit plug „M"! Re-attach the plug locking and re-assemble plug „M".***

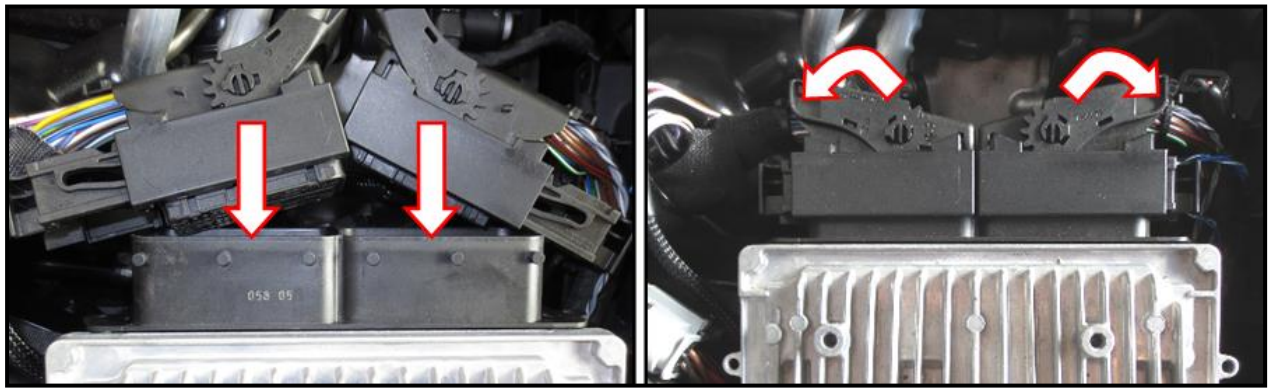
- ***Solder brown wire of Brabus wire harness parallel to the wire out of slot 2 of plug „F". Do not just wrap the wire around the standard wire! Sufficiently isolate the soldered area. Do not connect to any other ground terminal! Re-attach the plug locking and re-assemble plug „M".***



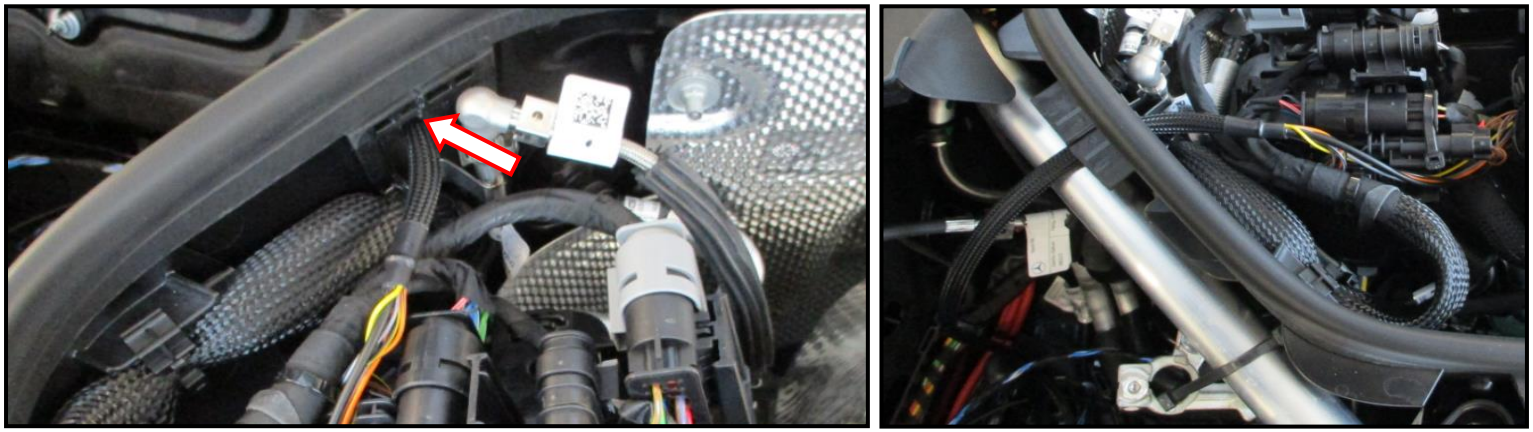




- ***Attach the completed plugs back to control unit ME and lock them. Clip control unit ME back into the brackets.***

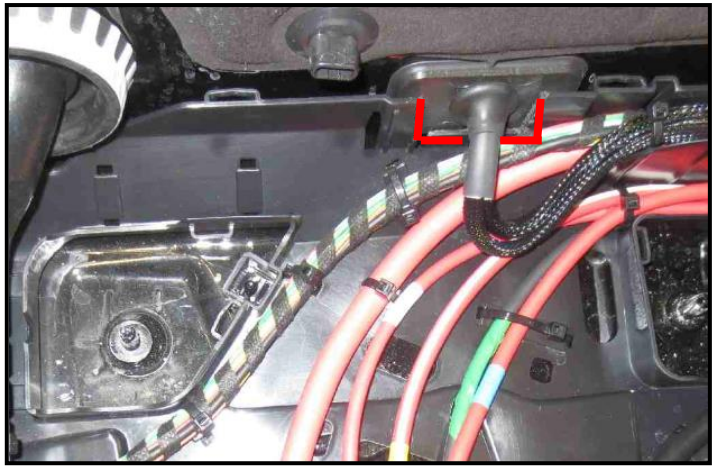


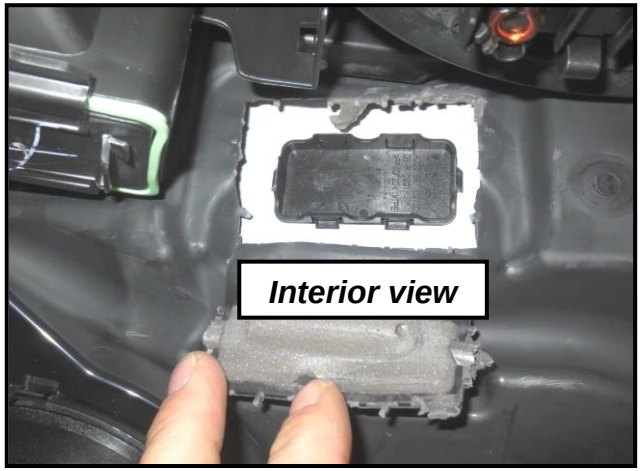
- ***Route wire harness through plastic grommet within the engine bay interwall (cut plastic grommet and route wire through the rubber area). Fixate wire harness by using cable ties. Route wire harness to interior implementation and fixate by using cable ties.***

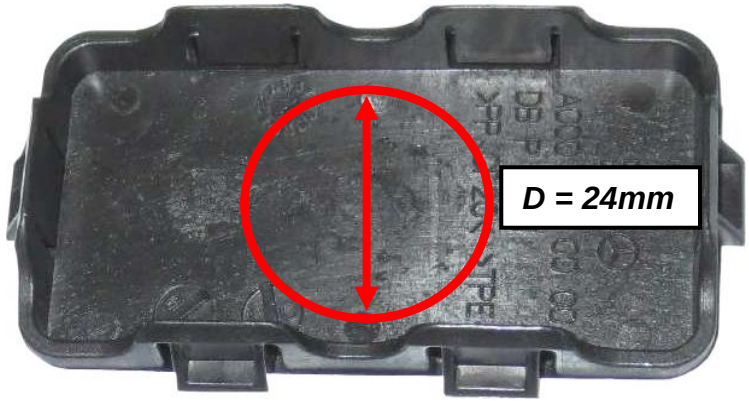


The wiring harness is routed from the engine bay into the vehicle, through plastic cover shown below.

- ***Loosen and fold up the battery plastic support. Cut the plastic cable duct below the battery support using a suitable tool in order to be able to route the wiring harness through. Remove the plastic cover and drill a hole into it using a suitable cone drill (centered, diameter 24mm). Route the interior connectors through the plastic cover and through the bulkhead into the vehicle, attach the rubber implementation to the plastic cover. Measure the wiring length required within the engine bay and fixate the implementation using a cable tie. Make sure for sufficient denseness of the implementation!***

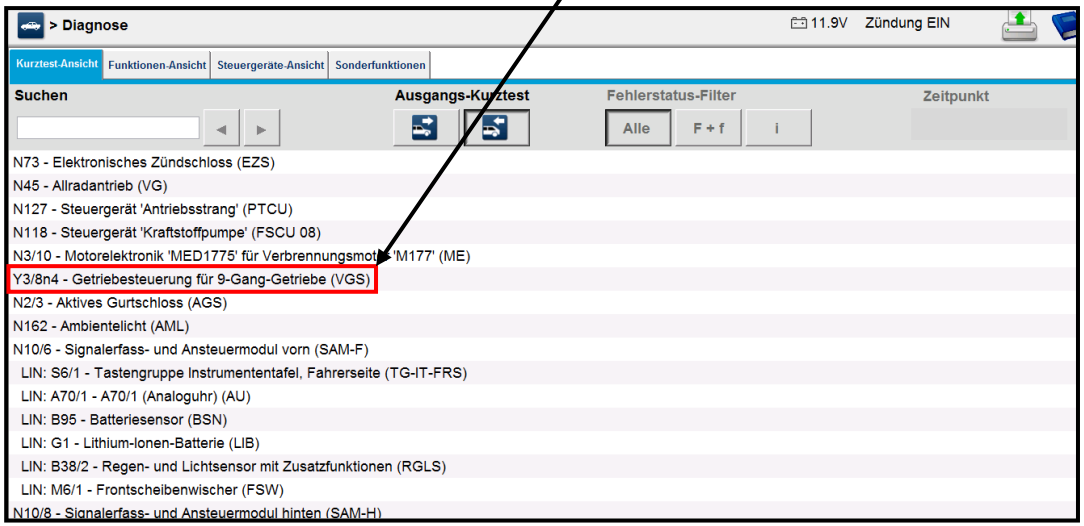


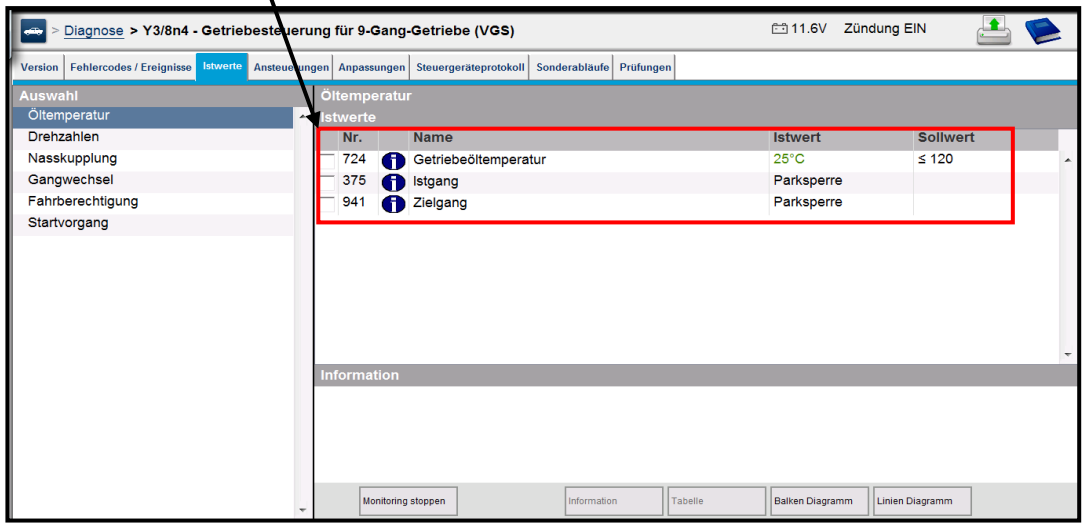




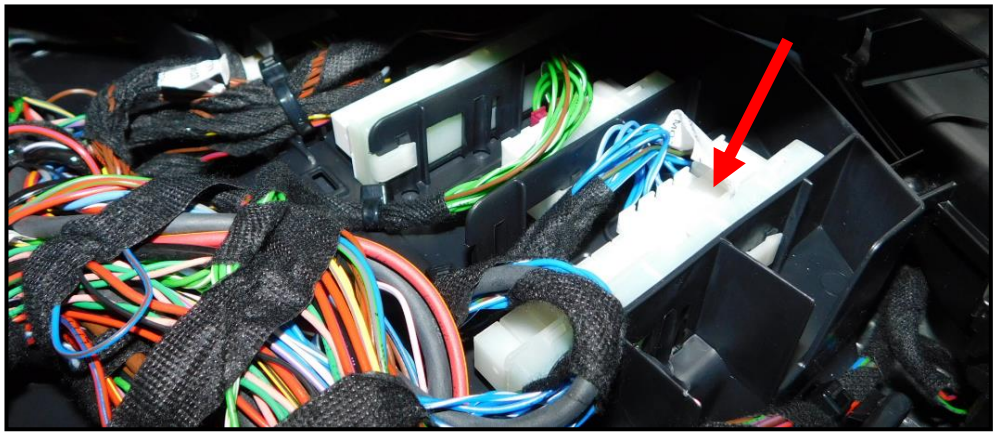
Connection of CAN-connections within passenger footwell using Star Diagnosis:

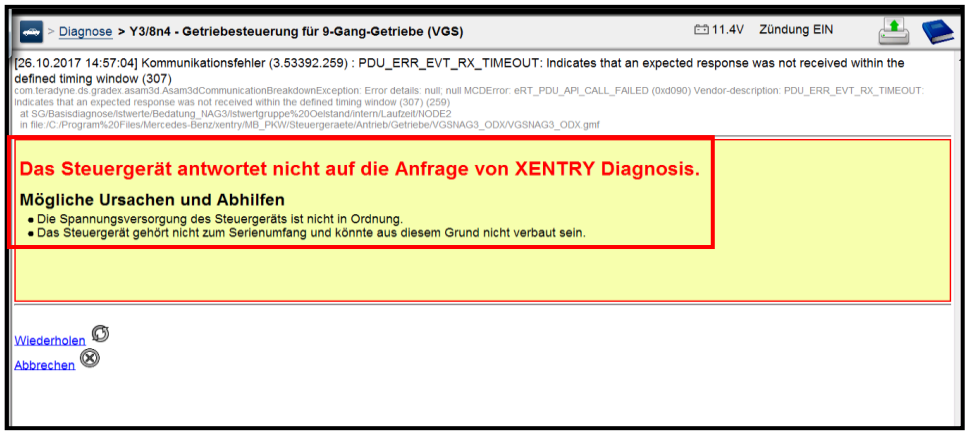
- ***Switch on ignition***
- ***Connect Star Diagnosis to OBD - port and establish communication***
- ***Choose „Y3/8n4 transmission control unit für 9G-tronic (VGS)“ and visualize actual values***



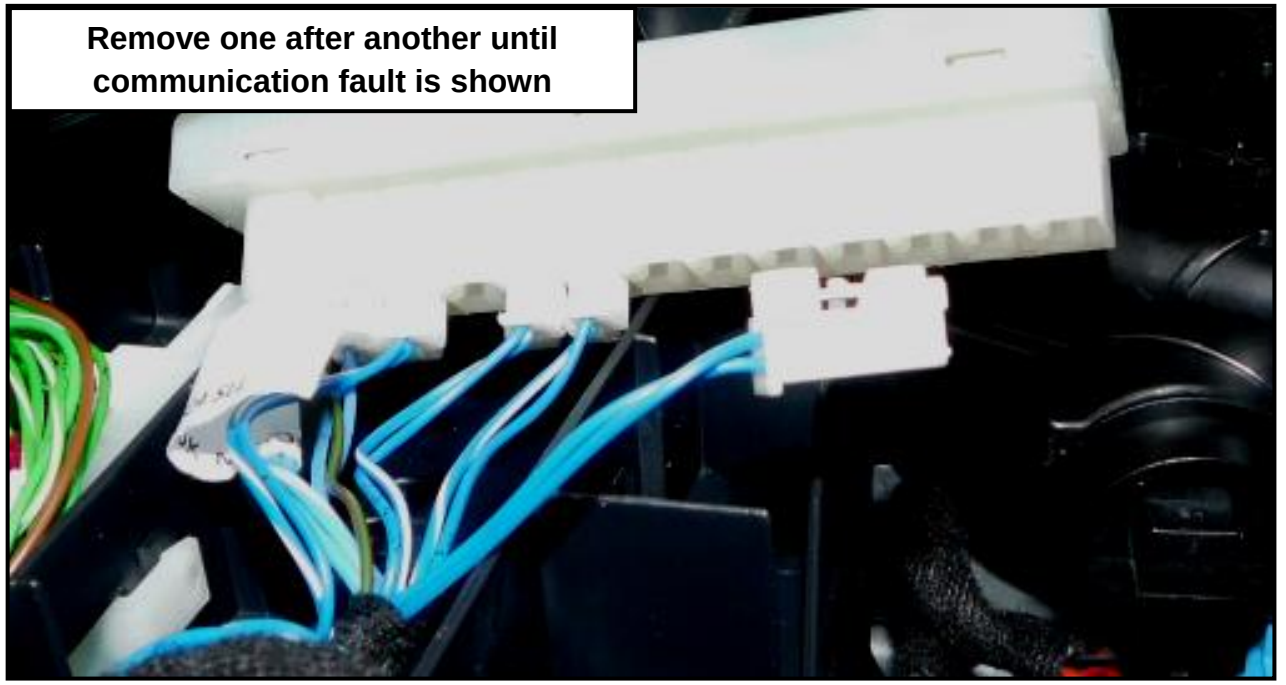


- ***Route the CAN-wires into the driver footwell (below dashboard). Disconnect CAN-plugs of CAN-distributor within the driver footwell shown (within cable duct, white plug, wire colors BU/ BU - WS) one after another until a communication fault is shown by Star Diagnosis (and instrument cluster fault message „Without gear change - visit workshop"). The CAN-plug that has caused the fault is to be used and to be connected to the Brabus wiring harness. Attach the remaining standard plugs back into their slots.***

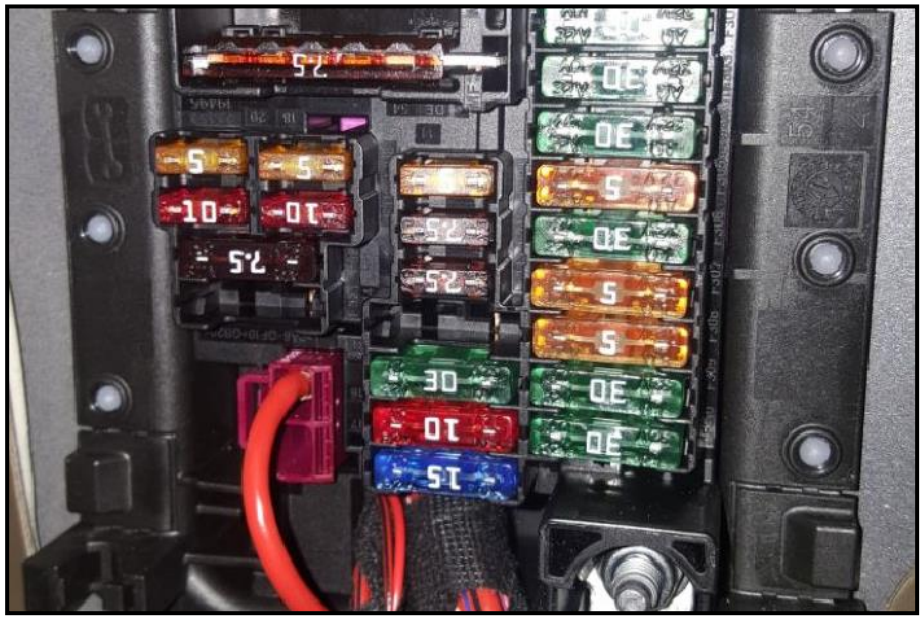




- ***Release wires of 2-pole standard CAN plug and attach the wires to the 2-pole black MQS-plug supplied.***
- ***Attach black CAN-plug to Brabus wire harness (to 2-pole plug with wire colors GY - GY / BK).***
- ***Attach wires of Brabus interior wire (BU / BU -WH) to standard CAN-plug and attach the plug to the free port of the CAN-distributor.***



- *Release fuse panel. Attach power supply connector to free port for **constant power supply (30!)**. Attach supplied 5Amp fuse to the used port.*



- *Re-assemble all trim parts and make sure that all connections have been properly performed.*
  Also make sure the wirings have been routed safely and protected against damages.
- *Attach PowerXtra control unit to a suitable place within passenger footwell cover using Velcro tape supplied.*
- *Check the fault store and delete faults that might have occured during assembly.*

- ***Remove standard AMG badge. Clean and carefully degrease the bonding surface of the AMG badge and glue the Brabus badges to the engine plastic cover according to image below. After alignment fixate the badges until the adhesive has hardened.***

Painting proposal of engine cover: Mercedes-Benz Signal red, color code 568