

Power Control Module (PCM)

MQB EVO EA888.3 Engines

VWR030000-1S20-E

FITTING INSTRUCTIONS



WHAT'S IN THE KIT?

- ▷ 1 x Power Control Module (PCM)
- ▷ 1 x Carbon Fibre Mounting Bracket
- ▷ 1 x Aluminium Retaining Bolt
- ▷ 1 x MQB (EA888.3) Wiring Harness
- ▷ 1 x PCM Deactivation Plug

REQUIRED TOOLS AND PARTS

- ▷ 10 / 12 / 13mm Socket & Ratchet/Wrench
- ▷ VW OEM hose clip remover / Pliers
- ▷ T25 Torx bit & Driver

FITTING NOTES

- ▷ This is a complex install, and any mistakes can lead to vehicle warning lights & incorrect engine operation.
- ▷ Therefore, we highly recommend professional fitment of this PCM product.
- ▷ Prior to install, if the engine has been in operation, please wait until the engine cools down before performing installation to avoid potential flesh burns.
- ▷ Ensure all wiring harness connections have a solid CLICK, to confirm a positive connection.
- ▷ RacingLine Performance will not be liable for any damage caused by mis-installation.



Vehicle preparation:

1. Unlock and open bonnet (Hood). Once the bonnet is open wait for 15 minutes until vehicle all electrical components have discharged.

Vehicle Installation Notes:

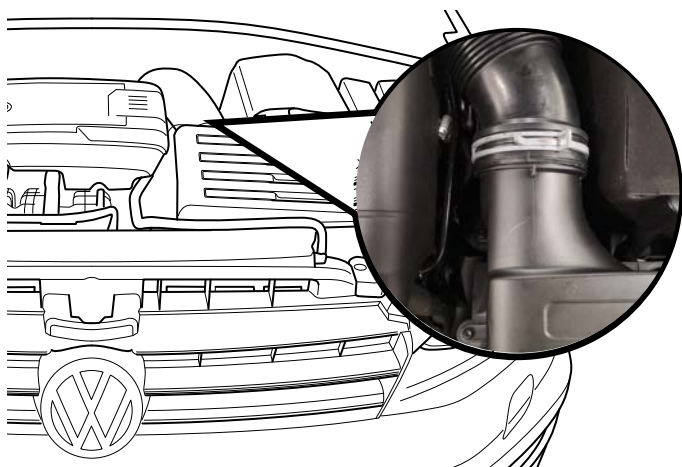
1. Vehicles with 'Keyless Entry' place the key away from the vehicle, about 10-15m.
2. For vehicles with aftermarket alarms installed, the alarm must be disabled prior to starting any part of the PCM installation.

Step 1:

Removal of engine cover & undertray:

To allow easy access to all 2 wiring harness connection points, start by removing both the engine cover and vehicle undertray using a T25 Torx to removed the highlighted 8 x retaining screws, for greater visibility and ease when routing the wiring harness the OEM air box or R600 can be removed at this point also.



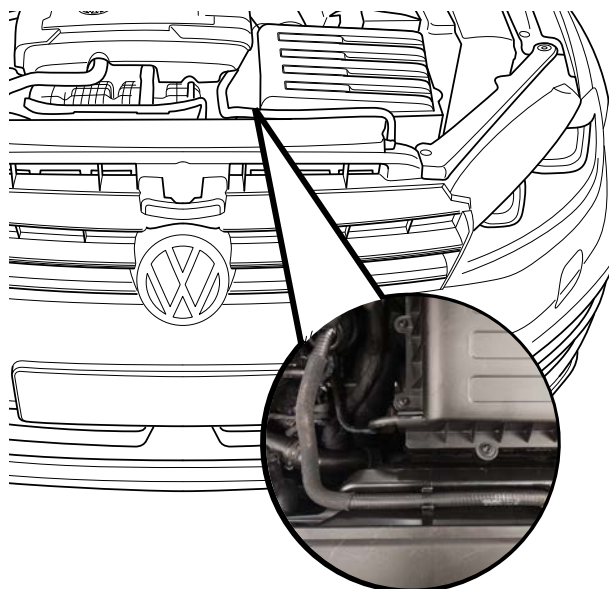


Step 2 – Removal of Intake

Stage 1 – With the airbox removed you now need to remove the standard moulded plastic turbo pipe, using a pair of proper hose clamp pliers. You need to fit the pliers onto the two tabs of the hose clamp and squeeze the clamp open. With the clip released, pull the hose backwards (this may take a little force) and remove it from the airbox.

Stage 2 – Next remove the top coolant pipe running across the standard airbox lid.

Then pull the vac pipe off the airbox

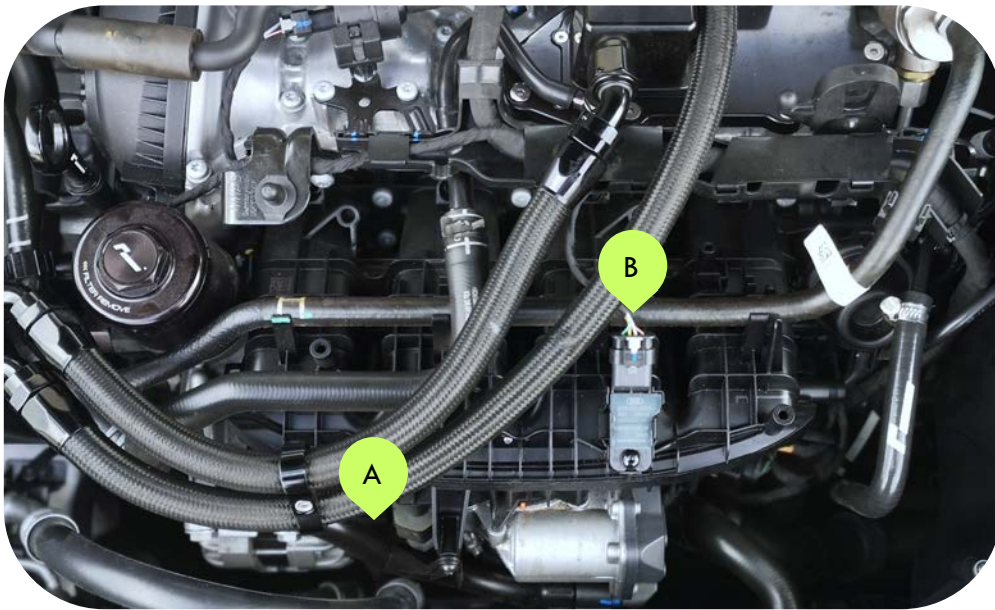


Stage 3 – With the airbox pipes and screw removed you are now ready to remove the standard airbox, start by pulling up the air filter box shown in attached image until the airbox is removed from the rubber mounting bobbins. One loose, carefully remove the airbox and place aside.

Step 3:

Once engine cover and undertray is removed all 2 wiring harness plug in points can be observed, please see below images for reference:

Pre Throttle Body Pressure Sensor = A / Intake Manifold Pressure Sensor = B



Step 4 – Wiring Harness Installation:

Lay wiring harness over engine bay and route the labelled harness sections to their respective connection points, using Step 2's images for reference.

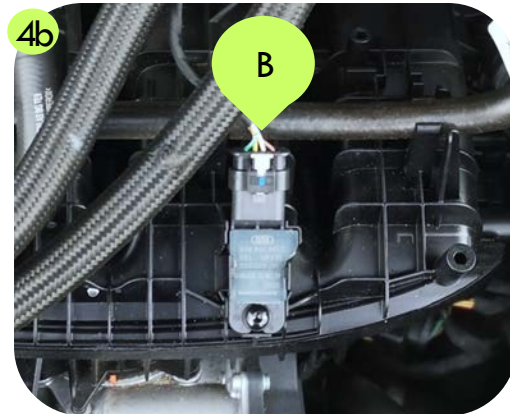
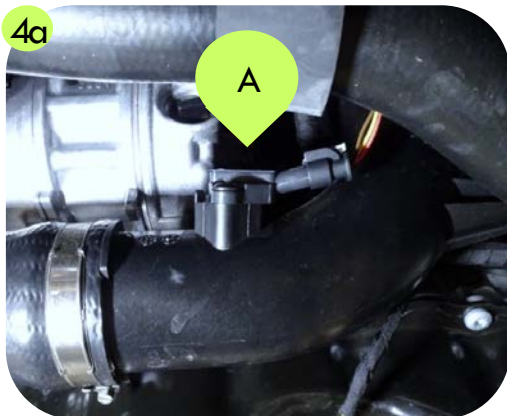
For each section of PCM wiring harness ensure an audible click is present when each fitting is connected with the OEM wiring loom. To ensure the PCM harness is routed securely, please use the provide zips ties where needed.

Harness Section A – Pre Throttle Pressure Sensor

- Route section A down under the airbox and towards the front of the engine. From underneath the vehicle disconnect the pressure sensor connector and wire in series the PCM wiring harness section labelled A. See figure 4a for assistance.

Harness Section B – Intake Manifold Pressure Sensor

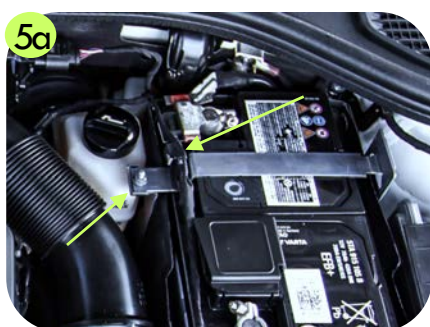
- Route section B across the engine, underneath the rear outlet/intake hose on air box and over the top of the intake manifold. Once the PCM harness is in place, disconnect intake manifold pressure sensor and wire in series the PCM wiring harness section labelled B. See figure 4b for assistance.



Step 5:

Installation of PCM:

- Disconnect OEM battery connector which lays over the battery retaining strap. Once disconnected, remove OEM battery retaining strap using a 10mm spanner/socket, then unhook and removed from the engine bay. See Figure 5a for reference.
- The PCM is pre assembled and simply needs to be installed in the reverse order to the removal of the OEM battery bracket, using the RacingLine retaining bolt using a 12mm spanner/socket. Ensure battery wiring is also connected.
- Finally, connect PCM wiring harness to the PCM, this is completed by offering the connector to the PCM with the purple retaining clip pulled out. With the PCM and wiring harness connection contacting one another, push the clip inwards and this will result in the harness connector pulling itself onto the PCM connection.



Step 6:

Re-Installation of engine cover & undertray:

Now the PCM wiring harness is fully installed and secured using the supplied zip ties (if required). The final step is to re-install the vehicle undertray using a T25 Torx and 8 x OEM screws and the engine cover. If the OEM airbox or R600 intake was removed, this also needs to be reinstalled at this point.

Step 7:

Function test:

- Switch ignition on, **DO NOT** start the engine.
- Once ignition is on, ensure check engine light and EPC light appear and go out as normal. If this happens you may now start the engine, the vehicle should start as normal and will react to the throttle while idling as prior to installation.
- Switch off engine and Ignition.
- Your RacingLine Power Control Module is now fully installed and ready to be enjoyed.