

April 2021

LM-LAUNCH-UG-04 to 9A9/9A6 Fitting Instructions



<u>9A9</u> <u>4 Way Male SureSeal</u> <u>120-1809-200 Plug</u>	<u>Wire Colour</u>	<u>Designation</u>
Pin 1	Purple/Pink	Launch Signal*
Pin 2	Black/Grey	0VA*
Socket 3	Red/Pink	5VA*
Socket 4		N/C

* Please note, these are programmable pins, one must be configured using Easimap 6 to be used as the Launch input.

**May require splicing (splices included in kit)

The ECU must have the latest software version and Launch maps which must be configured and programmable pins set up. Please contact us for details and pricing for reprogramming if required.

You will need to have a basic CAN mapping kit, so that either the user can check and change any settings or if a TeamViewer session has been arranged, an engineer can check and change settings for you.

The rotary switch will need to be set to use settings 1-8 only, to do this remove the knob, indicator dial and locknut, you will then be able to remove the steel washer, this has a leg which locates into the body of the switch. Rotate the shaft fully Anti-clockwise with the washer removed, now fit the washer with the leg located in position 8, re-fit all the associated parts, the switch will now operate from 1-8 only.

The Rotary switch is used to select between **7 launch settings** (1-7), position **8 is the OFF position**. These are user defined within the software and require setting up/Tailoring to the individual.

A launch switch (SWT-MICRO-SL-LL-SS) must be fitted to the clutch pedal. It must be a normally closed (N/C) type switch, so that when the clutch is depressed the circuit is open and as soon as the clutch is lifted, the circuit is closed which initiates the launch. It fits to the 2-way female Sureseal.

Operation

Once you have confirmed that everything is set up correctly, you can then carry out a simple test without the engine running. This can be done on the Basic page of Easimap 6, the two rev limiters are shown which normally indicate the standard engine rev limiters, when in launch they will display the limiters currently being used. To test everything is operating correctly, sit in the car and press the clutch to the floor [N/C (normally closed)], then push the launch button [N/O (normally open)] and hold for 1 second. When you release the button, the limiters will change and indicate the new limiters for the launch sector. Then release the clutch and the limiters will then change over time and return to their original limit.

Test this with each sector to see that the limiters are correctly set for each sector. It is suggested that if you are using maps that have been created by SBD that Sector 4 is the go-to setting, this is for a warm dry day, if it gets colder go down in numbers and Sector 1 should be a full wet setting. Sectors 5 -7 are for when conditions become hot and drier and more grip is available. Sector 8 disables the Launch control, it is normally used if a fault has occurred and if you want to ensure that launch control is inactive, it is also the same feature if traction control has been added.

If you need help setting the system up or you are having issues, TeamViewer sessions are available to book. Please see our website for up to date session prices.

Traction Control Option

More advanced launch strategies are available if traction control is added. On the 9A9 & 9A6 ECUs, there are 4 wheel speed inputs available, so by adding 4 wheel speed sensors, the ECU will then know the speed of each wheel and can calculate slip. This will then allow the use of traction control and when enabled, the launch will then transition from a target launch rpm into traction control, the ECU will then calculate the optimum acceleration rate and adjust the slip accordingly. This system is quite advanced, it is quite likely that you will need technical support with this set up, it is recommended that you take your vehicle to one of our agents or TeamViewer session is initially set up to confirm that everything is functioning correctly. We then recommend a test session as a minimum is carried out potentially with the support of one of our agents.

Please remember that the cost of the parts is likely to be less than the technical support required to set it up. This should be kept in mind before deciding to add traction control.

Please be aware that Technical Support involving our Technicians is chargeable

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