



VW, Audi, Skoda cars equipped with Haldex Gen4 Coupling

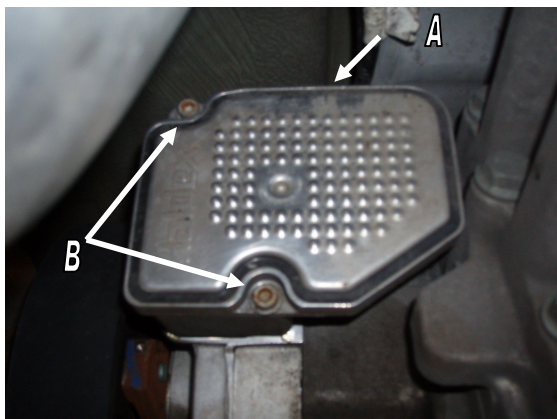
GEN4

Note! The instruction is valid for all VW, Audi and Skoda models. There may be some variances between cars, but the basic information remains the same

Instruction for change of control unit

We recommend that the work is performed by trained personnel.

Note! Describes a situation, action or an event where a recommendation is made that will enable a repair to be correctly carried out without personal injury or damage to the product.

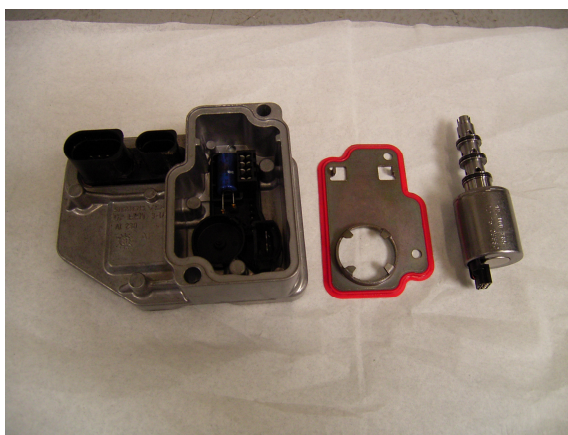


Removal of control unit

Note! Clean the area around the Haldex ECU completely to eliminate the risk of dirt or contaminants entering the Haldex unit.

Remove the 2 connectors (A) on the back side of the control unit.

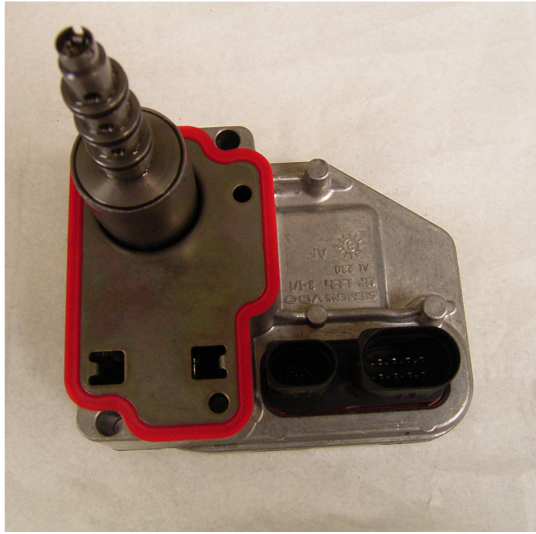
Remove the 2 screws (B) and gently remove the unit. incl. the sealing plate and cupped washer from the coupling.



Installation of Haldex Performance Unit

Components to be assembled and installed:

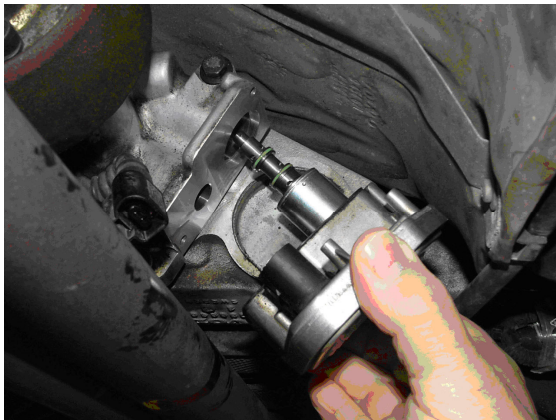
- . Control unit
- . Sealing plate
- . Throttle valve
- . Screws



Positioning the components in the Control Unit

- . Place the sealing plate into position.
- . Press the throttle valve into position on the control unit.

Note! The Throttle valve is calibrated against the ECU and therefore they have to be mounted as a pair and can not be mixed.



Installing the control unit on the Haldex coupling

Make sure that the surfaces are clean before installing the unit.

Press the control unit gently towards the housing.
Install the 2 screws alternately and tighten them to a tightening torque of
0.57 +/- 0.03 kpm (5.7 +/- 0.3 Nm)

Connect the connectors to the control unit and the pump by pressing them until they “click”



GEN4

New performance upgrade for Haldex cars equipped with gen 4.

Option 1.

As default when no switch is installed the software is fixed in Race mode which will give the car a sportier and more over steered handling performance. Excellent at the track or just for fun active driving.

Option 2.

Installing a switch or a remote control the driver will have the possibilities to choose between 3 different parameter settings.

Eco. Developed for fuel efficiency and increased durability of driveline parts. This tuning reduces the torque transfer during normal highway driving (coasting), but if a wheel starts to slip it will immediately engage the system to prevent decreased traction capabilities. This mode is recommended to be used when 4 wheel drive is not a high priority as in highway driving, Commuting etc.

Stock. Standard mode is similar to the original setting in the standard vehicle. This mode is recommended to be used for normal driving.

Race. Race mode will increase close to maximum torque transfer to the rear axle during accelerations and active driving. It also reacts faster due to the driver's intentions and locks up for more torque before actual torque is available from the engine.

All safety features works as in the original software, for example during ABS braking or an ESP intervention the coupling will stop transferring torque to avoid interference with the cars safety systems.

Example: measurement of torque transfer to rear axle during acceleration in corner

