



A45 PHASE I SYSTEM INSTALLATION GUIDE



Thank you for your purchase of the Willall Racing A45/CLA45 Phase I system. Designed as a simple Plug and Play Upgrade, installing Phase I should take no more than 45 minutes and is a true DIY proposition. Follow the steps outlined in this document to ensure that you have a successful installation.

PRE WORK

Make sure that you have the vehicle in a well lit area and that you have unpacked your Phase I system from the box. It should include a comprehensive wiring loom and a pair of additional computer modules. The good news is you need no special tools to complete installation of Phase I. Some time and your hands is all you need.

STEP 1: LOCATE AND UNPLUG FACTORY ECU

Before doing anything remove the engine cover. This sits on 'push fit' rubber connectors. Grab and lift. The factory AMG computer is located behind the airbox and is held in place with a pair of high quality connectors. With the ignition OFF and the key removed from the vehicle press the lock tab on each connector and swing the plastic release levers out the way. As you move the grey and red connectors the plugs will also start to lift away from the ECU. This is normal.



STEP 2: CLEAR CONNECTORS

Once the two factory ECU plugs have been released you can then swing them to the side as shown



STEP 3: REMOVE BATTERY BOX COVER

As shown simply clip the top from the battery box and place it carefully to one side.



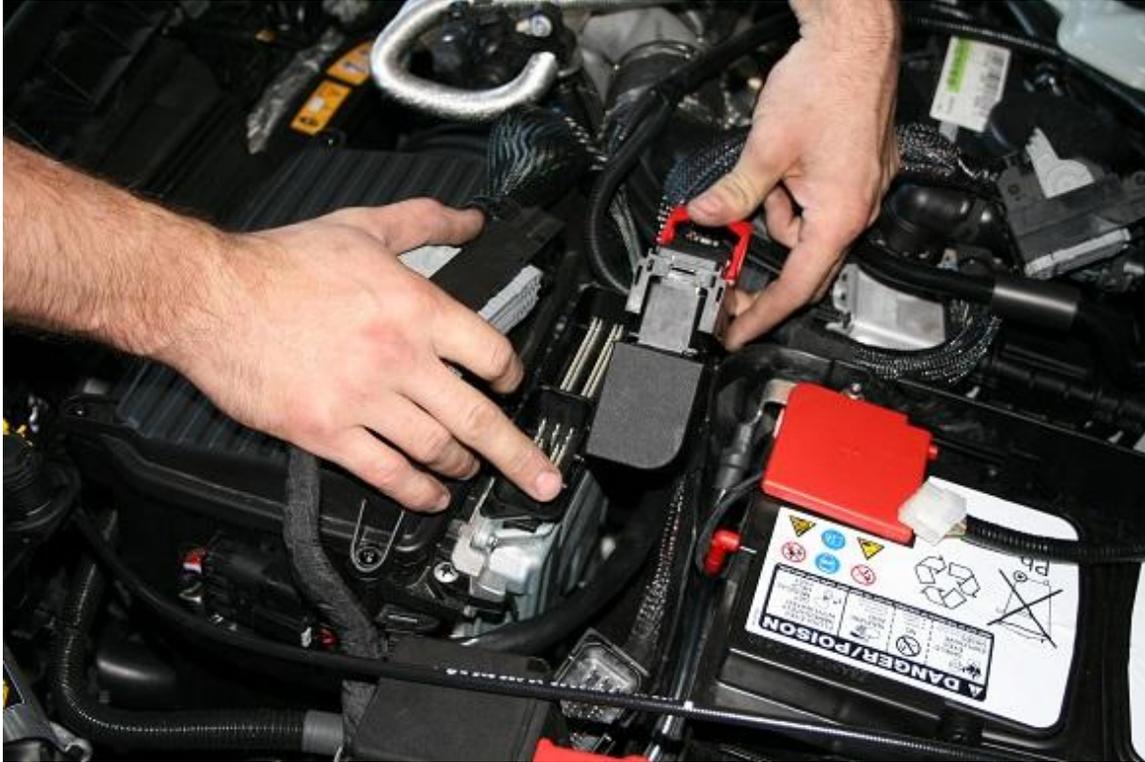
STEP 4: LOOM FIT

The Plug and Play wiring loom is designed to fit between the stock ECU and the battery box as shown. It's a snug fit so will require that you work it carefully into place. The larger black connectors on the loom are those that are placed here.



STEP5: LOOM CLIP IN 1

Connect the stock ECU wiring loom connectors to the matching connectors on the Plug and Play wiring loom as shown. Make sure the connectors clip firmly into place. You will need to lift the connectors slightly from their final seated position to achieve this.



STEP 6: FINAL CLIP IN

You can now push the Plug and Play loom connectors back down into position as pictured, and then connect the spare set of plugs to the factory ECU. Once finished the clips are then swung back into place giving a finished result that looks exactly like this. All of the connectors need to be firmly clipped together to ensure good contact



STEP 7: ROUTE THE WIRING

The additional wiring left on the Plug and Play loom is for the A45 Phase I tuning modules. Route this through the engine bay as shown (goes under the factory wiring loom)



STEP 8: ROUTE THE WIRING 2

The loom then needs to be swung around the back of the battery box. It goes through the existing cutout at the back of the box as shown.



STEP 9: PLUG IN THE TUNING MODULES

Each of the supplied A45 Phase I tuning modules can only plug in one way, and only into one plug of the wiring loom, so this part is very straightforward



STEP 10: MODULE 1

The smaller of the two tuning modules then slides neatly into the battery box



STEP 11: MODULE 1 PART 2

The smaller of the two tuning modules needs to be pushed down into this position



STEP 12: MODULES MOUNTED

The secondary (larger) tuning module can then be plugged into the loom and slid into the battery box. Everything fits very neatly.



STEP 13: REPLACE THE BATTERY LID

And that's about it! Once the battery box lid is clipped back on you should start the vehicle and it should fire up without any check lights or warnings. If so you are ready to drive!

