

Installation guide



for the following LEIB CAN BUS modules (BMW G models only):

- LEIB CAN EXHAUST BASIC
- LEIB CAN EXHAUST PRO
- LEIB CAN DIESEL
- LEIB CAN START STOP

Table of contents

Disclaimer	3
Preliminary work before installation	4
Installation	4
Contact details	9

Disclaimer

No guarantee for correctness and accuracy of the information contained herein can be given by LEIB Engineering GmbH & Co. KG. Liability claims against LEIB Engineering GmbH & Co. KG, which refer to material or ideational kind of damages by using or not using the information or rather by using incorrect and incomplete information are basically excluded, in case of demonstrable negligent or grossly negligent fault on the part of LEIB Engineering GmbH & Co. KG. Die LEIB Engineering GmbH & Co. KG formally reserves the right, to change, to add, to delete parts of the pages or the whole offer without separate announcement or to suspend the publication temporary or finally.

Preliminary work before installation

The LEIB CAN module will be mounted at the Body-Domain-Controller (BDC) in the floor room at the passenger's side. To avoid fault codes, please guarantee that the ground – pole of the battery is disconnected after the bus system of the car is sleeping. For this purpose, please switch off the ignition and wait until the red control light of the push-button for the warning light system finally disappeared.

Installation

First of all, remove the lower cover of the glove box (Figure 1). Please disconnect any electrical connections to the cover. Next remove carefully the skirting board on the passenger's side. All clips which have remained should be removed properly out of the body with a suitable tool. The next step is to remove the paneling of the legroom on the passenger's side.

Just remove here the paneling on the right side by pulling it out – be careful to avoid tearing the clips.

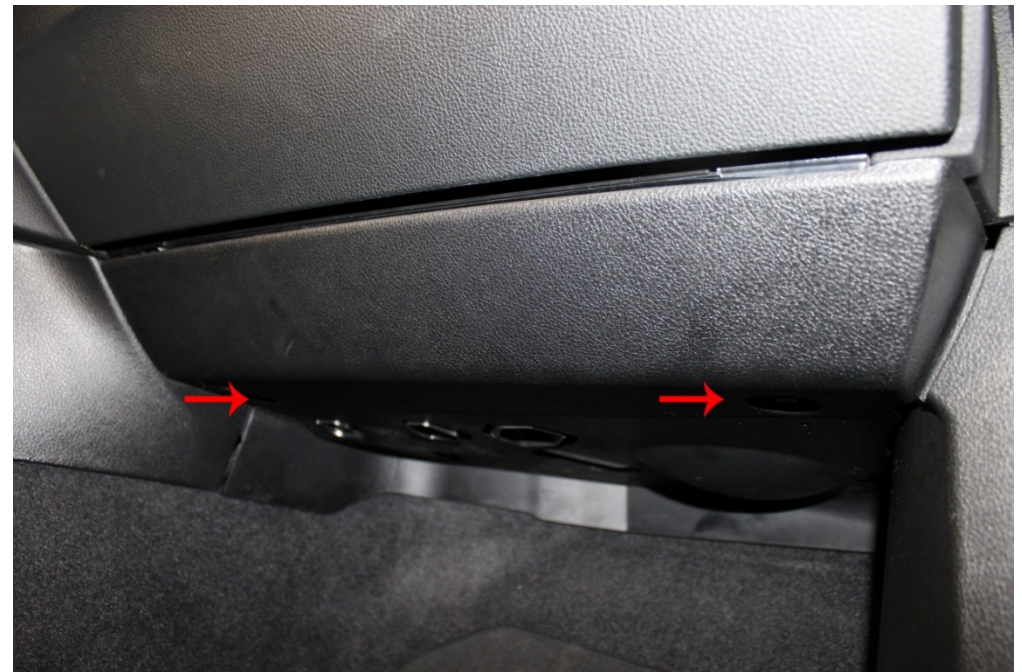


Figure 1 – Lower cover of the glove box

Now the corresponding BMW connector must be removed, the PINs have to be pinned out and pinned in with a pointed tool. The pinned out cable of the BMW connector need to be pinned into the connector of the Y-wire harness of the LEIB CAN BUS module.

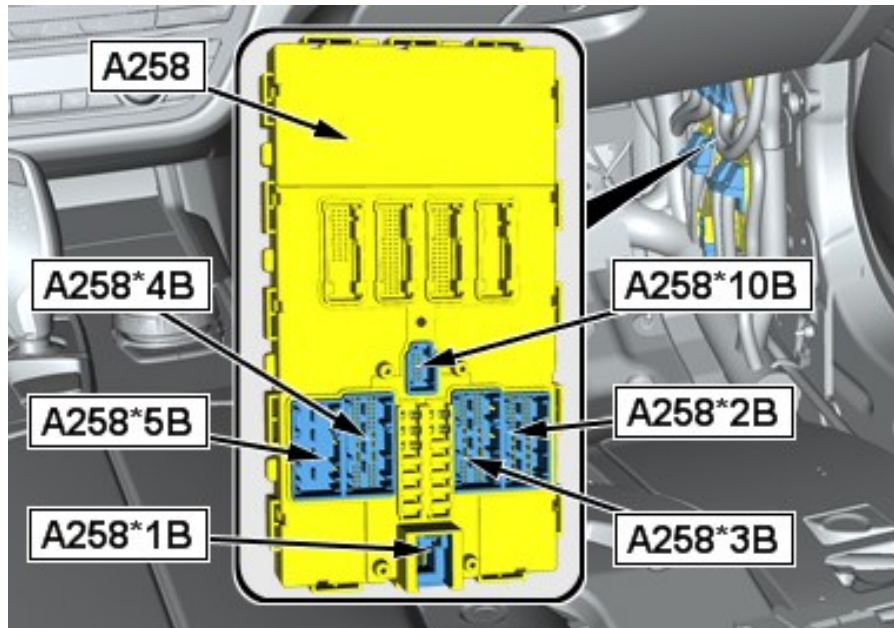


Figure 2 – Body-Domain-Controller (BDC) pin assignment

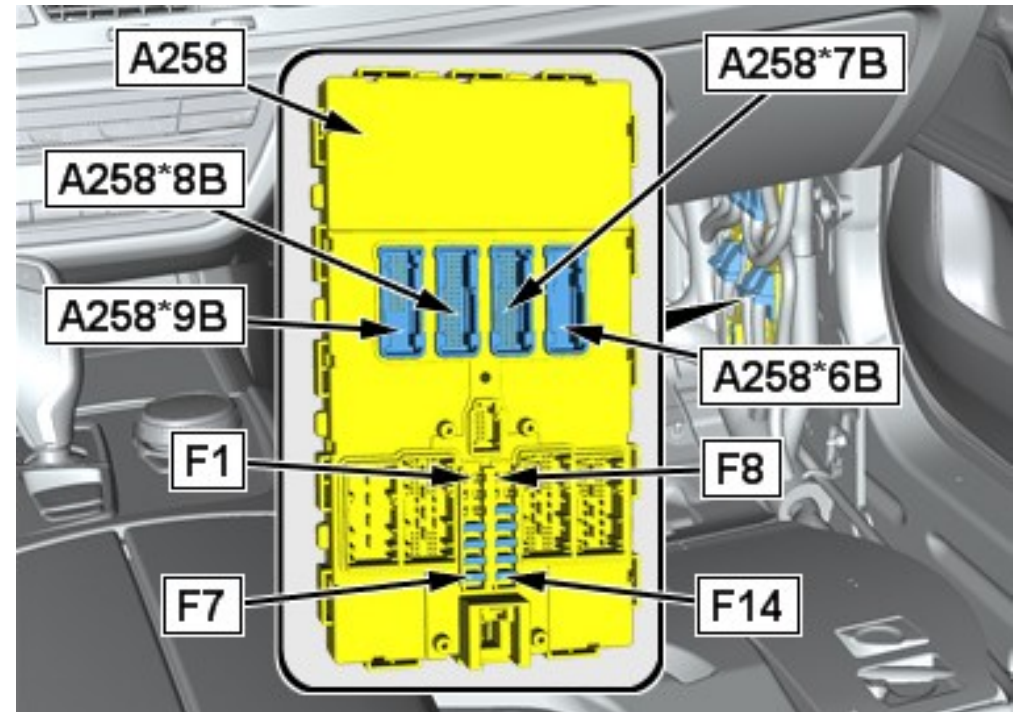


Figure 3 – Body-Domain-Controller (BDC) pin assignment

The following PINS's must be pinned out and in (Figure 2 and 3):

1. Disconnect PIN 32 (red/green or red/black) from **BMW connector 3B** and insert into the first, supplied 3-pin housing in PIN chamber 1. PIN (red) of the LEIB harness into PIN chamber 32 of the **BMW connector 3B**.
2. Disconnect PIN 1 (green or yellow) from **BMW connector 3B** and insert into the first, supplied 3-pin housing in PIN chamber 2. PIN (green/red) of the LEIB harness into PIN chamber 1 of the **BMW connector 3B**.
3. Disconnect PIN 24 (brown/black) from **BMW connector 3B** and insert into the first, supplied 3-pin housing in PIN chamber 3. PIN (brown) of the LEIB harness into PIN chamber 24 of the **BMW connector 3B**.
4. Disconnect PIN 48 (yellow/white) from **BMW connector 8B** and insert into the second, supplied 2-pin housing in PIN chamber 1. PIN (blue/red) of the LEIB harness into PIN chamber 48 of the **BMW connector 8B**.
5. Disconnect PIN 47 (yellow/black) from **BMW connector 8B** and insert into the second, supplied 2-pin housing in PIN chamber 2. PIN (red) of the LEIB harness into PIN chamber 47 of the **BMW connector 8B**.

Now you have to connect the both plugs (Figure 4). The LEIB CAN BUS module could be fixed with the supplied cable ties in a suitable place.

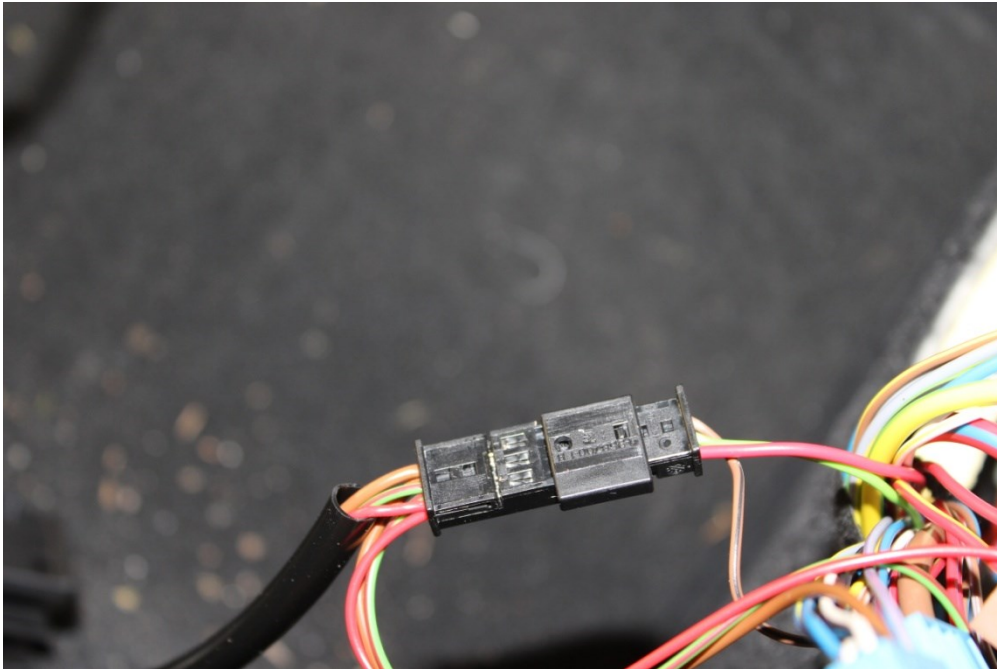


Figure 4 – connect plugs

The cable harness with the corrugated pipe that is connected to the LEIB CAN BUS module is pulled along the passenger side towards the rear seat. The corresponding cladding must be dismantled professionally. The cables for the exhaust flap(s) are then pulled towards the interior. First connect the supplied Y cable harness with the corrugated pipe to the engine of the respective exhaust flap and fix it with cable ties. The cable harness with the corrugated pipe are each guided through a suitable 20mm rubber grommet (Figure 5) towards the rear seat (please seal). The ends of the respective cable harness are pinned into the supplied 2-pin connector housing according to the following scheme:

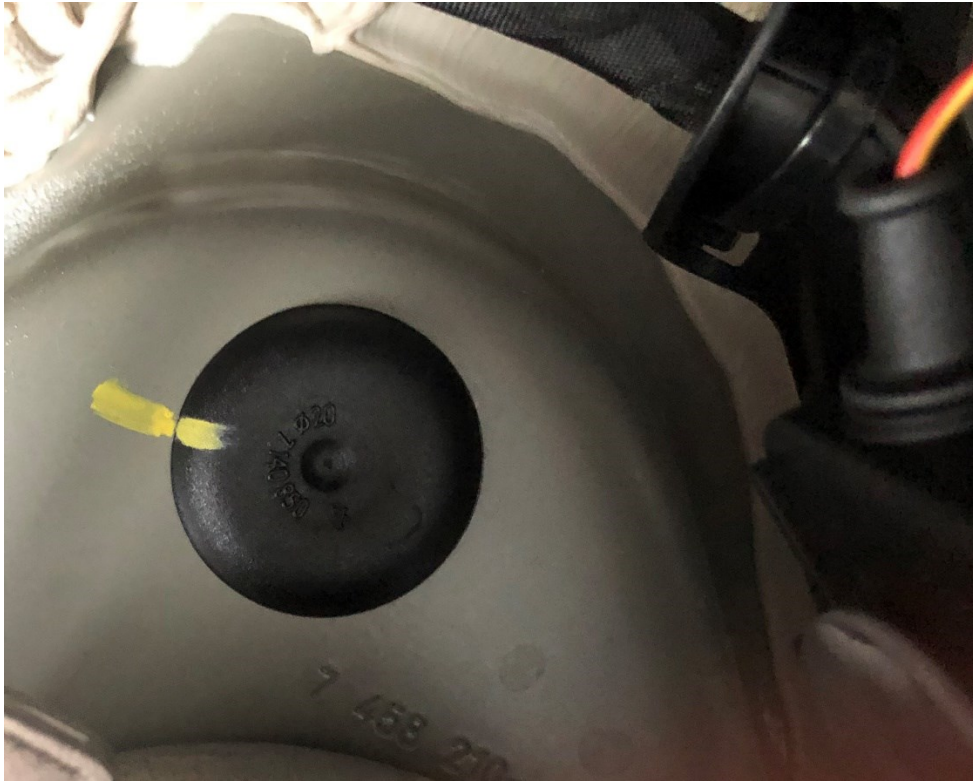


Figure 5 – rubber grommet

Exhaust flap driver's side = Pin 1 (2 pol. Connector housing)

Exhaust flap passengers' side = Pin 2 (2 pol. Connector housing)

Then the cable harness from the exhaust flap(s) is connected to the cable harness from the LEIB CAN BUS module.

Installation is now complete, and a first function test can be started to ensure that everything is installed correctly.

The dismantled parts are installed in reverse order.

Contact details

LEIB Engineering GmbH & Co. KG

Berggärten 5
35644 Hohensolms

Tel.: +49 (0) 641 - 1313221 – 0

Fax.: +49 (0) 641 - 1313221 – 9

www.leib-engineering.de

www.facebook.com/leibengineering