

Installation Instructions



Scope of delivery:

dÄHLer Exhaust Flap Control Module with wiring harness
dÄHLer Key Chain
dÄHLer installation instructions
Adhesive 3M Velcro strips
Zip ties

VEHICLE MANUFACTURER WARRANTY, EMISSIONS DISCLAIMER AND SAFETY INSTRUCTIONS

dÄHLer makes no guarantees to the lawfulness of any parts used for “on highway vehicles” and accepts no responsibility for compliance with the vehicle’s OEM warranty.

dÄHLer will not be responsible for poor installation practices. We highly recommend having the assembly carried out by a professional workshop. The product should not be installed by a private individual.

Any modification of the product leads automatically to the expiring of the warranty.

CAUTION:

Make sure that the dÄHLer wiring harness does not affect the safe functioning of any other part of the vehicle. Keep device and harness away from heat sources.

- De-energize before installing or opening the housing.
- Use at your own risk, no liability for damage.
- Please ensure that the seals are clean, intact and correctly positioned

Other:

Engine Protection – YES

(No permanent closing of the flaps possible to avoid an overheating of the engine)

Developed in Switzerland and quality Made in Germany

These instructions describe the basic installation of your exhaust flap controller

The distinction between the various vehicles is the installation location of the connections, the cable glands that may be required and the way to get to them.

Depending on the vehicle and specialist knowledge, the installation is differently complex, usually relatively simple. We would also be happy to support you with the installation if questions arise and you cannot find what you are looking for in these instructions.

Step 1

Before starting the installation on the vehicle, please make sure that the exhaust flap of your vehicle is working. The flap control can only work properly if everything is in order on the vehicle side. Troubleshooting after installation would be significantly more time-consuming. The flap must therefore open and close properly. How you can do this varies depending on the vehicle.

In any case, a visual inspection of the flap and exhaust system is possible on all vehicles. Whether the flap opens and closes has to be checked acoustically or visually. The point at which the exhaust flap opens is in some vehicles via the sport mode in parts and at some vehicles only possible automatically. If something is wrong, you will find possible solutions in the troubleshooting section.

Assembly points

The dÄHLer Valve Controller module consists of the control unit and the cables including suitable connections. This results in the two / three points that you have to achieve during installation. The points for the actuator or drives are usually specified on the vehicle side. You can determine the space for the control unit yourself. There are also several options for vehicles with standard equipment. An extra power supply is not necessary.

In case you put the control module under your vehicle ensure to find a place very well protected against water and stone chips. If possible, try to find a place somewhere in the trunk and lead the cable from the inside to the outside.

Mount the Valve Controller unit

The installation situation is different depending on the drive concept, front or rear engine. For vehicles with a front engine, the trunk behind a panel is a good place to install. An installation location that is as covered as possible should also be selected. In any case, it should be noted that the control unit is protected from moisture and extreme heat. For assembly, you can use the existing holes in the housing for screwing, our assembly straps or the enclosed Velcro tape. Fasten it securely so it won't fall or rattle.

Velcro Strips



Scan QR to watch exemplary installation video:



If you need illustrated installation instructions for the BMW X3M F97 / X4M F98 or BMW X5 G05 / X6 G06 M50i, please send an email to -> support@daehler-tuning.com

Our team will then send you the corresponding installation instructions by email as a PDF document.

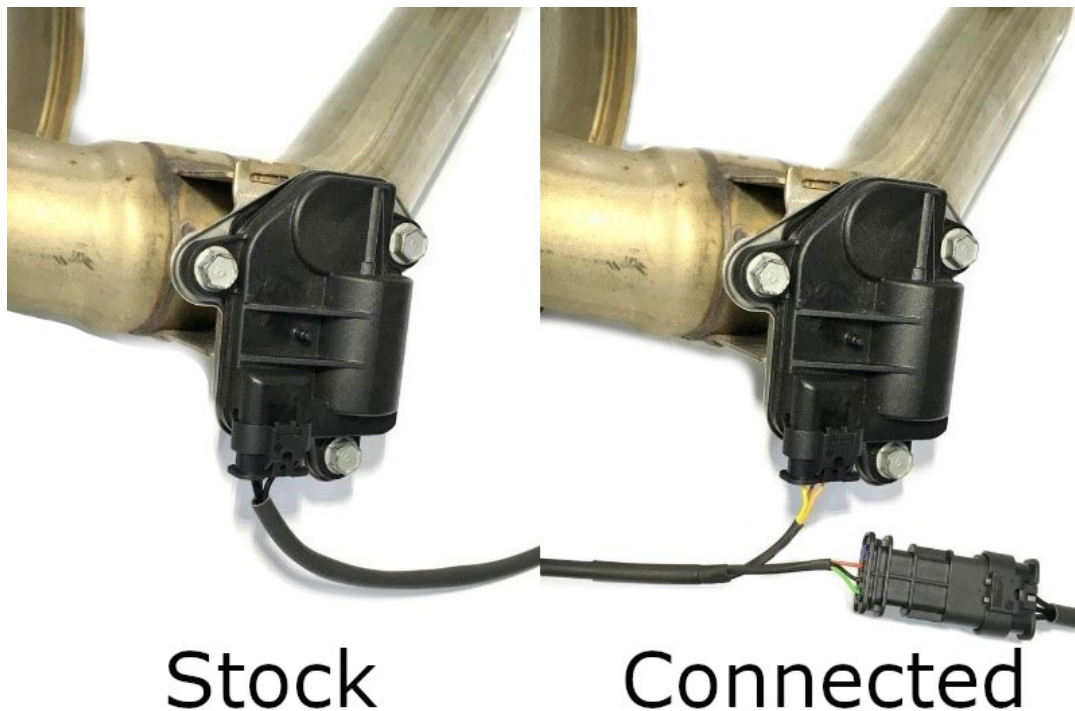
Lay cable

The dÄHLer Valve controller has one or two connecting cables with suitable plugs for your vehicle. This line must be laid from the control unit to the actuator of the exhaust flap. Depending on the vehicle, there are one or two exhaust flaps and one or two solenoid valves. This is taken into account in the controls and only one control is required per vehicle. The actuators are usually mounted directly on the exhaust flap with a holder and appropriate mechanics. The exhaust flaps are located relatively close to the exit of the exhaust, behind or next to the rear silencer. In most cases, these are not directly visible, but can be found behind paneling parts. These panels have a few screws or clips to remove them. In very rare cases the actuators can be found far behind the bumper so that it has to be dismantled.

The line must be laid from the control unit to the actuator. If you have installed inside, look for a cable duct or unused sealing plug that leads from the inside to the outside. The cable has a diameter of 5 mm, drill a 4 - 4.5 mm hole in the plug and feed the cable through. Lay the cables with sufficient distance to the exhaust or other parts that can get hot. Secure it with cable ties, the most suitable way is along the existing cables or cable guides. Do not cut, extend or shorten the cables! This will immediately void the warranty!

Connect

To do this, loosen the plug on the actuator. The plug has a plastic nipple that you have to push down to pull out. Now plug one end into the actuator and the other into the connector that you removed earlier. The plugs are provided with seals, make sure that they do not get dirty and that they click into place correctly so that no water can enter.



Troubleshooting the vehicle

The test points are aimed at do-it-yourselfers. If there is something wrong with the vehicle, we recommend that you always visit a specialist workshop in case of doubt and have the defect repaired before installing the flap control.

If an exhaust flap does not work, there can be several reasons, here are some test points for electrically controlled exhaust flaps. These test points relate to the vehicle's exhaust flap and not to the flap control.

Experience has shown that when a valve control does not work, errors are very often in the vehicle. Defects are naturally more common in older vehicles, but they can also occur in newer vehicles.

Exhaust flap Visual inspection for damage. The exhaust flap is usually located relatively close to the exit of the exhaust pipe on the rear muffler or, viewed from the vehicle, at the bottom at the rear.

Check the vehicle cable connections for damage, any kind of damage can cause an error here. The same goes for the seals and contacts on the plugs. The seals must be intact and clean. The plug contacts are metallic blank and not oxidized.

Check freedom of movement. The freedom of movement of electric exhaust flaps can only be checked by removing the actuator, since the actuator cannot move it manually or can be damaged by manual action. Please note that the actuator can normally only be installed using a service function using the diagnostic device. Installation is also possible without, but it is very difficult to reinsert the spring correctly. A sign of a stuck exhaust flap would be e.g. B. in some vehicles, when the flap is in the half-open position.

These are just a few important and basic checkpoints. A complete test description would be too extensive for this point and only possible for a specific vehicle.



At the BMW Workshop

If BMW updates the computer software, our Valve Controller Module is not lost or overwritten.

As our Valve Controller Module operates as minimally in the vehicle as necessary, it does not leave an error message. When your BMW or BMW M goes to the BMW workshop for maintenance, no errors appear on the DIS machine.

The dÄHLer Valve Controller Module is undetectable to plug-in diagnostic readers and it leaves no traces behind

The system has been checked and is it not causing any damage to your vehicle. Each of our systems is individually checked for function after assembly and subjected to quality assurance. All Modules are made in Germany by a team of specialists at an ISO 9001:2015 certified facility.

The dÄHLer Valve Controller Module is built to be safe from the ground up, so that it cannot interfere with the data bus.

The Module is permanently resistant from up -30° to +80° C (-22° to 176° F). As a rule, you don't need any additional heat protection.

General information

The remote control has an LED that lights up each time a button is pressed. Battery voltage in the remote control 2x 3V = 6V.

In a few cases it can happen that the OPEN and CLOSE buttons are interchanged. Then please send us the last 7 digits of the chassis number by email and you will receive simple instructions on how to change it. It is also possible to learn a new remote to

Please note that it is a motorsport part and not a spare part or accessory. This means that it may be necessary to coordinate components of your vehicle with one another. This is not necessary for most of our controls, for a few it is necessary to make sensible adjustments to some vehicles in order to achieve better performance.

If the engine control of your vehicle actively uses the exhaust flap for the combustion process, the software of the engine electronics may need to be adapted.

Technical changes and errors reserved!

How to operate the dÄHLer Flap Control Module

You can switch the exhaust flap to OPEN permanently and back to STOCK with the in delivery included 2-button remote control (check the two symbols).

With the OPEN function the flap stays 100% open at all times until you either close it via remote control or turn off engine. With the STOCK function the BMW control unit takes over the opening and closing again.

Standard functions:

open < 1 sec – open flap(s)

stock < 1 sec – stock functions

Note:

Before start you need to put the car in Comfort mode while setting up, do not use Sport mode. Carry out these settings with the remote control relatively close to the controller so that a constant signal is transmitted during the actuation time. The confirmation only takes place when the engine is running, but the settings are also saved when the engine is not running.

X-tra feature 1- Memory Function:

You can activate the Memory Function and the device always remembers the last driver's setting even after an engine stop (OPEN or STOCK).

To activate press the close button for 5 – 7 seconds.

Flap(s) will respond by opening and closing 2 – 3 times.

The vehicle will now always start with the last selected mode.

X-tra feature 2 - Start Setting:

You can use the remote control to specify the function in which the vehicle should start.

If you like the vehicle always to **start with flap(s) open**

Press open for 2 – 3 seconds.

If you like the vehicle always to **start in stock mode**

Press close for 2 – 3 seconds.

Flap(s) will respond by opening and closing 2 – 3 times.

The vehicle will now always start with in the selected mode.

Other:

The in delivery included remote control can be programmed to your mirror buttons.

We recommend to watch the official BMW installation video on YouTube.