

Modified VVIS Control

The instruction manual

Requirements:

2 metres of black dual wire cable 0.75mm

2 metres of white dual wire cable 0.75mm

2 x AMP 0-shaped connectors – 1*6mm 1*8mm

Fitting the device:

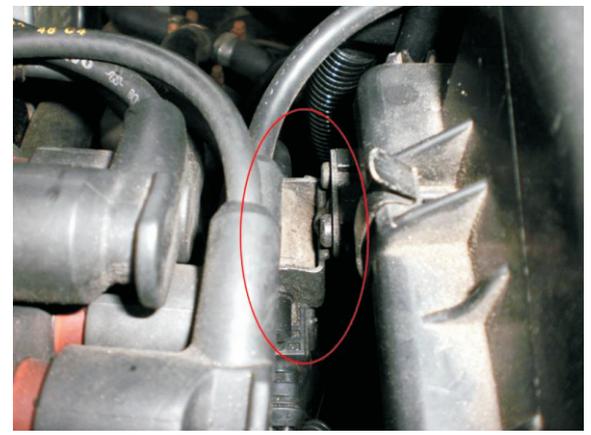
The black & white dual wires need to be fed into the interior through the engine firewall compartment. The easiest way would be to feed through an existing hole i.e. from the fuse box in the engine compartment.

Engine Compartment:

First you have to find the solenoid, this can be found on the left hand side of the air box close to the distributor cap. Using the black cable, connect the blue wire to the blue/black solenoid wire and then the brown wire to the grey/black solenoid wire (see picture).

Don't forget to cut the original gray-black Solenoid wire and insulate it (See picture).

Please note the solenoid connector must be reconnected.



The solenoid



Connect the new solenoid control signal parallel to the existing connection

The white cable needs to be connected to the ignition coil which is located next to the upper suspension mounting point. Connect the blue wire to the existing blue wire and the brown wire to the cars body (see picture). If this is not available, use the negative terminal on the battery.



Interior:

Using the PCB circuit board provided, connect the white & black cable as shown in the picture at the bottom of this page.

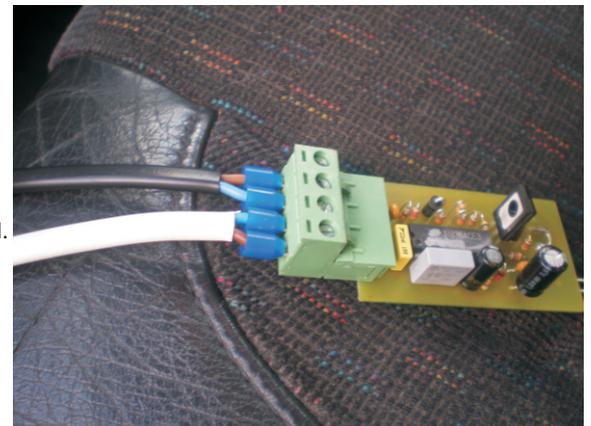
Testing:

When the switch is placed in the 'I' position the system will be active and shown by a green light. On acceleration the light will turn to orange once approximately 4100 RPM is achieved.

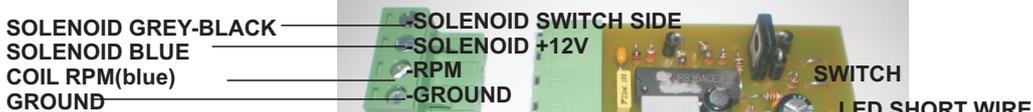
LED Colours:

Green light: Only the long inlet duct is open

Orange light: Both channels are open.



SIMPLIFIED WIRING DIAGRAM



Thanks to: Dirk342, Gltman, Haasje (test drivers site: volvo850forum.nl)
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Matthew (moderator, very good advice how to go on)
Mck1 (translating this all. Both site: matthewsvolvosite.com)