

OPTION B

This option is my favorite. It allows one to fix their SVS fault the fastest and is a more permanent repair compared to OPTION A.

So how does this work?

Answer: *The SLABS ECU uses one wire to get a signal from the SVS. The signal the SLABS ECU monitors is; SVS CLOSED, OPEN, or ONE OPEN, ONE CLOSED. If the SLABS ECU senses an open in the circuit, the Three Amigos pay a visit. So having messed up the SVS plug circuit board I needed to find a way to replicate this "monitoring" by bypassing the circuit board completely, I needed to figure out the missing link between the YG wire and the two pins on the circuit board. As it turned out, one SVS pin went to ground, and the other went to the YG wire. THAT WAS IT!*

I tested it using a customer's DII. I took my SVS and placed it on the customer's ABS pump. I cut into his YG wire, ran a wire from there to the SVS plug, then ran another separate wire from ground to the other pin on the SVS plug. I tested for Ohms and boom... I passed at OPEN, CLOSED, and ONE Open.

That told me that I don't need to do OPTION A.... EVER... I don't need to mess with that little SVS circuit board and risk cutting it up. It became clear this method was better. Hopefully I have won you over on your decision to do option B.... so let's do it!

37. You need to decide how you want to connect and run the wires. Read through all of OPTION B to get a better understanding. I chose a trailer connector harness for a few bucks. I cut my connector 3/4 of the length.

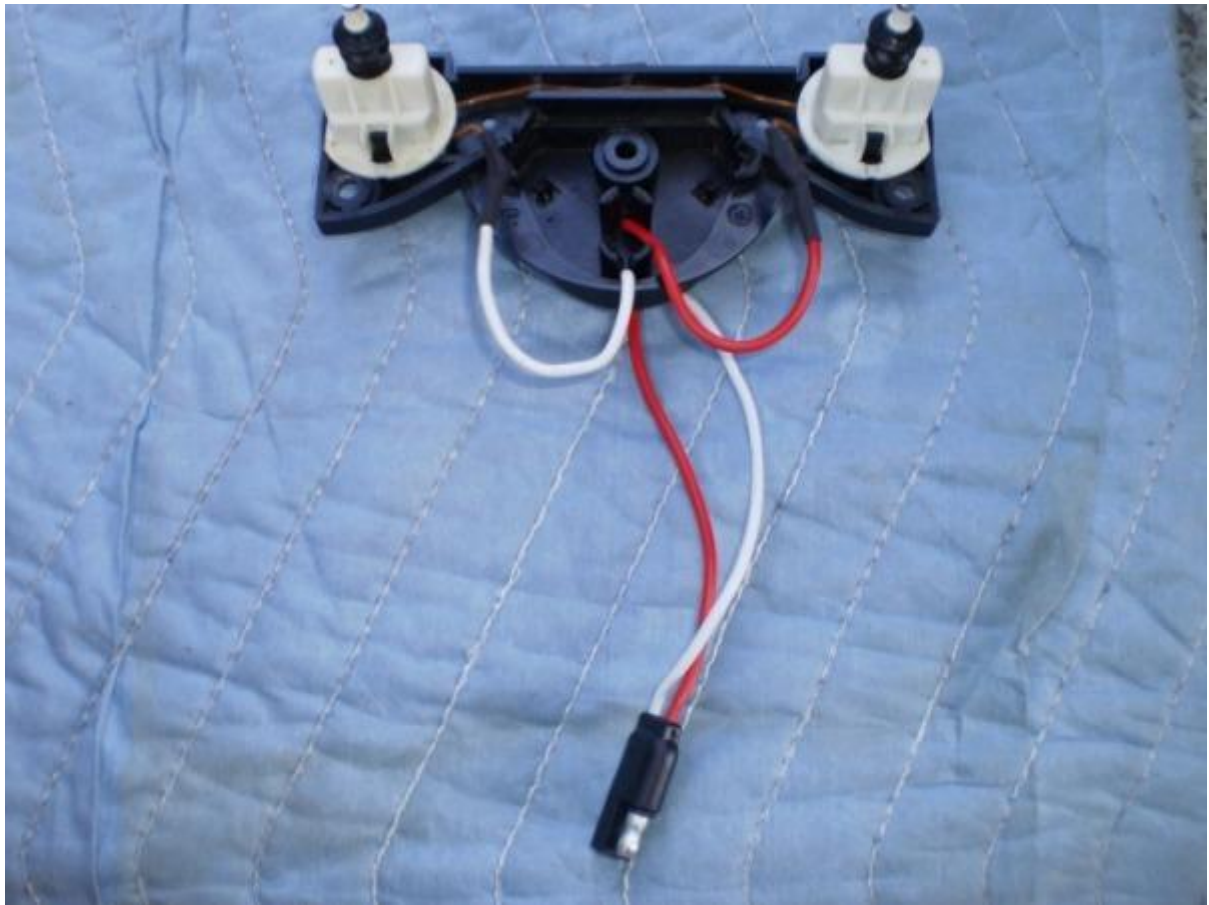


38. Remove your SVS any method you desire, Option A, Option B, or Option B without removing the modulator side. Cut SVS plug.



39. Splice, solder, and heat shrink the longer end of the trailer connector to the SVS wires and run them through the SVS cover plate.





40. Now to test the connections.



BOTH open, PASSED.

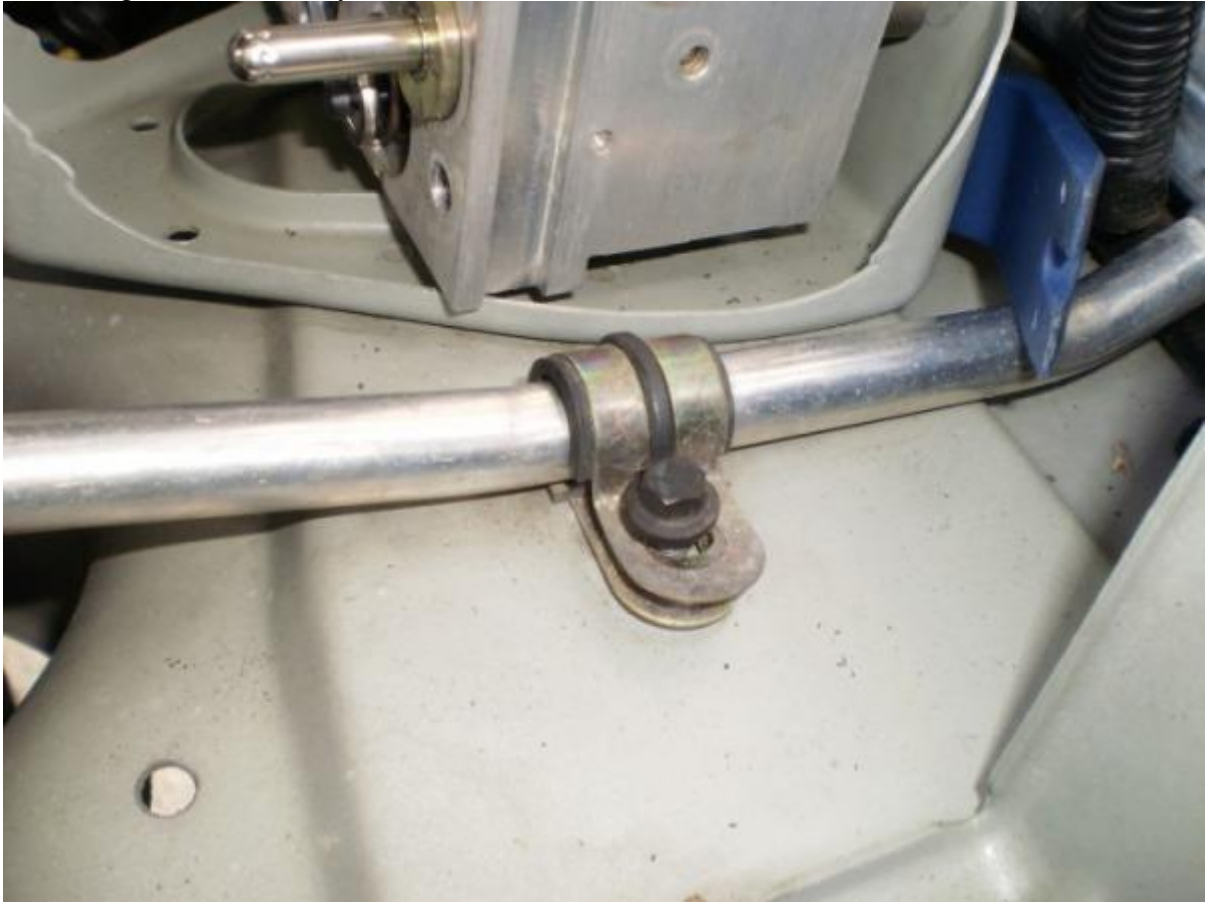


ONE Closed, PASSED.



BOTH Closed, PASSED.

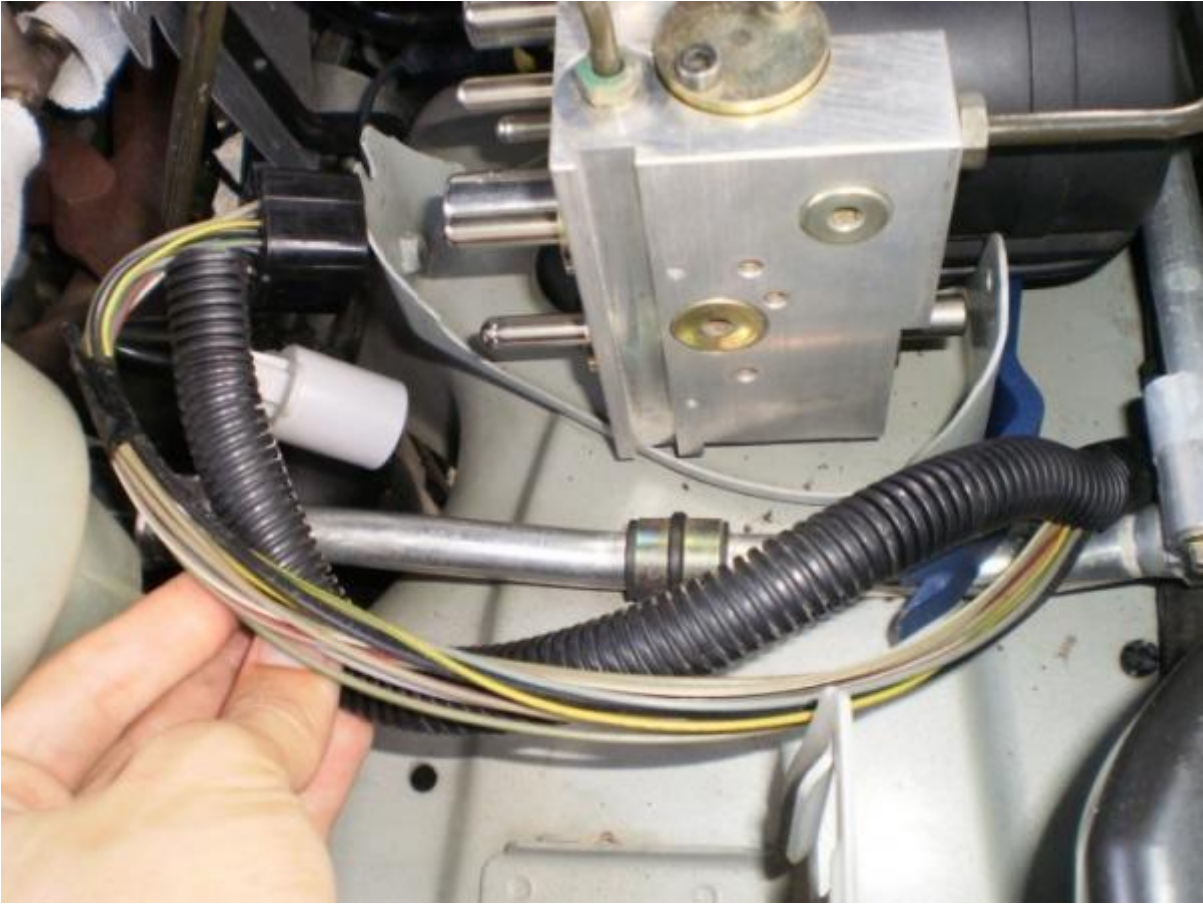
41. Now to find a close ground.... Ahh there is one. Since the YG wire we need to tap into runs along side here... Why not use it?

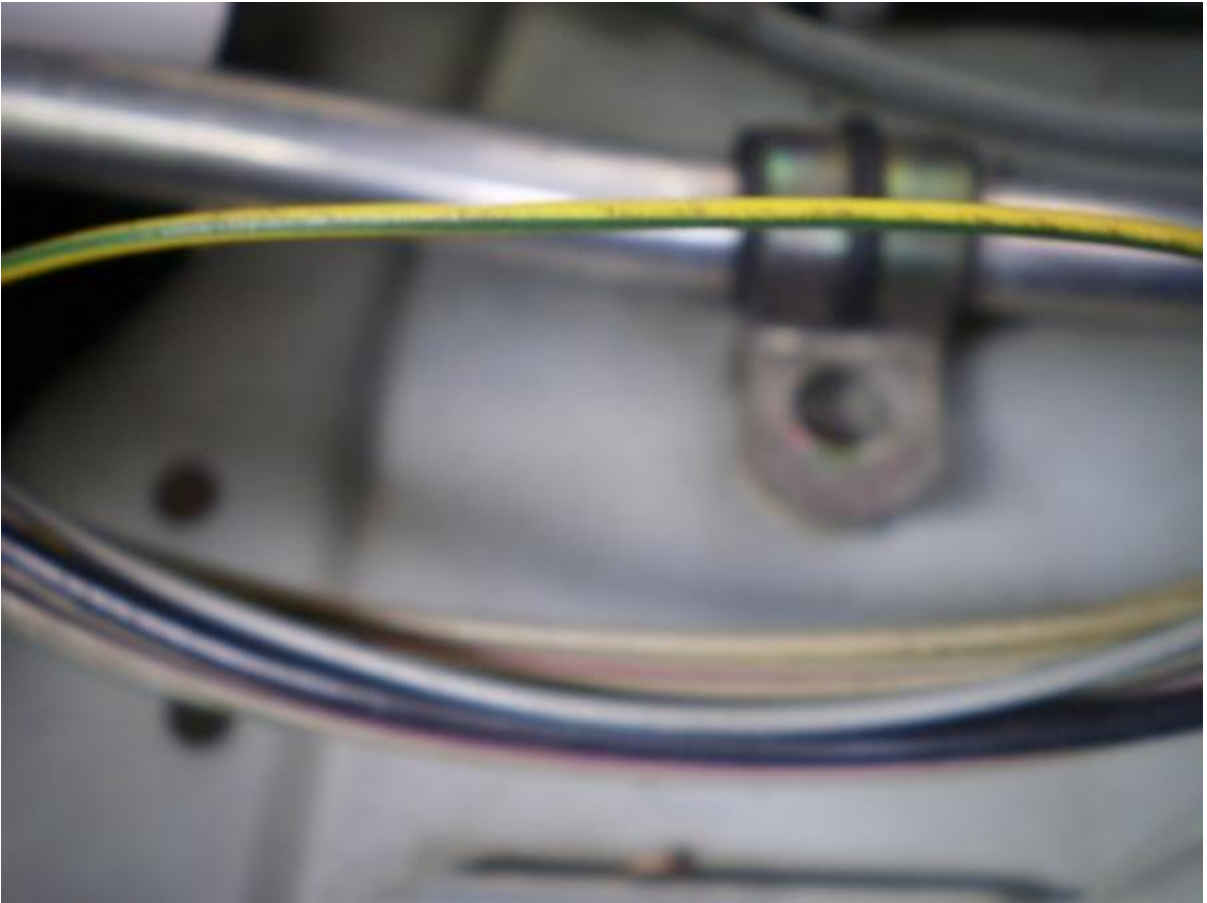


42. Take your other end of the harness and crimp a connector to secure to the ground bolt. Heat shrink it to provide better protection and it also just looks better.

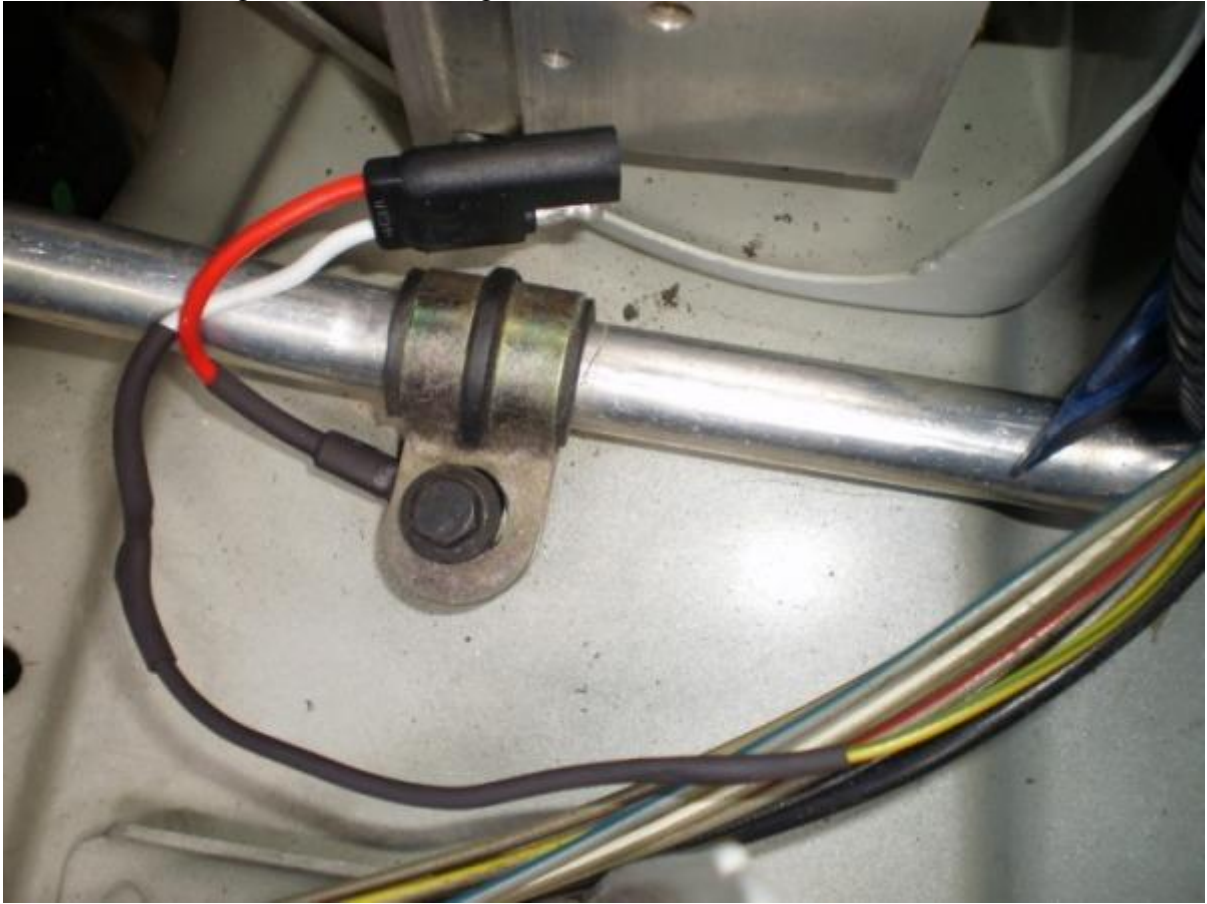


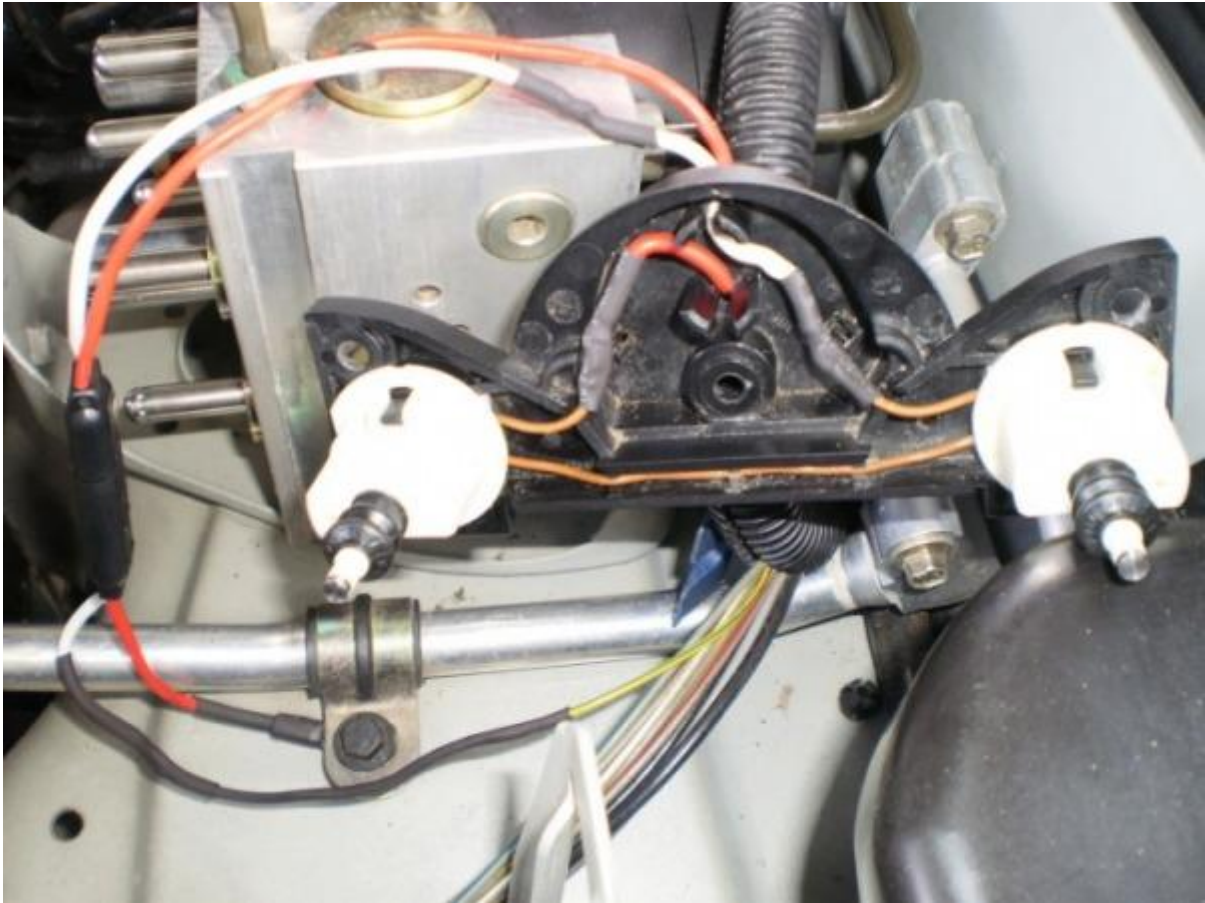
43. Peel off the wire loom shield off of the ABS Modulator wire harness. Locate the YG wire.





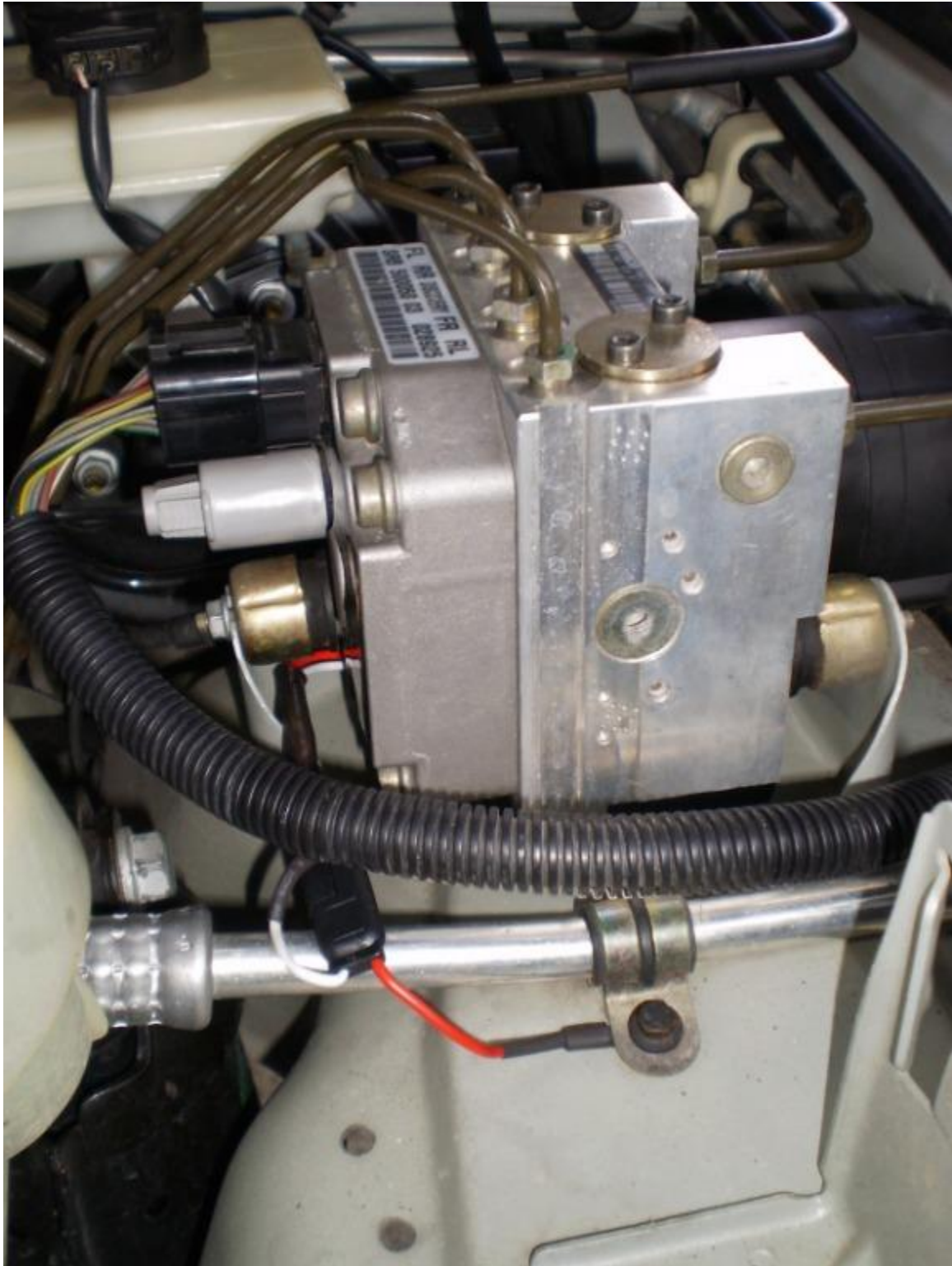
44. Take the second wire from your harness and splice, solder, and heat shrink it into the YG wire. Connect the ground wire to the ground bolt.





This is what it looks like plugged up.

45. Everything installed, tested, no Amigos, no SLABS trouble codes. Installation is the reverse of removal for any method chosen to remove the SVS.



46. After everything is re-installed, turn the engine on and look at your dash board. You shouldn't have any lights on. Congratulations!

47. If you have access to an ABS capable scanner, get a reading and clear any current and


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AMIGOUSB 11-08-09 - Notepad
File Edit Format View Help
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* ABS Amigo Box V1 RSW Solutions LLC Copyright 2008. *
* www.RSWsolutions.com *
* *
* Version V1.1 *
* *
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1.--Current Faults--->
Active Faults:
None
Logged Faults:
None
<-END Faults
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*
-----
..--Previous Faults--->
Active Faults:
None
Logged Faults:
None
<-END Faults
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*
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..--Previous Faults--->
Active Faults:
None
Logged Faults:
None
<-END Faults
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48. Bleed the brakes. You can use the traditional method with a helper following this sequence: Rear Right, Rear Left, Front Right, Front left. Peddle may still feel spongy.
49. Go for a test drive and try to get the ABS and TC to kick on. Find a good incline to test HDC or on a flat ground, accelerate and let off the peddle and HDC should kick in, slowing you down.