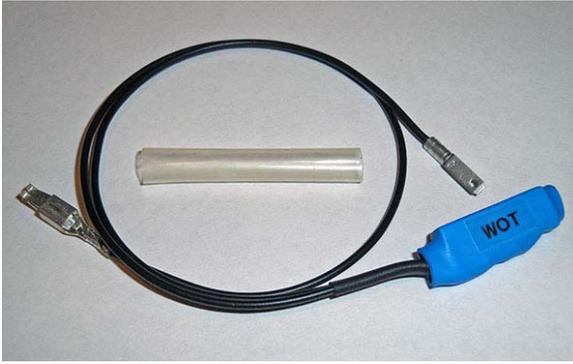


PORSCHE 928 S300s WOTpot Installation



Tools required:

- Small Phillips screwdriver
- Small flat bladed screwdriver
- Small jeweler's screwdriver or similar
- Heat source for shrink tubing
- Multimeter



Disconnect plug from LH. (*Tip: push in at wire harness end when releasing spring catch*)

Remove rubber seal.

Remove two Phillips screws securing wire cover.

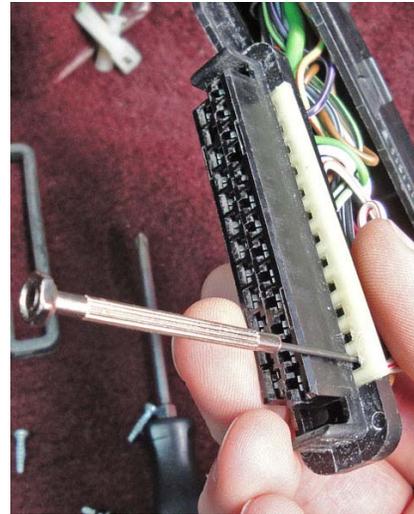
Remove one Phillips screw at front of plug.



Lever the terminal assembly out of its case.

(Rear section fits under a tab.)

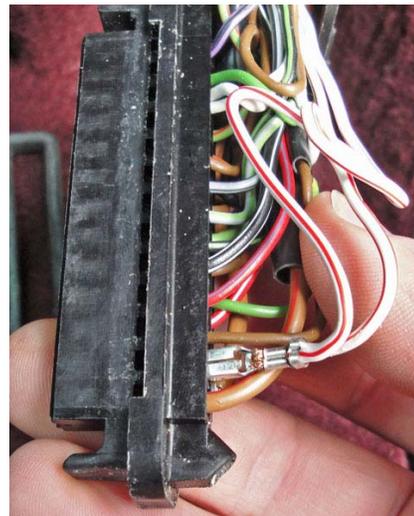
Pry terminal retainer strip out on one side as shown.

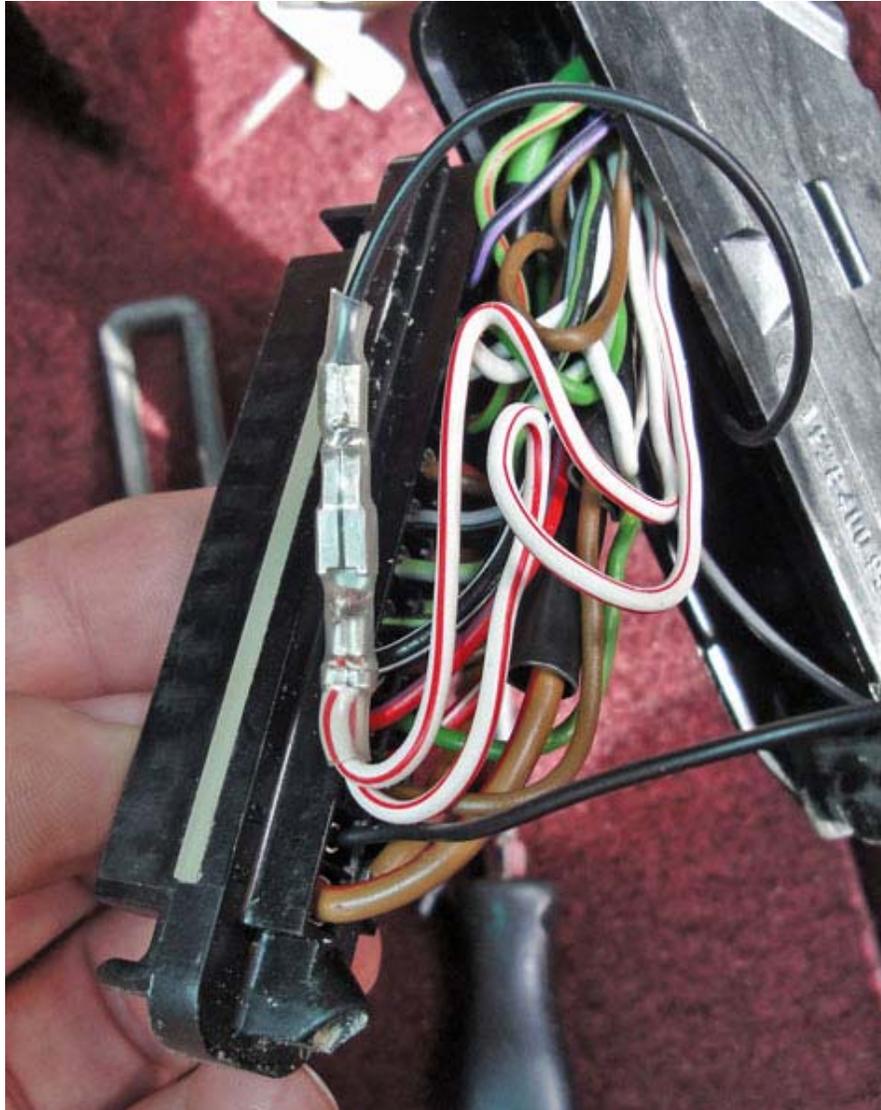


Push in to release terminal catch (#12) as shown.

WOT input is two wires, white with red stripe.

If catch is released properly, terminal will pull out easily.





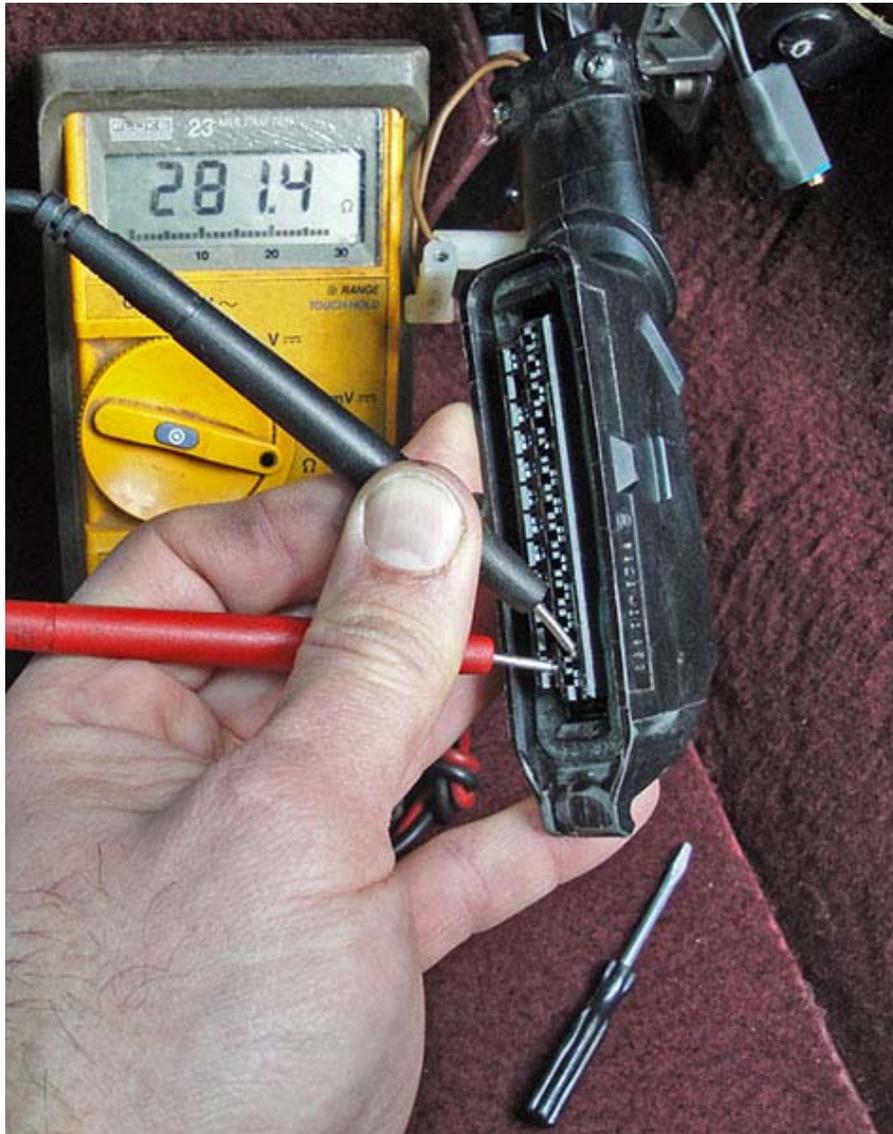
Feed WOTpot wires into rear of case.

Insert female terminal into terminal block until it is seated. Reinstall retainer strip.

Slide shrink tubing over male terminal and slide terminal into female WOT terminal. Some resistance should be felt. If the terminal feels loose, carefully squeeze the female contacts together and reinsert. Carefully apply heat source to shrink tubing to lock terminals together.

Gather wires together and reinstall terminal block into case, rear first. Secure with small Phillips screw.

Position brown 'octane loop' and black WOTpot wires so they will not be pinched and reinstall harness cover.



Check resistance between terminals 12 and 25 as shown with throttle depressed fully, or a jumper inserted between B and C at the engine test port.

Range is 0 to 900 ohms in 15 or 22 turns. Stops can be felt. Clockwise richens.

Initial setting should be **300** ohms. Approx. **30** ohms is the minimum adjustment. Below approx. 30 ohms the default WOT addition is applied!

If the WOT switch is not closed, reading will be 1200 ohms plus the WOTpot resistance. (EZFWOT input has a 1200 ohm connection to ground.)