

Set the original shock in the mode like you can see in the picture:

**Road**

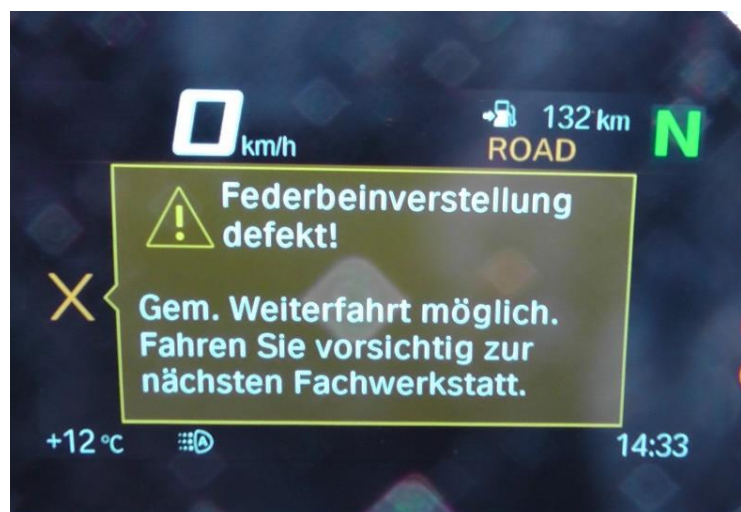
**1 Helmet**

Note: The batterie power of the bike is very important!!!!

**We strongly advice to test / calibrate the received set before removing the old shock.**

To create a failure: Open the EPA motor connector.

Start the engine and this failure will pop-up on your tft screen.

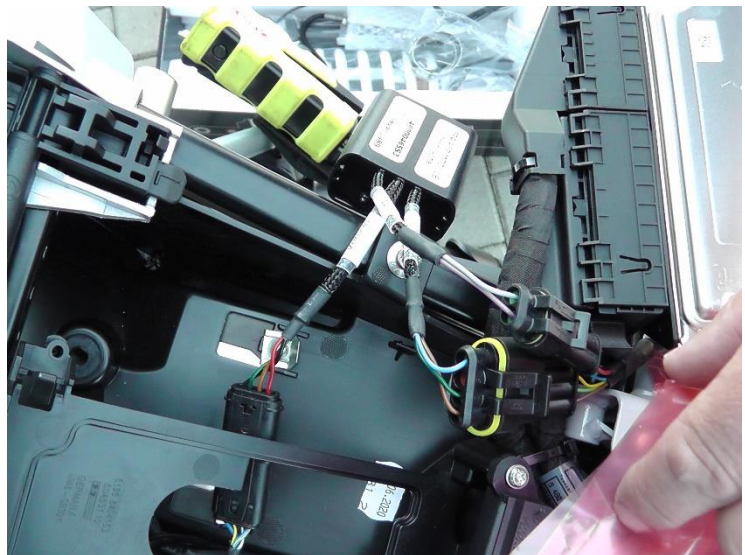


Dis-connect also the damper like shown on this picture.



Take the new set out of the box and connect the EPA P&P Module which you will find in the box.

Connect the new shock and the EPA motor on the P&P Module.



Start the engine again and the tft screen must look like this picture again. The new shock will do a (not visible) calibration at this moment.





If the failure is still there.  
Check if you connected it correctly.

Check for loose wiring / pins on the new shock.

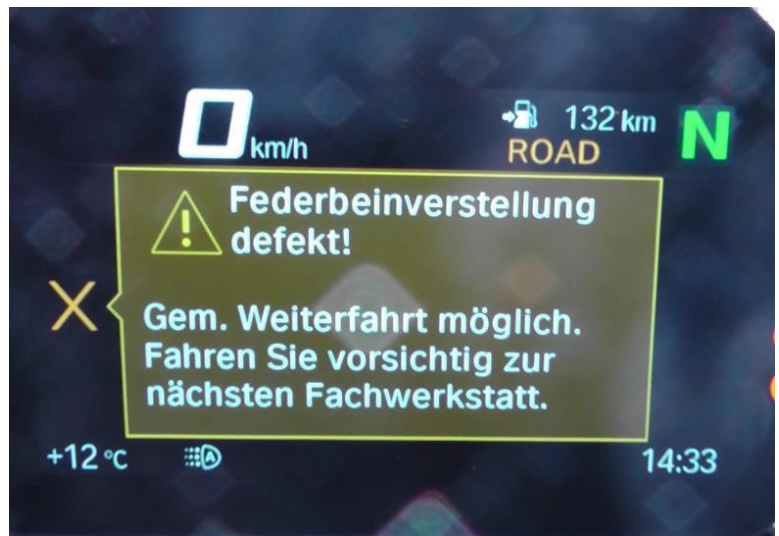
Check the wire's the entire length, perhaps it was damaged during transport.

If you don't find anything re-connect the standard ZF Sachs shock and start the engine. The failure must be gone now.

Even if you cannot find any problems on the new set please try it a second time.

If you cannot solve the problem and the ZF Sachs shock is running fine there can be a compatibility problem or there is something wrong with the set you received and it must be returned to the dealer.

(picture not the real software version only the BMW dealer can see which version is in the bike)



But normally the failure is gone when the new set is installed and you can switch to helm and panier.

You will hear and see the motor running.

Try also the other set-ups (2 helmets etc.)

**Switch back to the 1 Helmet position before dis-connecting the cables.**

Now you can start with the removal of the ZF Sachs shock.

You can be sure that the new set is working fine and the software is compatible with the new set of shocks.

Enjoy the ride.

