

## WOT BOX TESTING

*Transverse 3.5L Twin-Turbo EcoBoost*

1. **KEY ON, ENGINE OFF.** Press the ACCELERATOR pedal to the floor. You should see the LED on the WOT Box start to blink. If it doesn't, check your **Accelerator Pedal Position** sensor signal connection (**WOT Box BLUE wire**).
2. Next, with the ACCELERATOR pedal still depressed, press the BRAKE pedal to the floor. You should see the LED on the WOT Box briefly go out, and then come back on solid for one second and then finally resume blinking. If you do not see this, check your **Brake Pedal Position** sensor signal connection (**WOT Box GREEN wire**).
3. Next, unplug the WOT Box from the WOT Box wiring harness. Make sure the car will not run with the WOT Box unplugged. It should crank but not start. If it does start, or starts and runs on a few cylinders, then the **RED / ORANGE** wire connections are incorrect. Make sure the POWER for all the ignition coils has been cut and is now running THROUGH the WOT Box. The **WOT Box RED wire** should be connected to the +12V source for all the coils, the **WOT Box ORANGE wire** should be connected to the same wire, but on the side that provides +12V power to the coils (RED TOWARDS fuse and ORANGE TOWARDS coils).
4. Reconnect the WOT Box and start the engine. Place the transmission in NEUTRAL. Press the ACCELERATOR pedal to the floor and immediately press the BRAKE pedal to the floor. You should hear the engine begin to rev up, stumble for a short period while the ignition is cut, then return back on and continue revving. Remove your foot from the ACCELERATOR before you hit the rev limiter. The 2-step WILL NOT engage if the ACCELERATOR is depressed before the brake. This is normal. If the engine does not stumble or pause when the LED turns out, then check the RED and ORANGE wires. Verify that the **WOT Box RED wire** and **WOT Box ORANGE wire** are connected the proper way. If they are reversed, the ignition cut will not work.
5. Lastly, test the 2-step. Before engaging the 2-step, make sure the engine is idling below 1500RPM in NEUTRAL. Press the BRAKE pedal down and then press the ACCELERATOR pedal all the way down. The ACCELERATOR pedal must be floored for the 2-step to engage. The engine should rev up to the desired RPM and hold. If it does not, be sure to remove your foot from the gas before you hit the rev limiter. If the 2-step does not work, check the **WOT Box YELLOW wire**.