



# Installation Instructions BULL-X TRONIC for the Ford Focus ST MK4

*Errors and omissions excepted*

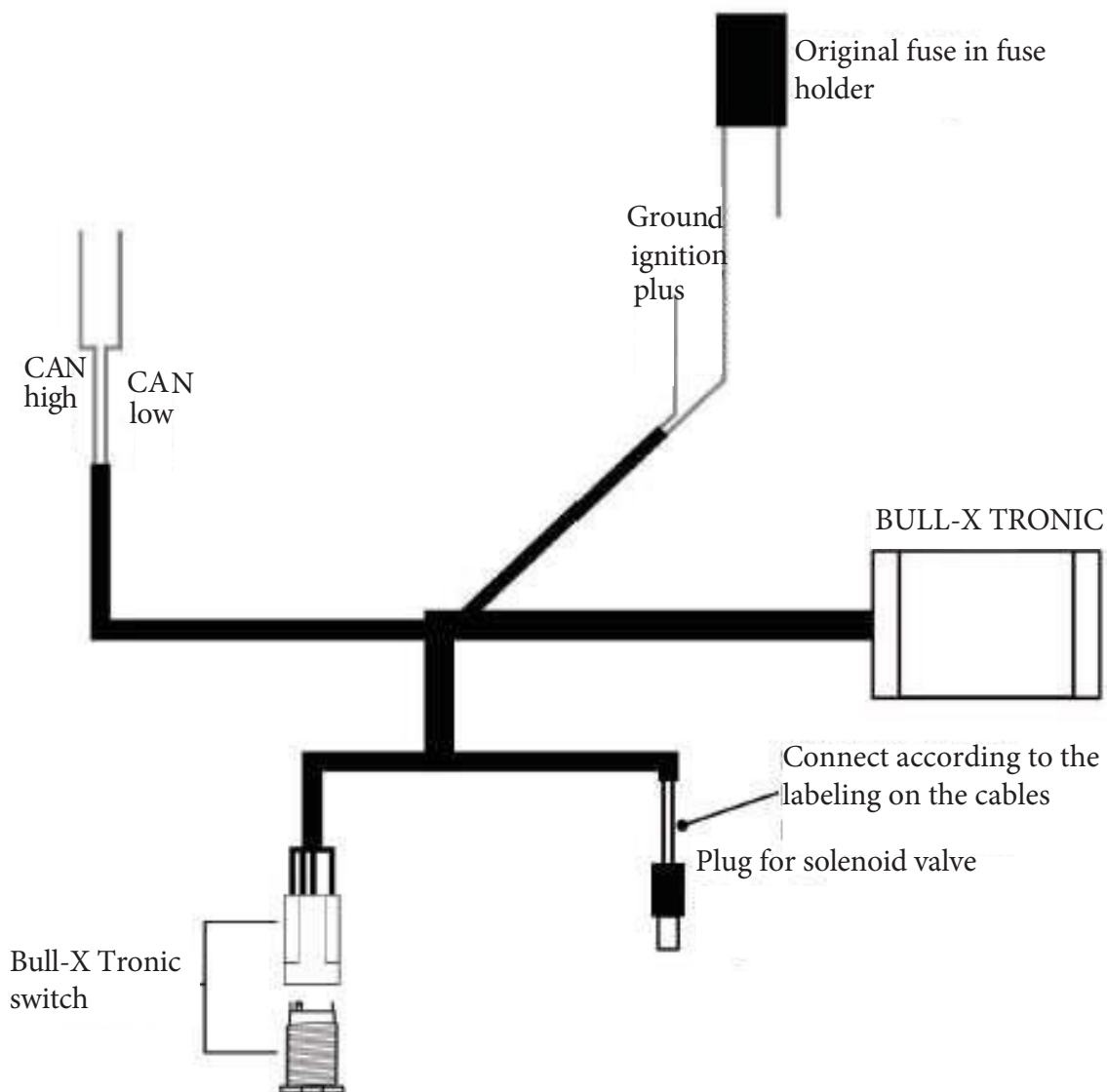
Congratulations on your purchase of the Bull-X Tronic flap control. We are anxious to offer you unclouded joy of the control in combination with your vehicle. Therefore, please follow these installation instructions point by point. This will help you to avoid mistakes during installation.

## **For installation you need:**

- Side cutter
- 10mm combination wrench
- Insulating tape

**Attention: Do not solder the cables to the Bull-x Tronic or mount them with current thieves or crimp connectors etc..**

**Note: Due to the warranty obligation, the installation of the Bull-X Tronic control unit must be carried out by a specialist company, which must be documented by the purchaser with an appropriate invoice in the event of a warranty claim. In the case of self-assembly by unqualified third parties, damage can not be claimed.**





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1. Look in the driver's footwell next to the steering wheel and remove the cover.



2. There is a ground point on the passenger side under the glove compartment. Attach the ground cable (GND) of the Bull-X Tronic here.



3. Find a suitable cable at the fuse box of the vehicle (passenger side footwell) to tap for switched +12 volt. Connect the "+12" volt cable of the Bull-X Tronic control unit to this cable. To do this, strip a portion of the cable and wrap a stripped end of the "+12" volt cable around the appropriate location. Fix this firmly with insulating tape.





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4. Under the light adjustment in the driver's footwell, you can now panel to access the OBD connector. Remove the two screws to expose the OBD connector.

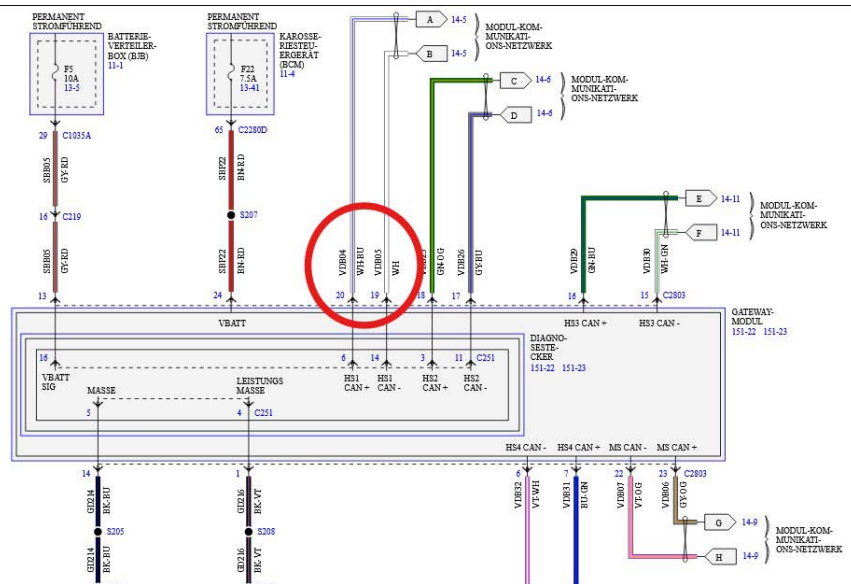


5. Now you can connect CAN high and CAN low to the cables to the OBD connector. The OBD connector is 16 pin.  
CAN High is white/blue  
CAN Low is white  
To do this, please insulate part of the vehicle's own cable and wrap the stripped end of the Bull-X Tronic cable around the corresponding point. Fix this firmly with insulating tape.



## ATTENTION!

On the facelift model, the CAN-BUS is connected to the gateway, this is located next to the steering rim behind the fuse box facing upwards, on the connector it is pin 19 Can Low (white cable) and pin 20 Can High (white/blue cable)





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Now insert the two cables leading to the solenoid valve into the supplied plug, lock it and plug it into the solenoid valve.





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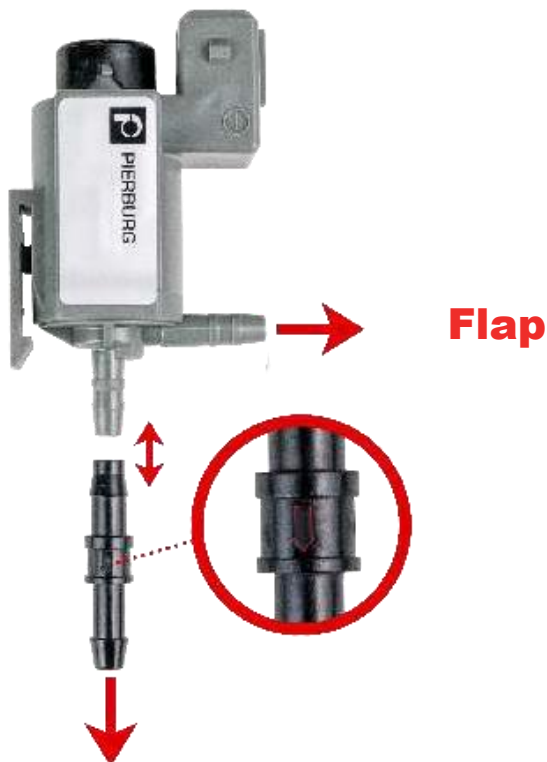
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## **Mounting vacuum line**

1. You will find a suitable vacuum connection source under the engine cover. (See picture) Attach the vacuum hose there. To do this, remove the standard cap by pressing the retaining lugs together. Then remove the sealing ring from the OEM cap and insert it into the supplied adapter. Mount it (see picture).



2. Now connect the check valve and solenoid valve to the vacuum hose.
3. Insert the check valve at a suitable point in the vacuum line (observe direction).
4. Route line to exhaust system on existing lines on underbody.



*It is done ! You have successfully installed your Bull-X Tronic control unit. We wish you a lot of fun with the product and your vehicle. If you have any questions or problems during or after the Assembly please contact:*

HG-MOTORSPORT Phone:  
+49 (0) 451 40 94 600  
E-mail: [info@hg-motorsport.de](mailto:info@hg-motorsport.de)

**Negative pressure connection on the motor**



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Description button:

The LED lights up as soon as the flap is closed, if it goes out, the flap is opened.

The pushbutton always has priority: as soon as the control is set to Comfort on the pushbutton, the control is deactivated via the driving profile selection in the vehicle.

The button is normally only used on vehicles that do not have a driving profile selection as standard (if the standard driving profile selection has no function on the Bull X Tronic, please press the button once).



Flap open Flap closed



- (1) Lamp must light up (power supply)
- (2) Lamp must flicker quickly (CAN bus)



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## Connection via Bull-X Tronic App

1. Download the "Bull-X-Tronic" app from the Apple AppStore or the GooglePlay Store
2. Turn on Bluetooth on your smartphone
3. Start your engine
4. Select your Bull-X-Tronic (Fig. 1)
5. Click on the "Settings" icon (Figure 2)
6. Now click on Vehicle settings (image 3)
7. Select your vehicle and go back to the main menu (Fig. 4)
8. Now you can choose between sport and comfort mode (picture 5 & 6)





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Software PC:

Install USB driver:

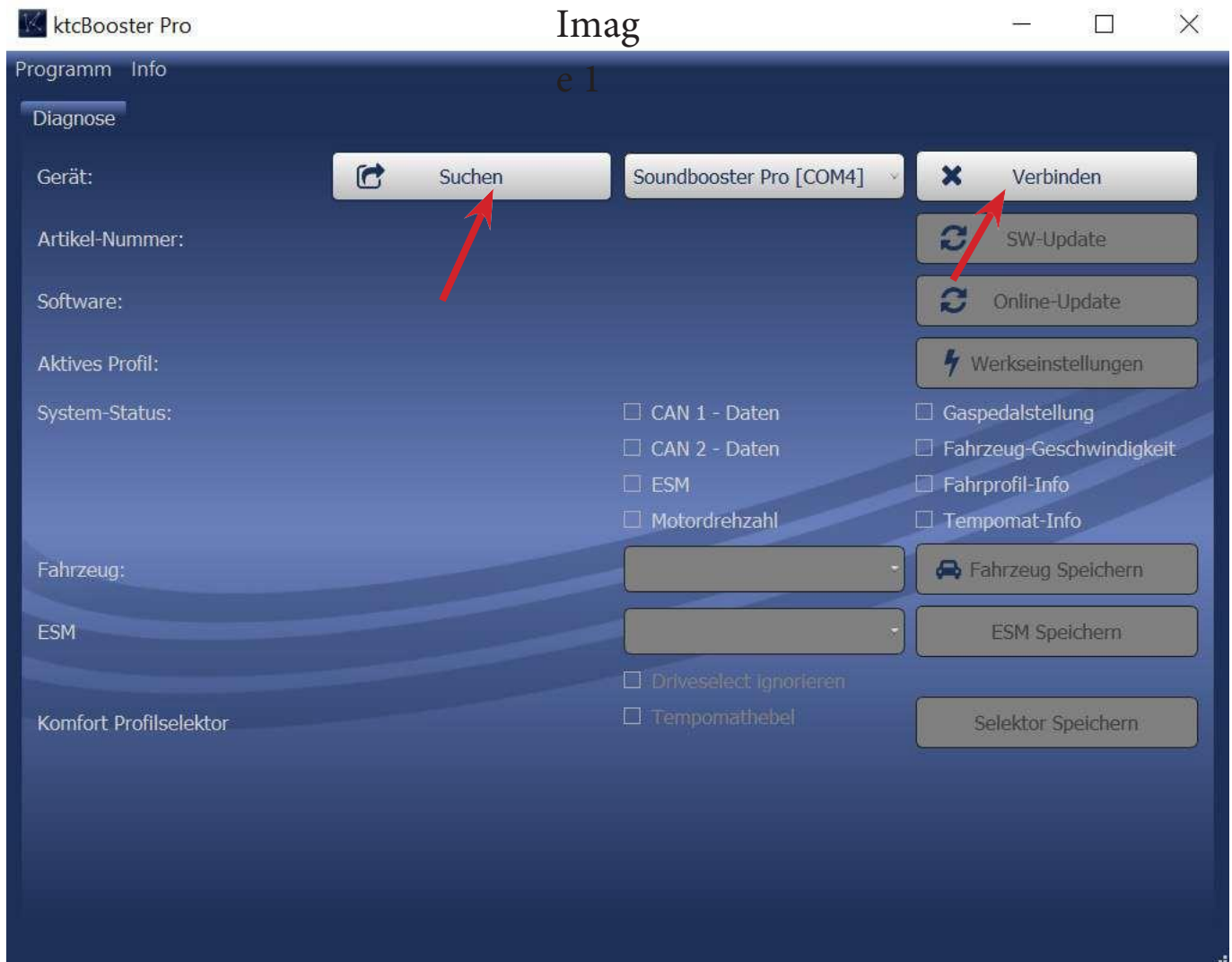
- Ignition from vehicle switched on
- Connect USB cable
- Install the driver according to the operating system (32 or 64 bit),

right click on the driver and run as administrator (Important)!

- USB driver is installed
- Ignition switched on
- Connect USB cable
- Launch software
- Click on "Search" (Image1)
- Click on "connect" (image 1)
- Vehicle selection: select required vehicle (Mini goes under BMW E/F) (Fig. 2)
- Save vehicle Click (now speed & possibly other boxes should display a

check marks appear. ) (Image 3)

Do not change or observe anything else. The red text can also be ignored.







# Installation Instructions BULL-XTRONIC for the Ford Focus ST MK4

Image 2

ktcBooster Pro

Programm Info

Diagnose

Gerät:  Soundbooster Pro [COM4]

Artikel-Nummer: 40888-3

Software: Module: 5.37 / 10-06-2020

Aktives Profil: 1

System-Status: Bitte Anschluss CAN 1 prüfen  
Bitte Anschluss CAN 2 prüfen  
Bitte Anschluss ESM prüfen

CAN 1 - Daten  Gaspedalstellung  
 CAN 2 - Daten  Fahrzeug-Geschwindigkeit  
 ESM  Fahrprofil-Info  
 Motordrehzahl  Tempomat-Info

Fahrzeug: Audi A3 [S/RS] (8V)

ESM

Komfort Profilselektor

*(A red arrow points to the vehicle selection dropdown menu, which is open and shows a list of vehicles including VW Golf 7 (MQB).)*

Image 3

ktcBooster Pro

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Fahrzeug: VW Golf 7 (MQB)

ESM

Komfort Profilselektor

Driveselect ignorieren  
 Tempomathebel

*(A red arrow points to the 'Fahrzeug Speichern' button.)*



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## Fault diagnosis:

Please only carry out the misdiagnosis if you have the necessary technical understanding and can safely operate the required measuring instruments.

The starting point is always the standard condition of the vehicle.

All cables are connected

Ground connection is correct: Connection to a ground point or a ground line in the vehicle (no useless screw on the dashboard used).

Voltage supply +12 V switched is faultless.

The control of the flap does not work on some vehicles (according to EWG approval) when stationary, please test when driving.

Troubleshooting:

Flap remains permanently closed:

- Solenoid valve connected the wrong way round
- Cable kinked or pulled together too tightly with cable tie
- Control unit does not recognize vehicle (vehicle selection via software necessary)

Flap remains permanently open:

- Error in the vacuum supply
- Check valve installed the wrong way round (direction of arrow must point to the motor)
- Cable kinked or pulled together too tightly with cable tie
- No vacuum (wrong connection)
- Hose Leaking
- Hose not attached to flap
- Connector on solenoid valve/control not plugged in correctly, or contact problems.
- Error in the power supply
- Negative pressure box defective
- Wiring harness defective