



## Ferrari 599 Install Tips 612 and F12 Similar

Note: The Ferrari F12 replaced the 599 and has similarities. The 812 has since replaced the F12. The F12 shares more in common with the 812.

### Suggested Installation Procedure

Installation on the Ferrari 599 is not as easy as on mid-engine V8 cars, but is very straight forward and results in a very clean install. This procedure is provided by a customer in Australia and the work was performed entirely by him. The procedure requires that a small access hole be made in the boot (trunk) of the car to route the control cable to the vacuum solenoid valve. Although this sounds extreme, the hole is small, easy to create and will not undermine the integrity of the car in any way. The controller is installed in the trunk, with the exception of creating the hole in the trunk floor, installation is very simple and the location is secure and safe.

### Required tools.

Besides simple hand tools, the installer will need to place the vehicle on a lift. Without the use of a lift, it will be virtually impossible to access the vacuum solenoid valve.

## Vacuum Solenoid Valve Location



The vacuum solenoid valve is located on left side of vehicle above the gear box. The following photos were taken with the gear box removed and looking up at the left of the vehicle.

## Recommended Installation Location for Controller Module

Although one could install the controller module under the vehicle nearer to the vacuum solenoid, you run the risk of heat, vibration and moisture compromising the module and you have very poor access with a lift and removal of the belly pan. Therefore, it is recommended that you install the module in the boot (trunk) of the car and route the control cable through the floor to the vacuum solenoid.

## Step-by-Step Procedure

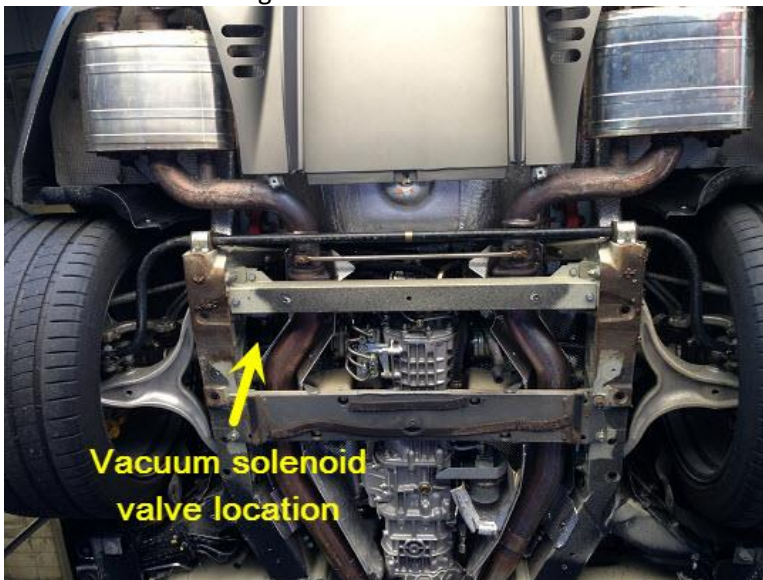
1. Before raising the car, open the trunk. It has 2 false floors in it. The first is handy for storing shallow items, the second houses the factory tool kit. Lift out the false floors and the tool kit.
2. The toolkit is housed in a plastic shroud/container. Remove the three Torx head screws that secure the container. Beneath the container is carpet.



3. Place vehicle on hoist or lift. Impossible to gain access to the vacuum solenoid valve otherwise.
4. Remove the rear underskirt, or belly pan. There are a lot of fixing screws. (20-25). Most are 10mm hex heads, although there are quite a few hex-key screws and a few Torx heads to remove the belly pan. Leave the center screw until last as it provides a convenient center balance point to install and remove the belly pan. There is also a gearbox oil breather hose near the center that is press fitted onto a breather unit which is set into the belly pan. Disconnect this breather hose before removing the belly pan. For this reason, this is either a 2-man job or an extendable floor support job at that point of removal or installation.



5. Once you have removed the belly pan, you can see the vacuum solenoid. This is reachable by hand. The factory exhaust solenoid is above the left half shaft, mounted to the chassis on the left-hand side of the vehicle above and to the left of the gearbox.



6. Disconnect the solenoid and connect the controller cable per the installation instructions. At this point, it is good idea to test the controller module before proceeding. Follow the installation instructions using a temporary ground point to connect the ground wire. There is only one vacuum solenoid valve, so you need only

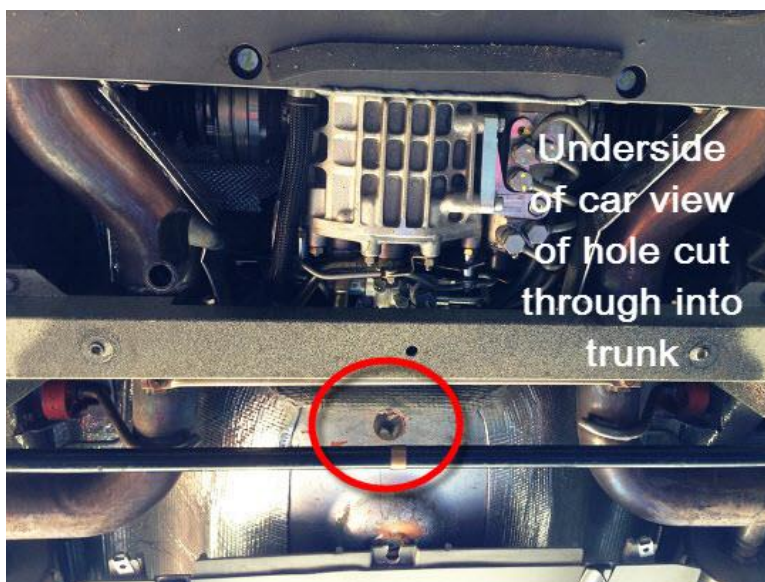
connect one control cable for this test.



7. Assuming the test was successful, now comes the tricky part ... Drill a small centrally located pilot hole toward the front of the car into the dish in the bottom part the trunk floor. If you face the gearbox, there is a handy existing wiring harness running along the gearbox which you can secure the controller wiring out of the way of the exhaust, drive shafts and suspension. Check everything ... make sure you do not inadvertently drill into a fuel line/tank/wiring/brake line. As described here, there should not be anything in the way.

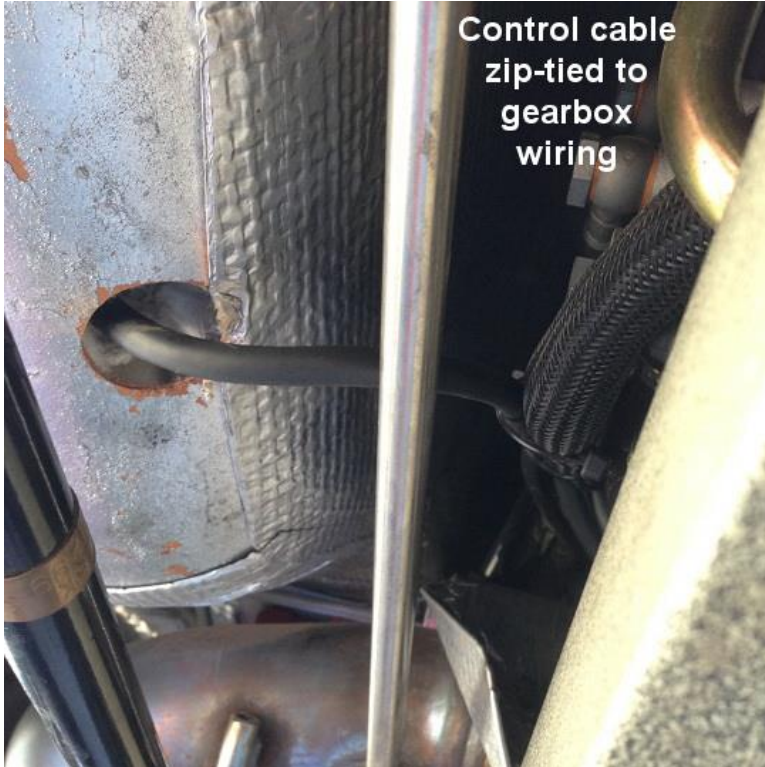
*Note: An alternative to drilling a hole in the floor of the trunk (step 7), you can route the Forza connection Y-cable into the trunk (boot) of the car following an existing cable installed by Factory.*

*Refer to the end of this document for the alternative procedure.*



8. You will find there are about five distinct layers of material. Trunk carpet, insulation, very thin aluminum sheet metal, insulation and, underneath the car, a thin fiber heat shield.

9. The total depth of material is about 2 " (50 mm). Once the pilot hole is complete, use a hole saw to cut a 1.25" (32 mm) hole to route the controller cable. Because of the total depth, you need to hole-saw from BOTH sides as your hole-saw will not likely have the necessary depth to go all the way through. This is why you need the pilot hole. It is EASY drilling and easy to hole saw from both sides. USE quality sharp equipment and make sure you have the necessary right-sized grommet and to allow the wiring to pass through the resultant hole before drilling anything. Try a practice hole on a sheet of cardboard if uncertain.
10. Route the controller cable along the rear of the gearbox alongside the braided gearbox wiring and zip-tie as necessary. The short cable that is included in the kit should be long enough.



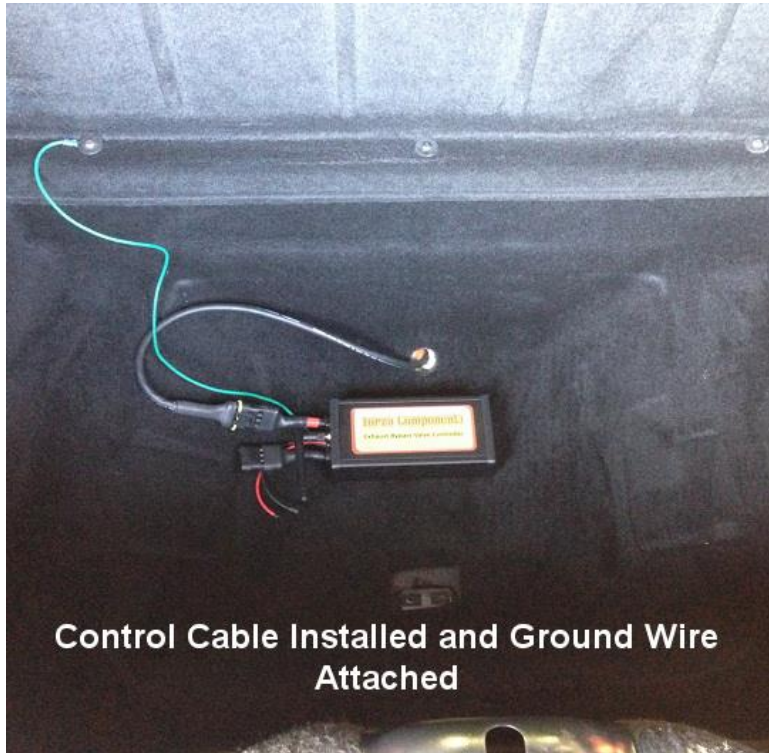
11. Feed the controller wire through the hole you made and into the trunk area. You will need two or three correct sized rubber grommets with a hole in it to accommodate the wiring. To help install the grommet, cut the grommet along a radius from the circumference to the center to easily fit around the cable. A stiff grommet is best because it loses some of its surface tension when you radially cut it - refer to the photo. If necessary, use a

little silicone sealant as well. In particular, you need a grommet on the sharp aluminum edge of the hole.



12. In the trunk, you will see 3 screws at the top of the middle floor level. On this install, they serve as good ground for the controller module. Choose one to install the ground wire and test it with a voltmeter to ensure that it is good ground. It should be fine.

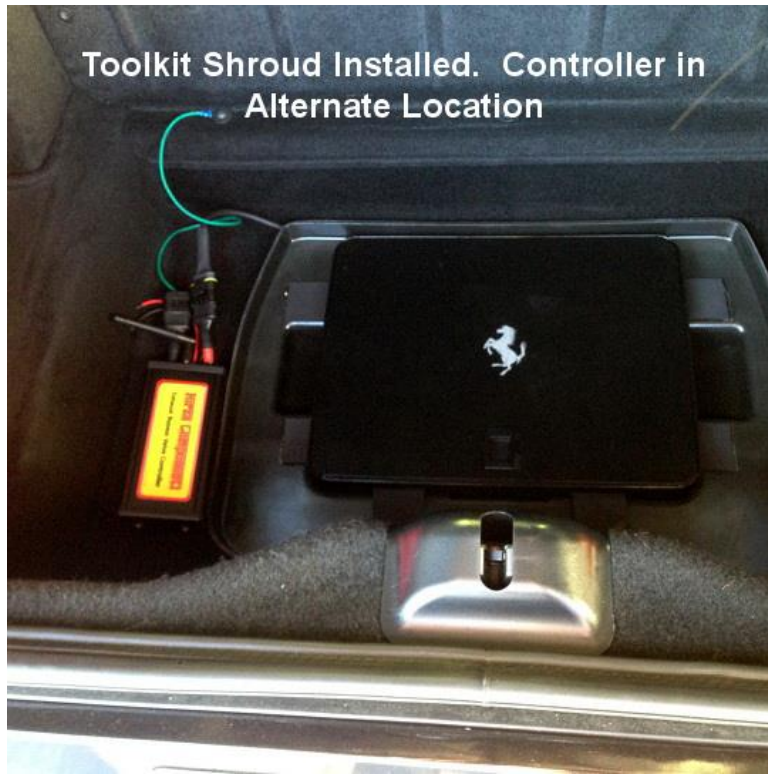




Control Cable Installed and Ground Wire Attached



Controller Installed Middle Level



Toolkit Shroud Installed. Controller in Alternate Location

13. Plug in the controller cable and install the antenna. You are now ready to test the unit per the installation instructions.
14. Vacuum the trunk area and refit the toolkit shroud directly over the wiring. There is sufficient clearance. The controller would be OK on any one of the 3 levels. In this install, the customer chose the second level as it is so easily accessible yet out of sight. The lower level would be practically undetectable yet still easily accessible.



Trunk View - Controller Hidden From View

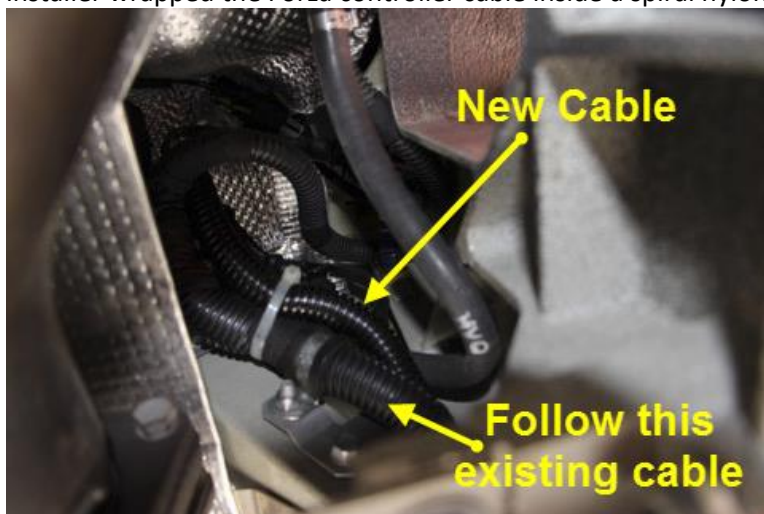


15. Refit the trunk floors. Install the belly pan underneath **REMEMBER** to connect the breather hose first. Again a 2 man job or requires an adjustable floor support tool to hold the belly pan up.
16. Road test and you are done.

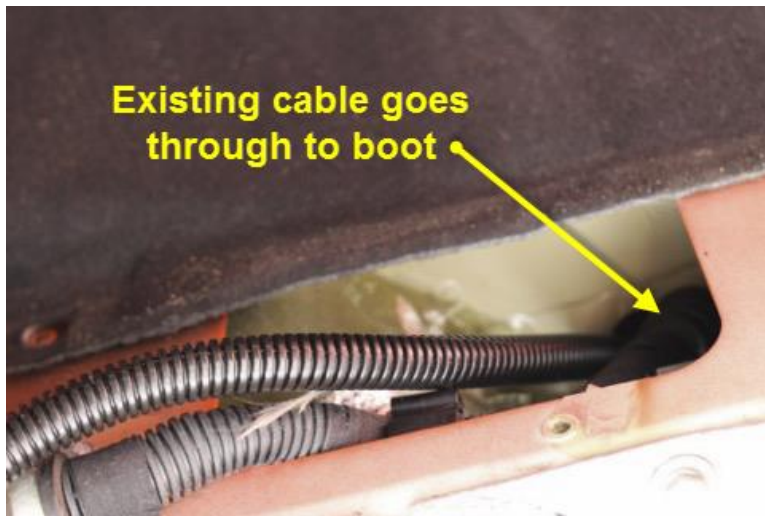


## Alternative Procedure ... Install without Cutting Hole in Floor of Luggage Compartment.

1. Follow the same procedures up to step #6.  
The following steps replace the same numbered steps as above.
7. Run cable alongside the loom that is running past the solenoid around into the wheel well. In this photo, the installer wrapped the Forza controller cable inside a spiral nylon loom.



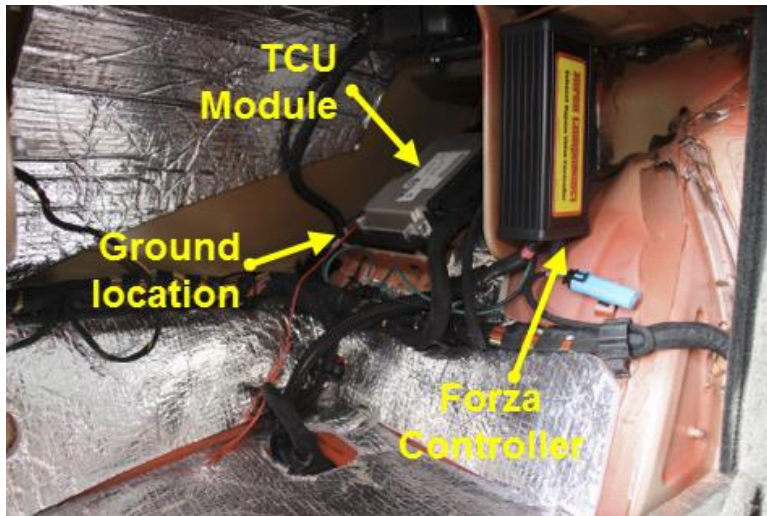
8. Remove the black plastic cover/trim at the rear of the wheel well. Follow the cable into the opening and up, where the cable passes into the boot.



9. Remove the left side boot lining carpet. The existing grommet can be lifted/pulled aside allowing plenty of space to field the exhaust valve controller cable through.



10. Mount the Forza Exhaust Bypass Valve Control using the supplied 3M Dual Lock tape. Terminate the earth cable. In this photo, one of F1 Gearbox TCU bracket bolts was used, but any suitable ground point can be used.



11. At this point, the installation is complete. Replace any panels that were removed. You can use the supplied remote transmitter fob to manage the Forza controller. The person who supplied this alternative installation opted to use a manual On/Off switch that he installed in the vehicle ash tray. Here is photo of the switch in the ash tray.

