



Thank you for purchasing an Unlocked ECU from HDI Tuning. This document details some simple yet important instructions which we need you to follow when installing your new ECU.

### **Installation of new ECU:**

1. Disconnect your battery at the positive terminal.
2. Unclip the ECU plug/s.
3. Remove old ECU.
4. Install new ECU.
5. Connect ECU plug/s.
6. Reconnect battery.
7. Start car and test drive.
8. Please leave us a review on our Facebook page once you've tested your ECU.

### **Instructions for EGR or DPF delete:**

#### **EGR Delete**

If you asked us to delete the EGR from the ECU, you will need to ensure you unplug the blue plug from the EGR solenoid before connecting the new ECU. If you don't do this the EGR will be fully open.

#### **DPF Delete**

If you asked us to delete the DPF from the ECU it is important you remove your DPF physically before connecting the new ECU. Along with removing the DPF you will need to unplug the temperature sensor nearest to the DPF (and any other temperature sensor in the exhaust). It is ok to leave the differential pressure sensor connected. DPF Delete will remove all related fault codes and prevent the ECU from regenerating; this is why it's important to ensure the DPF canister is emptied.

**Warning: DPF and EGR Delete are illegal for road use in the UK and most countries (check rules for the country you live in).**

**-Your car will fail an MOT if the DPF is missing. We supply DPF and EGR delete software solutions for diagnostic purposes and only for offroad vehicles and track vehicles.**

### **Troubleshooting:**

#### **I've not gained any power from the remap?**

If you've not gained a significant amount of power from our remap, it is likely there is a problem with your car. Luckily we've seen all the problems hundreds of times, so we can help you to diagnose it.

Start by giving the car a full service, change all filters using premium parts, then connect some diagnostics equipment and find if there are fault codes present before contacting us.

The most common cause of problems would be the Mass Air Flow meter (MAF), this controls the amount of fuel allowed into your engine based on the mass of air available. If faulty this can give a low reading and hence limit power. These should be replaced with only genuine Siemens VDO units.

For 2.0 110 and 2.2 136 BHP models: These use electronic boost control, if the turbo electro valve has a fault the turbo will not spool up, you will have a large lack of power. The turbo electro valves commonly cause problems on these engines, if you think you have a problem with this it's worth replacing it.

For more in-depth help, select the help tab on our website, or email us on [remap@hdi-tuning.co.uk](mailto:remap@hdi-tuning.co.uk).