



Thank you for purchasing your unlocked EDC17 ECU from HDI Tuning Ltd. This document details some simple yet important instructions which we need you to follow.

Installation of ECU:

1. Disconnect your battery at the positive terminal.
2. Disconnect ECU plugs, remove ECU.
3. Install new ECU.
4. Connect ECU plug/s.
5. Reconnect battery.
6. Start engine.
7. Test car, check for faults.
8. Please leave us a review on our Facebook page once you have tested your ECU.

This ECU does not require immobiliser coding. The immobiliser does not need to be coded as the ECU is unlocked. **Configuration settings:** We try to pre set the ECU configuration, where that is not possible or you did not supply this information you may need to do this using Diagbox in the ECU menu under > ECU configuration.

Instructions for EGR or DPF delete:

EGR Delete

If you asked us to delete the EGR from the ECU, then it is set to hold closed. In some situations the EGR can open, so it's best to either disable the EGR by disconnecting the electrical connector, or you can also fit an EGR blanking plate. To access the EGR, remove the air box, the EGR is below this.

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.

1. Hollow the lower half of the DPF canister, an SDS chisel drill works best to break the ceramic.
2. The sensors can stay connected to make the car look standard, although they have also been written out of the ECU to remove faults if the sensors are faulty.
3. Keep the additive pump plugged in, we remove the fault for this but sometimes it will show a fault in the BSI when disconnected.

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.

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. The most common cause of problems are caused by poor maintenance. 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.

Common Problems:

-Turbo electro valve fault – If the turbo electro valve is faulty then the turbo will not boost. Replace with a genuine part.

-Boost leak – If there is smoke and low power check all hoses are clamped securely, any oil around hoses, on the intercooler, or around the manifold would indicate a boost leak.

-EGR stuck open – This will cause low air mass and lots of smoke.