



Thank you for purchasing a Bosch MD1CS003 ECU from HDI Tuning Ltd. This document details some simple yet important instructions which we need you to follow when installing the new ECU.

Installation of ECU:

1. Disconnect your battery at the positive terminal.
2. Unplug old ECU. The plugs on these ECUs can be difficult to remove, the lever needs to move as the plug pulls outwards. We recommend to try to moisten the sides with WD40 if it's stuck, allow it to penetrate and then try again. Be careful not to snap off the plugs because they are easy to break.
3. Remove original ECU, store it somewhere safe.
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 the remap.

Instructions for EGR, DPF, AdBlue delete:

EGR Delete

If you asked us to delete the EGR from the ECU, you will need to disable the EGR by fitting a blanking plate if possible. The EGR is set to stay closed in the software. The fault codes are removed for the EGR so if it is jammed and stuck open you will not see a fault, so in this case it should be blanked. 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.

1. Hollow the rear half of the large canister below the vehicle, 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.

AdBlue Delete

If you asked us to delete the AdBlue system from the ECU the reset procedure may need to be followed if there is a separate adblue module. If the Adblue ECU is integrated to the engine ECU we will do the reset before sending the ECU to you.

For the 1.5 BlueHDI the sensors can remain fitted in the exhaust, there is no need to remove the SCR cat that stays fitted. The SCR cat is the front half of the DPF canister.

Warning: DPF and AdBlue and EGR Delete are all 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 SCR and EGR delete software solutions for diagnostic purposes and for offroad vehicles and track vehicles.

Warning: An Unlocked ECU has no immobiliser function, this means that the car can be potentially vulnerable to theft, use at your own risk!

Troubleshooting:

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.