



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. This SID803 ECU is unlocked using an immobiliser emulator within the ECU, as such it requires no coding to the vehicle. It's simply a plug and play unit.

For optimal results, you can code your injectors using Lexia / Peugeot Planet, however this is not required for the engine to run and no faults will appear if you don't do this, it is an adjustment for manufacturing tolerances of the injectors.

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 have fitted an EGR blanking plate, or it's possible to disconnect the solenoid but this can sometimes cause an ESP or auto box fault.

Blanking plate – best full solution

1. The easiest place to fit the blanking plate is at the front of the engine where the metal pipe joins the inlet manifold.
2. It is also possible to fit at the rear but is harder to access.

Disconnect EGR solenoid – if you can't be bothered to blank, not so good

1. To get to the EGR solenoid, reach your arm over the back right of the engine near the fuel pump.
2. Next unclip the electrical connector it has around 6 wires.
3. You can also fit an EGR blanking plate although this is more difficult on the 2.0 16v engine.

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:

If you have not gained a significant amount of torque and top end power from our remap, it is likely there is a problem with your car. Most of these problems are from poor maintenance. For the 2.0 16V HDI the most common problems are as follows:

Turbo electro valve fault – If the turbo electro valve is faulty then the turbo will not boost. Replace with a genuine part. Make sure all vacuum hoses are in good condition, make sure the filter to the vent of the solenoid is clean.

Turbo fault – When using a cheap refurbished or aftermarket VNT turbo you will almost definitely run in to problems. The VNT of the turbo must be calibrated on a VNT flow bench by a turbo specialist. If you have rebuilt the turbo or use d a cheap part then this will cause you lots of problems.