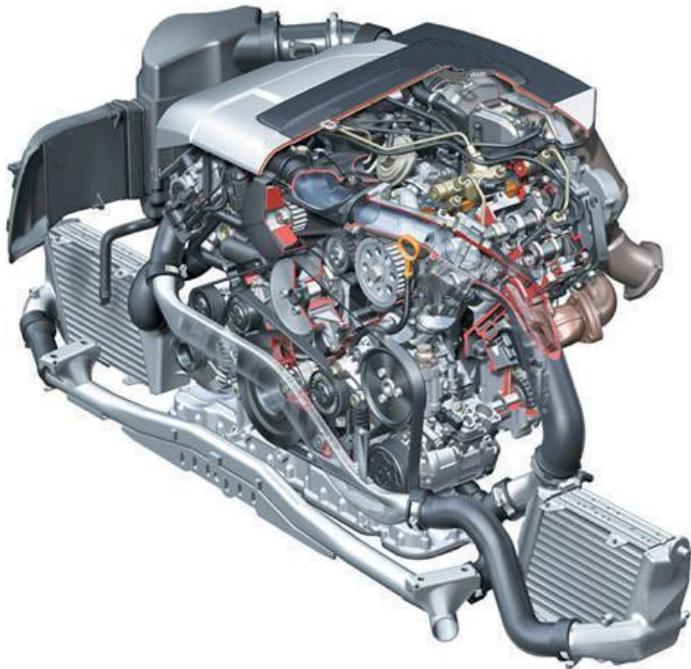


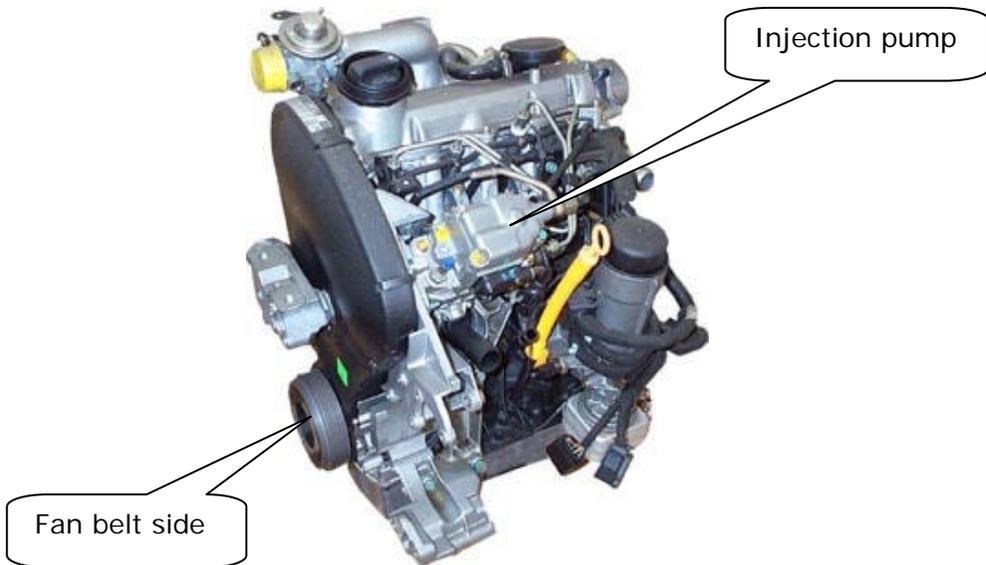
General mounting instructions for:
Injection pump modules



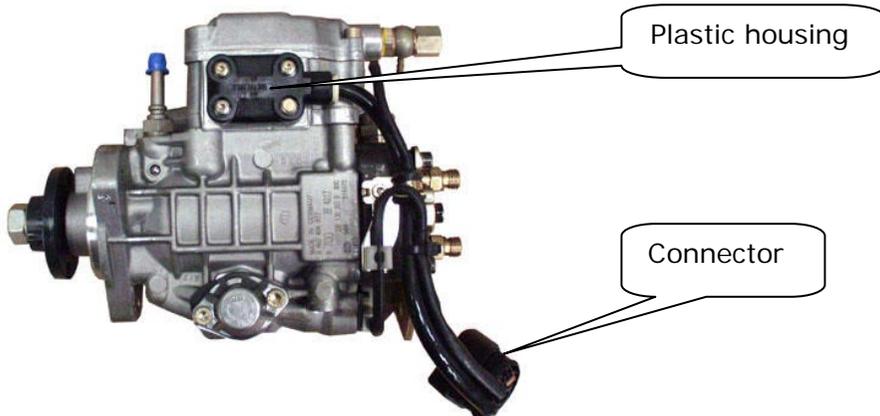
Introduction:

This kind of tuning module is used on all ancient injection pump engines.

In first you have to locate the injection pump which is always driven by a drive belt on the fan belt side (where is placed the alternator,...).



The connectors which are similar to the tuning set connectors are placed at the end of a cable which leaves a plastic housing on the injection pump.



Disconnect the injection pump connector from the cars original wiring.

Then you have to connect the tuning set wiring harness (with original connectors) between the injection pump connector and the detached vehicle connector.

For this module type it's not necessary to connect a power supply because it's included into the connector.

Place the unit on a secure place where is not too much heat and on a dry place on the engine compartment.

The short black wire is to cut out the box when it is fitted to the ground via a switch.

Safety instructions

During the first 40 seconds, after starting the engine, the Box is not giving more power (Internal initialisation). It's possible that the pre glow indicator flashes if you don't start the engine on a time between 30 sec. after switching on the ignition with the key. If the light flashes, you only have to stop the engine and restart after 10 seconds (ignition completely switched off). The light will than go out.

Appendix

Some injection pump modules contain a second connector pair which you have to connect to the turbo pressure sensor. The following images show the example of a 2.5tds BMW and Range Rover engine.

Turbo pressure sensor on the 2.5tds BMW engine



Turbo pressure sensor on the 2.5tds Range Rover engine

