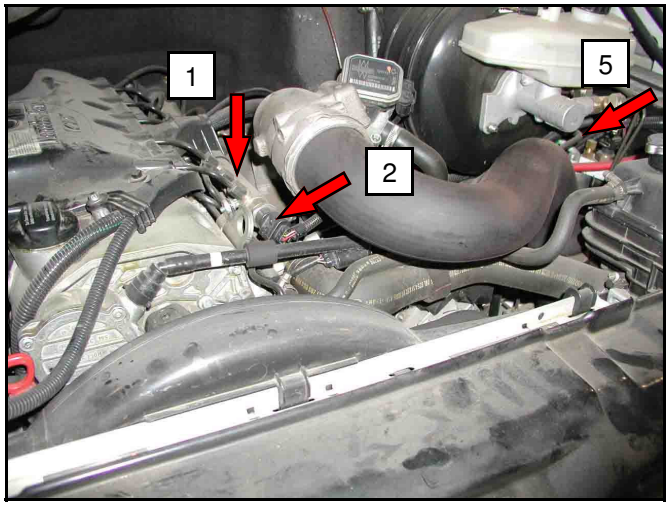
02-06 Sprinter Module Installation Instructions

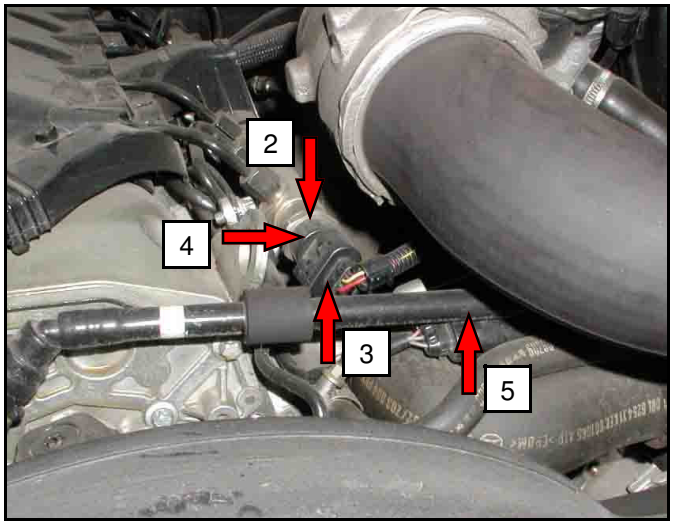
Before installing the module, allow engine to cool down. The module connects to the Fuel Rail Pressure Sensor which is located on the end of the fuel rail, figure 1. Locate the Fuel Rail Pressure Sensor and remove the female factory wire harness connector, figure 2. The connector release tab may located on the underside of the sensor and can be difficult to squeeze. Make sure the release tab is fully depressed and gently wiggle connector to remove. To make removal easier, you can place a straight blade screwdriver between the connector and the body of the sensor, figure 4. While making sure the release tab is fully depressed, you can twist the screwdriver blade slightly.

Connect the female connector of the Diesel Power wire harness onto the Fuel Rail Pressure Sensor. Connect the male connector of the Diesel Power wire harness into the female factory Fuel Rail Pressure Sensor harness connector (this is the connector you removed from the sensor in the prior step of the installation). Make sure all connectors are clean and "snap" together for a secure factory fit. Route and pull tie the module harness back along the vacuum line hose to the engine compartment area near the battery, figure 5. If you choose to mount the module in an other location, use the supplied pull ties to secure the Diesel Power wire harness to other existing factory harnesses in the area. Make sure the harness is not routed near an excessive heat source or moving object. Install the CR module onto the end of the Diesel Power wire harness and secure module with the setscrews. Use the larger pull ties to secure the module. Make sure all parts of the of the Diesel Power wire harness are secured away from excessive heat sources or moving engine parts.

The Diesel Power CR Tuning Module is adjustable. Settings range from 0-9 and A-F. With the 2.7L Sprinter engine, you should start with the module on setting 9 adjust up until you find the best performance for your application. If you are towing or under heavy loads, you may find a lower setting may prevent check engine lights. Every engine and fuel injection system is slightly different and module settings may differ from installation to installation. You can run your module one, two or three settings higher or lower and experiment with the performance. By changing your settings, you will find the "sweet spot" that will give you better mileage with added performance. If you decide to run your module at a higher setting, you may find a setting at which you begin to experience drivability issues. If you back the module down one or two settings, you will find the "sweet spot" for highest performance. Generally, if the check engine light is set, it is considered a soft code and the check engine light will turn itself off after several key cycles. A key cycle is what takes place during the normal course of driving, key on, key off. In some cases, it takes the computer 20 or more key cycles to self diagnose and turn the check engine light off. When operating under extreme heat conditions such as pulling long grades in the desert Southwest, you may need to run the module 1 or 2 settings lower. When installed in place of the module, the black by-pass connector that is included will return the system to stock settings.

CAUTION: The module installation ***must*** always take place with the ignition off and key removed from the ignition switch. When the module is installed, adjustments can be made to the module while the engine is running. A higher module setting than C may result in more horsepower, higher fuel consumption and may cause a check engine code. Never attempt to run the engine with the module or any part of the wire harness disconnected.





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