

Installation Instructions

2.0/2.2 HDI/JTD/TD Engines – Bluespark Pro and CR Tech



This product has been designed and manufactured to work correctly with installation as described in these instructions.

Failure to follow these instructions could result in damage to property, damage to the product and or potential injury.

It is very important that you read and understand these instructions thoroughly before installing this product.

Included Contents:

- Tuning Module
- Wiring Loom
- Fastening Ties
- Installation and User instructions
- Protective Bag For Module – (prevents damage to unit casing)



Before installation:

1. Open the vehicle's bonnet
2. Remove the ignition key
3. Close and lock the doors
4. Wait 5 minutes before removing any electrical plugs



Do not open the vehicle doors or unlock the vehicle while installation is in progress.

Installation Location:

The module should be installed between the vehicle's Rail and Boost Pressure sensors as shown in the diagram.

Locating the Unit:

The unit itself should be mounted away from:



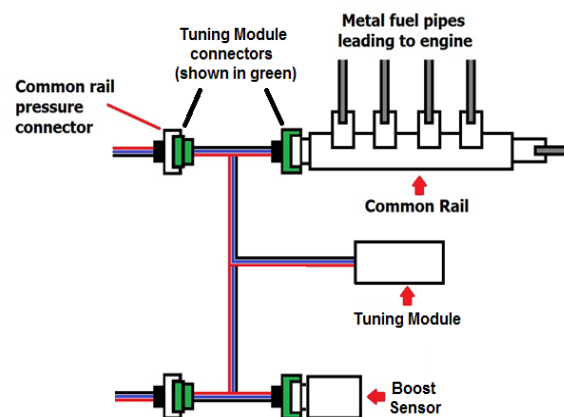
Sources of Extreme Heat



Sources of Vibration



Sources of Spray Water



FB3-FSB3-B-092

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Introduction



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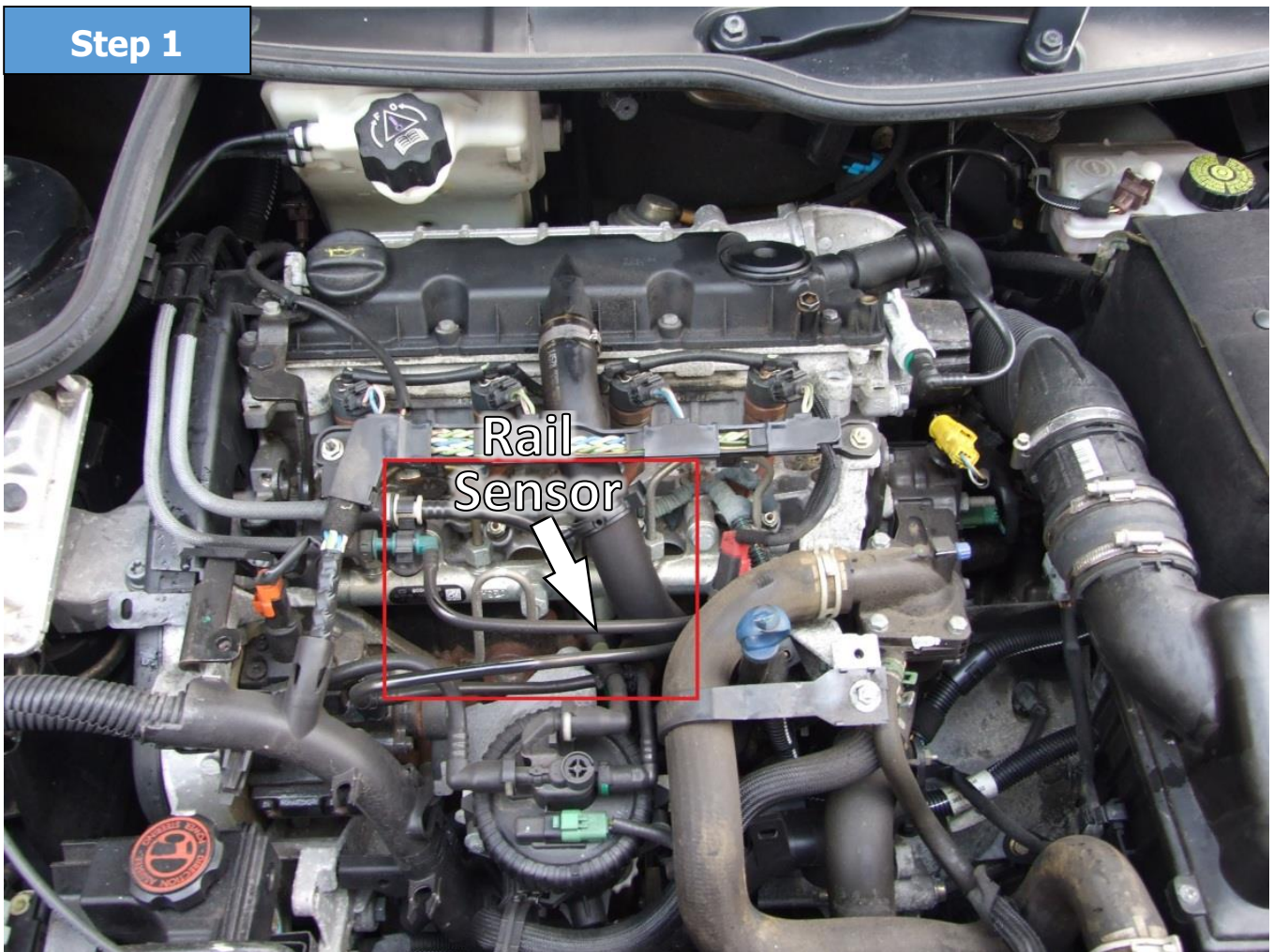
- Ensure that your engine looks similar to the supplied photographs (minor changes with ancillary components are to be expected, however if the engine looks nothing alike, please contact Support.)
- Familiarise yourself with the locations of the connectors highlighted.
- Make sure that you have a good grasp of the operation of the connector clips and or locking tabs. - If the connectors you are trying to access are in an awkward place, it may be useful to try unplugging (and then re-inserting) a connector on the vehicle which is more easily accessible. Alternatively try plugging together the connectors on the Tuning Module itself.

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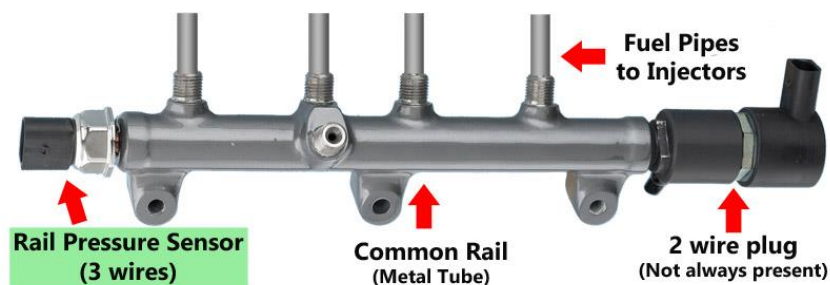
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Step 1



- Remove the plastic engine cover. This usually pulls off with a firm tug. On certain models the cover is secured with bolts. If this is the case, remove the bolts and lift off the engine cover.
- You should be left with an engine that looks similar to the photo above.



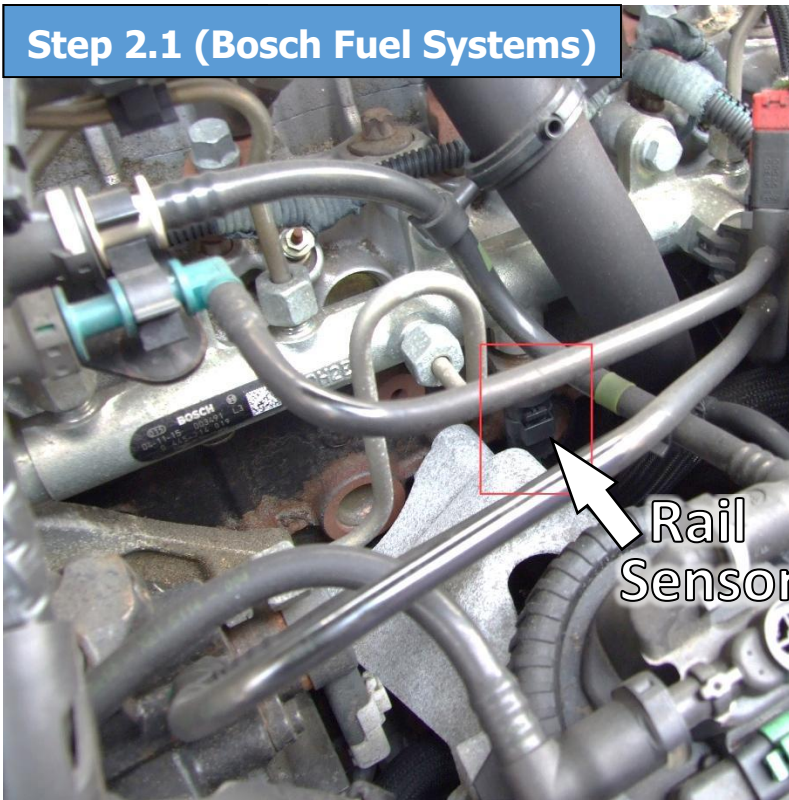
General outlook of the fuel rail in a common rail engine

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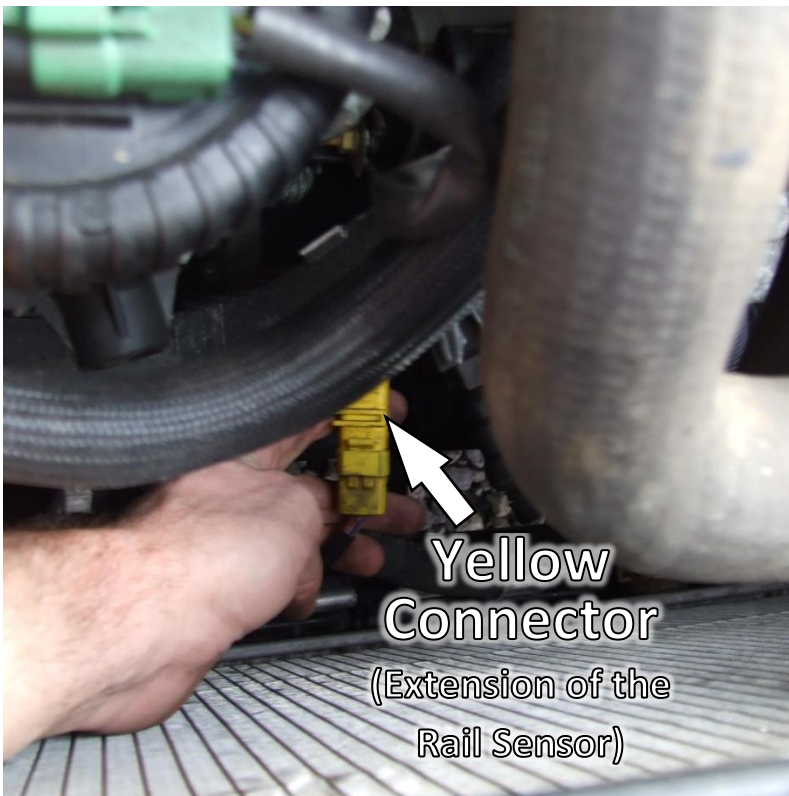
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Step 2.1 (Bosch Fuel Systems)



Rail
Sensor



Yellow
Connector
(Extension of the
Rail Sensor)

On the Bosch fuel system the rail pressure sensor is facing down (upper picture). This sensor can be accessed directly if you wish, however there is (where present) a much easier option.

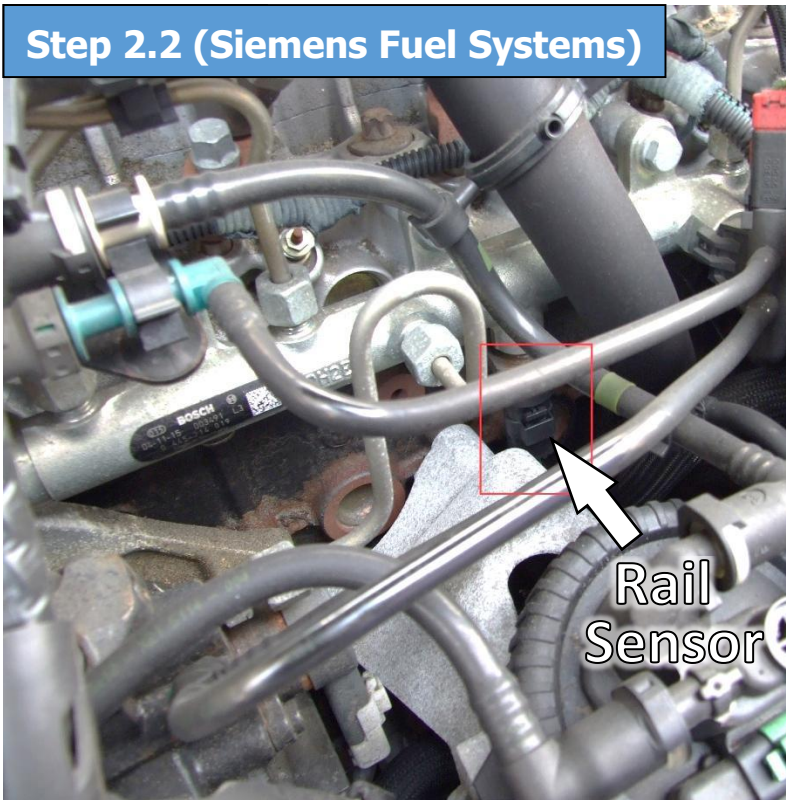
- Follow the wiring from the rail sensor down the engine. Around 20cm down the wiring there should be a pair of yellow connectors.
- The Tuning Module should be plugged in between the 2 yellow connectors.
- Unplug the yellow connectors (3 pin) by pulling up on the releasing tab and pulling back on the connector
- Insert the yellow connector from the Tuning Module's wiring loom onto the connector leading back to the Rail Sensor.
- Insert the yellow connector from the vehicle's wiring loom into the corresponding connector on the Tuning Module's wiring loom.

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Step 2.2 (Siemens Fuel Systems)



- On Siemens fuel systems the rail sensor points forward (as in the lower picture)
- Unplug the Rail Sensor connector (3 pin) by pressing down the releasing tab and pulling back on the connector
- Insert the connector from the Tuning Module's wiring loom onto the Rail Sensor.
- Insert the Vehicle's Rail Sensor connector into the corresponding connector on the Tuning Module's wiring loom.

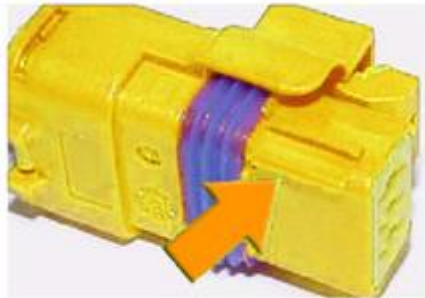


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One side of the yellow connector will require its polarity tab (raised lump of plastic) to be removed from the bottom of it to fit into the male connector of the tuning module. This can easily be trimmed off using a sharp knife.



- Carefully re-install all engine covers that have been removed during the installation process.
- With the unit successfully installed please secure the unit and wiring loom within the engine bay, paying attention to the guidelines highlighted on Page 1.



Route the tuning box wiring harness away from sources of heat (exhaust manifolds, EGR pipes, most stainless steel pipes) and also away from any rotating parts such as belts.

- Double check all connections are correct and firmly connected. If this is the case, start the vehicle and ensure there are no engine warning lights or error messages displayed.

If everything is as it should be, please feel free to take the vehicle out for a test drive and enjoy the added responsiveness and power added to your vehicle by the Tuning Module.