



Installation guide for cars



BMW

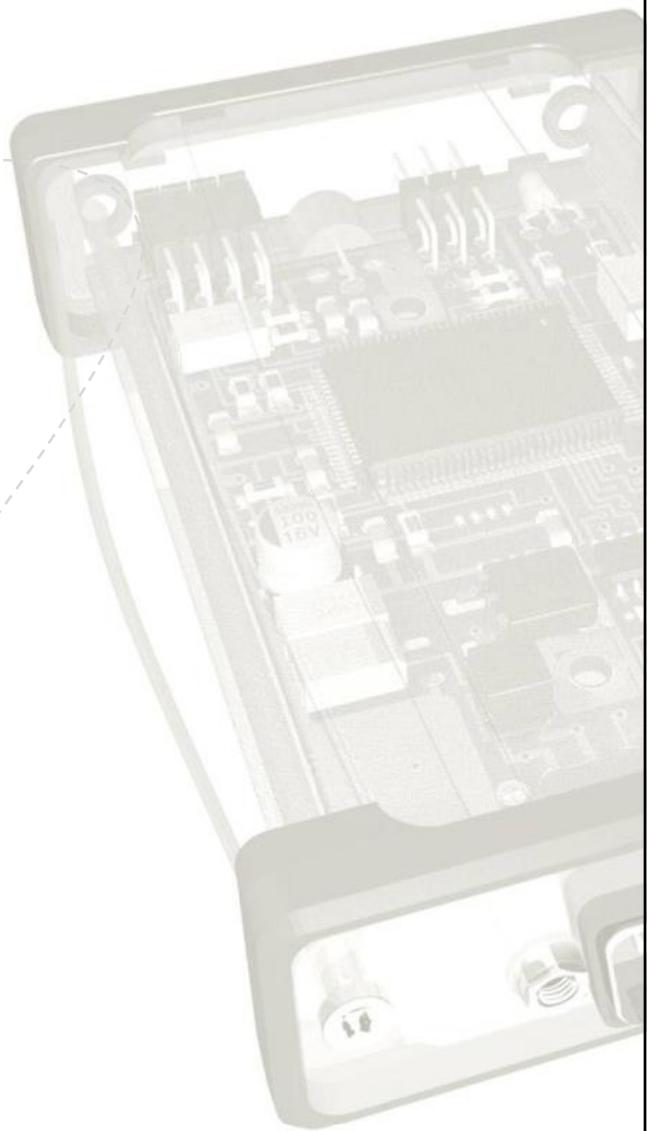
BMW 524 TD 85 kW

BMW 525 TDS 105 kW

BMW 525 TDS 105 kW

BMW 725 TDS 105 kW

Range Rover 2.5 DSE 100 kW



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General instructions

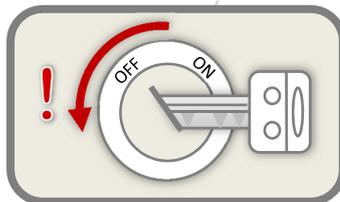
Read this installation guide carefully before starting the installation so that you will be able to use all the technical advantages of the systems and do not start with the installation before you have read and understood the instructions.

Your tuning system was designed and manufactured with great care and therefore should be also handled with care. If you comply with the advice given below you will avoid an early termination of the product guarantee and you will be enjoying your product for years to come.

Never install the system if the ignition is on. Pull the ignition key. After switching off the ignition, wait for 5 minutes until all electric devices are turned off.



Please absolutely consider these references.



Ignition switch off .



Wait after switching the ignition off 5 min.

If possible, install the module in a dry area in the engine compartment. Humidity and wetness contain minerals which cause corrosion to the electronic circuits. Fix the harness and protect it from humidity. Before every engine wash, remove the entire tuning system.



Install splash-proof



Attention with engine washing.



No installation on hot engine parts.

Do not fix tuning systems to engine parts that could heat up. Never fix the module directly or close to the engine (engine block). High temperatures can reduce the lifespan of electronic devices and can deform or melt specific plastics materials.

Take care that the harness does not touch the parts in motion and the metal parts to avoid friction. Do not make any changes to the harness (do not make it any longer or shorter).

In case of the malfunctioning of the system due to any non-compliance with the instructions during the installation of the tuning modules, the product guarantee will be terminated.

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BMW TD/S Range Rover DSE

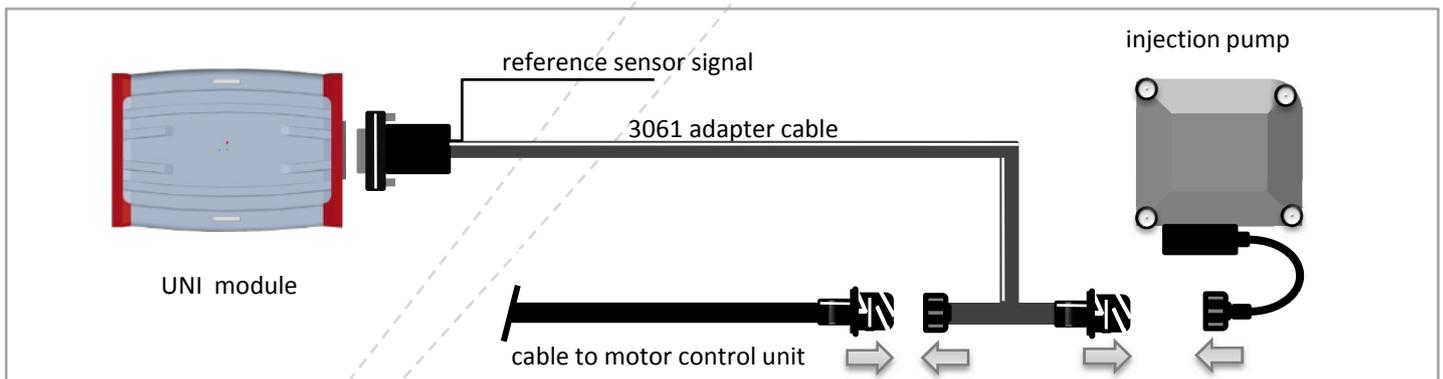
Installation

Remove the engine cover. Disconnect the 7-pin plug from the injection pump. Connect the 3061 adapter cable with the plug from the injection pump. Connect the original 7-pin plug with the 3061 adapter cable. Connect then the reference signal cable on the blue-yellow cable at the boost pressure sensor. Move the adapter cable not in parallel with injection pipelines or ABS-control device connecting leads. Keep to very big distances. Fix the cable harness with cable binders. Connect the UNI module with the adapter cable. The module should be obstructed possibly against warmth and splash water protected. Use the provided splash water protection bag and fasten this by means of the velcro fastening.

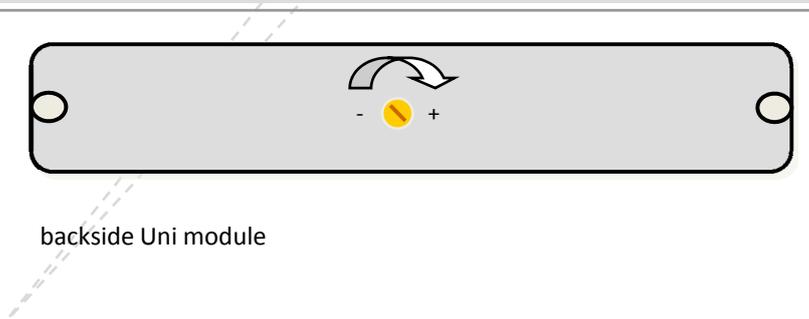
Settings

Now the vehicle is ready for a test run. The Performance tuning can obtain a different result throughout the series. It's possible that the engine power turns out to be too high or too low. If the power should be too high, it is shown by a strong soot generation, disturbed engine run, engine misfire or the initiation of the engine emergency program. You can do the fine setting with the potentiometer on the backside of the module. Keep ignition off and connect the setting cable to vehicle interface. Take the other end of the cable into the vehicle interior. Connect the UNI-System to the cable. The car must reach operating temperature before doing any adjustments! While you are driving with full-load, with an engine speed between 2000 rpm and 3000rpm, turn the screw of the potentiometer to the right until the increased efficiency of acceleration becomes noticeable and/or until moderate-strong smoke becomes visible. Turn the screw back slightly; In no case at all should soot exhaust be higher than in the standard condition.

Installation principle Uni System (3061)



Settings Uni module



To increase the curve turn the potentiometer clockwise. Drive extensively test.



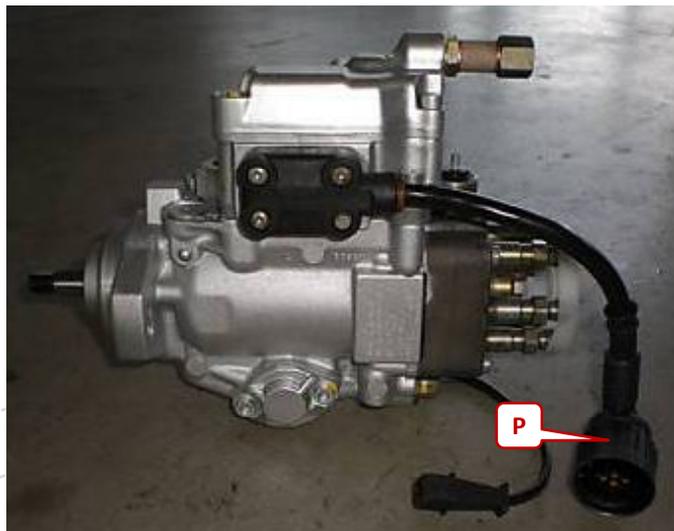
In order to reduce the curve, turn the potentiometer counter clockwise.



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BMW TD/S Range Rover DSE

Installation



Localise the injection pump and connect the 3061 adapter cable on the 7-pin plug (P).



Connect the reference sensor signal cable on the blue-yellow cable at the boost pressure sensor. If there is no blue-yellow cable you have to measure the Voltage. To find the correct cable switch the ignition on and measure the cables with a multimeter. On idle state the voltage is between 0,1 – 1 volt. At Full throttle (accelerator pedal depressed) the voltage increases . Move the adapter cable not in parallel with injection pipelines or ABS-control device connecting leads. Keep to very big distances. Fix the cable harness with cable binders.

Settings:

You can do the fine setting with the potentiometer on the backside of the module. Keep ignition off and connect the setting cable to vehicle interface. Take the other end of the cable into the vehicle interior. Connect the UNI-System to the cable. The car must reach operating temperature before doing any adjustments! While you are driving with full-load, with an engine speed between 2000 rpm and 3000rpm, turn the screw of the potentiometer to the right until the increased efficiency of acceleration becomes noticeable and/or until moderate-strong smoke becomes visible. Turn the screw back slightly; In no case at all should soot exhaust be higher than in the standard condition.