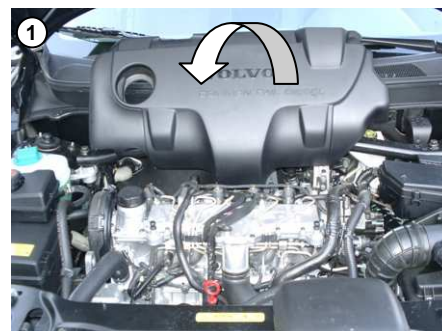


Installation instructions Volvo 2.4d 163hp / 185hp

▶ 1. Preparations

Switch the ignition off.
 Wait, until all electric power consumers are switched off.
 Remove the engine cover (see ill.1).



▶ 2. Cable harness installation

Localize the diesel pressure sensor/pressure transducer sensor on the common rail (see ill.2/3).
 The diesel pressure sensor is on the left at the common rail.
 Disconnect the 3-pole plug. Connect the cable of the DTUK System with the original plug of the common rail. Connect the 12 V cable with the +Pol of the vehicle battery.

Move the cable if possibly hose water protected and avoid attaching in hot engine parts.
 Put now the module on the Sub-D connection (see ill.4)



▶ 3. Settings - fine adjustment

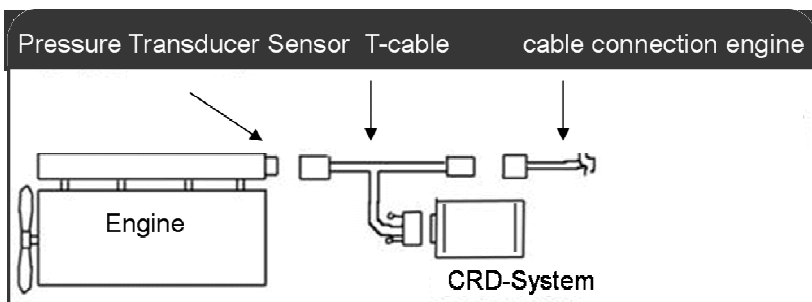
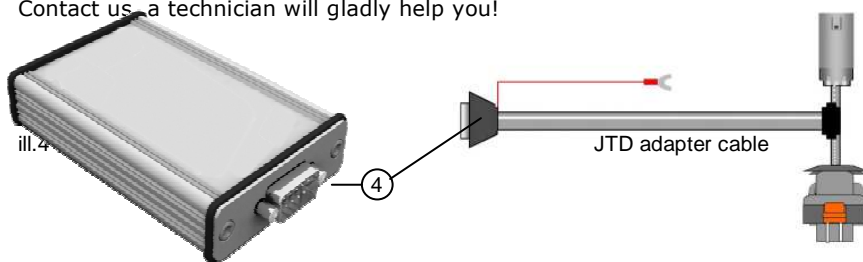
The system is preset. Normally you will not need to adjust the module.
 If you want to increase or reduce the power performance, you will only need to place the jumper to the left (increased efficiency) or to the right (reduced power performance). Please contact the manufacturer, before changing the jumper settings.

For ECO3 systems please refer to the separate ECO3 instructions supplied with your DTUK® system. Now fit the engine cover back on. The vehicle is now ready for a test drive. **If the car does not start or does not rev above 1200 revs you have managed to connect one or both of the connections plugs upside down. This looks as if this is impossible, but this is often the case. Please turn either 1 or both plugs around by 180 degrees.**

Now fit the engine cover back on. The vehicle is ready for a test drive.
 If you remove the module, you have to plug the null-contact onto the cable harness or remove the whole tuning system and restore the original settings, otherwise the vehicle will not function properly.



You still have questions or you are not quite sure?
 Contact us - a technician will gladly help you!



CRD Instruction

Information

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.

In the emergency program the vehicle drives with a strongly decreased performance. In some vehicle models the engine control lamp shines. The emergency program is a protective function of the engine and can be deactivated at any time.

With fine-tuning these problems can be resolved. A fine tuning is normally not necessary, since the CRD module was balanced and programmed for the respective vehicle. Before a change is made, you should contact your salesman or the manufacturer of the system. A technician will gladly help you.

CRD Box's backside

On the back of the unit you can see two LED's and some jumpers. The left set of jumpers is used for the program selection. The right set of jumpers is used for fine-tuning the CRD Tuning box (see ill.1).

Fine-tune jumper (right)

Only one jumper must be present in this row. Jumper on T position gives settings as made in configuration program. Now you can raise or lower the power output by setting the jumper on a positive or negative value. (see ill.2, ill.3 and ill.4). Jumpers which are put in horizontal position have no influence.

Program jumper function (left)

0, 1 or 2 jumpers can be applied in this row (see ill.5)
Should a not configured program be selected, program 1 is automatically called.

Jumper 1	Jumper 2	Program
Off	Off	1
On	Off	2
Off	On	3
On	On	4

LED's

Red LED: Device ready for use.
Yellow LED: Tuning is active.
Both LED's shine only while driving.
With the contact on, fine tuning selection is not possible.

 " If you still have questions or you are not quite sure?
 " Contact us, a technician will gladly help you! We wish you a good
 " journey and a lot of fun with the CRD System.
 " -----

