

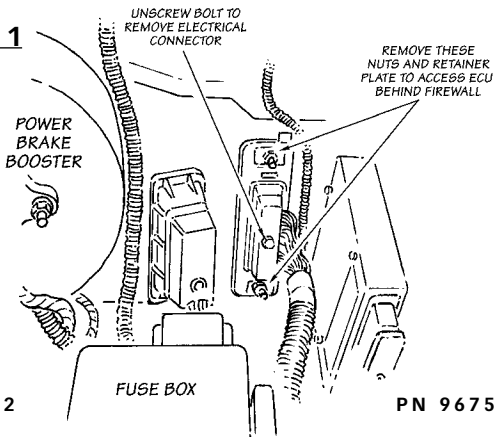
Banks Big Hoss™ Module

INSTALLATION INSTRUCTIONS

It is imperative that these instructions be followed to ensure that the installation of your Banks Big Hoss module will be effective. Improper installation may result in erratic vehicle performance, lack of power or non-operation.

1. Disconnect all battery ground cables.
2. Locate the ECU. **1994-1997 models only:** The ECU will be located in a recess in the firewall on the engine side, between the steering column and the left front fender. All that will be visible is an elongated electrical connector and wire loom, surrounded by a retainer plate attached with two nuts. See Figure 1. **1999-2002 only:** The ECU will be located under the dash toward the left-hand side of the vehicle. It will be housed in a black plastic box bolted to the side of the vehicle.
3. Loosen the bolt attaching the electrical connector to the ECU on the engine compartment side.

Figure 1



4. 1994-1997 only: Remove the two nuts and retaining plate from against the firewall. Pull the ECU out of the firewall toward the front of the vehicle. It may be necessary to remove the rearmost bolts attaching the flexible inner fender well to the body to provide clearance to remove the ECU. **1999-2002 only:** Loosen the two hex bolts on the rear portion of the black plastic box. Remove the box and ECU from the vehicle together. Pull the ECU out of the plastic box.

5. Pry the plastic cap from the rear of the ECU using a small screwdriver, exposing the printed circuit board edge connector inside. Retain the plastic cap. Loosen and remove the six bolts that hold the case of the ECU together. Open the case of the ECU being careful not to lose the plastic spacer or damage any circuitry inside the ECU.

6. Clean BOTH sides of the connector. First, clean the white grease off with a tissue. Next, scrape the clear silicone type coating from the connector fingers with the abrasive square provided. It is very important to clean both sides of the board in order to have a good connection between the ECU and the Banks Big Hoss module. It is only necessary to clean the connector fingers. Be careful not to damage any circuit traces on the board further inside the ECU. Reassemble the ECU.

7. Orient the module so that its edges line up with the edges of the ECU. (If the edges do not line up, or it looks as if the ECU will not fit back into the hole in the firewall, the module is rotated 180° off.) Place the Big Hoss module over the connector, and press firmly to seat the connection.

DO NOT FORCE THE MODULE ONTO THE CONNECTOR, AS DAMAGE MAY RESULT TO EITHER THE ECU OR THE MODULE. If the module does not install with firm pressure, check the orientation and try again. Place a piece of duct tape over the module, fastening it firmly to the ECU.

8. 1999-2002 only: Using a band saw or hacksaw, cut a portion of the black plastic case away allowing the module to reside in its proper location. See Figure 2.

9. Replace the ECU in its original location and tighten all bolts. Reattach the ECU connector to the ECU. Be careful not to bend the pins on the ECU.

10. On 1999 and later diesel models only, install the black wire with a ring terminal on one side and a male "fast-on" blade terminal on the other. Start by installing the red T-tap connector on the center wire of the MAP sensor as far from the sensor as possible. Pull the wire out of the convoluted plastic tube near the top of the firewall and squeeze the T-tap onto the wire with pliers. See Figure 3. Attach one end of the black wire to the T-tap and the ring terminal end to the ground strap lug on the firewall.

11. Reconnect the battery(ies) and start the vehicle. The vehicle may not start if the coating on the ECU connector is not completely removed or if there is a mismatch of codes. A quick indication of module connections that are not cleaned properly is the "Wait to Start" indicator will fail to light and the "Check Engine" warning indicator will stay lit after the key is switched on. If the engine fails to start, re-clean the ECU connector, reinstall the module and try again.

Figure 2

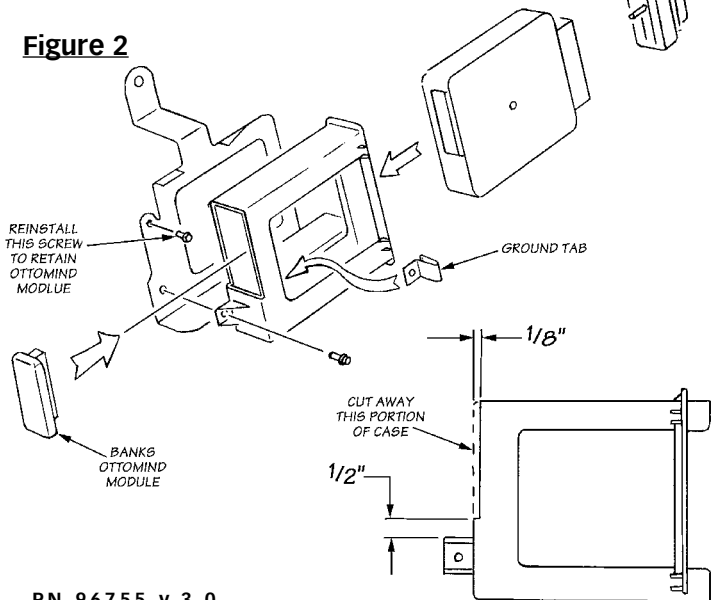
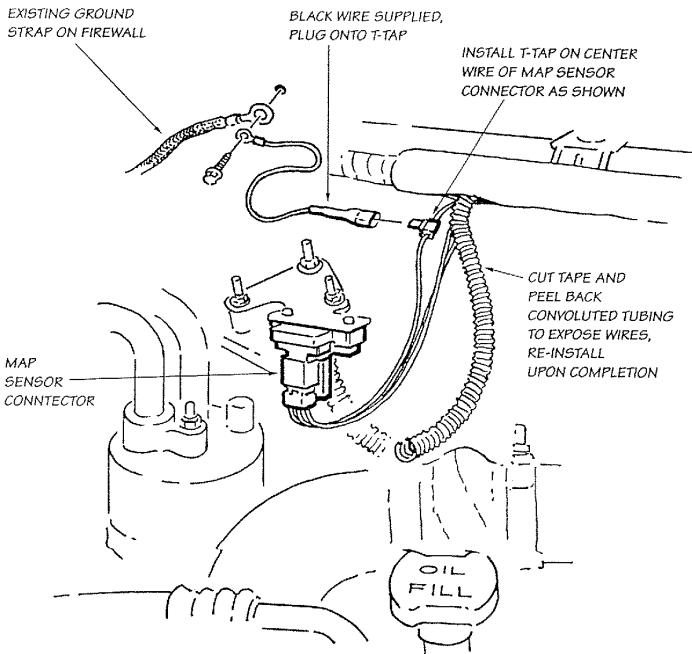


Figure 3



***WARNING: DO NOT REMOVE THE BIG HOSS MODULE WITH THE ENGINE RUNNING OR KEY IN "ON" POSITION! DAMAGE TO ECU WILL OCCUR.**

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