



WARNING!

This module is not to be used on emissions regulated waterways



The intension of this module is to allow the running of a catalyzed marine engine without the catalytic converters installed and without triggering any ECU error codes. With the engine operating in this condition, the emissions control system will be rendered inoperative. For this reason, do not operate the vessel on emissions regulated waterways.

Module Electrical Connections and Mounting

The module system comprises of three components:

- The electrical module
- The five pin harness
- The six pin harness

The electrical module has two electrical connectors. One has five terminals and the other has six terminals. Each harness has either a mating five pin connector or a six pin connector. Plug each harness into the corresponding connector of the electrical module.

One harness will go to one bank of a V8 or V6 engine. For a four cylinder engine, only one harness is used. There is not a Port or Starboard to the harnesses or module, even though the harnesses are labeled as such. The loose end of each of the harnesses has three mating oxygen sensor connectors. For the system to function correctly, these connectors must be connected to the correct location. To do this properly, the pre and post oxygen sensors for both engine banks must be identified. The pre oxygen sensor is the one located before the catalytic converter and the post sensor is the one located after the catalytic converter.

Starting with either engine bank, locate the pre oxygen sensor. If the pre oxygen sensor is connected to the engine harness, disconnect the sensor from the engine harness. Each of the two disconnected ends, one from the engine harness and one from the pre oxygen sensor, will be connected to one of the electrical module harnesses labeled pre oxygen sensor. This module harness will now have one unused connector labeled Post Oxygen Sensor Engine Harness. This connector will plug in to the post oxygen sensor engine harness. The post oxygen sensor itself is not required and is no longer connected.

The other electrical module harness is connected to the other engine bank in a similar fashion as the first harness. The module can now be mounted to the engine or boat with screws or plastic zip ties.

"Clearing faults codes MANDATORY"*

- when working on emission systems, i.e. changing, repairing, etc, the recommended action when all fixes are done is to clear the fault(s) into the vehicle ECM w/ the scan tool/scan computer hooked to it. This is a MUST and only valid if you have done so with a scan tool.

- the 2nd option is to run the engine(s) through the OEM routine to clear the fault(s). In fact, in order to “manually” clear such fault, the ECM manufacturer has included a routine to follow as to, for instance, run the engine(s) through various rpm bands or based on a number of time the engine needs to be cranked or number of minutes the engine is at its normal temp., etc. Refer to OEM owners manual.

The ECM can then be able to accept that the previous fault codes inflicted on the system by disconnecting all sensors, was then fix and in a normal functioning order resulting in a clear faults status.