

UPDATED Installation and Operation Directions Blue Chip Redline Performance Box

**DO NOT INSTALL THIS BOX WITHOUT READING, SIGNING AND RETURNING THE
DISCLAIMER OF LIABILITY FORM STAPLED TO THESE DIRECTIONS**

**INSTALLATION OF THIS PRODUCT INDICATES THAT THE END USER HAS READ,
UNDERSTOOD AND AGREES WITH THE DISCLAIMER OF LIABILITY AGREEMENT**

You may return this product before you install it for a full refund if you do not agree with the terms and conditions explained in the waiver.

DO NOT USE THIS PRODUCT FOR MORE THAN 2 MINUTES AT FULL FUELING

For this installation you will need a ratchet with 4-6 inch extension, a 10mm socket, a 13 mm wrench or socket, an 11mm or 7/16 deep socket or wrench, a 5/16" wrench or socket, an electric drill with either a 29/64" or 7/16" bit, a 1/4" pipe tap, a number 2 fillips screwdriver, a small, 1/8" or so, flat bladed screwdriver, a 5/8" open end wrench, a pair of water pump pliers, a test light, a pair of straight pliers and a single edged razor blade. You will need either a "25 TORX" bit or a "25 TORX PLUS TAMPERPROOF" bit to remove the injection pump cover and install the replacement cover. The date that they went to "TORX PLUS TAMPERPROOF" was approximately the change to 2001 model year, but replacement pumps often have the tamper proof screws, so it is best to look at your pump first to determine what you'll need. The "25 TORX" is a six point solid bit and the "25 TORX PLUS TAMPERPROOF" bit is hollow and has five points. If you need a torx bit for installing the replacement cover, we will sell it to you for a reasonable price.

Drill a hole in the turbo outlet elbow anywhere convenient and tap hole with a 1/4" pipe thread tap and install the thermocouple assembly. The hole should be drilled with a 29/64" drill bit, but a 7/16" will do. Run the tap almost all the way into the hole to get the best position for the thermocouple. Connect the two leads of the thermocouple to the red/yellow extension cord. The other end of the extension cord should be inserted into the little green plastic plug on the back of the box and retained by tightening the screws on the bottom of the green plug. The green plastic plug can be removed from the box by pulling on it straight away from the box. Cut the spade terminals off the red/yellow wires and strip off a little insulation to attach the wires to the green plug connector. The yellow wire from the thermocouple should be attached to the terminal closest to the outside of the box and the red to the inner side of green plug.

Never solder other wires to a thermocouple or it won't read/work correctly.

If you already have a pyrometer and want to use the thermocouple from that installation, or add the Redline Box to that gage so both gages work, you may do so by just extending the thermocouple wires by twisting or crimping normal stranded wires to the red and yellow or white and black wires at the back of the existing gage. Be sure to

use the same type of wire for both leads. If the wires are backwards in the green plug the Redline Box will not display exhaust temperatures, but no damage will result.

We are suggesting a new approach to the electrical installation of the Redline Performance Box to make installation easier and less time consuming. We are suggesting you run the wires that go to the engine compartment out the driver's door from the left side of the dash. Our Beta testing has found this approach very durable and well received by the installer; of course you may run the wires through the firewall if you wish. The telephone type cable, the thermocouple wires, the blue and green throttle position sensor wires and the red/black Siamese wire should be fed over the weather strip on the driver's door, inside the hood hinge, under the plastic cowl cover to the appropriate connection points. You will find tucking them under the plastic cowl cover protects the wires from interfering with the hinge.

The phone style harness is connected to the Boost/MAP sensor, which can be found behind the fuel filter toward the back of the engine. Unplug the factory harness by lifting the retaining tab on the plug and pulling connector straight away from engine. Plug our harness into the sensor and the other end of our harness into the truck harness. Be sure to do this with the ignition key in the off position. Run the phone style wire and connector into dash area. The 2001 and 2002 MAP harness plug is three wires in a straight row and the 98-2000 uses a triangular pattern in the plug. Just match the plug and socket to the harness and you'll be sure to be on the right sensor.

Remove the throttle linkage housing by removing the three bolts that are 13mm. Remove the intake tube, using a 10 mm socket on the bolts going into the intake manifold. Remove the dipstick tube from the intake tube with a 10 mm. Using either a deep 11mm or deep 7/16" socket or wrench loosen the clamp on the top of the inter cooler hose, and remove the intake tube carefully so as to not destroy the gasket under it. Move throttle housing out of the way by pushing it down toward the fender, by the inter cooler pipe, for easier access to the pump wires. Try not to pull too hard on the wires, or disconnect the throttle position sensor wires by removing the plug under the throttle housing. If the truck only idles when started you know you have disconnected the sensor! Install a red Skotchlok tap type connector on the blue wire with a black tracer coming from the throttle position sensor and connect the blue wire from the box here. Be sure the spade terminal goes straight into the slot of the Skotchlok, not beside it! Attach the green wire from the box to the green wire with the blue tracer on the throttle position sensor in the same manner.

Using either a 25 torx or a 25 torx plus tamper proof bit remove the five screws holding the metal cover on the injection pump, and remove and save the metal cover. Be sure the rectangular o- ring is still on injection pump before installing new replacement cover. Check the replacement plastic cover to be sure the pointed Allen screw is retracted and isn't sticking out of the hole on the pump side of the cover, and install plastic cover on the injection pump. Be sure the cover is in its "happy place" and start all five screws. Tighten all five screws evenly. Keeping the lock nut loose, turn in the Allen screw until a resistance is felt and then turn in 3 ½ more turns. Attach ring terminal from red wire of short red/black harness to Allen screw and gently tighten locknut. To be sure of the connection, turn the ignition key to the "on" position and verify battery voltage on the Allen screw and

therefore the red wire. Plug the mating connectors from the long red/black wires coming from the box into this short harness, color for color.

Remove the main wiring harness from the injection pump by pulling the indented part of the plug towards the fender with your left hand, while wiggling the main part of the plug and pulling it toward the firewall at the same time, with your right hand. Use a razor blade to remove the black tape holding the outer plastic covering from the wires and locate the black wire with a brown tracer and attach the black wire from our short red/black harness with one of the supplied blue Skotchloks. Reinstall the intake tube, the dipstick tube and throttle housing.

DO NOT CONNECT BLACK WIRE ANYWHERE ELSE

The box should be mounted on the top left side of the dash with the included Velcro strips. This location, we feel, is the safest and most desirable, as the driver doesn't lose sight of the road when reading all the information. We feel under dash mounting is unsafe.

The short red wire connects to fuse number 9 in the fuse box on the left side of the dash. Remove the fuse and slide the brass fuse tap connector over one leg of the fuse and reinstall with tap on top leg of fuse; attach the flag terminal from the red wire to the tap on the fuse, so wire to the box is fuse protected.

DO NOT CONNECT THIS RED WIRE ANYWHERE ELSE

For technical support for installations feel free to call 888-472-7373. If after hours or when we are not open you may try to reach us by dialing 1 while listening to our announcement/greeting on our phone system. You should then be connected via cell phone to someone that can help you. Please leave a message if we are out of range and we will get back to you as soon as possible.