

**** 2009 MY special note- for 2009 MY trucks built after 03/09 or any 6.7 truck that does not start following the first full flash****

Trucks built after 03/09 or trucks that have had the ECM replaced after 03-09 will have anti-tuning software installed in the ECM from the factory. This means that when you flash in a modified tune the ECM recognizes a non- factory file and will not allow the truck to start. If this happens, turn the key onto run with the engine off, scroll down to the file "FULL4: DONOTUSE" and press ok. The tuner will then flash in a special file. This file will disable the anti-tuning checks within the ECM and allow the truck to start. AFTER THIS FILE IS LOADED, YOU MUST FLASH BACK IN THE CSP5 FILE. Do not attempt to start the truck with the DONOTUSE file loaded. To flash in the CSP5 file, follow the step 2 directions.

1. Reading your stock file from the ECM:

To read your stock file from the ECM begin by plugging the Tuner into the OBD-II port under your dash. Turn the key to the run position but do not start the vehicle. The tuner will then power up and the first screen will be "Scan Tool" using the next button scroll down until you see "Tuning Tool". Select this option using the ok button. Next press the ok button at the first option "Read Tune", Then select "CMC" The tuner will begin reading out your stock file and will count from 0% to %100. Once the file is read, the tuner will display a message saying "Ignition Off Now" turn the key to the off and press ok. The tuner will count down from 10, once it is at zero you can start the vehicle. The file will be stored in the read folder that we will later find in the updating the Tuner section.

2. Flashing calibrations into the ECM:

Once you have read out your stock file, you are ready to flash in your CSP-5 file. To do this, once again select the "Tuning Tool" option, with the key in the run position and the engine off, from the main menu. Then, press the next button until you see "Program Full". Next, press the next button until you see a file name that will say modscp5 or csp5mod. Press the ok button and the tuner will ask "license ECU now?" Select ok, from there the tuner will load in the file starting at 0% and working up to %100. Once the file has loaded the tuner will display "ignition off now". Turn off the ignition and press ok. The tuner will count down from 10. You can now unplug the tuner and start your truck.

3. Switching Tunes on the Fly:

Now that you have a CSP5 file loaded into the ECM, you can select tune files on the fly. To do this, plug the tuner into the OBD-II port and select the "Scan Tool" option. Next select "Select PIDS", then "Record Data" will appear on the screen next press the

previous button until you see "EXIT". Press exit to return to the main menu. From the main menu, press next once and select "Tuning Tool". Using the Next button scroll down until you see "Switch Tunes". The scroll down until you find the tune you want and press ok. The tuner will now select the tune. This process will have to be done every time you unplug and re-plug in the Autocal.

4. **Reading and Clearing DTCs**

To read DTCs, plug the tuner into the OBD-II port and turn the ignition to run, using the next button scroll down to "Trouble Codes". Next scroll down to "Display all DTCs". Press select and any DTCs will display one at a time. Use the next button to scroll to the end of the list.

To clear DTCs, scroll down to the "Clear Codes" option. Press the ok button, the tuner will ask you if you are sure select ok and the tuner will then clear the DTCs in the truck. You will hear three chimes from the dash and the check engine light will flash. Turn off the ignition and wait 10 seconds, turn the ignition back to run and start the truck. If the check engine light is still illuminated repeat the previous steps again.

You will need to unplug the air throttle valve on the driver's side of the motor located at the bottom of the air intake horn. The plug is located on the backside of the valve and is not visible with the intake horn on the truck. There is a red locking tab on the connector that must be pushed to the side before you can unplug the valve. See picture below for reference. The air throttle valve is circled, the plug is on the backside not visible.



Also you will need to unplug the EGR Valve on top in green circle and EGR Servo on top of your EGR Cooler located on top of the exhaust manifold. (Looks like a little wheel with a cable like a bicycle brake cable.)

If you are deleting the EGR Valve and Cooler these 2 last components are taken care of already.

If you have any questions on using your Tuner please contact us at:
423-815-5582 or send an e-mail to anarchydiesel@yahoo.com