IMPORTANT NOTICE

During programming, the TDCO (Top Dead Center Offset) value was erased from this replacement PCM. If you hook up a scan tool, you MAY notice that TDCO=0.0*. However, once your coolant temperature reaches 170* at an idle, the PCM will automatically re-learn your TDCO value without any action on your end. Please make sure your PMD resistor is installed **before** installing this PCM! Reason being, the PCM looks for the resistor value and saves to memory during the TDCO learn process.

The new PCM should learn the same TDCO value as your old one. This is assuming your timing was set correctly in the past. OBD2 trucks run this automatic re-learn on their own approximately every 50 key power cycles. If your engine stumbles or shuts off when it reaches temperature, this is a direct indication that the learn process is failing because the pump needs moved to be within spec of -2.50* to +2.50*. This is not something we can correct for you and it will require a capable scan tool and pump adjustment to remedy. Please reference the factory service manual excerpt on our website's documentation page under www.QuadstarTuning.com.

Initial Startup Instructions:

1. Connect new PCM. If the engine is cold, it may be beneficial to warm it up on the original PCM initially, then perform the swap to speed up the timing learn process.
2. Turn key on, you should observe a short glow plug cycle. Do NOT start the engine.
3. Turn the key off for at least 30 seconds
4. Turn the key back on, allow a normal glow plug cycle, and start the engine
    a. You may notice a very noisy, cold-advance type startup. This is normal on the first start of a PCM swap and should clear up quickly.
5. Allow the engine to warm up and follow the initial notice above in this document

IF YOU HAVE IDLE ISSUES AFTER INSTALLING THE NEW PCM, THERE'S A 99% CHANCE YOUR PMD RESISTOR IS THE ISSUE. PLEASE CHECK THAT YOUR RESISTOR IS PRESENT AND INSTALLED CORRECTLY (YOU SHOULD BE ABLE TO READ THE # PRINTED ON IT WHEN IT IS SITTING INSIDE THE PMD PLUG). IF YOU HAVE A #9 RESISTOR, IT'S ALSO POSSIBLE THAT THIS IS PUTTING YOUR PUMP TOO FAR OUT OF CALIBRATION TO IDLE PROPERLY. REGARDLESS OF WHAT OTHER SOURCES TELL YOU, YOUR OLD PCM MAY HAVE NEVER SEEN THE CURRENT RESISTOR, BUT THE TUNED PCM WILL ALWAYS LOOK FOR IT INITIALLY. THEREFORE, ANY ISSUES WOULD ONLY SHOW THEIR FACE DURING THE SWAP PROCESS ON THE NEW PCM.

Scan Tool Notice:

Regardless of your model year or the VIN programmed into this PCM, you must connect your scan tool as a 1998+ model year (2000 preferably). This is due to custom operating system changes we make to give you the smoothest running trucks around. The following codes also may show as historical on some scan tools, but are frequently DISABLED in the tunes: U1000 (passlock communication), PO236/PO237/PO238/P1656 (Wastegate vacuum control), P1643 (Glow Plug Relay Feedback). Feel free to call us with any concerns regarding these.

Passlock Notice (Security Light):

If Passlock is deleted in your tune, the security light will now remain lit until you either remove the security fuse, unplug the passlock module, or remove the bulb from the cluster. We do this to prevent security faults in the future and eliminate the need to do a 30 minute security re-learn when switching PCM's