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Installation Instructions

For

#64061 Striker I Power Module

2004.5-2005 GMC/Chevrolet

Duramax LLY Diesel

2nd Edition August 2007
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The Striker I Diesel Power Module features an ease of installation and use design. After a few simple connections the tune-ability that you have always wanted from your Duramax diesel will be available at a touch of a button. 2004.5-5 diesels must have a "2" as the eighth digit of the VIN. Please read these entire instructions before beginning the installation. Make sure the key is off and the engine is cool before any connections are made.

Parts List:

- 1- Striker I Power Module
- 1- Wire Harness
- 10- 7" tie wraps
- 1- Instruction Sheet
- 1- Multi Decal Sheet
- 4- Inches Velcro

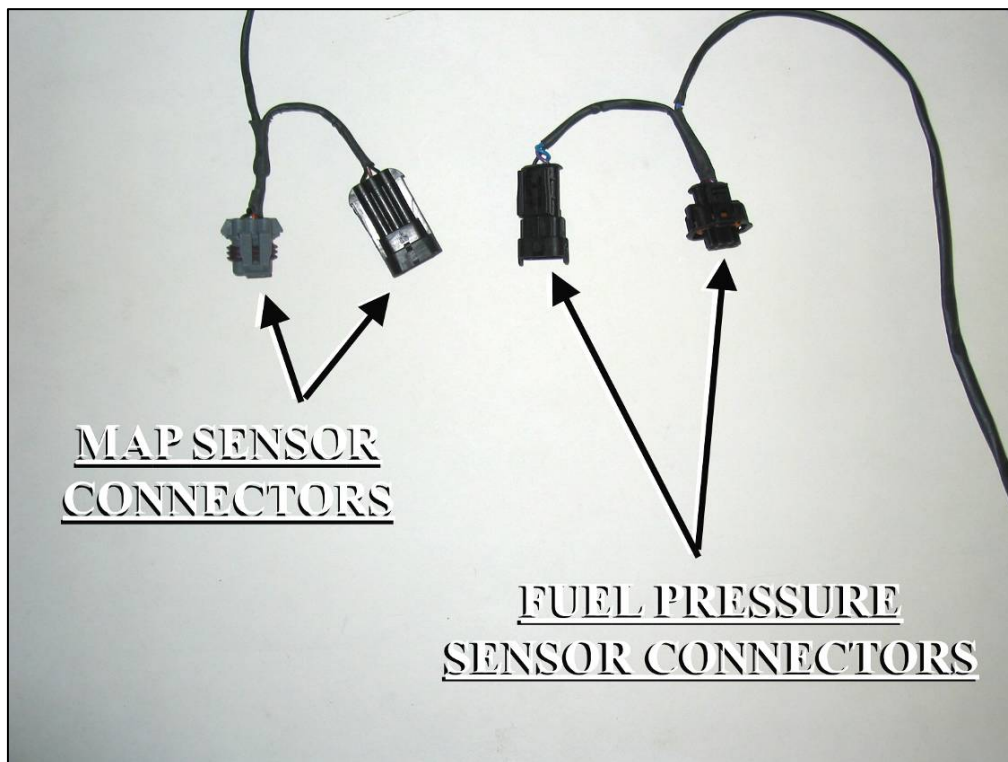
Tool List:

- Long-nose pliers
- Phillips and flat head screwdrivers
- Drill and Drill bits
- 3/8 Ratchet and Metric sockets



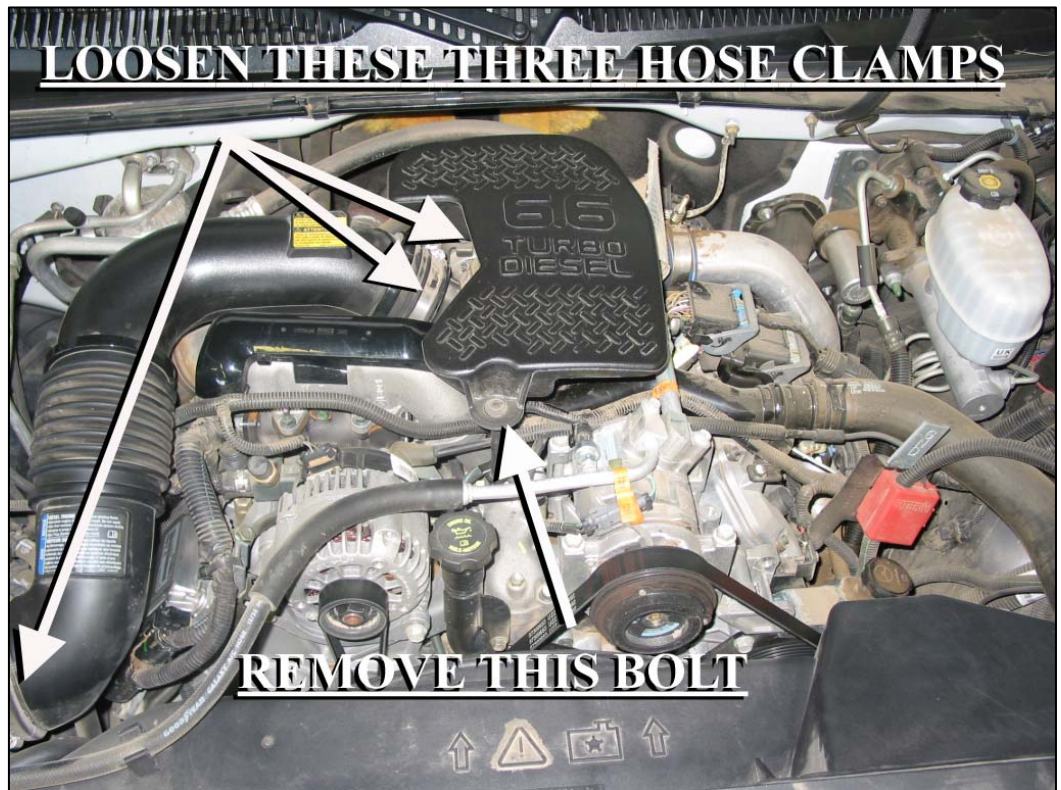
Engine Compartment Installation:

The Striker I Diesel Power Module is shipped with a harness to match your vehicles configuration. Harness alterations are not needed. If difficulties during installation are experienced please contact us via phone at 800-423-9696 or email to tech@painlessperformance.com. Two connections will be made in the engine compartment plus attaching the ground eyelet. Route all wires and connectors away from potential hot spots on the engine. Securely attach the wires using the supplied tie wraps.



**Fuel Pressure
Sensor Connector:**

Loosen the three hose clamps and the one bolt holding the air intake and resonator onto the turbo intake. Remove both pieces from the engine.



Locate the fuel pressure sensor connector on the passenger side of the engine. Disconnect the factory fuel pressure sensor connector from the fuel pressure sensor.



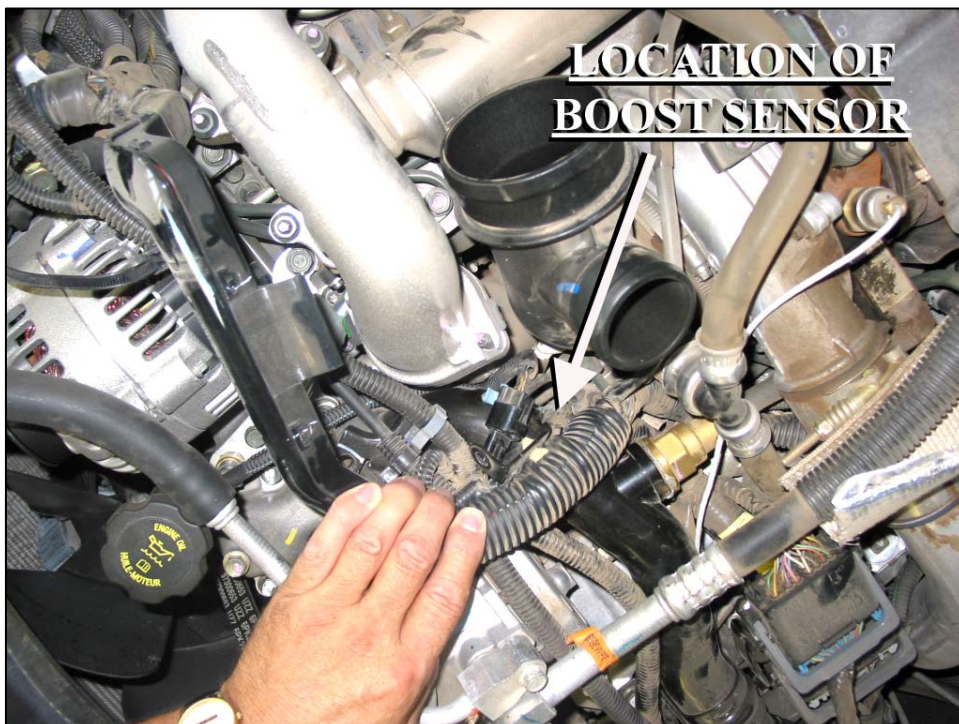
Connect the factory fuel pressure sensor connector to the corresponding female connector on the Striker harness. Connect the male fuel pressure sensor connector on the Striker harness to the fuel pressure sensor.

(MAP) Boost Pressure Sensor Connection:

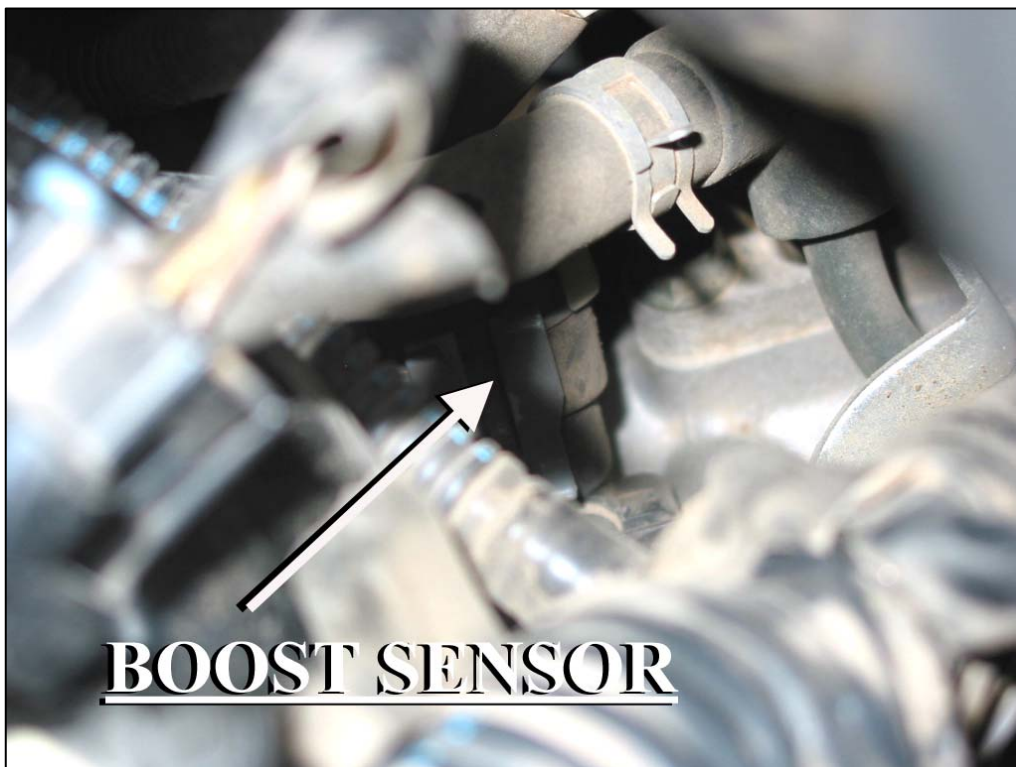
To locate the boost pressure sensor you must remove this nut from the intake and pull the engine wire harness towards the front of the vehicle.



The boost sensor is buried down in the engine valley. The engine must be cool in order to reach the boost sensor connector with your hand.



Unplug the factory male boost sensor connector from the boost sensor. Connect the factory male boost pressure sensor connector to the female boost pressure sensor connector on the Striker harness. Connect the Striker harness male boost pressure sensor connector to the boost pressure sensor. Reinstall the wire harness bracket and nut onto the intake tube.



Connect the ground eyelet to this grounding point in the engine compartment. If your harness does not have this ground wire, skip to the next step.



Route the remainder of the Striker harness over to the driver side of the brake reservoir. Insert the harness through the firewall and into the cab of the truck.



Reinstall the air intake and the resonator box onto the engine.

Route the module connector up to where the module will be mounted. Make sure to not route the wires near the brake, clutch or gas pedals or any movable parts on the steering column. Loosen the screws on the back of the module approximately three turns. Plug in the Striker harness to the module and tighten the screws. Use the supplied Velcro strips and attach the module permanently.

Striker I Module Functions:

Recheck that all connections have been made in the engine compartment and the harness has been plugged into the module. Before initial start up, the operator should understand all functions of this diesel power module.



(PL) Power Level Adjustment:

The default mode for the display when the truck is started is **PL** or power level. While in the power level mode the **UP/DN** buttons are used to move between these power levels. Power levels can be adjusted with the vehicle running, on the fly or with the key on, engine off.

FE- Fuel Economy mode

0- Stock Factory setting

1-9- Power levels increasing the engine output with the higher the number

HO- High Output mode

(FP) Fuel Pressure Display:

This mode may be selected by clicking the mode button until **FP** is shown on the display. This displays the fuel pressure in the high-pressure common fuel rail and is expressed in (##) x1000psi.

(PS) Boost Display:

This mode may be selected by clicking the mode button until **PS** is shown on the display. This displays the turbo boost pressure in (##) psi. This mode is just used for a gauge display.

(AS) Anti-Theft Setup:

This mode is selected by holding the mode button down for approximately two seconds until **AS** is displayed and flashing. Use the reference chart below to make your selection for anti-theft. Press and release the mode button to exit the anti-theft setup mode. When anti-theft mode is selected, if the truck is started the Striker module display will remain blank except for flashing dots. To deactivate anti-theft mode simply hold down the mode button for one second until the Striker module display returns to usual. When in anti-theft mode the truck will be difficult to start and if started the truck will be de-fueled so that it is not drivable. If the anti-theft mode is not disengaged and a de-

fueling strategy is experienced, push the mode button for one second. This will allow normal operation of the vehicle.

- 0- Activates Once (One key off and key on cycle)
- 1- Always Activates
- 2- Never Activates (default value when shipped)

Initial Startup:

Turn the ignition key to the on position. The display should show **PP** then show **PL** and then show **0**. Any other result is considered undesirable and all connections should be rechecked. Crank and start the vehicle. Allow time to reach operating temperatures before loading the engine excessively. After powering up the module the first time the **PL**, power level, will default to its last known state.

Cold Weather Start-up:

During cold start-up the Striker power module should only be used between power levels 0-3. Other power levels may be used during cold start-up but, do not excessively load the engine until it is up to operating temperature!

Allison Automatic Adaptive Shift Schedule:

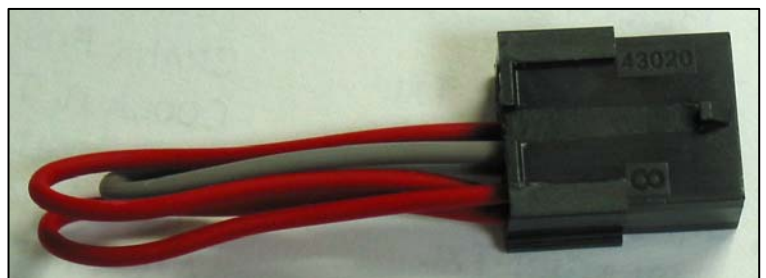
It is recommended to gradually move up on the power levels with this diesel power module over the course of several drive cycles. This gives the transmission control module a chance to modify the shifts and compensate for the added horsepower and torque.

Recommendation:

It is recommended to uninstall this harness and module before any work is done on the vehicle by a dealership.

Trouble Shooting:

If the vehicle is not functioning correctly, unplug the Striker power module and plug this pigtail into the Striker harness. If the engine still does not function correctly recheck all of the connections. If the harness is installed correctly the engine will start and function just as stock. Unplug the pigtail and plug the Striker power module back into the Striker harness.



PAINLESS WIRING OFFERS A TECHNICAL ASSISTANCE LINE TO ANSWER ANY QUESTIONS YOU MAY HAVE. THE NUMBER IS (800) 423-9696. PHONES ARE ANSWERED MONDAY THROUGH FRIDAY FROM 8 AM TO 5 PM CENTRAL TIME, NOT INCLUDING HOLIDAYS. PLEASE LEAVE A MESSAGE IF YOU ARE UNABLE TO REACH US AND WE WILL RETURN YOU'RE CALL AS SOON AS POSSIBLE.

Painless Performance Limited Warranty and Return Policy

Chassis harnesses and fuel injection harnesses are covered under a lifetime warranty.

All other products manufactured and/or sold by Painless Performance are warranted to the original purchaser to be free from defects in material and workmanship under normal use. Painless Performance will repair or replace defective products without charge during the first 12 months from the purchase date. No products will be considered for warranty without a copy of the purchase receipt showing the sellers name, address, and date of purchase. You must return the product to the dealer you purchased it from to initiate warranty procedures.

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