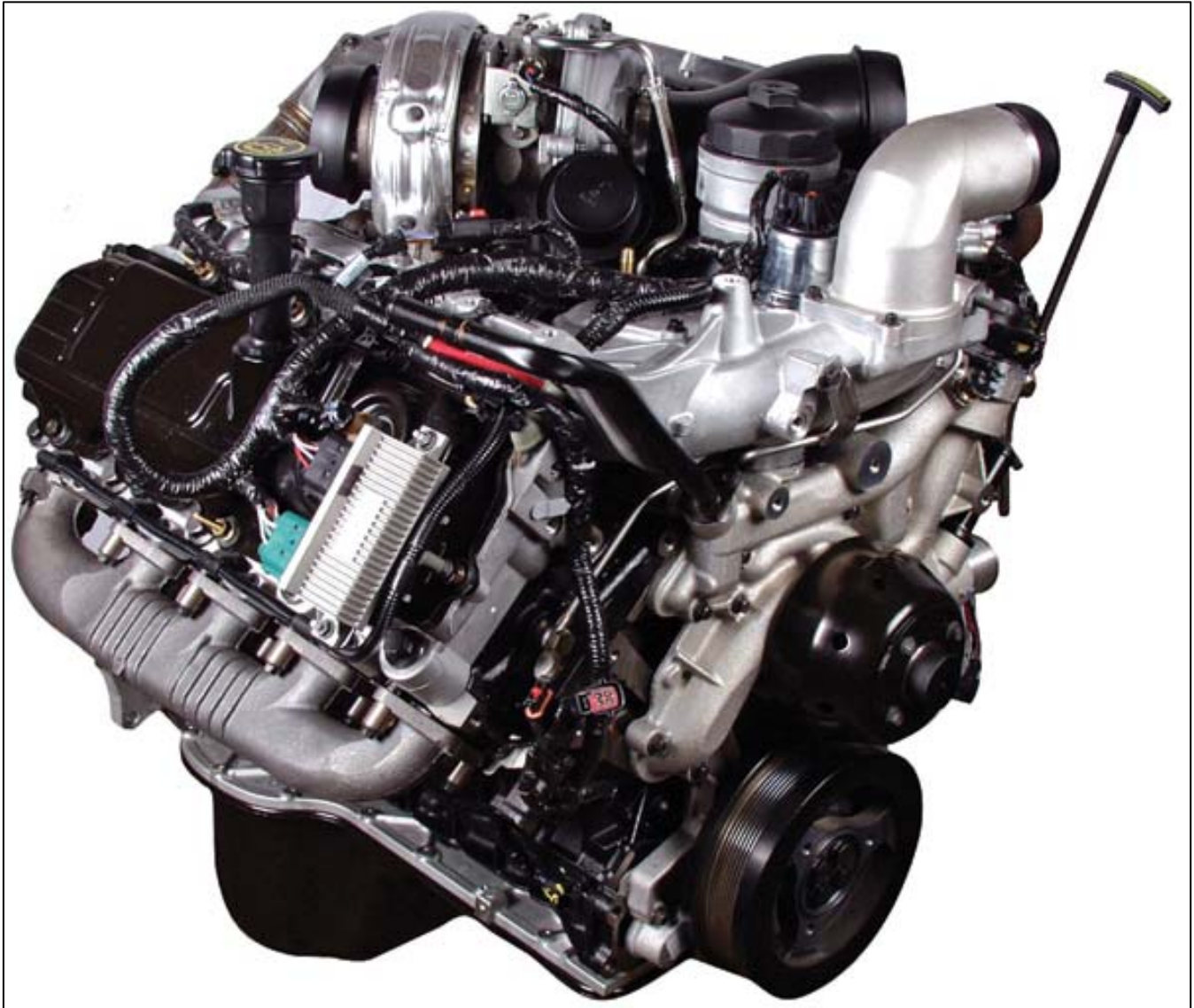




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Installation Instructions

For

#64066 Striker I Power Module

2003-2006 Ford

Powerstroke 6.0L 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 Powerstroke diesel will be available at a touch of a button. Please read these entire instructions before beginning the installation. Make sure the key is off 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

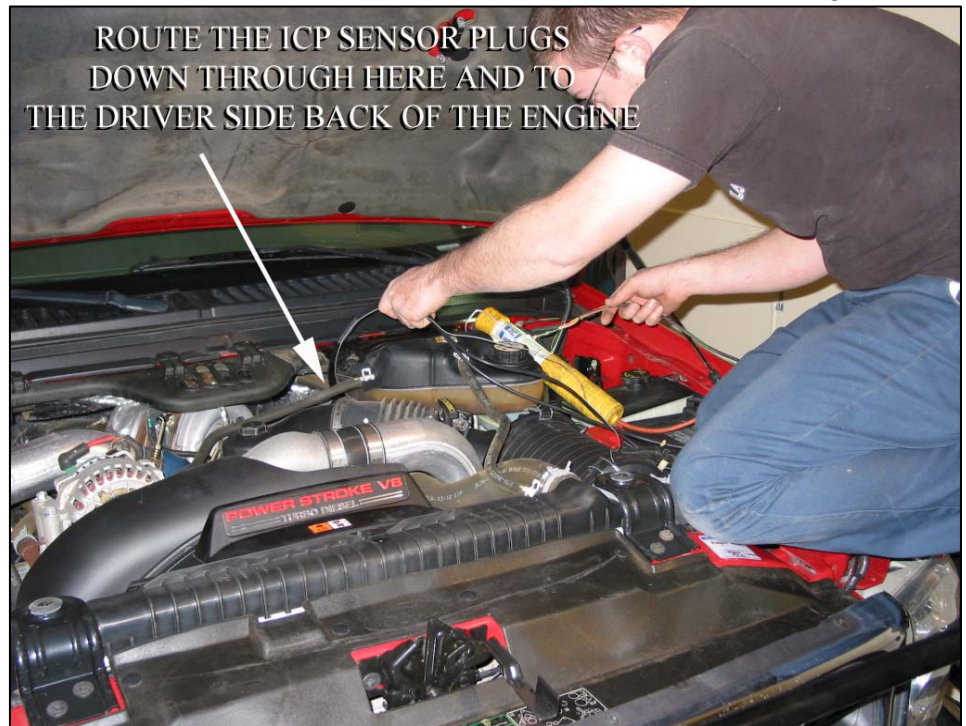


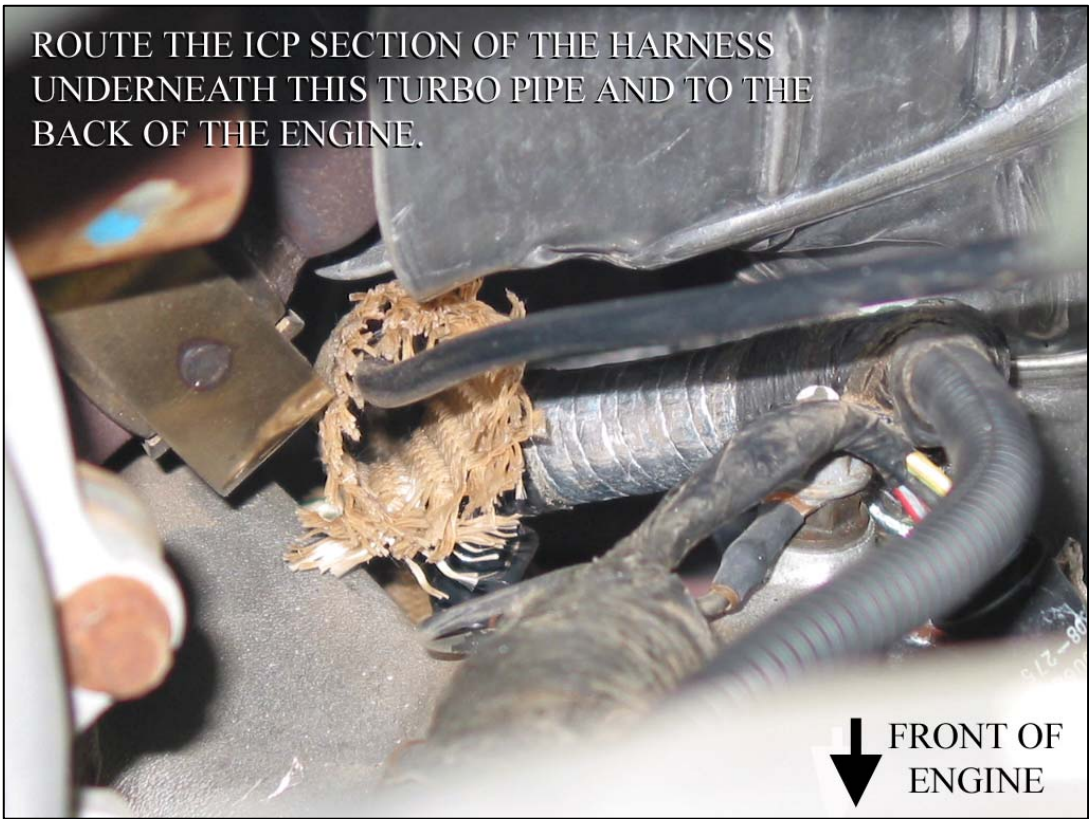
Engine Compartment Installation:

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.

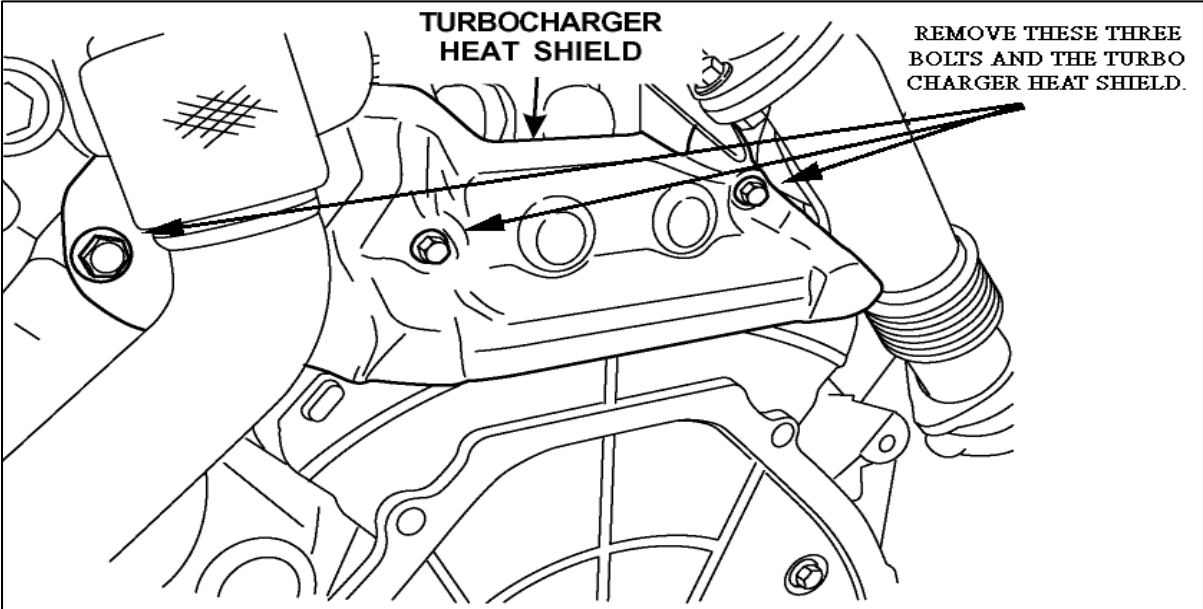
Injection Control Pressure Sensor Connector:

On 2003 and some early 2004 trucks the ICP sensor is mounted at the back of the engine underneath a heat shield. The heat shield can only be seen from underneath the truck with a flash light pointed towards the top rear of the engine. Route the Striker II Diesel Power Module harness underneath the turbo charger and to the back of the driver side of the engine. Turbo chargers get extremely hot; make sure to route wires away from touching any turbo charger piping or exhaust piping. It is advisable to wrap this part of the harness with a heat resistant material to ensure thermal protection.

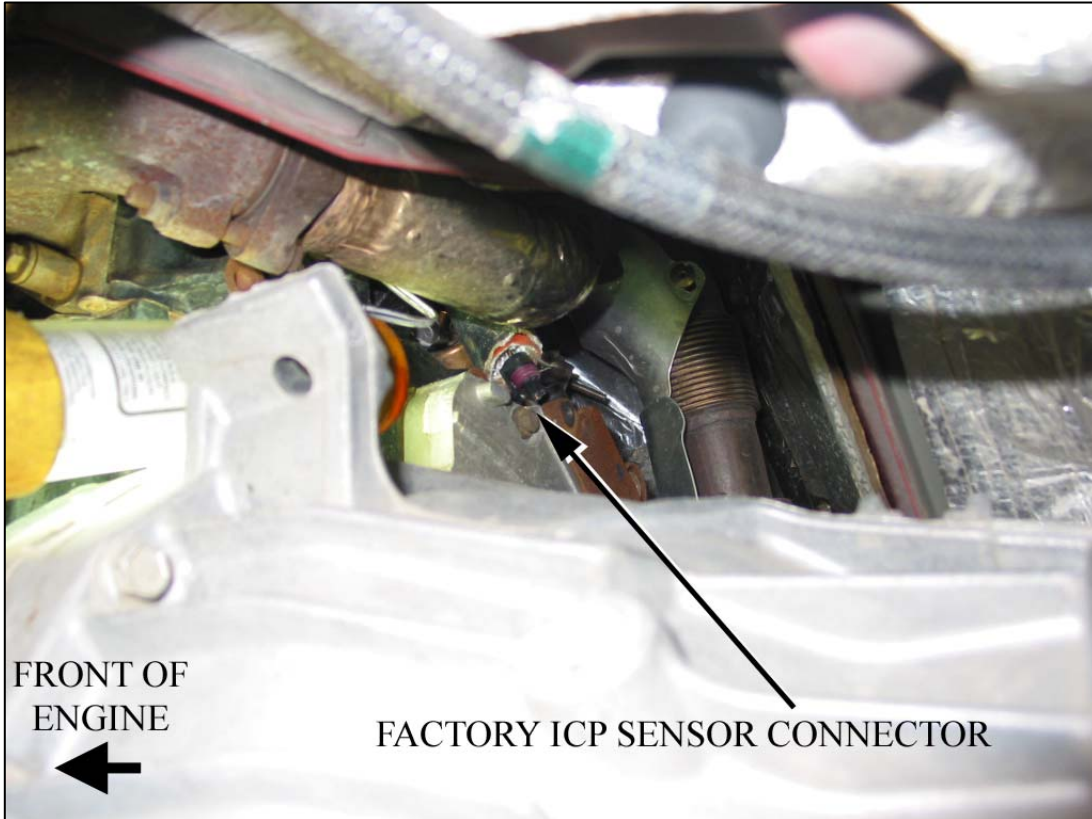




2003 and some early 2004 trucks require reaching up behind the engine and transmission from underneath the truck, on the driver's side, to reach the ICP Sensor connector. Remove the turbo charger heat shield.



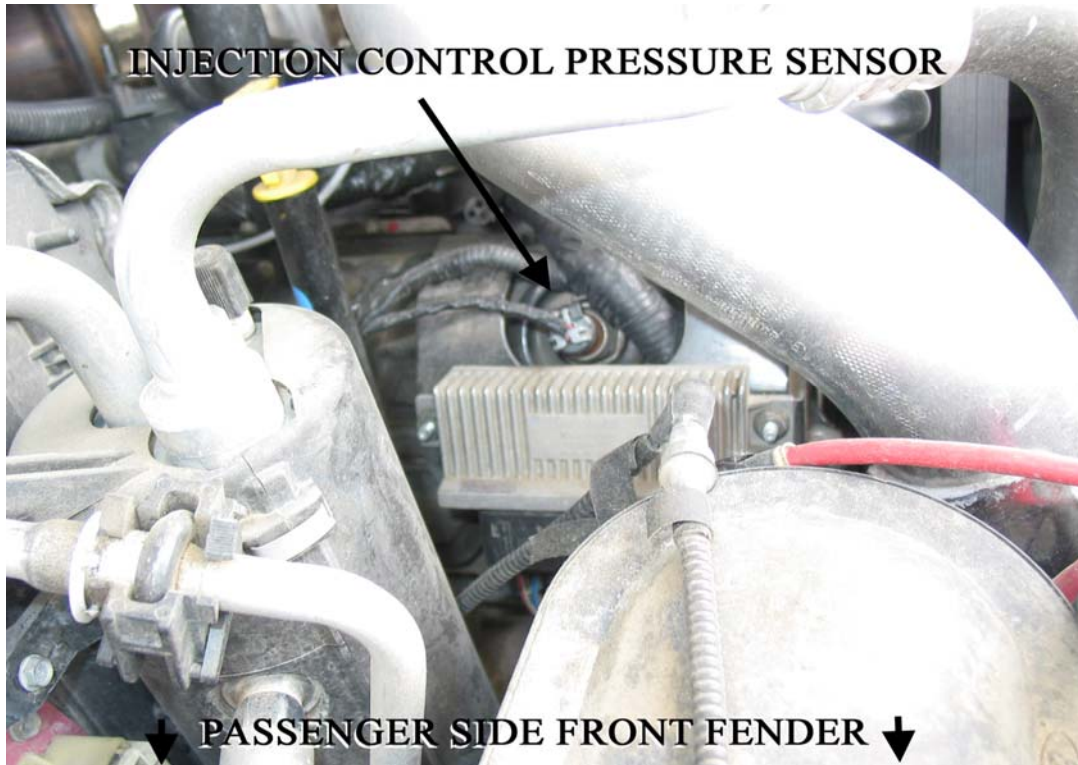
Behind the turbo charger heat shield the ICP sensor can be found mounted into the engine. The factory ICP sensor connector will have insulation surrounding it and the wires from it. This insulation must be pulled back in order to reach and unplug the factory ICP sensor connector.



Disconnect the factory ICP sensor connector. Plug this male connector into the female ICP connector on the Striker harness. Plug the male ICP connector on the Striker harness into the ICP sensor. Reinstall the turbo charger heat shield.



Most late 2004 and newer trucks have the ICP sensor mounted on the passenger side valve cover. Route the ICP sensor connectors on the Striker harness over to the passenger side valve cover. Unplug the male factory ICP sensor connector and connect this to the female ICP sensor connector on the Striker harness. Plug the Striker harness male ICP sensor connector into the ICP sensor on the valve cover.



Boost Pressure Sensor Connection:

Locate the boost pressure sensor. It is located on the passenger side firewall on all 6.0 Powerstroke trucks.



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.



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



Drill a hole in this plastic cover big enough to accommodate the connector on the harness. Insert the harness through this plastic cover and into the driver's compartment.

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 and 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

(OP) High Pressure Oil Display:

This mode may be selected by clicking the mode button until **OP** is shown on the display. This displays the engine oil pressure in the high-pressure oil system and is expressed in (##) x100psi. The PCM uses this reading to modify the fuel pressure applied to the fuel injectors. While in this mode the idle fuel pressure compensation can be adjusted using the **UP/DN** buttons.

Idle Pressure Compensation has a range of +9 and -2. This adjusts the idle fuel injection pressure up or down incrementally to compensate for aftermarket add on parts or to improve on the idle noise of the diesel engine. After the desired idle fuel injection pressure compensation setting is reached, the setting is automatically saved in the module and the display is returned to the actual high-pressure oil reading. On most vehicles the idle pressure compensation will not need to be changed. On a stock vehicle you may experience difficulty starting the engine if the idle fuel pressure has been lowered using this feature.

(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 diesel 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!

TorqShift Adaptive Shift Schedule:

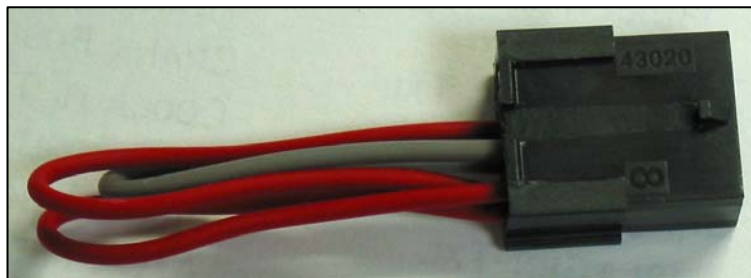
It is recommended to gradually move up on the power levels with this diesel power module over the course of several drive cycles. This gives the transmission control module a chance to modify the shifts and compensate for the added horsepower and torque.

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.

NOTES: