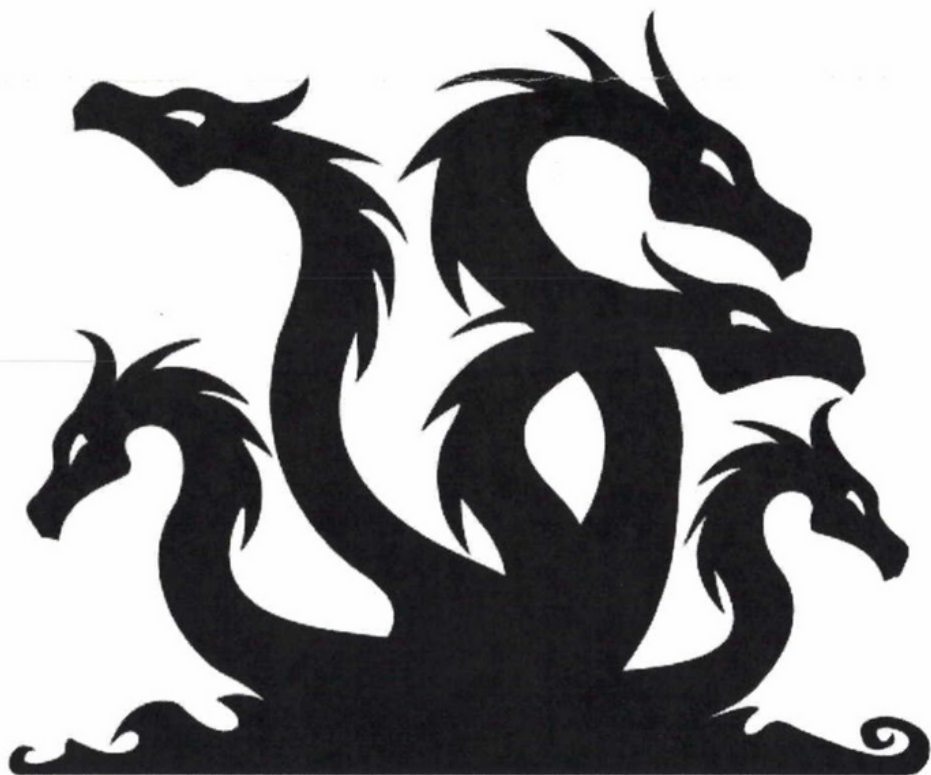


HYDRA

by Power Hungry Performance

Installation Terms & Conditions

For more detailed instructions, visit
www.HydraHelp.com





TERMS AND CONDITIONS

This is an agreement between Power Hungry Performance, Inc ("Power Hungry Performance") and the Customer whose name and vehicle information appear on the order form. All calibrations generated by Power Hungry Performance are supplied "as is" with no guarantee, either expressed or implied.

Custom calibrations, FICM reprogramming, ECM rollbacks, software, MDFs, Rev-X, shipping, and labor charges are non-refundable. ALL returns MUST be accompanied by a Return Merchandise Authorization form. Please contact us to obtain an RMA. **NO RETURNS WILL BE ACCEPTED WITHOUT AN AUTHORIZED RMA NUMBER. CUSTOMER IS RESPONSIBLE FOR SHIPPING BOTH WAYS ON ALL RETURNS.** Refunds over \$200 may be paid by check.

A 20% restocking fee will be charged for products that are not returned in brand-new, sellable condition.

No returns will be accepted after 30 days; product will be replaced/repaired only.

Hydra™ Chip customers will have access to our standard calibration library, which includes files that are not specific to their vehicle. It is the customers' responsibility to ensure that the calibrations selected are correct for their particular application. Power Hungry Performance and its distributors will not be responsible for any driveability problems or other issues which may arise from the use or misuse of calibrations. Driveability issues may include, but are not limited to, no-start concerns, PATS issues, loss of sub-system functionality, or possibly even ECM damage. If customers have any questions about proper calibrations selection, we suggest that you contact Power Hungry Performance or one of our dealers during normal business hours.

We will be happy to address driveability issues within 30 days of receipt of custom calibrations. This does not include changing calibrations to different power levels or modifying calibrations due to new modifications. After 30 days, there will be a charge of \$25/tune for stock or lightly modified trucks and \$50/tune for heavily modified trucks to cover the time to rewrite the calibration(s).

It is the responsibility of the Customer to ensure that the mechanical condition of the drivetrain be considered before any attempt to increase the performance output of the vehicle. The Customer accepts responsibility for assessing the mechanical condition of the vehicle prior to and during the use of any Power Hungry Performance product(s). Power Hungry Performance will not be responsible for any damage arising from the use or misuse of any performance product(s) or calibration(s).

Power Hungry Performance reserves the right to refuse, at its discretion, sales or service to any party.

BY ACCEPTING RECEIPT OF ANY POWER HUNGRY PERFORMANCE PRODUCT, YOU AGREE TO THE ABOVE NOTICE. YOU ALSO AGREE NOT TO HOLD POWER HUNGRY PERFORMANCE, ITS AGENTS, OR DISTRIBUTORS FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES (INCLUDING, BUT WITHOUT LIMITATION TO, DAMAGES FOR LOSS OF BUSINESS PROFITS, BUSINESS INTERRUPTION, OR ANY OTHER PECUNIARY LOSS ARISING FROM THE USE OF OR INABILITY TO USE THE PRODUCT(S) OR VEHICLE.

POWER HUNGRY PERFORMANCE

1994 - 1997 Ford F-250/350/Super Duty Internal Module Installation Instructions

Before going any further,

****REMOVE KEY FROM IGNITION****

Power Hungry Performance will not be responsible for any damage to the PCM caused by leaving the key "ON" during installation

TRUCK WILL NOT START UNTIL CHIP IS PROGRAMMED!

Open the hood and locate the computer (PCM) harness connector. It is located on the driver's side firewall, beneath the brake master cylinder and next to the fender. The connector is rectangle shaped, approx. 1" x 6" with a 10mm bolt in the center. Using a 10mm socket, remove the connector from the PCM. The bolt is attached to the connector and DOES NOT come out. Remove the two (2) 10 mm bolts attaching the rubber boot to the firewall (on the top and on the bottom). Remove the boot.

On the driver's side fender, locate the two (2) 5/32" screws that hold the plastic fenderwell (at about 12 o'clock and 2 o'clock) and remove them. You will need a long object to pry the fenderwell down. A prybar or broomstick works well. At the 2 o'clock position, slip the prybar between the fender and the fenderwell about 6" - 8". Pull up on the prybar to "pop" the fenderwell down. You should now have clear access to the PCM. Remove the PCM and release the prybar.

Many PCMs will have a coating of lithium (white) grease covering the connector. Remove the grease using a cloth or paper towel. There will also be a coating of clear silicone covering the connector.

Use the provided brass-bristled brush to clear away the silicone. Acetone (nail polish remover) helps to clean the connector. (Note - DO NOT USE CARB CLEANER OR LACQUER THINNER!! Damage to the PCM can result!!) BOTH sides of the connector must be cleaned thoroughly. If you are cleaning the connector and begin to see copper, you are cleaning too far. This may result in a poorly fitting or "loose" module.

Failure to properly clean the connector may cause the vehicle not to start and/or may damage either the module or the PCM. Any module that has failed due to improper installation WILL NOT be covered under warranty. Please note: 95% of all tech calls can usually be traced back to poorly cleaned contacts. Please take your time and clean the PCM connector thoroughly as it will save you unwanted headaches down the road.

It is recommended that you open the PCM case by removing the 6 case bolts with a 7/32" socket. This allows complete access to BOTH sides of the connector to ensure that it is clean. The PCM circuit board is sealed and is quite robust. However, to avoid damage from static discharge, it is recommended that you avoid contact with any of the internal components wherever possible. Once completed, reassemble the PCM case BEFORE installing the module onto the connector. This ensures that you do not accidentally install the module upside down.

Remove the (3) 13mm nuts which hold the parking brake assy. Pull the parking brake assembly away from the body and lay aside. This is to allow access to switch assembly when reinstalling the PCM.

Fasten the module to the PCM using fiberglass duct or packaging tape. Reinsert the PCM in the case, being careful not to crimp or cut the switch wires between the case and the PCM. Install the complete assembly back underneath the dashboard. The label on the PCM connector should be facing the fender. Reconnect the PCM harness connector. Save the case bolts, ground tab and plastic cap in case you should ever need to remove the module.

Turn on the ignition key and check for proper operation of the "Wait to Start" or "Glow Plug" light. If no light appears, TURN OFF the ignition key, remove the module and re-clean the edge connector. Once the light operation is verified, start the vehicle and verify that it appears to be operating correctly.

NOTE: The "Check Engine" light may blink very quickly, appearing as little more than a slight flicker. This is an acceptable indication of normal function.

Now go make sure your teeth are brushed, because once you start driving, you'll be smiling like crazy!

POWER HUNGRY PERFORMANCE

1999 - 2003 Ford F-250/350/Super Duty Internal Module Installation Instructions

Before going any further,

****REMOVE KEY FROM IGNITION****

Power Hungry Performance will not be responsible for any damage to the PCM caused by leaving the key "ON" during installation

TRUCK WILL NOT START UNTIL CHIP IS PROGRAMMED!

Open the hood and locate the computer (PCM) harness connector. It is located on the driver's side firewall, beneath the brake master cylinder and next to the fender. The connector is rectangle shaped, approx. 1" x 6" with a 10mm bolt in the center. Using a 10mm socket, remove the connector from the PCM. The bolt is attached to the connector and DOES NOT come out.

From beneath the dash locate the PCM. It is mounted next the parking brake assembly. Remove the two (2) bolts that hold the PCM case to the mounting bracket and set aside. Grasp the rear of the case, shift it to the right (towards the center of the vehicle), and firmly pull away from the firewall.

Remove the PCM from the case. Remove and save the gold colored ground tab from the plastic case. Also remove and save the black plastic cap from the rear of the PCM.

Many PCMs will have a coating of lithium (white) grease covering the connector. Remove the grease using a cloth or paper towel. There will also be a coating of clear silicone covering the connector.

Use the provided brass-bristled brush to clear away the silicone. Acetone (nail polish remover) helps to clean the connector. (Note - DO NOT USE CARB CLEANER OR LACQUER THINNER!! Damage to the PCM can result!!) BOTH sides of the connector must be cleaned thoroughly. If you are cleaning the connector and begin to see copper, you are cleaning too far. This may result in a poorly fitting or "loose" module.

Failure to properly clean the connector may cause the vehicle not to start and/or may damage either the module or the PCM. Any module that has failed due to improper installation **WILL NOT** be covered under warranty. Please note: 95% of all tech calls can usually be traced back to poorly cleaned contacts. Please take your time and clean the PCM connector thoroughly as it will save you unwanted headaches down the road.

It is recommended that you open the PCM case by removing the 6 case bolts with a 7/32" socket. This allows complete access to BOTH sides of the connector to ensure that it is clean. The PCM circuit board is sealed and is quite robust. However, to avoid damage from static discharge, it is recommended that you avoid contact with any of the internal components wherever possible. Once completed, reassemble the PCM case **BEFORE** installing the module onto the connector. This ensures that you do not accidentally install the module upside down.

Fasten the module to the PCM using fiberglass duct or packaging tape. Reinsert the PCM in the case, being careful not to crimp or cut the switch wires between the case and the PCM. Install the complete assembly back underneath the dashboard. The label on the PCM connector should be facing the fender. Reconnect the PCM harness connector. Save the case bolts, ground tab and plastic cap in case you should ever need to remove the module.

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NOTE: The "Check Engine" light may blink very quickly, appearing as little more than a slight flicker. This is an acceptable indication of normal function.

Now go make sure your teeth are brushed, because once you start driving, you'll be smiling like crazy!

IMPORTANT!

Use the included

BRASS BRUSH

to clean the PCM J3 port first. Scratch off silicone with wooden handle, then scrub with brass bristles to remove any remaining silicone.

****ONLY USE SQUARE
SCRUBBING PAD TO BUFF
LIGHTLY AFTER CLEANING****

Failure to follow these directions can result in permanent damage to your PCM and/or Hydra Chip.

Improperly cleaning the PCM voids the Hydra Chip manufacturer's warranty.