INSTALLATION INSTRUCTIONS

DIRECT CONNECTION RAM TRX STAGE I KIT

2021-2024 RAM TRX SRT® 6.2L

Part Number: 77073033AA

www.dcperformance.com

TO PREVENT **SERIOUS INJURY** AND **PROPERTY DAMAGE**, YOU SHOULD READ, UNDERSTAND AND FOLLOW THE WARNINGS AND INSTRUCTIONS IN THIS MANUAL **PRIOR** TO INSTALLATION.
FOR ASSISTANCE CONTACT **DIRECT CONNECTION TECH HOTLINE 1-800-998-1110**





Bill of Materials			
Part Number	**Part Description**	**Quantity**	**Service Parts / Source**
FCA9100	Direct Connection Tuner - TRX	1	Contact DC
82215542	180 Degree Thermostat	1	Yes, Mopar
33-5115	Air Filter	1	Contact DC
DC-KC001	Calibration Unlock Keychain	1	Contact DC
920674	80.5 mm Supercharger Pulley	1	Contact DC
KQ865311AA	Instruction Sheet	1	Online
New Parts Required for Install – NOT INCLUDED			
68271246AA	Intake Gasket (Incl. L & R Side)	1 (optional, replace if damaged)	Mopar
68267540AA	Supercharger Lid Gasket Kit	1	Mopar
68271245AA	Throttle Body to Intake Seal	1	Mopar
68271253AA	Throttle Body Screw	4	Mopar
68271249AB	T-MAP Screw	1	Mopar
97022A549	Decoupler Pulley Washer	1 (if not included with kit)	McMaster-Carr
Special Tools Required for Install – NOT INCLUDED			
HPT2000	Pin Holding Tool		Metco
Various	24mm Hex Bit Socket		Various

Contents

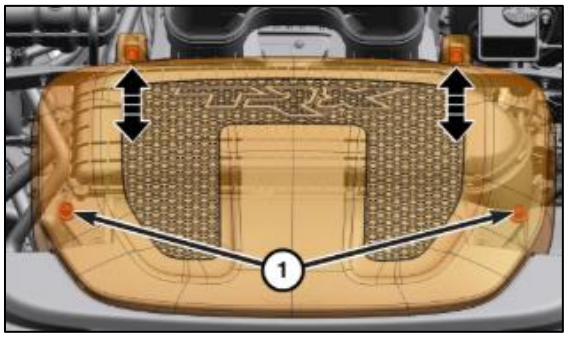
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Disassembly Instructions

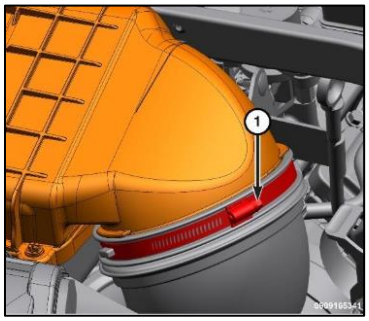
NOTE: **Prior to disassembly, ensure all parts have been included in the supplied kit. Please reference the BOM for any additional parts that may be required for installation of the kit.**

Air Filter Removal and Service

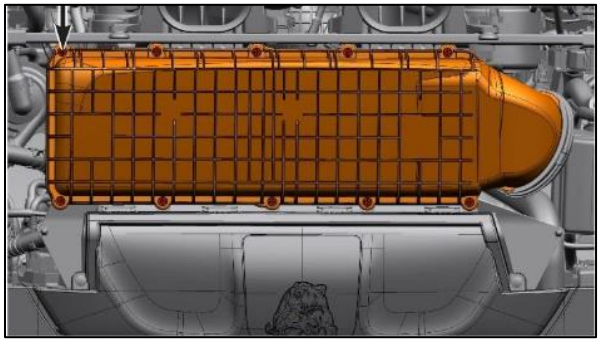
1. Disconnect and isolate the negative battery cable.
2. Remove the engine cover.
    a. Slightly raise the front of the engine cover to disengage the front grommets (1).
    b. Slide the engine cover forward to remove the rear of the engine cover from the grommets.
    c. Remove the cover.



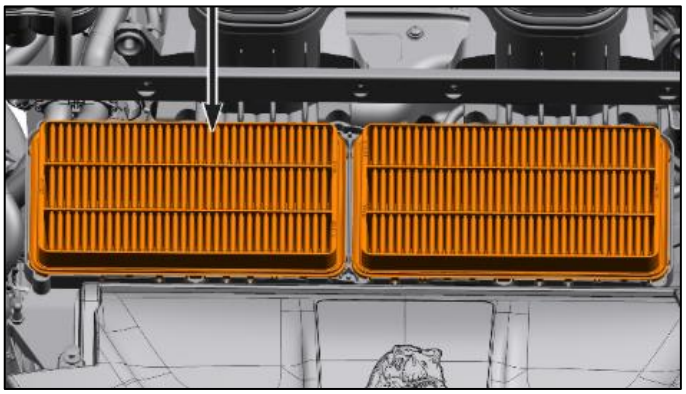
3. Loosen the clamp securing the clean air duct (1).



4. Remove the 10 bolts and remove the upper air filter cover.



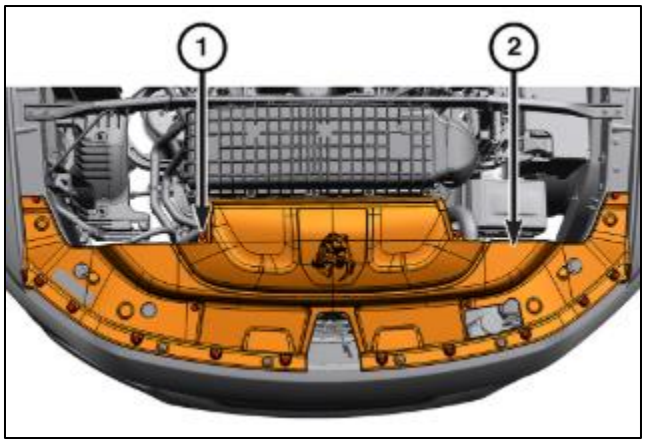
5. Remove the air cleaner elements.



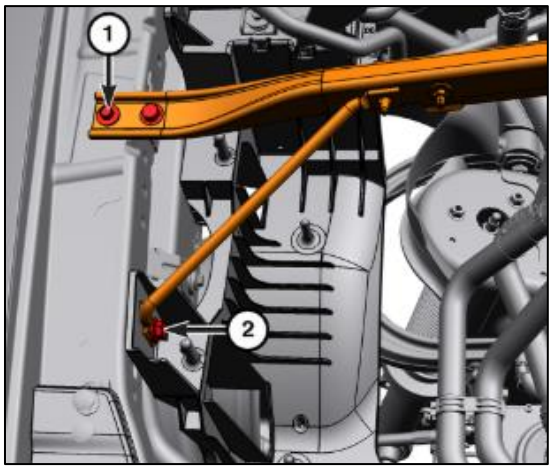
6. Clean the inside of the air cleaner housing and replace both air filters.
7. Place air filter cover back on and tighten 10 lid bolts to **4 Nm.**
8. Leave air intake duct clamp loose as this part will be removed later.

Air Filter Assembly and Air Intake Duct Removal

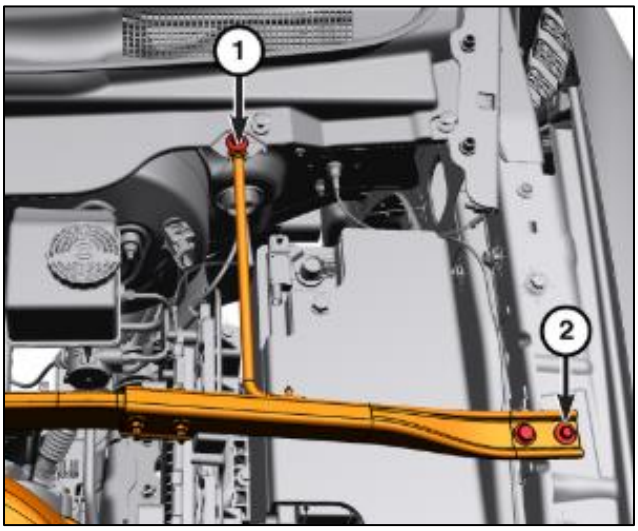
1. Remove the 14 push rivets that are securing the radiator shroud to the vehicle and remove the shroud.



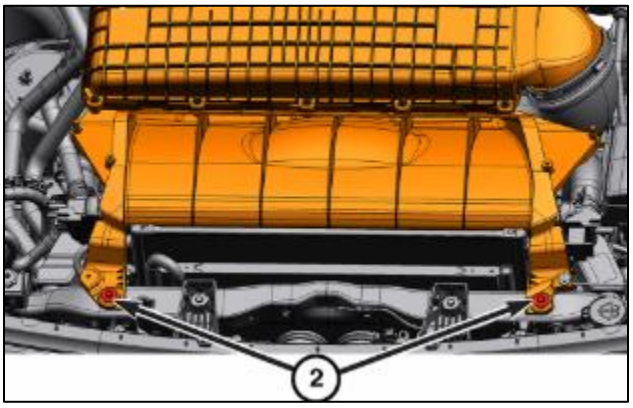
2. Remove the full air box assembly from the vehicle.
    a. Remove driver side air intake system bracket to fender bolts (1) and pencil brace to side bracket bolt (2).



    b. Remove passenger side air intake system bracket to fender bolts (2) and pencil brace to cowl bolt (1).

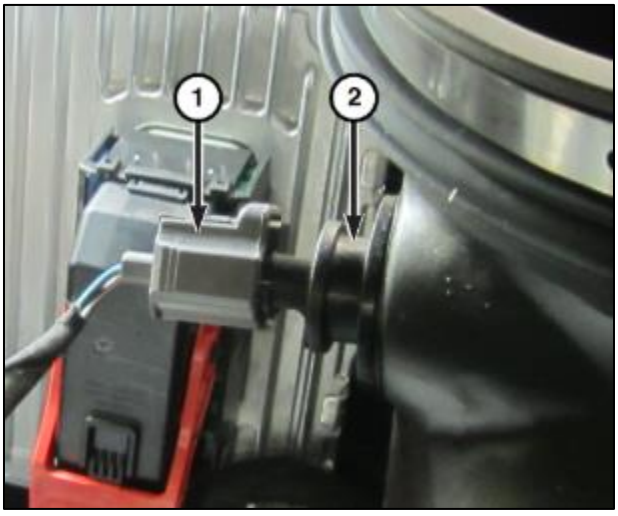


c. Remove air intake system to front end module bolts (2).

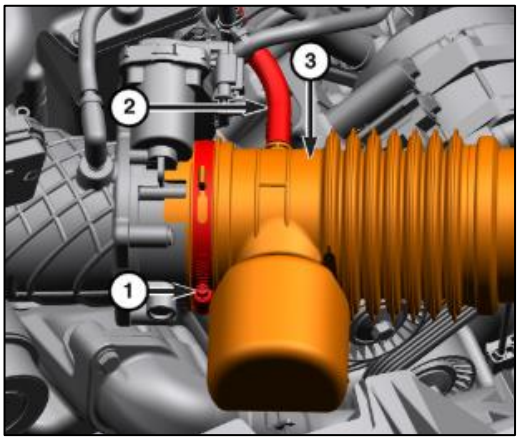


d. Lift and remove assembly with brackets.

3. Disconnect the Inlet Air Temperature (IAT) sensor wire harness connector (1) from the intake duct (2).



4. Loosen the clean air hose to throttle body clamp (1).

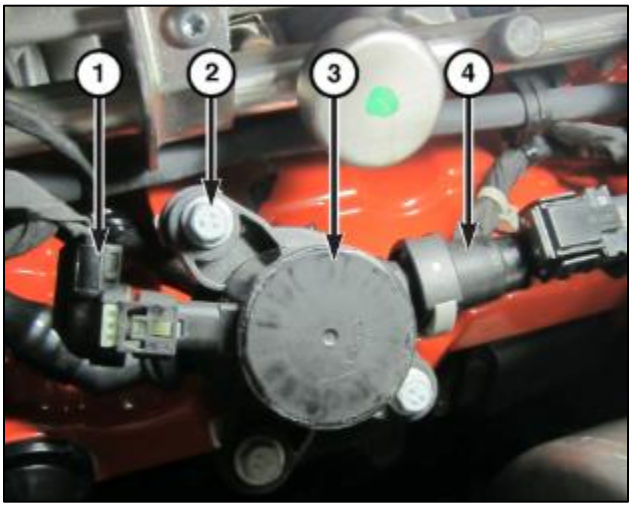


1 - Clean Air Intake Tube Clamp
2 - Make Up Air Hose
3 - Clean Air Hose

5. Disconnect the makeup air hose (4) from the makeup air solenoid (3) and remove the clean air hose assembly.

NOTE: **Do not remove the makeup air hose from the intake air tube.**

CAUTION: **Do not attempt to remove the makeup air hose from the intake air tube or the makeup air solenoid from the engine cylinder head. Damage or failure will result.**



1 - Make Up Air Solenoid Wire Harness Connector
2 - Make Up Air Solenoid Bolts
3 - Make Up Air Solenoid
4 - Make Up Air Hose Quick-Connect Fitting

Thermostat Removal

CAUTION: **Do not operate an engine without a thermostat, except for servicing or testing.**

- The Direct Connection thermostat starts to open nominally at 180°F (82°C) and is fully opened at 202°F (94°C).

WARNING: **DO NOT REMOVE THE CYLINDER BLOCK DRAIN PLUGS OR LOOSEN THE RADIATOR DRAINCOCK WITH SYSTEM HOT AND UNDER PRESSURE. SERIOUS BURNS FROM HOT COOLANT CAN OCCUR!**

WARNING: **ANTIFREEZE IS AN ETHYLENE GLYCOL BASE COOLANT AND IS HARMFUL IF SWALLOWED OR INHALED. IF SWALLOWED, DRINK TWO GLASSES OF WATER AND INDUCE VOMITING. IF INHALED, MOVE TO FRESH AIR AREA. SEEK MEDICAL ATTENTION IMMEDIATELY. DO NOT STORE IN OPEN OR UNMARKED CONTAINERS. WASH SKIN AND CLOTHING THOROUGHLY AFTER COMING IN CONTACT WITH ETHYLENE GLYCOL. KEEP OUT OF REACH OF CHILDREN. DISPOSE OF GLYCOL BASED COOLANT PROPERLY. CONTACT YOUR DEALER OR GOVERNMENT AGENCY FOR LOCATION OF COLLECTION CENTER IN YOUR AREA. DO NOT OPEN A COOLING SYSTEM WHEN THE ENGINE IS AT OPERATING TEMPERATURE OR HOT UNDER PRESSURE; PERSONAL INJURY CAN RESULT. AVOID RADIATOR COOLING FAN WHEN ENGINE COMPARTMENT RELATED SERVICE IS PERFORMED; PERSONAL INJURY CAN RESULT.**

WARNING: **WEAR APPROPRIATE EYE AND HAND PROTECTION WHEN PERFORMING THIS PROCEDURE.**

NOTE: **Do not waste reusable coolant. If the solution is clean, drain the coolant into a clean retainer for reuse.**



1. Ensure the negative battery cables(s) is(are) still disconnected and isolated from the battery.
2. Drain the cooling system.
3. Remove the air cleaner body.
4. Remove the upper radiator hose (2) from the thermostat housing (3) and position aside.
5. Remove the bolts (1), thermostat housing (3) and thermostat.

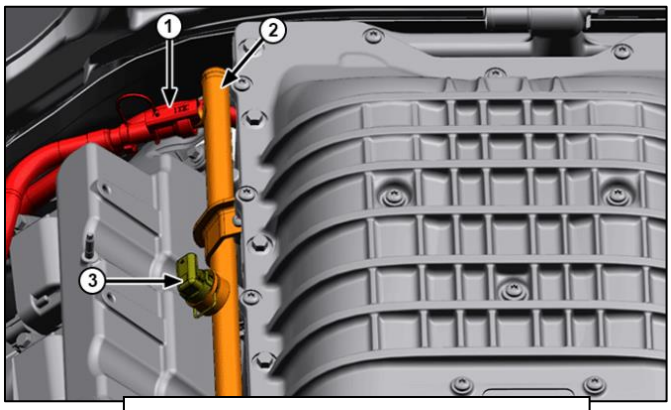
Supercharger Pulley (Decoupler) Removal

Perform Fuel System Pressure Release Procedure

1. Remove the fuel fill cap

NOTE: **If equipped with a capless fuel system, insert funnel or equivalent into capless unit to release pressure.**

2. Remove the Power Distribution Center (PDC) cover from the PDC housing base.
3. Remove fuel pump fuse from the PDC.
4. Start and run the engine until it stalls.
5. Attempt restarting the engine until it will no longer start.
6. Turn the ignition key to the OFF position.
7. Disconnect and isolate the negative battery cable.
8. Place a rag or towel below the fuel supply line quick-connect fitting (1).



1 – Fuel Line Quick Connect Fitting
2 – Fuel Rail
3 – Fuel Pressure Sensor

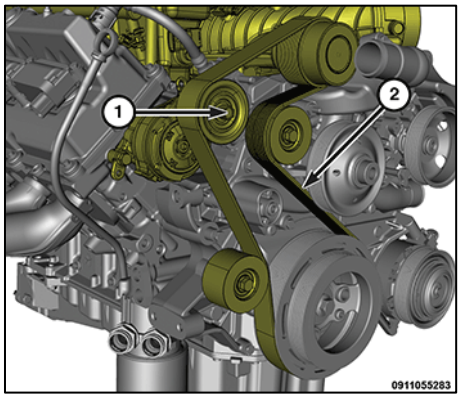
CAUTION: **Before separating a Quick-Connect fitting, pay attention to what type of fitting is being used. This will prevent unnecessary fitting or fitting latch breakage.**

NOTE: **Excessive fuel spillage onto the gaskets can cause gaskets to expand and dislodge from gasket groove.**

9. Disconnect the fuel line quick-connect fitting at the fuel rail and plug with a shipping cap to prevent spillage.
10. Return the fuel pump relay to the Auxiliary PDC.

NOTE: **One or more Diagnostic Trouble Codes (DTC) may have been stored in the PCM memory due to fuel pump fuse removal. A diagnostic scan tool must be used to erase a DTC.**

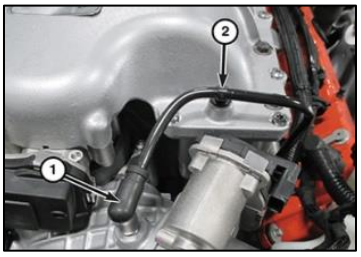
Supercharger Belt Removal



1. Release the belt tension by rotating the tensioner (1) **clockwise**. Rotate the belt tensioner until the belt (2) can be removed from pulleys.
2. Remove the belt.
3. Gently release the tensioner.

Supercharger Nose Removal

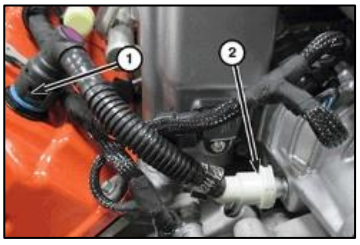
1. Remove the engine covers on either side of the supercharger.
2. Remove the cowl cover panel.
3. Remove cowl cross brace & wiper arm linkage assembly.
4. Disconnect the fuel purge hose from the supercharger nose and supercharger (1,2).



5. Disconnect the wire harness connector from the intermediate TMAP sensor located on the driver side, towards rear of supercharger (1,2).

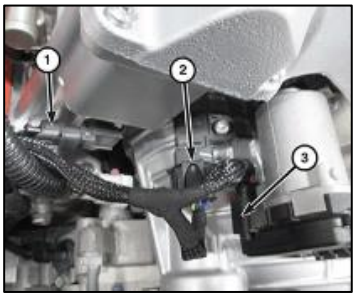


6. Remove PCV hose from passenger side of the supercharger nose (1,2).



7. Disconnect the throttle body wire harness connector at the supercharger nose and disconnect the brake booster vacuum supply hose (under supercharger nose – not pictured).

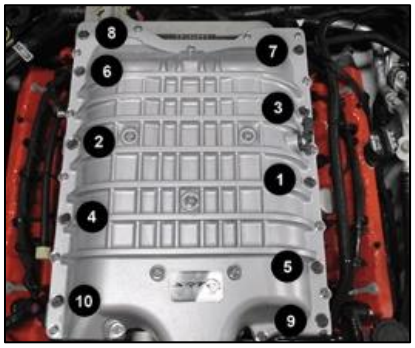
8. Disconnect the Bank 1 throttle output (1), TMAP sensors (2), and bypass valve wire harness connectors (3).



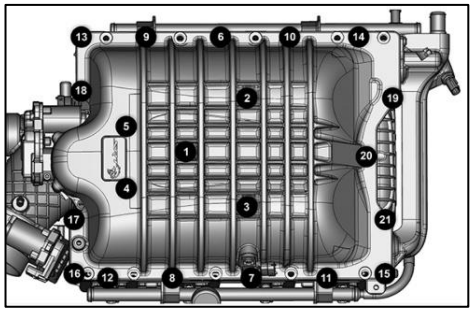
9. Disconnect the wire harness connector (2) from the Bank 2 TMAP sensor (3).



10. Disconnect the fuel injector connectors from both sides of the supercharger.
11. Remove the four throttle body screws and remove the throttle body from the inlet nose.
    a. Discard the throttle body screws and inlet seal.
12. Remove ten 10mm hex head bolts from supercharger cover (starting at #10 and work backwards to #1 according to the sequence shown on the right).



13. Remove the sixteen short bolts and five long bolts from the supercharger cover (T30).
14. Remove the supercharger lid using the tab at the rear of the supercharger. Discard the lid gasket.
    a. Remove and discard the three lid tower O-ring seals from the supercharger.



NOTE: **The six cooler retention seals must remain with the lid.**

15. Remove the three bypass throttle body adapter screws (T30) and remove the adapter. Inspect seals for damage and discard if necessary.
16. Remove the TMAP sensor from the inlet nose and discard the fastener.
17. Tilt the front edge of the supercharger up and support with rubber or wooden blocks.

CAUTION: **The lifting operation will require the help of an assistant. Take care to avoid pinching.**

CAUTION: **Take care to avoid damaging the supercharger to cylinder head intake gaskets during this operation.**

18. Remove the six screws from around the inlet nose and discard.

19. Remove the inlet nose carefully to not damage any of the supercharger bushings. It is possible that they may remain on the supercharger inlet.

CAUTION: Take care to avoid damaging the supercharger bushings during this operation.

20. Remove all non-OE brackets and belt-wrap pulley kits. Substitutions can negatively affect system performance.

CAUTION: Failure to follow this step could result in premature wear of the Direct Connection decoupler.

Stock Decoupler Removal

1. Remove the rubber cap on the stock supercharger decoupler. Puncture the center of the cap to pry off.
    a. Discard the old cap.
2. Support the pins on the back of the supercharger shaft by using Metco tool MET-HPT2000.

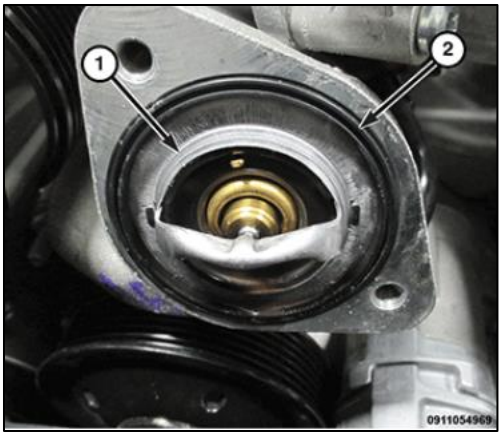


3. Once supported, remove the supercharger pulley using a 24mm hex tool. Rotate decoupler shaft in a **counterclockwise** direction while holding the supercharger shaft stationary.
4. Inspect supercharger threads and ensure they are clean and in good condition.

Thermostat Installation

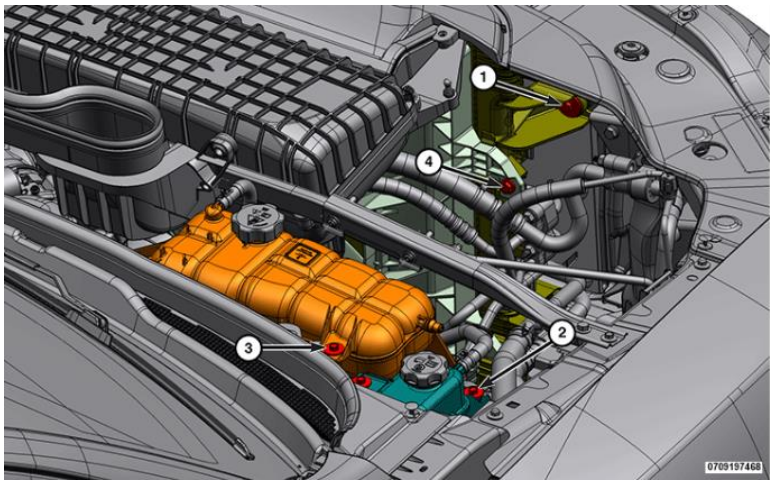
To install the Direct Connection Thermostat, follow the removal procedure in reverse for general reassembly of the components on the vehicle. The steps listed below are calling out specific procedures that should be followed during installation.

1. Inspect seal conditions. Seals can be re-used, if not damaged. Position seal in the seal channel and press lightly into place. See image below for proper seal installation.



Position the thermostat with the vent at the 12 o'clock position and the gasket seal is fully seated.

Cooling System Torque Specifications



CALLOUT	DESCRIPTION	SPECIFICATIONS
1	Thermostat Housing To Water Pump M8 x 30.00	28 N·m (21 Ft. Lbs.)
2	Thermostat Housing To Water Pump M8 x 85.00	28 N·m (21 Ft. Lbs.)
3	Heater Tube To Front Cover M6 x 16	18 N·m (13 Ft. Lbs.)
4	Heater Tube To Cylinder Head Double Ended Stud	18 N·m (13 Ft. Lbs.)
5	Water Pump To Front Cover Bolt M8 x 85.00	28 N·m (21 Ft. Lbs.)
6	Water Pump To Cylinder Block Bolt M8 x 138.00	28 N·m (21 Ft. Lbs.)
–	Water Pump To Front Cover Bolt M8 x 35.00	25 N·m (18 Ft. Lbs.)
–	Water Pump To Front Cover Bolt M8 x 119.50	28 N·m (21 Ft. Lbs.)

Capacities and Recommended Fluids Specifications

Description	Capacities	Type	Part Number
Cooling System *	Engine: 18.7 Quarts / 17.7 Liters Engine Intercooler: 3.75 Quarts / 3.55 Liters	We recommend you use MOPAR Antifreeze/Coolant 10 Year/150,000 Mile Formula OAT coolant conforming to MS.90032.	68163848AB
* Includes heater and coolant reservoir filled to MAX level.			

Installation

Direct Connection Decoupler Installation

CAUTION: Take care when handling the decoupler. Never rest the decoupler on the front face (marking side) as this can shift the internals. Avoid impacting anywhere on the decoupler when handling or during installation. Do not disassemble the decoupler.

1. Thread on the Direct Connection decoupler by hand until it contacts the supercharger front bearing. Install the decoupler using the 17mm hex tool and supporting the pins on the rear of the supercharger shaft. **Torque spec = 80 Nm ± 10 Nm (or 59 ft.lbf ± 7 ft.lbf).**

CAUTION: Do not use an impact gun or air tool to install the decoupler.

2. Use a feeler gauge to check the gap between the rear of the decoupler pulley and the supercharger nose. If the gap is less than 2mm, remove the decoupler and reinstall with the provided washer between the decoupler and the supercharger bearing. If no washer was provided, use McMaster-Carr 97022A549. Repeat Installation Step 2.
3. Gently press the new rubber seal cap on the front of the decoupler by hand. Ensure it is fully seated in the groove around the perimeter.

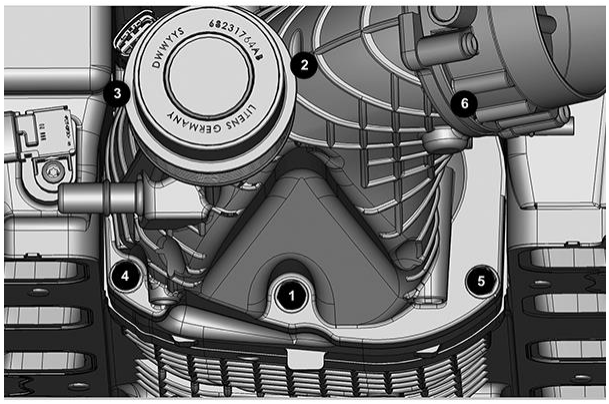
CAUTION: Do not use a mallet or other device to press on the new rubber seal cap. Improper seating may result in exposure to debris and premature failure.

Supercharger Nose Installation

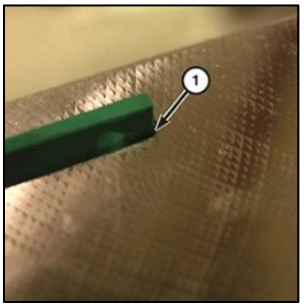


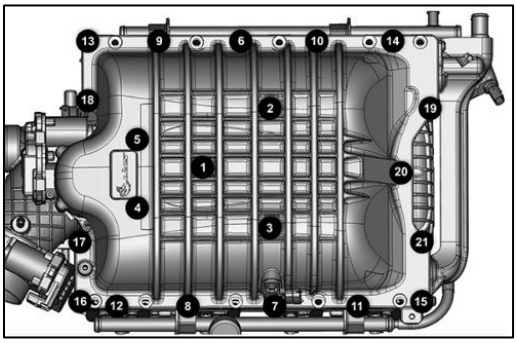
1. Inspect supercharger pulley pin bushings for damage (1). A plastic or rubber mallet can be gently used.

CAUTION: Do not contact the aluminum inlet bearing housing with the mallet.



2. Install new supercharger nose gasket and install the inlet nose to the supercharger. New supercharger nose gasket and bolts are provided in gasket kit Mopar Part: 68267540AA. Using the sequence shown, tighten the retaining screws to **35 Nm (26 ft.lbf).**
3. Reinstall the bypass adapter using a new gasket if damage was found on the original. **Torque spec = 10 Nm (7 ft.lbf).**
    a. Lubricate the upper internal diameter using clean engine oil
4. Install the three new tower lid O-rings to the supercharger.
5. Lubricate the inlet nose TMAP sensor O-ring with clean engine oil. Install and tighten new fastener to **6 Nm (53 in.lbf).**
6. Install new lid gasket into the supercharger.
7. Ensure the six cooler retention seals (1) are still assembled in lid.
8. Align lid and press about the bypass throttle body into the cuff.

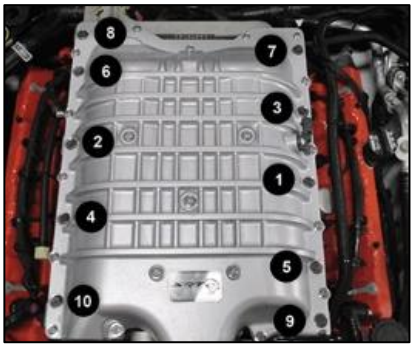




9. Tighten the twenty-one T30 bolts to **10 Nm (7 ft.lbf)** using the sequence to the right. Once done, tighten bolts #1 – #5 again to **10 Nm (7 ft.lbf).**
10. Using a new seal, install throttle body onto inlet nose and torque the four bolts to **10 Nm (7 ft.lbf).**
11. Remove the supports from under the front of the supercharger.

CAUTION: The lifting operation will require the help of an assistant. Take care to avoid pinching.

12. Tighten the ten supercharger bolts using the sequence to the right (start at #1).
    a. Tighten all bolts in sequence to **5 Nm (4 ft.lbf).**
    b. Then repeat sequence and tighten to **15 Nm (11 ft.lbf).**
    c. Repeat the sequence one more time and tighten to **30 Nm (22 ft.lbf).**
13. Reinstall all removed components and connectors in reverse order.



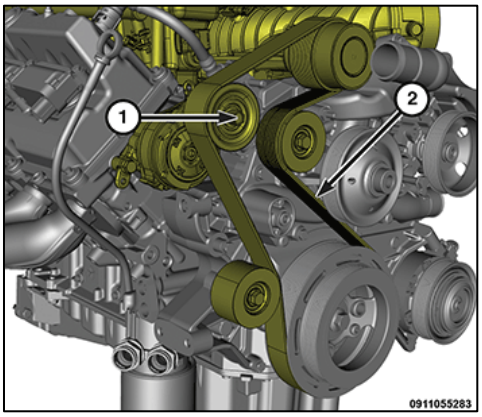
Supercharger Torque Specifications

DESCRIPTION	SPECIFICATIONS
Decoupler	80 Nm ± 10 Nm (59 ft.lbf ± 7 ft.lbf)
Inlet Nose to Supercharger Body	35 Nm (26 ft.lbf)
Bypass Adapter	10 Nm (7 ft.lbf)
TMAP Sensor	6 Nm (53 in.lbf)
Supercharger Lid	10 Nm (7 ft.lbf)
Throttle Body to Inlet Nose	10 Nm (7 ft.lbf)
Supercharger	30 Nm (22 ft.lbf)

Supercharger Belt Installation

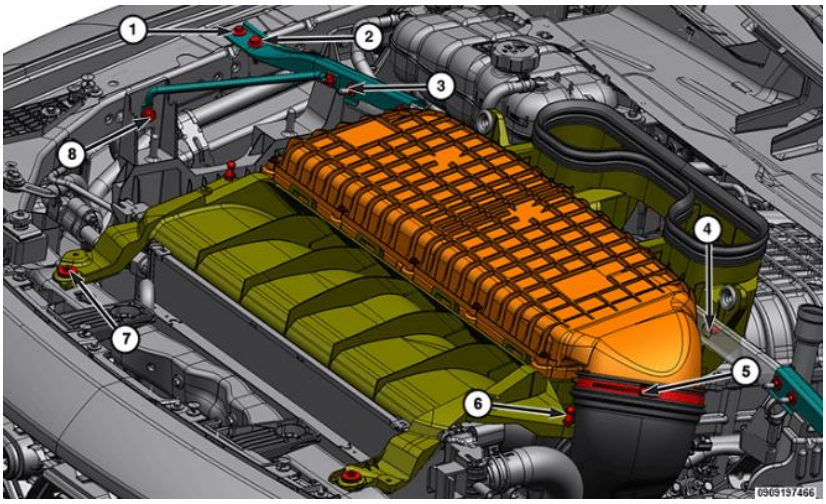
NOTE: **When installing the supercharger drive belt onto the pulleys, make sure that the belt is properly routed and all V-grooves make proper contact with the pulleys.**

1. Ensure the belt is free of tears, cracks, or other damage.
2. Position the drive belt (2) over all pulleys, except for the idler pulley.
3. Rotate the tensioner (1) **clockwise** and slip the belt over the idler pulley.
4. Gently release tensioner.



Air Intake and Air Duct Installation

Follow the removal procedure in reverse for general reassembly of the components on the vehicle.



Air Intake System Torque Specifications

CALLOUT	DESCRIPTION	SPECIFICATION
1	Air Intake System Bracket To Fender	11 N·m (8 Ft. Lbs.)
2	Air Intake System Inboard Bracket Attach to Fender	11 N·m (8 Ft. Lbs.)
3	Throttle Body Bracket to Intake Man	5 N·m (44 In. Lbs.)
4	Lower Shell to Cross Beam	9 N·m (53 In. Lbs.)
5	Clean Side Duct to Throttle Body	4 N·m (35 In. Lbs.)
6	Ball Stud to Lower Shell	Tighten Securely
7	Air Intake System to Front End Module	9 N·m (53 In. Lbs.)
8	Pencil Brace to Air Bracket Bolt	11 N·m (8 Ft. Lbs.)
–	Pencil Brace to Bracket Attach Nut	9 N·m (53 In. Lbs.)
–	Upper Air Filter Cover	4 N·m (35 In. Lbs.)
–	Clean Side Duct Clamp to Air Intake System	4 N·m (35 In. Lbs.)
–	Throttle Body Bolts	8 N·m (71 In. Lbs.)
–	Air Duct to Hood	6 N·m (53 In. Lbs.)

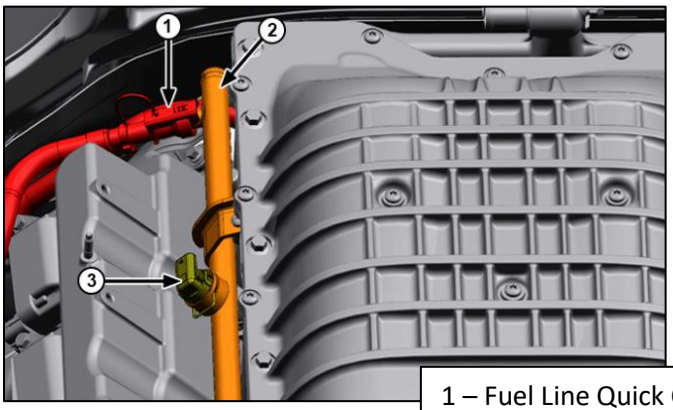
Re-Pressurize Fuel System

1. Ensure the battery negative cable is disconnected and isolated.
2. Ensure the 20-Amp fuel pump relay was re-installed.

NOTE: **One or more Diagnostic Trouble Codes (DTC) may have been stored in the PCM memory due to fuel pump fuse removal. A diagnostic scan tool must be used to erase a DTC.**

3. Place a rag or towel below the fuel supply line quick-connect fitting (1).

4. Reconnect the fuel supply line quick-connect fitting at the fuel supply line to fuel rail (2).



1 – Fuel Line Quick Connect Fitting
2 – Fuel Rail
3 – Fuel Pressure Sensor

5. Connect the negative battery cable.
6. Start the engine and check for leaks.

Cooling System Refill

Evacuating or purging air from the cooling system involves the use of a pressurized air operated vacuum generator. The vacuum created allows for a quick and complete coolant refilling while removing any airlocks present in the system components.

NOTE: **To avoid damage to the cooling system, ensure that no component would be susceptible to damage when a vacuum is drawn on the system.**

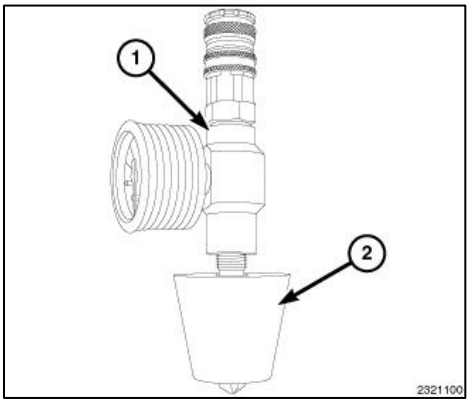
WARNING: ANTIFREEZE IS AN ETHYLENE GLYCOL BASE COOLANT AND IS HARMFUL IF SWALLOWED OR INHALED. IF SWALLOWED, DRINK TWO GLASSES OF WATER AND INDUCE VOMITING. IF INHALED, MOVE TO FRESH AIR AREA. SEEK MEDICAL ATTENTION IMMEDIATELY. DO NOT STORE IN OPEN OR UNMARKED CONTAINERS. WASH SKIN AND CLOTHING THOROUGHLY AFTER COMING IN CONTACT WITH ETHYLENE GLYCOL. KEEP OUT OF REACH OF CHILDREN. DISPOSE OF GLYCOL BASED COOLANT PROPERLY. CONTACT YOUR DEALER OR GOVERNMENT AGENCY FOR LOCATION OF COLLECTION CENTER IN YOUR AREA. DO NOT OPEN A COOLING SYSTEM WHEN THE ENGINE IS AT OPERATING TEMPERATURE OR HOT UNDER PRESSURE; PERSONAL INJURY CAN RESULT. AVOID RADIATOR COOLING FAN WHEN ENGINE COMPARTMENT RELATED SERVICE IS PERFORMED; PERSONAL INJURY CAN RESULT.

WARNING: WEAR APPROPRIATE EYE AND HAND PROTECTION WHEN PERFORMING THIS PROCEDURE.

NOTE: **The service area where this procedure is performed should have a minimum shop air requirement of 80 psi (5.5 bar) and should be equipped with an air dryer system.**

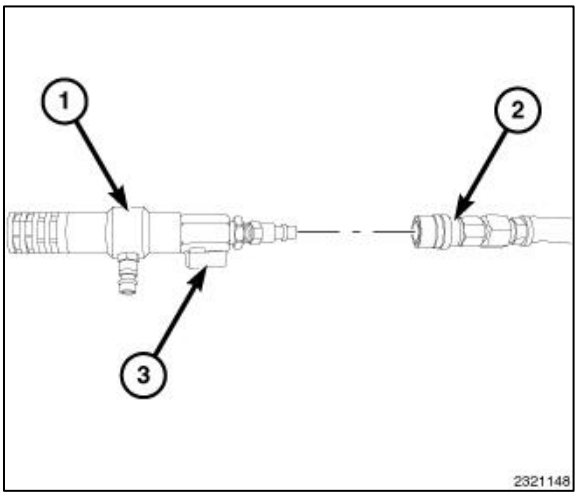
NOTE: **The vehicle's heater control should be set to the heat position (ignition may need to be turned to the on position but do not start the engine).**

1. Ensure the draincock on the radiator is closed.
2. Top off the coolant using Mopar 5-year / 100,000-mile ethylene glycol-based OAT coolant.
3. Check the cooling system for leaks.
4. Turn the ignition to the ON position and set the vehicle heater control to the max heat position. Do not start the engine.
5. Refer to the Mopar Essential Tools and Service Equipment Tool, UView Airlift™ Cooling System Refill 399-550000 , or equivalent, or equivalent and follow the tool's operating manual for specific assembly steps.
6. Choose an appropriate adapter cone that will fit the vehicles radiator filler neck or reservoir tank.
7. Attach the adapter cone (2) to the vacuum gauge (1).

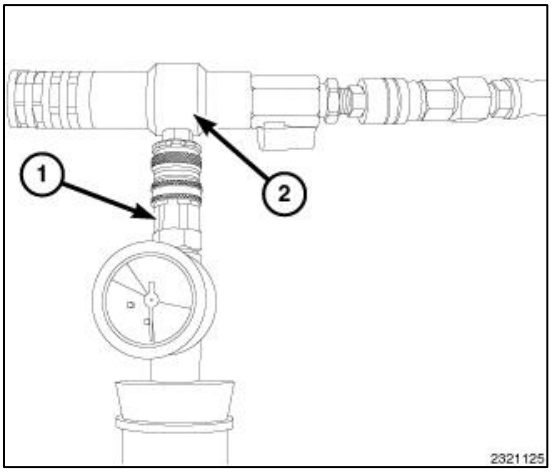


8. Make sure the vacuum generator/venturi ball valve (3) is closed and attach an air hose (2) with a minimum shop air requirement of 80 psi (5.5 bar) to the vacuum generator/venturi (1).

9. Position the adapter cone/vacuum gauge assembly into the radiator filler neck or reservoir tank. Ensure that the adapter cone is sealed properly.



10. Connect the vacuum generator/venturi (2) to the positioned adapter cone/vacuum gauge assembly (1).
11. Open the vacuum generator/venturi ball valve.



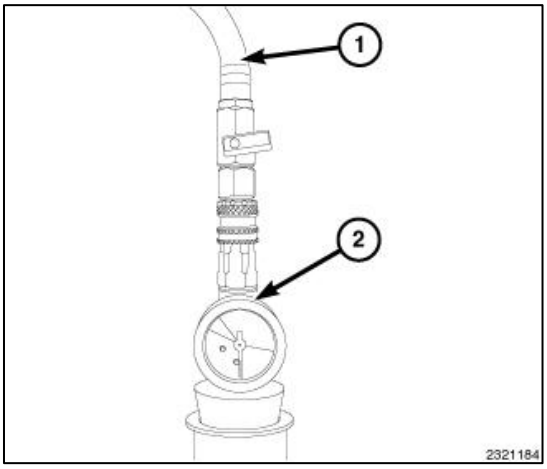
NOTE: **Do not bump or move the assembly as it may result in loss of vacuum. Some radiator overflow hoses may need to be clamped off to obtain vacuum.**

12. Let the system run until the vacuum gauge shows a good vacuum through the cooling system. Refer to the tools operating manual for appropriate pressure readings.

NOTE: **If a strong vacuum is being created in the system, it is normal to see the radiator hoses collapse.**

13. Close the vacuum generator/venturi ball valve.

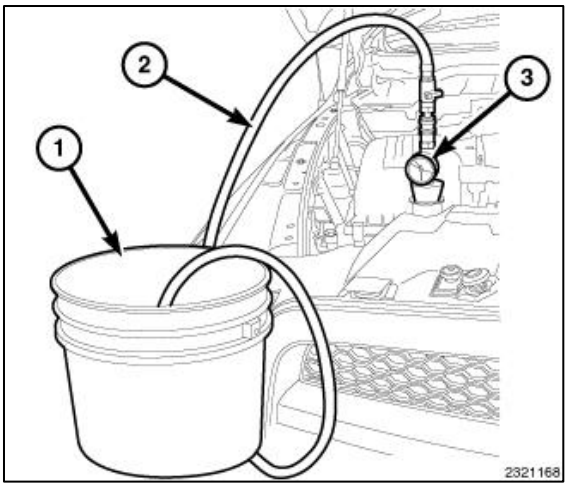
14. Disconnect the vacuum generator/venturi and air hose (1) from the adapter cone/vacuum gauge assembly (2).
15. Wait approximately 20 seconds, if the pressure readings do not move, the system has no leaks. If the pressure readings move, a leak could be present in the system and the cooling system should be checked for leaks and the procedure should be repeated.



16. Place the tools suction hose (2) into the container holding the coolant (1).

NOTE: **Ensure there is a sufficient amount of coolant in the bucket, mixed to the required strength/protection level available for use. Always fill more coolant in the container than required to fill the system. For best results and to assist the refilling procedure, place the coolant container at the same height as the radiator filler neck. If the coolant level is too low, it will pull air into the cooling system which could result in airlocks in the system.**

17. Connect the tools suction hose (2) to the adapter cone/vacuum gauge assembly (3).



NOTE: **Typical view shown.**

18. Open the suction hoses ball valve to begin refilling the cooling system.
19. When the vacuum gauge reads zero, the system is filled.

NOTE: **On some remote pressurized tanks, it is recommended to stop filling when the proper level is reached.**

20. Close the suction hoses ball valve and remove the suction hose from the adapter cone/vacuum gauge assembly.
21. Remove the adapter cone/vacuum gauge assembly from the radiator filler neck or reservoir tank.

22. With heater control unit in the HEAT position, operate engine with container cap in place.
23. After engine has reached normal operating temperature, shut engine off and allow it to cool. When engine is cooling down, coolant will be drawn into the radiator from the pressure container.
24. Add coolant to the recovery bottle/container as necessary. **Only add coolant to the container when the engine is cold. Coolant level in a warm engine will be higher due to thermal expansion.** Add necessary coolant to raise container level to the COLD MINIMUM mark after each cool down period.
25. Once the appropriate coolant level is achieved, attach the radiator cap or reservoir tank cap.

Direct Connection Tuner

The Direct Connection Tuner will come pre-set with the correct calibration needed to properly run your new hardware. Plug in the device and follow the steps included within the Tuner box. Highlights are included below to get you started, however, make sure your device is updated to the latest software level. Review the Tuner Manual for directions on how to make sure your device is at the latest software level and for any additional detail not covered in these instructions.

Updating the Direct Connection Tuner

Installing Update Agent Software

To begin using the Direct Connection Tuner, please follow the Tuner Update Sequence below:

1. Connect the device to a computer using the supplied USB cable.
2. Browse the file explorer and locate the Tuner drive.
3. Double-click the drive and open the folder labeled “Updater”.
4. Double click the Mac or Windows folder based on the computer type
5. Double click the Installer Application
6. Click RUN, then review and accept the license agreement terms, then INSTALL
7. Select CLOSE after installation is complete.
8. Double-click the Update Agent desktop icon and fill out the registration form

Updating the Device

1. Open the Update Agent software
2. Connect Tuner device to the computer with the supplied USB Cable
3. Click the “UPDATE” button – process will start and finish automatically

Tuner Mount Installation

Follow the steps outlined within the angled mount installation instructions found in the Tuner Packaging.

Cable Installation

1. Plug the OBDII connector into the vehicle port.
2. Route the HDMI end up the driver side dash. (You may remove the side panel for easier routing. Leave exposed until after the display is installed.)

NOTE: Once paired to a vehicle, the vehicle’s VIN is stored, and the device can no longer be used on any other vehicle.



Main Menu

Displays each of the menu options available.

MENU OPTIONS	BASIC DESCRIPTIONS
Tuning	Choose from standard tuning options
Performance Tests	Quickly and easily test your new tunes & performance
Settings	Adjust device settings to better fit your needs

Gauges	Monitor and record your vehicle performance
Diagnostics	Diagnose and clear trouble codes
Stage Code	Access the Stage Code Manager

Tuning

1. Install a battery charger to the vehicle to maintain constant battery voltage, otherwise communication with onboard ECUs may be lost and ECUs can be damaged during Tuning.

NOTICE

A WLAN internet connection is preferred.
If it is necessary to connect via a Mobile Hotspot, Hotspot names should not contain any spaces or special characters,
otherwise it may not be possible to achieve a suitable connection with the DC Tuner.

2. Return to the Main Menu and Select the **Tuning** icon.

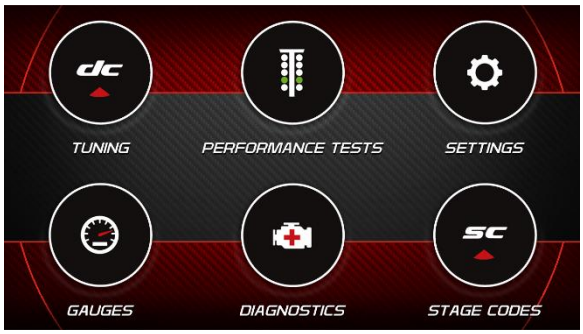
3. Turn the vehicle ignition to ON. Engine must remain OFF. Select “Tune Vehicle”. Follow the on-screen instructions.

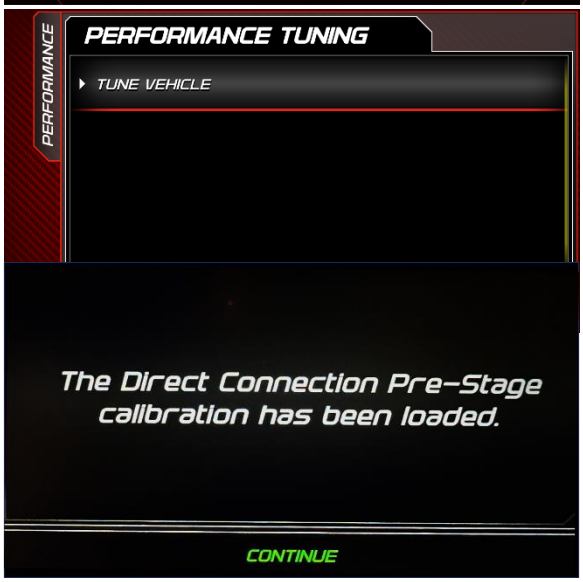
4. Once your vehicle has been successfully tuned, press Continue to return to the **Main Menu**.

NOTICE

Do not remove or bump the OBD-II connector during any programming sequence. If you do, the vehicle
may not start.

Main Menu



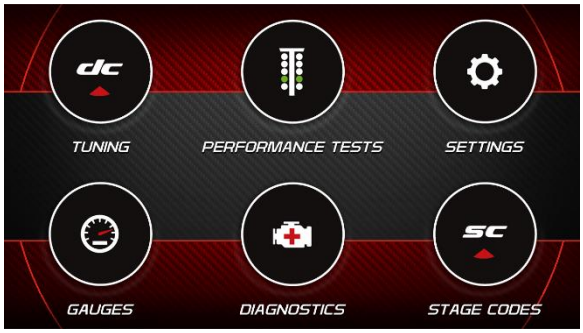


WARNING: **Do not program the vehicle while parked in unsafe locations including in heavy traffic or places without cell phone service or internet (if possible).**

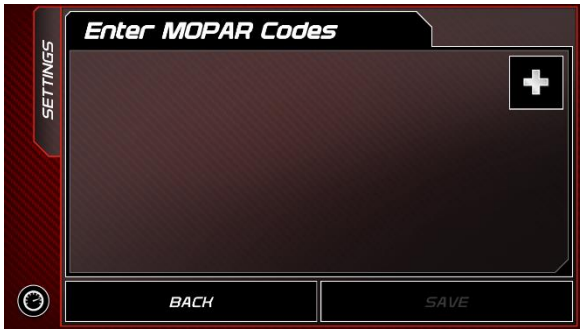
Keychain & Calibration Retrieval

1. Select the “**Stage Codes**” icon from the **Main Menu**.
This is the Stage Code entry for unlocking additional Stage Calibrations. This code comes printed on the keychain provided in the kit. **For more information, please call the Direct Connection Hotline at 1-800-998-1110**.

Main Menu



2. Press the “+” in the Top-Right of the screen and enter the Keycode on the back of the provide Calibration Keychain when prompted.
3. The applicable Stage Calibration for your vehicle is now available to flash. Follow the Tuning steps below.



Tuning

5. Reboot the device after entering the stage code.
6. Install a battery charger to the vehicle to maintain constant battery voltage, otherwise communication with onboard ECUs may be lost and ECUs can be damaged during Tuning.

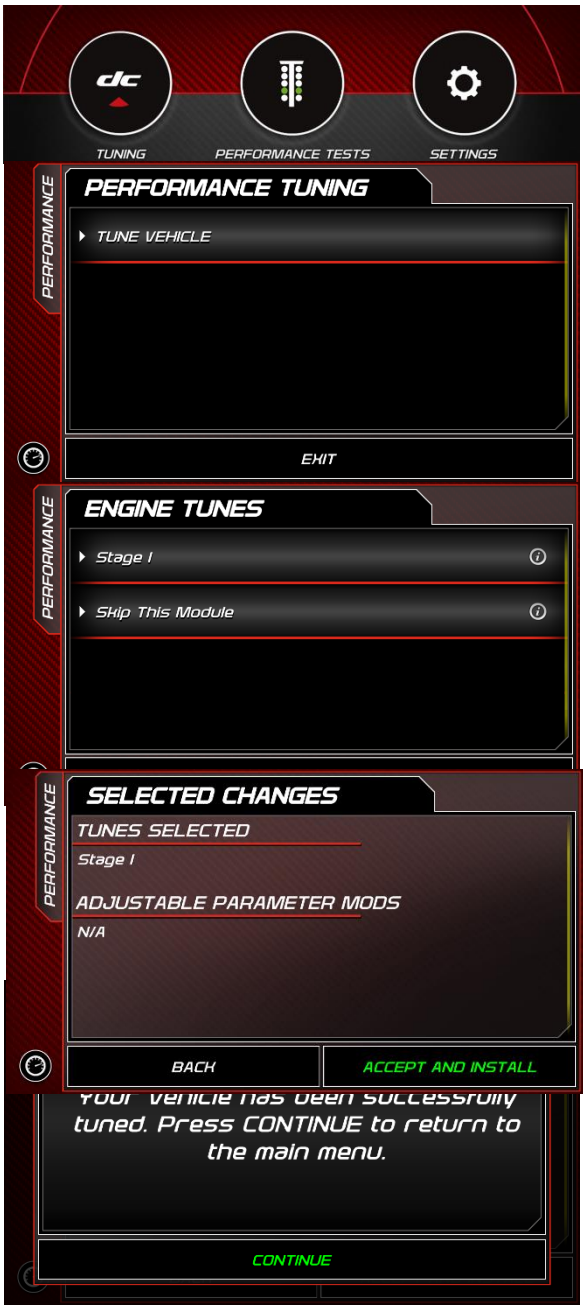
7. **REQUIRED:** Select “**Settings**”, then check the device for any available software updates. A Wi-Fi connection is necessary. If updates are available, the device will provide the option to perform the update.
8. Return to the Main Menu and Select the **Tuning** icon.

9. Turn the vehicle ignition to ON. Engine must remain OFF. Select “Tune Vehicle”. Follow the on-screen instructions.

10. Select Stage I. Follow the on-screen instructions.

11. Choose **Accept and Install** to continue. Follow on-screen instruction.

12. Once your vehicle has been successfully tuned, press Continue to return to the **Main Menu**.



NOTICE

Do not remove or bump the OBD-II connector during any programming sequence. If you do, the vehicle may not start.

WARNING: **Do not program the vehicle while parked in unsafe locations including in heavy traffic or places without cell phone service or internet (if possible).**

Dealer Installed Vehicle Option VIN Assignment

After installing the stage kit on the vehicle, your Dodge dealership can assign the Dealer Installed Vehicle Option to the vehicle VIN. See your dealer to assign the appropriate option code associated with the stage kit that has been installed on your vehicle.

Vehicle Option Code	Application
6TS	Hellcat Stage 1 Kit

NOTICE

It is advised to add Dealer Installed Vehicle Options after installing all stage kits to minimize communication interruptions with vehicle modules.

California Air Resources Board Executive Label

NOTICE

All models have a VECI Label. Chrysler permanently attaches the label in the engine compartment. It cannot be removed without defacing information and destroying the label.

Please place the CARB E.O. Label Supplied in the Kit directly next to the VECI label. **This product information label is required to aid in passing the California Smog Check program.**

The label contains the Executive Order Number for the Direct Connection Hellcat Stage I Kit.



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