



Dodge Xzillaraider II & M3 Instructions

Part Numbers: XZ1003, XZ1005, DMPG004, DMPG005

Supplied Items:

Xzillaraider II or M3 module
Xzillaraider II wiring harness
Xzillaraider II ControlPOD
Bypass plug
Care Kit - Velcro, Zip Ties and an Alcohol Wipe

Required Tools:

Razor Knife
Side Cutters / Wire Cutters

Release the Beast

Thanks for your purchase of a Quadzilla product. We know you'll be more than satisfied with the increased performance our product provides. Be sure to tell your fellow diesel truck owners about Quadzilla.

This is a high performance product and we suggest that you also install Exhaust Gas Temperature (EGT) gauges and boost gauges with all Quadzilla Stealth modules and chips. This product may alter the technician's ability to use diagnostic equipment.

Please remove this Quadzilla product when taking your truck into a service facility.

The installation of this product indicates the BUYER has read and understands this agreement and the 'Disclaimer of Liability' agreement contained at the end of this document and accepts its terms and conditions.

This is a high performance product. Use at your own risk. Be sure to read the disclaimer before beginning any installation of this product.

Introduction

Important: Read the disclaimer completely before installing your Quadzilla product.

In all positions the X2 module should deliver power smoothly without ill effects. The truck should behave just like it did when it was stock, with the exception of the increase in power. As you run in the higher levels some black smoke may occur from the tailpipe which is normal, but it should not be overly excessive and will clear up as turbo boost is achieved. As fuel is added to the vehicle exhaust gas temperatures will increase and you should use a pyrometer to monitor exhaust gas temperature. In the higher setting you will notice the pitch of the engine to be slightly different. This is due to the timing increase and is normal as long as it is not excessive. Fuel Rail pressure is also increased and can make the engine louder. The higher settings will have a lighter throttle feel to them and may not be as desirable if driving in inclement weather or around town. If use in the higher level is needed you may consider a Monster Air Intake or a 4" exhaust system as well.

Module Information

The X2 module modifies fuel injection quantity, fuel rail pressure, injection timing, and boost. When using the X2 module it is highly recommended that you use a Pyrometer to monitor Exhaust Gas Temperature.

M3 & XZT Power Levels:

M3 – 35hp non-adjustable
 XZT:
 PL01 – 25hp / 70ft lbs of torque*
 PL02 – 45hp / 105ft lbs of torque*
 PL03 – 65hp / 165ft lbs of torque

Standard Power Levels:

PL01 – 25hp / 70ft lbs of torque
 PL02 – 45hp / 105ft lbs of torque
 PL03 – 65hp / 165ft lbs of torque
 PL04 – 100hp / 225ft lbs of torque

Race Power Levels:

PL01 – 25hp / 70ft lbs of torque
 PL02 – 45hp / 105ft lbs of torque
 PL03 – 65hp / 165ft lbs of torque
 PL04 – 100hp / 225ft lbs of torque
 PL05 – 130hp / 290 lbs of torque**
 PL05 – 140hp / 275 lbs of torque**

*Power levels 1 and 2 only available when used in combination with a Commander Control System.

**Power level 5 varies according to year model. 2003 -2004 is 140hp / 275ft lbs of torque. 2004.5 – 2007 is 130hp / 290ft lbs of torque.

Note:

The Race modules were not intended to be used in the high settings for every-day usage. Using the 140hp setting may cause poor shifting, poor fuel mileage, excessive black smoke and other minor undesirable characteristics. The 140hp setting was intended for racing use or dyno use only. The Race module was designed to shift properly at full throttle; shifting at light throttle may produce less than desirable results.

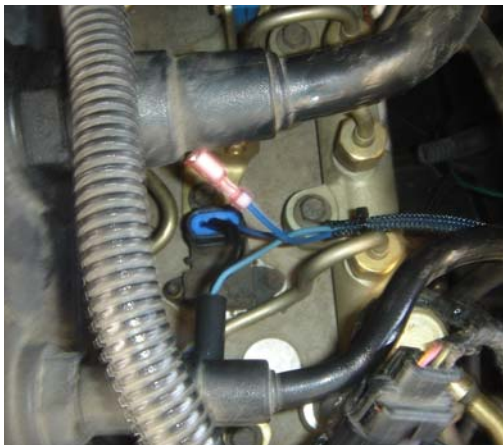
Note:

At anytime you wish you may upgrade your M3 to an XZT or your X2 Standard to the X2 Race by going to our website at www.quadzillapower.com and filling out the correct upgrade form. Once completed you will receive an email update that will turn your M3 to an XZT or X2 Standard to an X2 Race.

Module Installation

We recommend letting your engine cool prior to installing this product.

1. Turn the key off and remove the keys from the ignition. Always wait at least 30 seconds between turning the key off and unplugging any sensors on the vehicle.
2. Pop the hood and locate the Fuel Rail Pressure sensor, MAP sensor and Coolant temperature sensor. The Fuel Rail Pressure sensor is located on the driver's side of the engine just behind the silver air intake horn on the Fuel Rail itself. **If not sure of Fuel Rail location, visually locate the injector fuel supply lines (6) and follow them as they come out of the cylinder head. These lines will go directly to the Fuel Rail. The sensor is located toward the front of the fuel rail.** This will be a three wire plug. The MAP sensor will be located just a few inches behind the Fuel Rail Pressure sensor and slightly closer to the valve cover. This sensor is a four wire plug. The Coolant sensor will be located on the front passenger side corner of the engine next to the valve cover. This connector will be a two wire plug. (See Fig. 1)



3. Disconnect the factory MAP sensor by gently lifting up on the locking tab and pull the connector away from the sensor. Insert the matching MAP connector from the X2 harness into the factory MAP sensor. Connect the factory connector into the molded connector on the X2 wiring harness. Make sure when you plug these connectors in that the locking tab slides over the ramp and locks in place. (See Fig.2)

4. Disconnect the factory Fuel Rail sensor by pressing on the locking tab and pulling the connector away from the sensor. If this connector has never been removed it will be stiff and you may need to use a pair of needle nose pliers. If pliers are used, be careful not to crack or damage the connector in anyway. These connectors should only go in one way but be sure to pay attention as to what side the locking tab is on before the connector is removed. Once the connector is removed connect the corresponding connector from the X2 harness into the factory Fuel Rail sensor, and connect the factory connector into the molded connector on the X2 harness. Be sure that both locking tabs on the two plugs are locked in place. (See Fig.3)



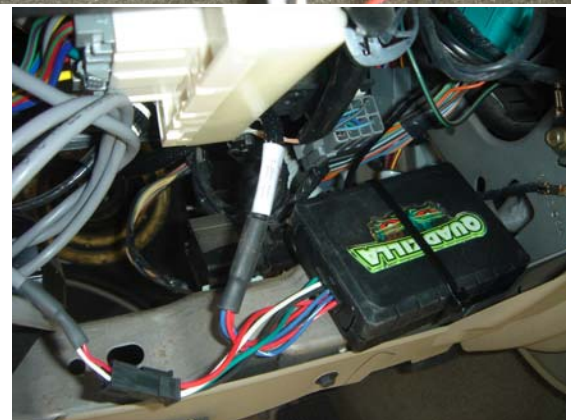
Note: If you are installing the M3, or XZT or have a 03-04 truck, this step will be skipped.

5. Disconnect the factory Coolant sensor by gently lifting up on the locking tab and pull the connector away from the sensor. Insert the matching connector from the X2 harness into the sensor making sure that the tab slides over the ramp and locks in place. Connect the factory connector into the molded connector on the X2 harness making sure it fully locks in place. (See Fig.4)



6. Route the remaining harness away from any moving or extremely hot parts on the engine and over to the driver's side firewall. You may need to use the supplied zip ties to secure the harness where needed.
7. Locate the grommet on the driver's side firewall, which sets just below the steering shaft. Remove the grommet from the inside of the cab. The harness will need to be run through this grommet and there are two ways it can be done.
 - a. You can remove the grommet and run the harness through and put the grommet back in place.
 - b. You can cut a small slit in the grommet just large enough to slide the connector through and run it in the cab this way.

8. Take the small 12-pin connector at the end of the X2 harness and run it through the grommet and into the cab. Be careful as to not damage the 12-pin or 4-pin connectors when pulling them through the firewall. If the harness gets hung DO NOT pull on the connectors as this could pull the wires from the connectors and cause the module to not operate correctly. (See fig. 6)
9. If the bypass plug has not already been removed from the 12 pin connector, disconnect it and store in a safe place for now, like the glove box. Once inside the cab connect the X2 module to the 12-pin connector. Push the module onto the connector until you feel it seat or hear a light click to make sure there is a good connection. Secure the module up under the dash with the supplied zip ties or Velcro making sure it is clear of all brake, throttle, clutch, and emergency brake pedals. The module should be mounted in a location that is easily accessible so that it can be removed for any software updates or upgrades. You can either zip tie the remaining slack from the harness up under the dash or pull the slack back out under the hood and secure it there.



***If you are installing an M3 or XZT module, then skip to step 13, your install is complete.**

10. Find a spot to mount the ControlPOD. This can be placed anywhere you like. At the top of the dash or on top of the steering column are a couple of good places to where the ControlPOD is visible and easy to reach to change power levels. Using the supplied Velcro, secure the ControlPOD to your desired location. This Velcro is designed to where you can remove the Control Pod if needed and re-attach it, but the Velcro itself is difficult to remove. It is best to clean the back of the ControlPOD and the mounting location with the supplied alcohol pad to insure a solid contact with the Velcro strips. (See Fig. 8)
11. Route the ControlPOD harness over to the X2 module and connect the corresponding 4 pin connectors together. You may want to zip tie any excess wire from the ControlPOD up under the dash so that it is out of the way from any moving parts.
12. Double check the X2 module and the ControlPOD making sure both of them are firmly secured to their desired mounting locations.
13. Check and re-check all connections and the routing of the wiring harness.
14. Turn the key to the “ON” position. Insure that the ControlPOD powers up. If the ControlPOD does not power up, check all the wires on the 4 pin connector making sure all of them are seated into the plugs and that the connectors are securely fastened. If the ControlPOD still does not power up, you will need to make sure none of the wires in the 12-pin module connector are not fully locked into place. You can do this by gently pulling on the wire and visually inspecting the pin protrusion into the end of the connector, if they do not all look the same or a wire is loose it would be best contact Tech Support for repair.
15. If the ControlPOD powers up then start the truck up and make sure it ides normally. If it does, then turn up the power level and enjoy your new found power.
16. Enjoy your new found power and increased fuel mileage!



About the ControlPOD

(Not available on the XZT or M3 modules) The X2 module is equipped with a ControlPOD that is capable reading Fuel Rail Pressure, Boost , Coolant Temperature(04.5-07) and Power Level indicator as well. The button on the far right of the ControlPOD controls which display you are watching. You will notice a small green dot that will correspond to the ControlPOD overlay letting you know which parameter is being viewed. You may change the power levels at anytime while the truck is on or while driving by simply pressing the up or down arrow buttons. You can also toggle between the different parameters being displayed while driving as well by pressing the far right button. Each time you change the power level, the display will show the new power level before returning to the parameter you were viewing. You do not have to have the Power Level parameter selected to change power levels.

You may also set warnings for the Fuel Rail Pressure, Boost and Coolant parameters. To do this put the ControlPOD on the parameter before the one you want to set the warning for, press and hold the far right button down for approximately 5 seconds. The display will change to the one you want to set the warning for, keep the button pressed until the display starts flashing. At this time the numbers corresponding to the parameter you wish to set a warning for will start flashing. You can adjust the numbers by using the up and down buttons and once you have the warning set where you want it press the far right button and this parameter will be set. You can set the other parameters by repeating this process. Anytime a warning level is reached the display will switch to that parameter and start flashing so that you can see there is a potential problem.

Fuel Rail Pressure

This is the pressure of the fuel supplied to the injectors in the high pressure common rail injection system. This parameter will read from 40 up to 2800 which needs to be multiplied by 10 to get the correct reading. Rail Pressure should never exceed 27,500psi or 2750 on your display for more than a few seconds. It is recommended to set a warning between 26,500 and 27,000psi. You will learn that the Fuel Rail Pressure can easily be controlled with the accelerator pedal.

Boost PSI

The 03-04 trucks are equipped with a mechanical waste gate which will only allow the truck to build about 24psi of boost before opening. If your waste gate has been modified then the X2 module is capable of raising the boost another 8-10psi. It is recommended to set a warning at 35psi max. Do not exceed this limit on a stock vehicle
The 04.5-07 trucks have an electronic waste gate which will allow the truck to make about 32psi. With the module installed boost will increase another 8-10psi.

It is recommended on these trucks to set a warning for 44psi in the event of waste gate failure and do not exceed this limit on a stock vehicle.

Troubleshooting

Module resets while driving – Check the ICP sensor. Make sure the plug is tight and can not wiggle. Add tie wrap to the ICP connector and plug to make sure of a tight connection.

Won't shift correctly – Reset transmission (call Quadzilla Technical department for details 1-888-842-6572). Repeat learning process exactly as described in the instructions.

Can't feel power change – At cruising speeds no change should be felt. Use more throttle and then adjust the ControlPOD to feel more power. Peak power is only gained at full throttle.

Feels like less power than before – Check air and both fuel filters. Maintain proper maintenance on these items. These items will be noticeable when dirty after power is added. An oil change at regular intervals is very important – 3000 miles under heavy duty usage and 5000 miles under easy usage is recommended.

Truck surges – Check air and both fuel filters. Maintain proper maintenance on these items. These items will be noticeable when dirty after power is added. An oil change at regular intervals is very important – 3000 miles under heavy duty usage and 5000 miles under easy usage is recommended. Also Race modules in the high setting may not be desirable to use for normal driving.

THIS IS A HIGH PERFORMANCE PRODUCT. USE AT YOUR OWN RISK

Do not use this product until you have carefully read the following agreement.

This sets forth the terms and conditions for the use of this product. The installation of this product indicates that the BUYER has read and understands this agreement and accepts the terms and conditions.

WARRANTY

All QUADZILLA Performance Modules/Tuners Diesel Performance Enhancement Software as specified below - is warranted against defective materials or workmanship for one million miles or ten years from date of purchase, whichever comes first. The Performance Modules/Tuners hardware units are covered by a one year unlimited mileage warranty.

WHAT IS WARRANTED:

Any Performance Modules/Tuners Diesel Performance Enhancement Software specified for and Cummins, Powerstroke, and, Duramax diesel engines, except those units sold exclusively for racing and/or off-road use.

WHO IS COVERED BY WARRANTY:

The original purchaser of a Performance Modules/Tuners who has completed the required warranty registration and provided proper proof of the original retail purchase and all other required information.

WHAT IS NOT WARRANTED:

Any Performance Modules/Tuners used for any type of racing or competition, any off-road use, custom or modified applications, any non-legal or industrial applications. (These units are covered by a one year unlimited mileage warranty for both Software and Hardware.)

WHAT VOIDS THE WARRANTY:

Incorrect Installation: The Performance Modules/Tuners must be installed following Quadzilla installation procedure as outlined in the product literature that accompanies the Performance Modules/Tuners. Physical damage to the unit due to improper care in installation or removal will not be covered under this warranty. **No Registration:** Failure to register your product within 90 days of purchase will void the one year unlimited mileage warranty. **No Proof of Purchase:** At time of warranty claim, buyer must provide proof of purchase (original receipt or invoice). **Incorrect Use:** Any damaged, abused or modified Performance Modules/Tuners will not be warranted.

EXTENT OF WARRANTY:

Any defective Performance Modules/Tuners properly returned to QUADZILLA will be replaced or repaired by QUADZILLA. QUADZILLA will not be responsible for any other expenses incurred by the customer under the terms of this warranty, nor shall it be responsible for any damages consequential, special, contingent, or otherwise; or expenses or injury arising directly or indirectly from the use of the Performance Modules/Tuners unit or software.

Any Performance Modules/Tuners returned to QUADZILLA must be sent at the customer's expense along with proof of purchase. QUADZILLA reserves the right to determine whether the terms of the warranty, set out above, have been properly complied with. In the event that the terms are not complied with, QUADZILLA shall be under no obligation to honor this warranty.

SHORTAGES AND DAMAGED GOODS:

It is the responsibility of the customer to inspect and count products upon receipt. Any shortages or errors must be reported to Quadzilla immediately. Claims for shortages or damaged goods must be received within 3 days of receipt of the product. All merchandise is inspected before packing. Any damaged goods should be reported to the freight carrier immediately. All packaging of damaged goods must be kept for inspection by the freight carrier.

RETURNS AND EXCHANGES:

An RMA (return merchandise authorization) must accompany all returns and exchanges. Returns must include a copy of the original invoice. Returns and exchanges must be shipped pre-paid or they will be refused.

Returned or exchanged products must be undamaged, or in "like new" condition. Damage occurred during freight due to improper packing is the responsibility of the customer. Unauthorized or refused merchandise are subject to a 10% restocking fee.

*** LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES WHICH MAY NEVER BE USED UPON A HIGHWAY.**

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DISCLAIMER OF LIABILITY

Quadzilla Performance Technologies, Inc. and its distributors, jobbers and dealers (hereafter SELLER) shall in no way be responsible for the product's proper use and service. **THE BUYER HEREBY WAIVES ALL LIABILITY CLAIMS.**

The BUYER acknowledges that he/she is not relying on the SELLER's skill or judgment to select or furnish goods suitable for any particular purpose and that there are no liabilities which extend beyond the description on the face hereof and the BUYER hereby waives all remedies or liabilities, expressed or implied arising by law or otherwise, (including without any obligations of the SELLER with respect to fitness, merchantability and consequential damages) or whether or not occasioned by the SELLER's negligence.

The SELLER disclaims any warranty and expressly disclaims any liability for personal injury or damages. The BUYER acknowledges and agrees that the disclaimer of any liability for personal injury is a material term for this agreement and the BUYER agrees to indemnify the SELLER and to hold the SELLER harmless from any claim related to the item of the equipment purchased. Under no circumstances will the SELLER be liable for any damages or expenses by reason of use or sales of such equipment.

The SELLER assumes no liability regarding the improper installation or misapplication of its products. It is the installer's responsibility to check for proper installation and if in doubt, contact the manufacturer.

LIMITATION OF WARRANTY

Quadzilla Performance Technologies, Inc. (hereafter "SELLER") gives limited warranty as to description, quality, merchantability, fitness for any product's purpose, productiveness, or any other matter of SELLER's product herewith. The SELLER shall be in no way responsible for the product's open use and service and the BUYER hereby waives all rights other than those expressly written herein. This warranty shall not be extended or varied in, except by a written instrument signed by SELLER and BUYER.

The warranty is limited to one (1) year from the date of sale and limited solely to the parts contained within the product's kit. All products that are in question of Warranty must be returned shipping prepaid to the SELLER and must be accompanied by a dated proof of purchase receipt. All warranty claims are subject to approval by Quadzilla Performance Technologies, Inc.

Under no circumstances shall the SELLER be liable for any labor charged or travel time incurred in diagnosis for defects, removal, or reinstallation of this product, or any other contingent expenses.

Under no circumstances shall the SELLER be liable for any damages or expenses insured by reason of the use of sale of any such equipment.

IN THE EVENT THAT THE BUYER DOES NOT AGREE WITH THIS AGREEMENT: THE BUYER MAY PROMPTLY RETURN THIS PRODUCT, IN A NEW AND UNUSED CONDITION WITH A DATED PROOF OF PURCHASE TO THE PLACE OF PURCHASE WITHIN THIRTY (30) DAYS FROM THE DATE OF PURCHASE FOR A FULL REFUND.

THE INSTALLATION OF THIS PRODUCT INDICATES THAT THE BUYER HAS READ AND UNDERSTANDS THIS AGREEMENT AND ACCEPTS ITS TERMS AND CONDITIONS.



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