

# Boostec Transmission Module Installation Guide

You don't need any tools except for the heat sink mounting and possibly for mounting the control box, but here is a list of things needed to make this kit work.

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I've added some hi-temp metal quick ties and metal cable ties for mounting the heat-sink quickly, but ideally you use a bolt/screw to hold it in place.

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1. Remove glove box, this is done by opening then pulling the bottom away, then removing the glove box on an angle out of the cavity.
2. Remove the KEY from the car, do not have it inside the car (Especially if its push button start)
3. Remove the KEY airbag receiver insert plastic surround near the glove box – (approx size of 1/3 of A4 paper) and let it dangle (its on the left of the glovebox) It's just in the way, it's used for airbags with front kid seats.

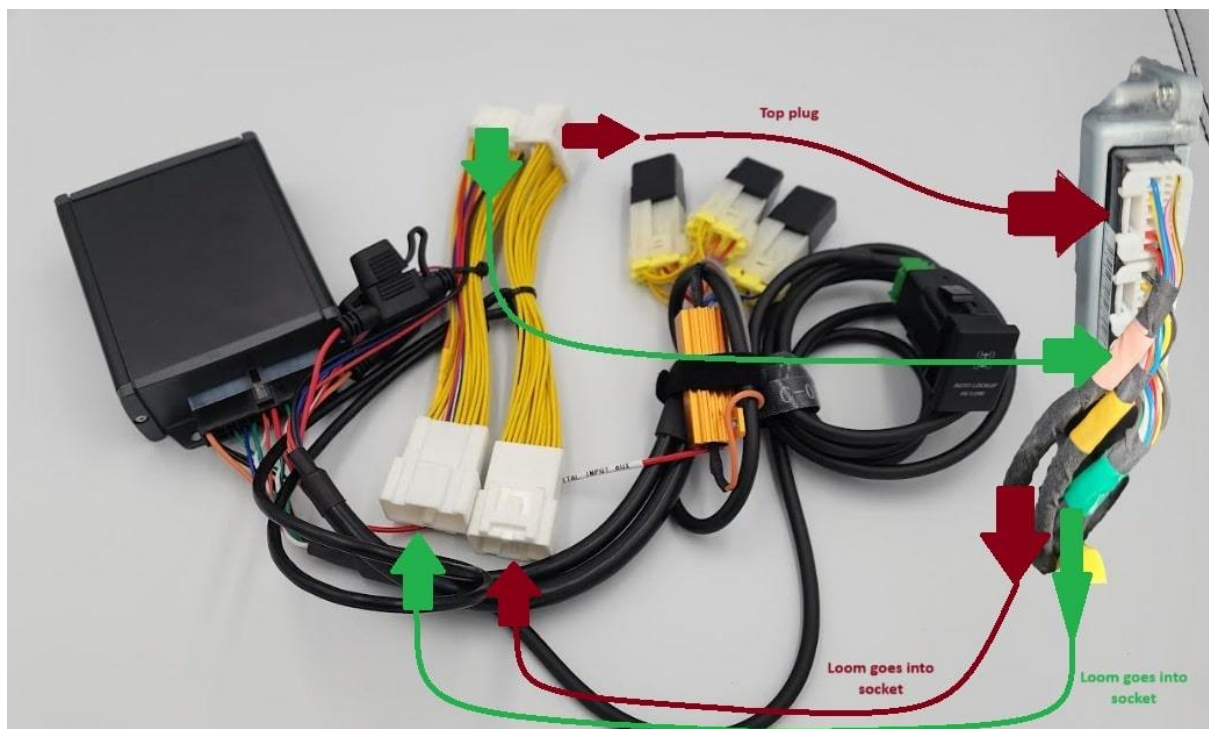


4. Now you can see the TCM with 3 cables, un clip the bottom cable loom from TCM and insert the supplied LOOM connections into the TCM bottom connector and TCM loom for the same connector.

5. Remove the top connector of TCM and insert the ADAPTER into the TCM and TCM loom (It has a shielded twin core black wire wire section)

6. Ensure everything clicks in and there are no LOOSE WIRES or connectors!

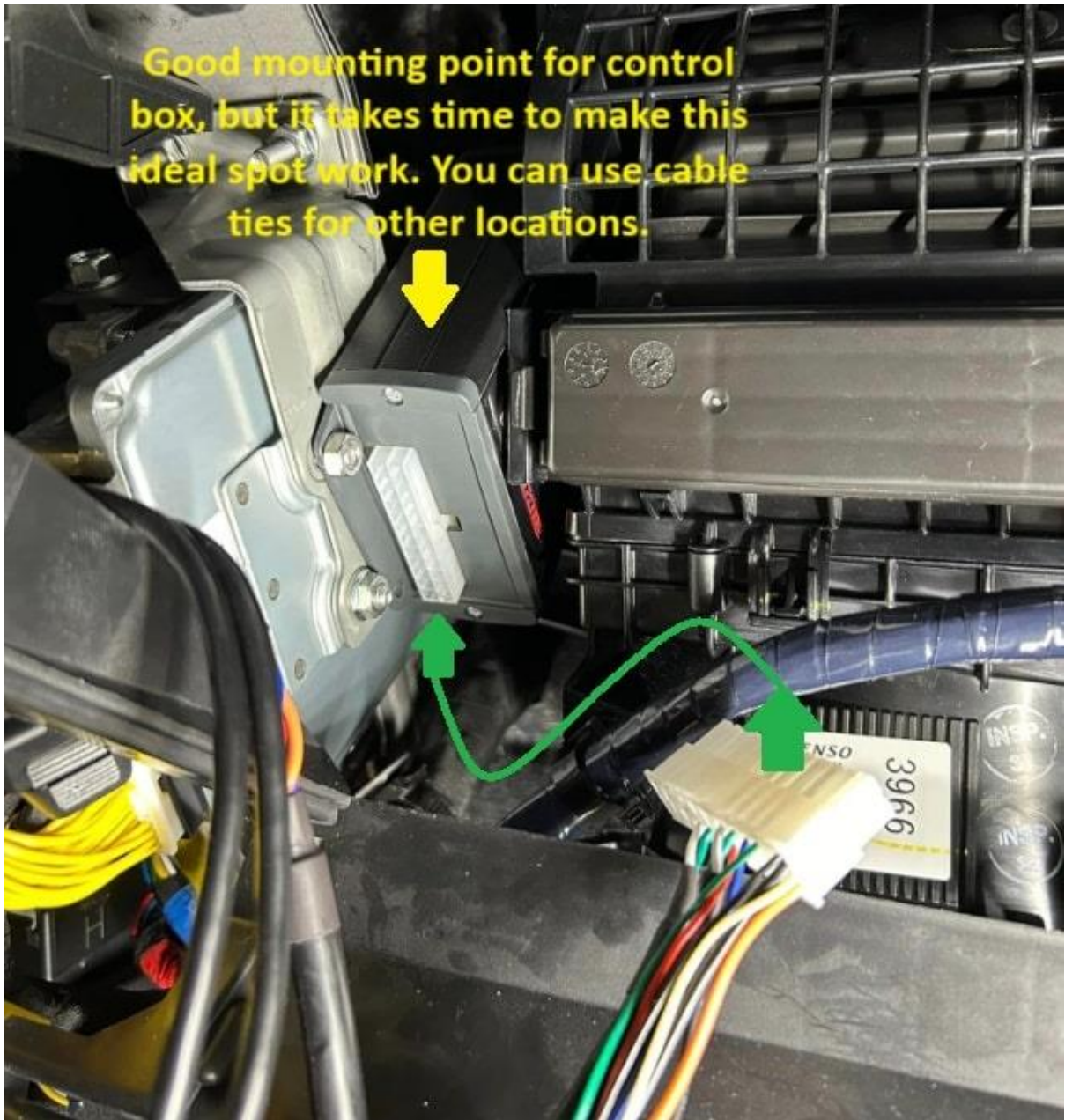
(Photo below to show you orientation)



7. Run the loom to the right side of glove box area behind the plastic supports of glove box.

8. Plug the Boostec box into its 24 pin Minifit connector, it can be mounted with cable ties to supports. Ideally it is not mounted next to CB radios.

Good mounting point for control box, but it takes time to make this ideal spot work. You can use cable ties for other locations.



9. Very important! The golden heat sink needs to be mounted to a METAL surface. This is easy for DMAX and MUX owners, as there is a bare support bracket in the top areas of the GLOVE BOX area, it can also be mounted to the TCU bracket for example (if tcu is temporarily moved for drilling into the bracket), or into the side kick panel area brackets – the only requirement is its fitted to a metal piece that will help the heatsink dissipate heat.

You can use a self tapping screw in the un-threaded part of the D-Max support bracket although some trims will need to be removed to get a decent screw driver at the right angle to get a screw in.

For BT-50 owners, you may need to re-position the control box to another area so you can mount the heat sink to metal in the kick panel (Please be aware, cable ties are NOT ideal for securing the heat sink, although we have tested this mounting method with cable ties, we do not endorse it.)





10. Run the green plug wire to the TRANSMISSION GEAR SELECTOR AREA. Pop up the gear selector surrounds using anything that won't damage the plastics, we found this can be lifted with fingers if you're careful. A pry tool can be used to help. (It literally pops up from the rearward edge)

11. Push out a blank for the button and run the cable thru the bottom of the blank hole to poke out to the gear selector area.

12. Fit the button (one way) and insert it into the hole. Push closed all the plastics and the button should sit flush.

13. Cable tie any cables you wish out of the way and re-fit all plastics around the GLOVE BOX area. Now you can start the car...

14. Everything should work as stock, no errors should be on dash. If you have errors, check your install with car OFF.

15. Push the transmission lock up kit button in and go for a drive!

## **How to use:**

The push button arms the kit for automatic operation.

Usually you will never need to take it out of the on position.

It will lock the converter at 77 and unlock at 74, you don't have to do anything in this setting, it's done for you automatically.

**Expert mode:** To use the artificial lock up without limits at lower speeds, hold down the cruise-cancel button for 1 sec while driving. To deactivate, tap the cancel button again. There is some safety built into the system, but please be aware that if you shift into lower gears while this active, you will get a nasty clunk. It's purpose is to use during off road single gear use to prevent over heating of the gearbox or to use engine braking while towing under 75 kmh. It was a heavily requested feature that's not for everyone.

**To use manual gear cruise control:** Setup your cruise as per normal driving. Then select manual with gear stick, cruise disables! Now tap the RES button on the steering to activate manual cruise, tap RES again to return to standard. The vehicle will function normally while in manual cruise, but you will notice the gear indication display has changed. The only reason you will want to goto standard is to have normal gear indication.

**Clear limp mode/codes:** An added feature was a clear code function like what a scan tool has. It's an added feature with no specific purpose unless a strange event occurs with a tuning module or a damaged sensor etc (unrelated to the kit) To clear codes: repeatedly hit the cruise distance button 5 times within 5 seconds.

**Low range tall gear select:** When off road and in low range, you'll notice only 1st, 2nd, 3rd are normally selectable. If you hit the cruise RES button, you'll be allowed to select the taller gears as well.