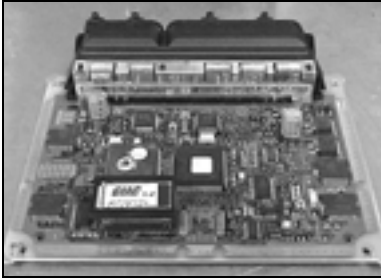
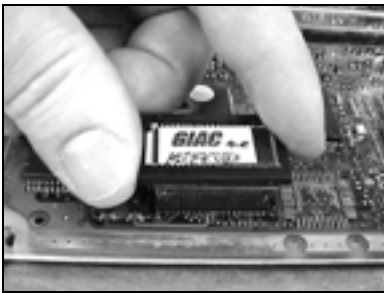


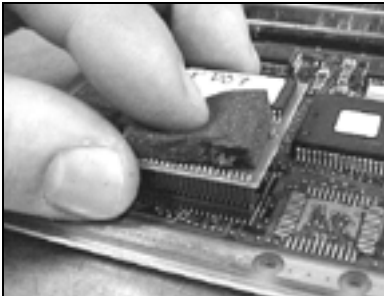
INSTRUCTIONS FOR SWAPPING GIAC CHIP MODULES



Remove ECU from vehicle, and open, using enclosed Torx T-15 tool. **Observe strict static rules (ground yourself to large metal object before handling).** ECUs found in Mk4 Golf/Jetta, New Beetle, and Audi TT have the case halves stuck together with weather stripping, and will require gentle prying around the edges to loosen and remove the halves. This is easier done when the ECU is warm, like just after usage. The case half with the ECU part number sticker must be removed to access the chip module (ECU will look like this picture when the proper case half is removed). Notice module sits upon two rows of soldered down pins on ECU circuit board (actual location of module depends on ECU).



Gently pull upward on module assembly to remove. Note that the module and ECU have a specific orientation to each other. This orientation is marked by the "dot" on the corner of the chip.



When swapping modules, make sure the "dots" on the respective chips install in the same orientation. Push down gently on the module making sure it is fully seated on the pins. Reassemble ECU and install back in vehicle. **Follow original start up procedures included with chip: After installing ECU, turn key to on position for 2 minutes. Make sure A/C system is turned OFF. Do not touch the throttle pedal! After 2 minutes, start the engine and let idle for 2 minutes. Do not touch the throttle pedal!**

Each time the ECU is removed from the vehicle, a "Power Disconnect" fault code will be stored. This code will also be stored if the battery is disconnected for any reason.

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