

**THANK YOU for purchasing our EURO+DRIVE® system. This install procedure is fairly easy but if you do run into any difficulties please do not hesitate to contact us.**

**Tools Needed:**

EURO+DRIVE® DEVICE

PC BASED COMPUTER (WINDOWS OS)

**Time Needed:** 25-55min (Dependant on Software Version)

**Skill Level (1-5):** .5 (Yes, POINT 5)

**INSTALL PROCEDURE**

STEP 1 - Open the EURO+DRIVE® box and insert the USB card into your computer (Pic 1)

STEP 2 – INSTALL the My Genius Software, this installs all the necessary software and drivers (Pic 2)

STEP 3 - Plug in your EURO+DRIVE® into the USB port on your computer (Pic 3)

STEP 4 - My Genius will display a “**MANDATORY UPDATE**” notice click **OK** and allow the unit to activate. (Pic 4)

**\*\*\*NOTE\*\*\* - TURN OFF FIREWALL (IF ACTIVE)**

STEP 5 - Your software and hardware will be updated and **ACTIVATED AUTOMATICALLY.**

**\*\*\*DODGE DART OWNERS\*\*\* - To activate “DART” on your handheld drop down menu, go to “File” in the My Genius Software and select “Forced Reset/Brand Change Request” (See Pic 10). We will be notified and complete your request. Once completed, you will receive a confirmation via email. Open your software and repeat steps 3-5 before proceeding.**

STEP 6 – Allow the unit to update both the device and software. Once completed please proceed out to you car.

STEP 7 - Plug the EURO+DRIVE™ into the OBD2 port with the included serial to OBD2 cable, place key in ignition.

STEP 8 - Follow the dashboard on and off prompts. The unit will first IDENTIFY your ECU, then READ and copy your stock file to the EURO+DRIVE™ device.

**AFTER IDENTIFICATION -->(Select WORK--->READ--->DODGE--->DART--->1.4L MULTI-AIR---->CAN)**

STEP 9 - Once the file is stored on the E+D device please proceed back to your computer and plug the unit in via the USB

STEP 10 - Start the “My genius” Software and click “ **DOWNLOAD FROM MYGENIUS**”

STEP 11 - Copy the MYGfile.FPF file to your desktop

STEP 12 - Now log back in to your EURO+DRIVE® PORTAL/CLOUD and select upload file and upload the MYGfile.FPF

STEP 13 - After uploading your stock file, **please upload a note or document list of your current modifications.**

**\*\*\*\* We will be AUTOMATICALLY notified that you have uploaded your stock file, please allow 24hrs for your file. Other phase files will come automatically and you will be notified when updated files are available via email.**



EUROCOMPULSION

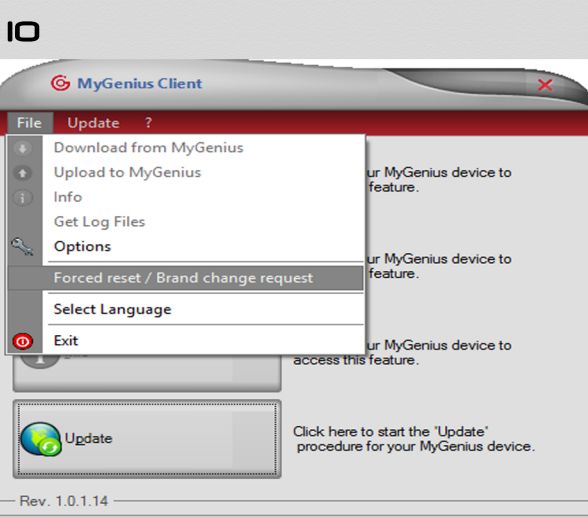
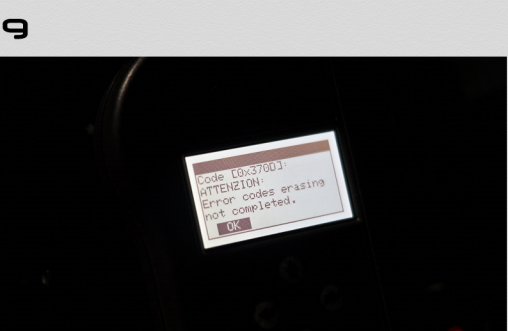
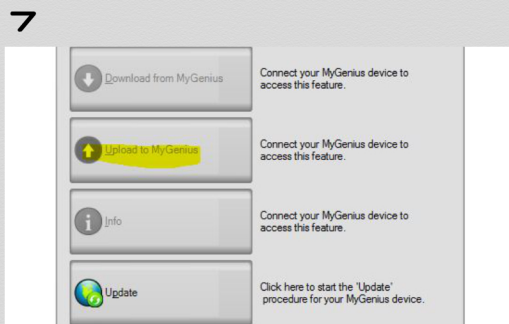
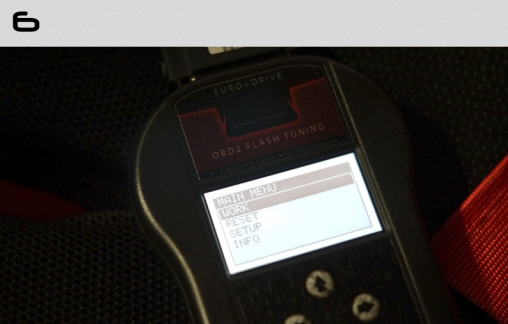
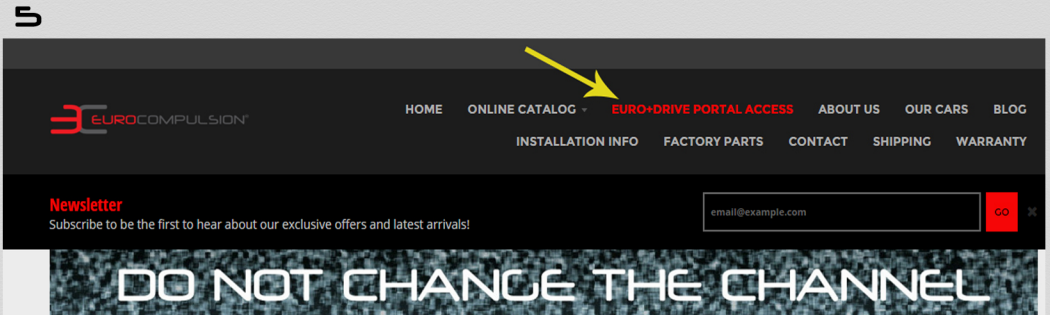
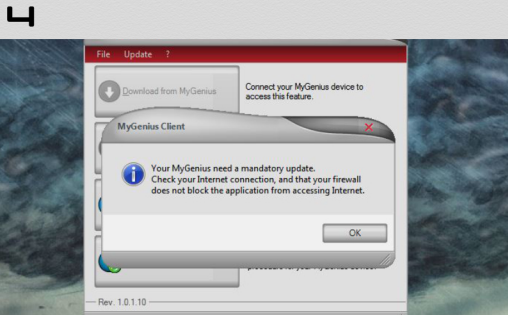
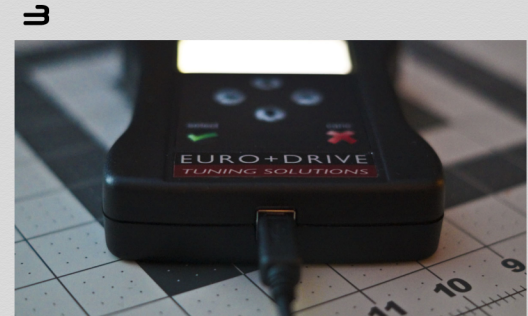
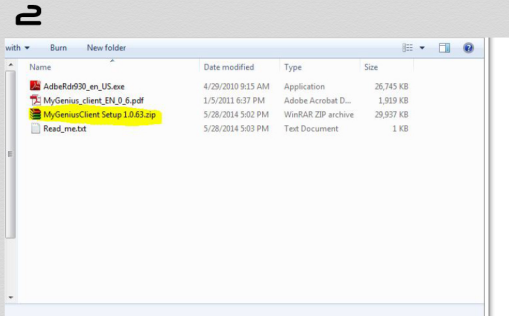
V 1.0

# INSTALLATION

## EURO+DRIVE OBDII TUNING SYSTEM

### DODGE DART 1.4L MY2012-2013

#### INSTALL & READ/WRITE INSTRUCTIONAL PHOTOS







## INSTALLATION

### EURO+DRIVE OBDII TUNING SYSTEM DODGE DART 1.4L MY2012-2013

#### WRITING TO YOUR ECU:

STEP 1 - Once you are notified there is a new file Proceed to your EURO+DRIVE™ Portal (Pic 5)

STEP 2 - Copy your new file to the desktop ( IE. xxxPHASE0.FPF)

STEP 3 - OPEN the "MY GENIUS" software and select **"UPLOAD TO MY GENIUS"** (Pic 7)

STEP 4 - Now UPLOAD your New file ( IE. xxxPHASE0.FPF)

STEP 5 - Go out to the Car plug in the EURO+DRIVE® via the OBD2 Port and place the key in ignition

STEP 6 - Select **"WORK"** then select **"WRITE"** and follow the prompts (See Writing instructions BELOW)

**\*\*\*PLEASE ENSURE YOU SELECT THE CORRECT FILE, click on the right arrow to scroll between calibration files.**  
(Pic 8)

#### \*\*\*IMPORTANT WRITING INSTRUCTIONS\*\*\*

1. Allow for AT LEAST 10 seconds between ignition on/off cycles. This gives the ECU time to recognize and resolve flash procedure DTCs, as well as sensor checks and system learning.
2. Depress the clutch fully, and release when prompted. It's important to carry out this action in a very deliberate and determined manner. **For AUTOMATIC vehicle when prompted for depress clutch pedal simply hit OK.**
3. Try not to use AUX devices, radio, AC, or other functions from within the car while doing this procedure. This can possibly disrupt voltage readings emulated from the unit to the ECU, causing codes or interruptions, etc.
4. Start warm up phase. This phase is critical. This allows the ECU to monitor misfiring, throttle calibration, and sensor readiness. At this point, once the engine is started there should be no remaining DTCs or illuminated dash lights other than the usual.
5. **\*\*\*Once the coolant temp indicator on the dash reaches 3 bars high, sharply depress the throttle pedal until a point of over 6000 RPM is reached\*\*\*** (DO THIS 1 TIME, FULL THROTTLE TILL RPMS PASS 6K) Please make sure you are in neutral and the handbrake is up ;)
6. Allow the car to return to idle for the remainder of the warm up period.
7. Once the flashing procedure is finished and tool disconnected, turn ignition on for 10 seconds and then off before starting the vehicle for the first drive.

**\*\*\*After the flash has been completed you will receive an ERROR message, this is NORMAL and has to do with the hill start and fuel cut-off etc being temporarily disabled during the flash, do not worry it is still active once you start the car. (pic 9)\*\*\***

**\*\*\*AUTOMATIC VEHICLES MAY ENCOUNTER A CEL U0100, this is normal and will clear on its own, its a generic communication code associated with the lack of a clutch pedal\*\***

***Congratulations Your All Finished! Thank you for your purchase. If you have any comments or concerns please do not hesitate to contact us.***