

SMARTY S67ME Update

These are some of the ways you can do exhaust and EGR running the s67me software. It can also be found on here with some pictures.

http://www.madselectronics.com/CodeFreeDPF_EGRDelete.html

1. You can use the EGT thermo couplers with them plugged in electrically, and screwed into the exhaust. Or simply leave them plugged in electrically and zip tie them up out of the way. You would most likely tie them up; because most delete pipes do not have bungs for them.
2. You can remove the EGT thermo couplers all together, but you must then plug SIMS in. 330's seems to work the best.
3. The O2's can stay screwed into the exhaust and stay plugged in electrically.
4. Or the O2's can come completely out, and don't need to be electrically plugged in. Either option works.
5. If you need to plug the bungs. The EGT's are m12x1.25, and the O2's are m18x1.5.
6. The pressure sensor on the side of the transmission needs to be plugged in, and the pressure tubes are removed.
7. I feel the best way for EGR is to use block plates. The motor needs to come off the end of the EGR. Once off you need to plug it in, and go turn the key to on. Do not start. Go back to the EGR motor and pull the plunger that is now sticking out of the motor out. Turn the ignition key off. Leave EGR motor plugged in, and use zip ties to tie it to something.
You can also just block the crossover tube, leave the EGR and motor assembled, and on the intake horn. This does not require the motor plunger removal.
8. Unplug the plug on the throttle body valve.
9. If you have your cooler deleted, you can unplug that servo motor, cut the zip ties and remove the servo. You do not need to unplug the cooler servo if it's not deleted, but also you can unplug it if you want. Not sure if it has any advantages to being unplugged if the cooler is not deleted.