SRV CONTROLLER

Installation and User Guide

The Z Automotive SRV Controller Kit allows you to control the RPM at which the Short Runner Valve will activate. It is compatible with the following vehicles:

2006-2012
Dodge Ram (non-PowerNet)

2008-2014
Dodge Challenger (non-PowerNet)

2013-Present
Dodge Ram (PowerNet)

2015-Present
Dodge Challenger

2005-2010
Dodge Charger
Dodge Magnum
Chrysler 300

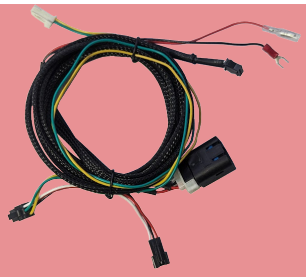
2006-2013
Jeep Grand Cherokee (non-PowerNet)

2011-Present
Dodge Charger
Chrysler 300
(PowerNet)

2014-2022
Jeep Grand Cherokee (non-PowerNet)

What's in the box?

- electronics module



- wire harness
- CAN C harness

- t-taps
- add-a-fuse tap

Operating Instructions

- The SRV Controller is **operated using the steering wheel buttons.**
- With the **engine running** and the **EVIC dashboard screen on "AUDIO"** or displaying the radio station/radio info, **use the button command below** to change parameters. By default, the activation RPM is set to 4900.

Function	Button Input
ADJUST RPM SWITCH POINT	▷ + CRUISE +/-

Installation

Installation of the SRV Controller Kit can be broken into three parts:

- **The first** is connecting the harness to the actuator and connecting the fuse tap and grounding pin under the hood.
- **The second** is disassembling the dash, passing the three-pin connector through the firewall, connecting the harness to the CAN C bus and plugging in the SRV Controller.
- **The third is** testing the unit before reassembling the dash.

Tools Required:

- long rod, screwdriver or unbent clothes hanger
- silicone or other rubber sealant
- metal or plastic pry bar
- zip ties
- Philips-head screwdriver
- ratchet w/ 13mm bit

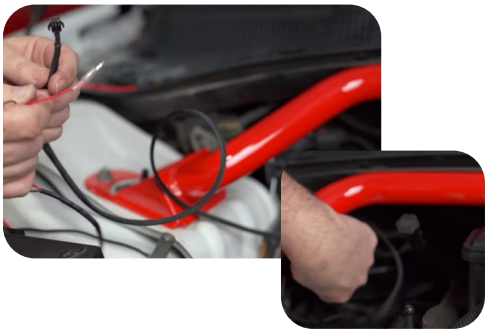
Optional Tools:

- diagonal cutters for zip ties
- drill
- small flat-head screwdriver for moving small wires around

Part 1

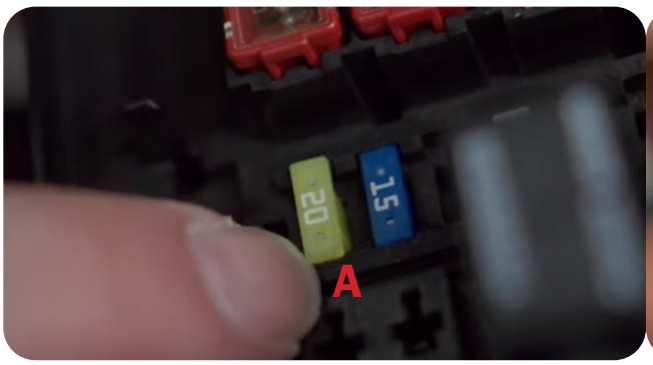
- Separate the interior and exterior portions of the harness, revealing the three-pin connector that will be passed through the firewall.(A)

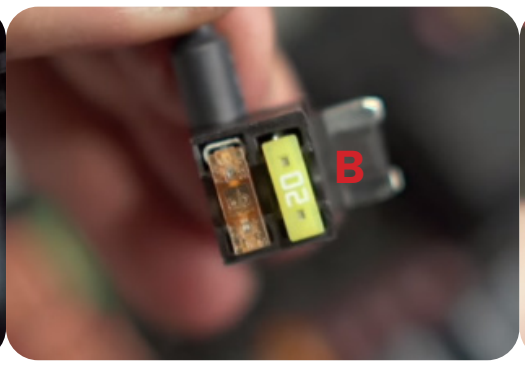
- If the 6.4 intake valve is already installed, reach behind the manifold towards the center to find the actuator port. Plug the SRV Controller wire harness into the open port.(A)
- It will not be possible to see the port while plugging in the harness.

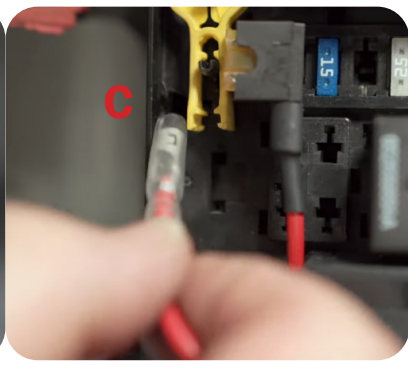


- Pull the 3-pin connector and and grounding cable to the front of the vehicle, then tuck the three pin cable back for now.

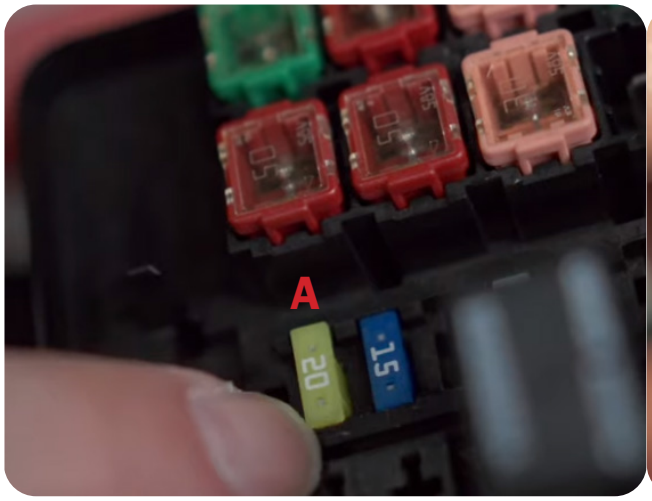
- Use the 13mm ratchet bit to loosen the grounding bolt. (A) Then slide the Y-shaped grounding connector underneath and re-tighten the bolt.

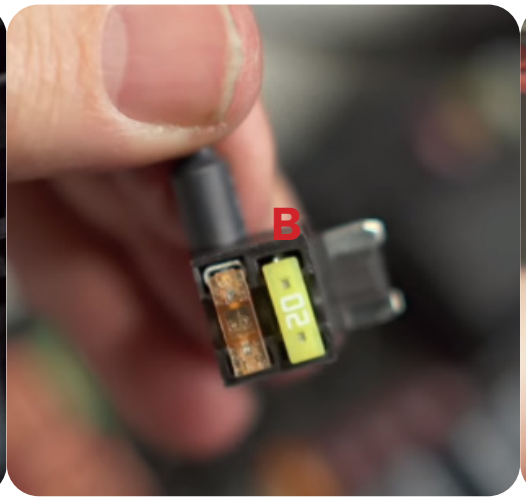


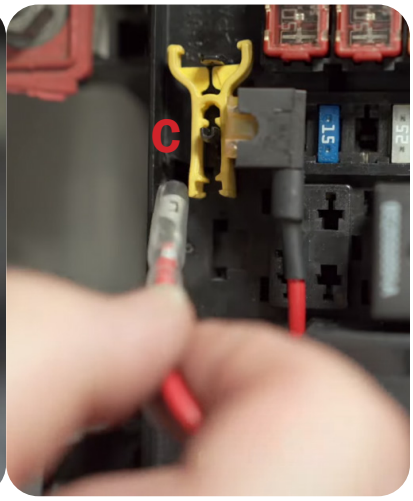




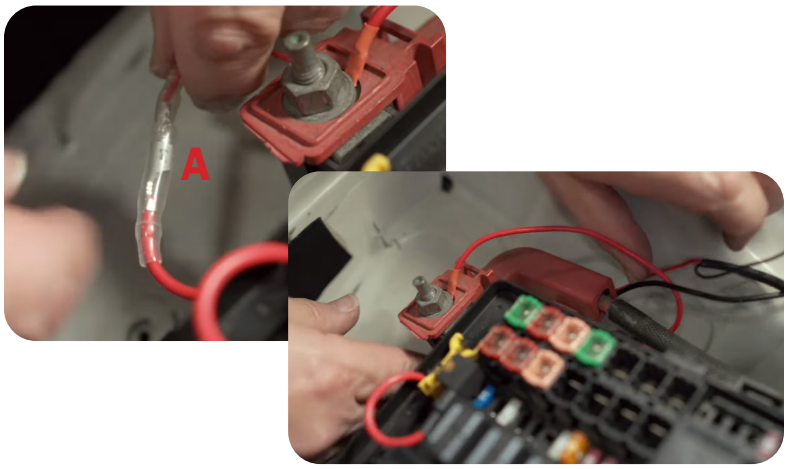
- Open the front fuse box and find fuse 28 for the fuel pump. (A) Remove the fuse and insert it into the empty slot on the fuse tap closest to the pins. (B)
- Plug the fuse tap back into the fuse 28 slot in the direction shown above.
- To keep the fuse tap wire out of the way, drill a hole to the left of the tap and thread the wire through it. (C)





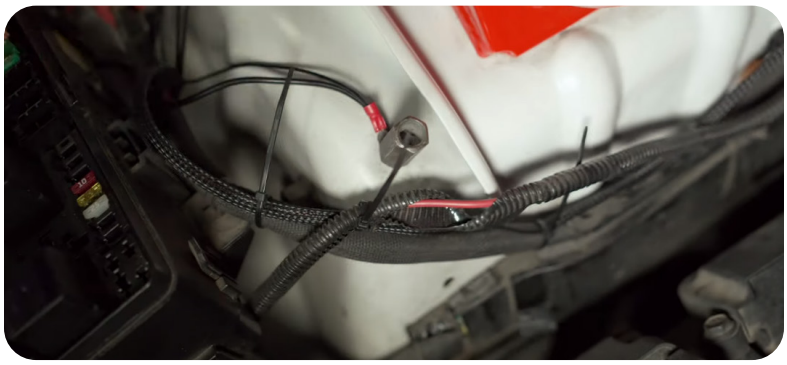


- Open the front fuse box and find fuse 28 for the fuel pump. (A) Remove the fuse and insert it into the empty slot on the fuse tap closest to the pins. (B)
- Plug the fuse tap back into the fuse 28 slot in the direction shown above.
- If desired, drill a hole to the left of the tap and thread the wire through it to keep it out of the way. (C)



- Connect the fuse tap to the wire harness and slide the plastic cover over the connection. (A)
- Tuck the red wire down under the fuse box to avoid any shorts.

- Use zipties to run the wires neatly towards the firewall, keeping them away from the engine.
- Use flush or diagonal cutters to clean up the ties if desired.



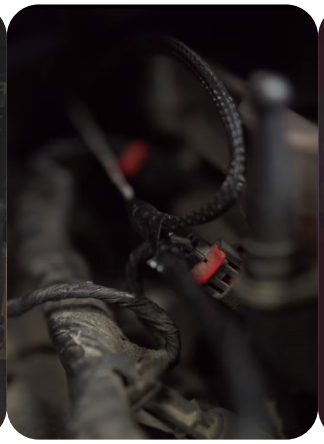
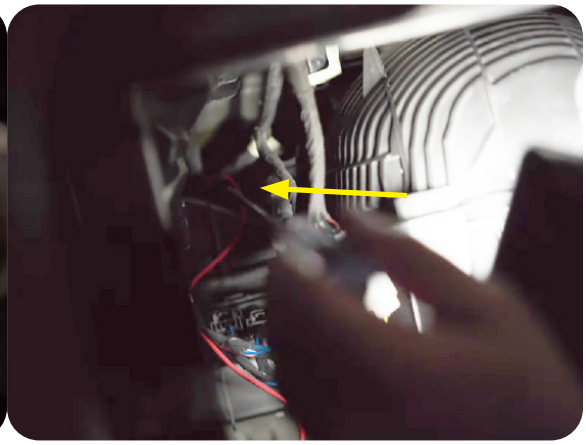
Part 2



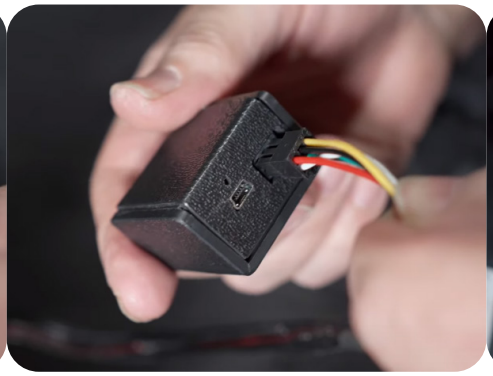
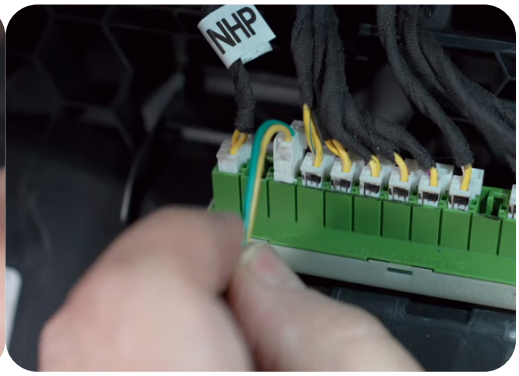
- Remove the plastic panel on the right side of the glove box.
- Remove the glove box
- Remove the green and white STAR connector from the back of the glove box and leave it hanging for now.


- Remove the seven screws around the glove box compartment to remove it and set it aside.
- Use a pry bar to remove the fabric and plastic shroud covering the interior side of the firewall behind the glove box compartment.

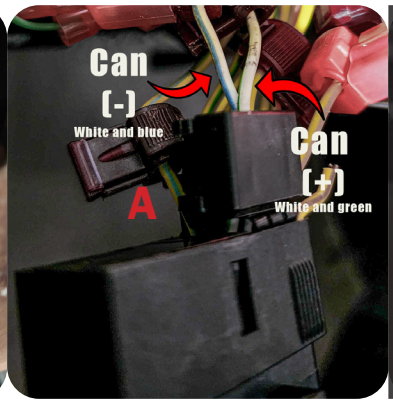
Part 3

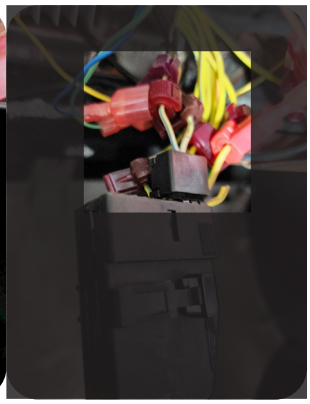




- Locate the round double-walled grommet in the firewall, which is present on the passenger side in most 2011 or newer vehicles.
- Cut a hole through the grommet.
- Tape the three-pin connector to your rod or long screwdriver.
- Push it through the hole.

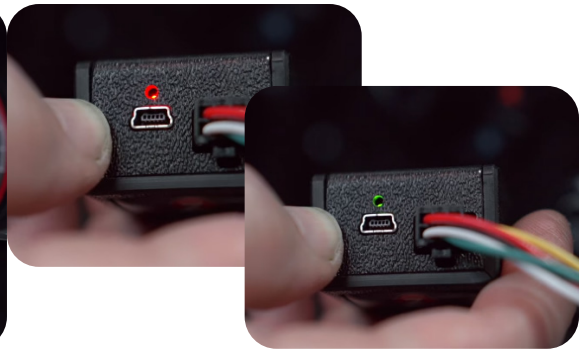




- Connect the three-pin connector you passed through to the interior portion of the harness.
- Connect the electronics module to the harness.
- PowerNet Vehicles Only: Connect the white plug to any open slot on the STAR connector.
- Non-PowerNet Vehicles: Cut the white connector and use t-taps to connect directly to the vehicle's CAN-C wires, most easily found on the steering column harness. See the steps below.





- Access the steering column connector, (A) and carefully (there are fragile wires back here), turn the connector around to reveal the CAN C + (white and green) and - (white and blue) wires.
- Connect the T-Taps: Green to CAN C + (white and green), yellow to CAN C - (white and blue).

- Start the engine and use the Right Arrow + Cruise "-" button combo to turn the target RPM to 2000, so that the unit can be tested with a small rev of the engine.
- Rev up to 2000 RPM and the LED on the unit will change from red to green. Let off the gas and it will return to red. This indicates a successful test.

- Bundle the wires and electronics module and zip tie them up out of the way.

- Use the sealant to close up the hole in the grommet.
- Reinstall the glove box by reversing the steps in part 2.
- **Installation is now complete!**