

Installation Instructions



2017 6.6L L5P Duramax	10017
2011-2016 6.6L Duramax	10011
2010-2017 6.7L Cummins	20010
2011-2017 6.7L Powerstroke	30011

2017 GMC L5P 6.6L

**PLEASE READ ALL INSTRUCTIONS
BEFORE INSTALLATION BEGINS!**

#10017

1. Before beginning the installation, ensure the vehicle is safely secured. Disconnect the positive battery cable and leave it disconnected until installation completed.
3. Connect the supplied wiring harness inline, directly to the intake air valve on the motor and to the vehicle's original electrical connector. The connector is located on the top passenger side of the engine facing the front of the vehicle.

NOTE: If the intake air valve is currently disconnected and the vehicle no longer uses the intake air valve, only connect the harness to the intake valve. The OEM connector should remain unplugged.

4. Connect the supplied harness to the crank shaft position sensor and the vehicle's original wiring. The crankshaft position sensor connector is a 8-pin connector located at the top left side of the engine.
5. Route the switch harness through the driver side of the firewall to below the dash from within the engine bay.

NOTE: It's recommended to route the cable through the grommet for the instrument panel wiring harness otherwise a new hole will be needed and a new grommet installed.

6. Route the battery ring terminals to the driver side battery. Connect the black ring terminal to the driver side battery negative. You can connect to the body ground if preferred.
7. Attach module in a suitable location so that it will reach both wiring harnesses. The most suitable location would be on the driver side fuse box in the engine bay.
8. Secure all the wiring to keep it away from moving parts and heat sources.

NOTE: Due to the position of the crank shaft position sensor there is the potential for a short in the wiring or a broken wire. Use extra care!

9. Reconnect the switch to the switch wiring harness.
10. Install the switch in an area within reach of the driver, making sure there is sufficient space behind the dash to mount it. Drill a hole in the dashboard in the preferred location. Install the switch and secure the wiring below dash.
11. Connect the positive Battery cable. Test and verify functionality.

2017 GMC L5P 6.6L

**PLEASE READ ALL INSTRUCTIONS
BEFORE INSTALLATION BEGINS!**

#10017

Manual Activation Test: With the engine at idle, the pushbutton indicator should be flashing. Press the pushbutton on the dash to initiate shutdown. The engine should stop. Wait at least 10 seconds to restart.

Automatic Activation Test: The module is set from factory and will automatically shut down at 3250 rpm. To test and configure, carefully remove cover from REVTEK module and set DIP switches to desired settings.

DIP Positions:

DIP 1	DIP 2	DIP 3	DIP 4	DIP 5	DIP 6	Description
ON						Test Mode, shutdown at 2000 RPM
OFF	OFF	OFF	OFF	OFF	OFF	Shutdown at 3250 RPM
OFF	ON	OFF	OFF	OFF	OFF	Shutdown at 3500 RPM
OFF	ON	ON	OFF	OFF	OFF	Shutdown at 3750 RPM
OFF	ON	ON	ON	OFF	OFF	Shutdown at 4000 RPM
OFF	ON	ON	ON	ON	OFF	Shutdown at 4250 RPM
OFF	ON	ON	ON	ON	ON	Shutdown at 4500 RPM

Every DIP switch turned on from #2 onward will increase the RPM shut down by 250 rpm.

NOTE: Recommended switch position is #2, #3 and #4 in the on position. (4000 rpm)

Secure the back cover making sure the gasket is in place.



Air Control Valve



Crank Shaft
Position Sensor

2011-2016 GMC 6.6L

**PLEASE READ ALL INSTRUCTIONS
BEFORE INSTALLATION BEGINS!**

#10011

1. Before beginning the installation, ensure the vehicle is safely secured. Disconnect the positive battery cable and leave it disconnected until installation completed.
3. Connect the supplied wiring harness inline, directly to the intake air valve on the motor and to the vehicle's original electrical connector. The connector is located on the top passenger side of the engine facing the front of the vehicle.

NOTE: If the intake air valve is currently disconnected and the vehicle no longer uses the intake air valve, only connect the harness to the intake valve. The OEM connector should remain unplugged.

4. Connect the supplied harness to the crank shaft position sensor and the vehicle's original wiring. The crankshaft position sensor is located beside the crankshaft drive belt pulley on the passenger side of the engine.
5. Route the switch harness through the driver side of the firewall to below the dash from within the engine bay.

NOTE: It's recommended to route the cable through the grommet for the instrument panel wiring harness otherwise a new hole will be needed and a new grommet installed.

6. Route the battery ring terminals to the driver side battery. Connect the black ring terminal to the driver side battery negative. You can connect to the body ground if preferred.
7. Attach module in a suitable location so that it will reach both wiring harnesses. The most suitable location would be on the driver side fuse box in the engine bay.
8. Secure all the wiring to keep it away from moving parts and heat sources.

NOTE: Due to the position of the crank shaft position sensor there is the potential for a short in the wiring or a broken wire. Use extra care!

9. Reconnect the switch to the switch wiring harness.
10. Install the switch in an area within reach of the driver, making sure there is sufficient space behind the dash to mount it. Drill a hole in the dashboard in the preferred location. Install the switch and secure the wiring below dash.
11. Connect the positive Battery cable. Test and verify functionality.

2011-2016 GMC 6.6L

**PLEASE READ ALL INSTRUCTIONS
BEFORE INSTALLATION BEGINS!**

#10011

Manual Activation Test: With the engine at idle, the pushbutton indicator should be flashing. Press the pushbutton on the dash to initiate shutdown. The engine should stop. Wait at least 10 seconds to restart.

Automatic Activation Test: The module is set from factory and will automatically shut down at 3250 rpm. To test and configure, carefully remove cover from REVTEK module and set DIP switches to desired settings.

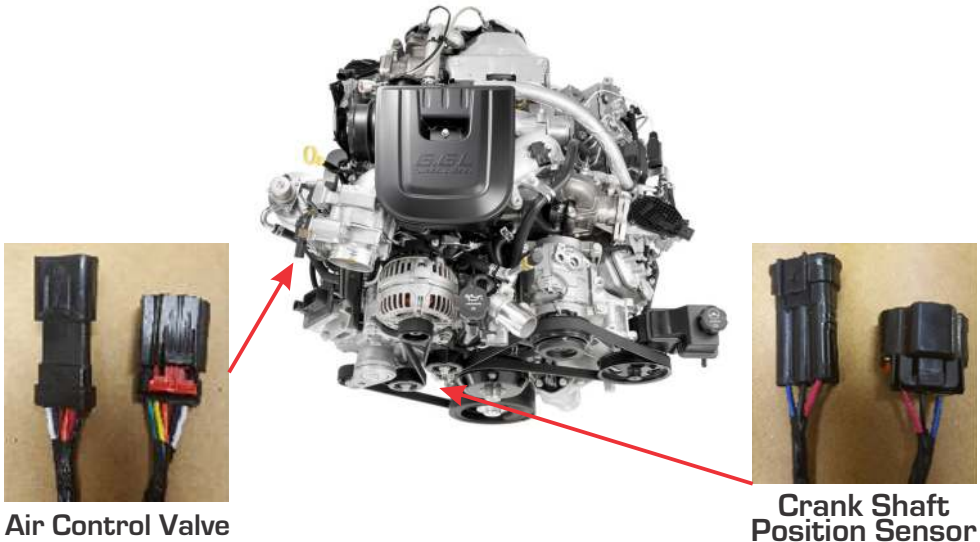
DIP Positions:

DIP 1	DIP 2	DIP 3	DIP 4	DIP 5	DIP 6	Description
ON						Test Mode, shutdown at 2000 RPM
OFF	OFF	OFF	OFF	OFF	OFF	Shutdown at 3250 RPM
OFF	ON	OFF	OFF	OFF	OFF	Shutdown at 3500 RPM
OFF	ON	ON	OFF	OFF	OFF	Shutdown at 3750 RPM
OFF	ON	ON	ON	OFF	OFF	Shutdown at 4000 RPM
OFF	ON	ON	ON	ON	OFF	Shutdown at 4250 RPM
OFF	ON	ON	ON	ON	ON	Shutdown at 4500 RPM

Every DIP switch turned on from #2 onward will increase the RPM shut down by 250 rpm.

NOTE: Recommended switch position is #2, #3 and #4 in the on position. (4000 rpm)

Secure the back cover making sure the gasket is in place.



2010-2017 Dodge 6.7L

**PLEASE READ ALL INSTRUCTIONS
BEFORE INSTALLATION BEGINS!**

#20010

1. Before beginning the installation, ensure the vehicle is safely secured. Disconnect the positive battery cable and leave it disconnected until installation completed.
3. Connect the supplied wiring harness inline, directly to the intake air valve on the motor and to the vehicle's original electrical connector. The connector is a 5-pin black connector located on the bottom of the valve.

NOTE: If the intake air valve is currently disconnected and the vehicle no longer uses the intake air valve, only connect the harness to the intake valve. The OEM connector should remain unplugged.

4. Connect the supplied harness to the crankshaft position sensor and the vehicle's original wiring. The crankshaft position sensor is located behind the crankshaft drive belt pulley on the driver side of the engine.
5. Route the switch harness through the driver side of the firewall to below the dash from within the engine bay.

NOTE: It's recommended to route the cable through the grommet for the instrument panel wiring harness otherwise a new hole will be needed and a new grommet installed.

6. Route the battery ring terminals to the driver side battery. Connect the black ring terminal to the driver side battery negative. You can connect to the body ground if preferred.
7. Attach module in a suitable location so that it will reach both wiring harnesses. The most suitable location would be the corner fuse box on the driver side front.
8. Secure all the wiring to keep it away from moving parts and heat sources.

NOTE: Due to the position of the crank shaft position sensor there is the potential for a short in the wiring or a broken wire. Use extra care!

9. Reconnect the switch to the switch wiring harness.
10. Install the switch in a visible area within reach of the driver, making sure there is sufficient space behind the dash to mount it. Drill a hole in the dashboard in the preferred location. Install the switch and secure the wiring below dash.
11. Connect the positive battery cable. Test and verify functionality.

2010-2017 Dodge 6.7L

**PLEASE READ ALL INSTRUCTIONS
BEFORE INSTALLATION BEGINS!**

#20010

Manual Activation Test: With the engine at idle, the pushbutton indicator should be flashing. Press the pushbutton on the dash to initiate shutdown. The engine should stop. Wait at least 10 seconds to restart.

Automatic Activation Test: The module is set from factory and will automatically shut down at 3250 rpm. To test and configure, carefully remove cover from REVTEK module and set DIP switches to desired settings.

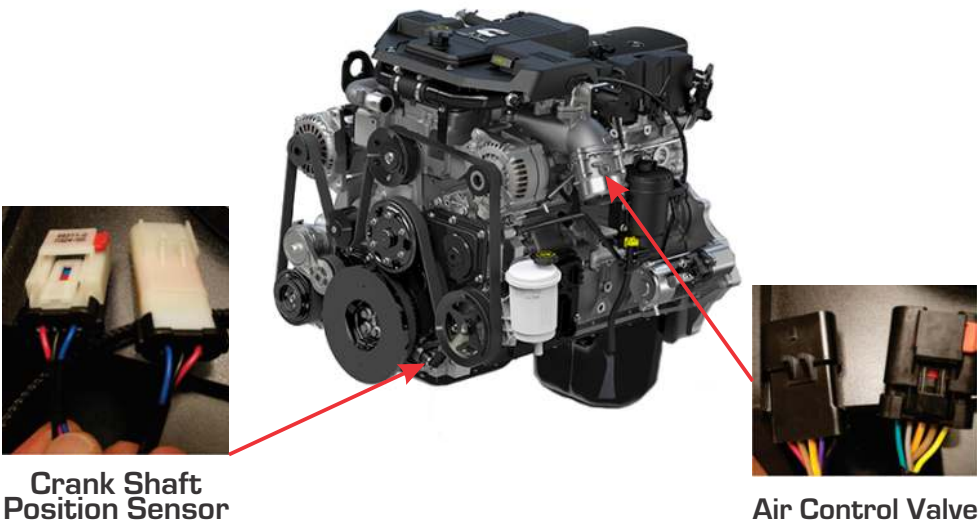
DIP Positions:

DIP 1	DIP 2	DIP 3	DIP 4	DIP 5	DIP 6	Description
ON						Test Mode, shutdown at 2000 RPM
OFF	OFF	OFF	OFF	OFF	OFF	Shutdown at 3250 RPM
OFF	ON	OFF	OFF	OFF	OFF	Shutdown at 3500 RPM
OFF	ON	ON	OFF	OFF	OFF	Shutdown at 3750 RPM
OFF	ON	ON	ON	OFF	OFF	Shutdown at 4000 RPM
OFF	ON	ON	ON	ON	OFF	Shutdown at 4250 RPM
OFF	ON	ON	ON	ON	ON	Shutdown at 4500 RPM

Every DIP switch turned on from #2 onward will increase the RPM shut down by 250 rpm.

NOTE: Recommended switch position is #2, #3 and #4 in the on position. (4000 rpm)

Secure the back cover making sure the gasket is in place.



2011-2017 Ford 6.7L

**PLEASE READ ALL INSTRUCTIONS
BEFORE INSTALLATION BEGINS!**

#30011

1. Before beginning the installation, ensure the vehicle is safely secured. Disconnect the positive battery cable and leave it disconnected until installation completed.
3. Connect the supplied wiring harness inline, directly to the intake air valve on the motor and to the vehicle's original electrical connector. The connector is light brown and located on the bottom front side of the valve, behind the radiator fan shroud, at the front top of the engine.

NOTE: If the intake air valve is currently disconnected and the vehicle no longer uses the intake air valve, only connect the harness to the intake valve. The OEM connector should remain unplugged.

4. Connect the supplied harness to the crank shaft position sensor and the vehicle's original wiring. The crankshaft position sensor is located in the transmission to engine adapter flange on the driver side if the engine.
5. Route the switch harness through the driver side of the firewall to below the dash from within the engine bay.

NOTE: It's recommended to route the cable through the grommet for the instrument panel wiring harness otherwise a new hole will be needed and a new grommet installed.

6. Route the battery ring terminals to the driver side battery. Connect the black ring terminal to the driver side battery negative. You can connect to the body ground if preferred.
7. Attach module in a suitable location so that it will reach both wiring harnesses. The most suitable location would be the rear of the engine bay behind or beside the coolant bottle on the driver side.
8. Secure all the wiring to keep it away from moving parts and heat sources.

NOTE: Due to the position of the crank shaft position sensor there is the potential for a short in the wiring or a broken wire. Use extra care!

9. Reconnect the switch to the switch wiring harness.
10. Install the switch in a visible area within reach of the driver, making sure there is sufficient space behind the dash to mount it. Drill a hole in the dashboard in the preferred location. Install the switch and secure the wiring below dash.
11. Connect the positive battery cable. Test and verify functionality.

2011-2017 Ford 6.7L

**PLEASE READ ALL INSTRUCTIONS
BEFORE INSTALLATION BEGINS!**

#30011

Manual Activation Test: With the engine at idle, the pushbutton indicator should be flashing. Press the pushbutton on the dash to initiate shutdown. The engine should stop. Wait at least 10 seconds to restart.

Automatic Activation Test: The module is set from factory and will automatically shut down at 3250 rpm. To test and configure, carefully remove cover from REVTEK module and set DIP switches to desired settings.

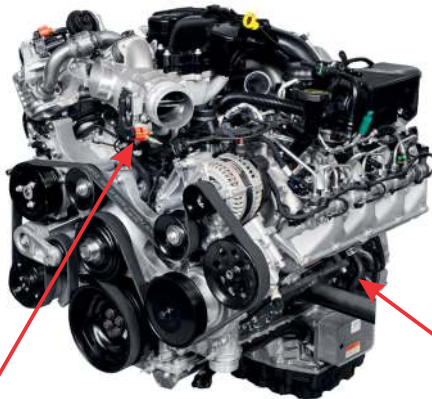
DIP Positions:

DIP 1	DIP 2	DIP 3	DIP 4	DIP 5	DIP 6	Description
ON						Test Mode, shutdown at 2000 RPM
OFF	OFF	OFF	OFF	OFF	OFF	Shutdown at 3250 RPM
OFF	ON	OFF	OFF	OFF	OFF	Shutdown at 3500 RPM
OFF	ON	ON	OFF	OFF	OFF	Shutdown at 3750 RPM
OFF	ON	ON	ON	OFF	OFF	Shutdown at 4000 RPM
OFF	ON	ON	ON	ON	OFF	Shutdown at 4250 RPM
OFF	ON	ON	ON	ON	ON	Shutdown at 4500 RPM

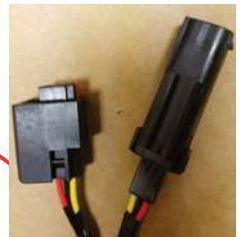
Every DIP switch turned on from #2 onward will increase the RPM shut down by 250 rpm.

NOTE: Recommended switch position is #2, #3 and #4 in the on position. (4000 rpm)

Secure the back cover making sure the gasket is in place.



Air Control Valve



Crank Shaft
Position Sensor

TECHNICAL SUPPORT



If you have any questions during your install or are experiencing difficulties with it's operation, call our technical support line at...

1-866-755-3277

PRODUCT WARRANTY



RevTek offers a 2 year or 40,000km warranty on all our parts. Please email us at info@revtek.ca with your information, date purchased, part number, and a description of the issues you are experiencing.

Please include a copy of the original invoice at installation and replacement invoice with mileage on it.



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