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NAVARA NP300 YS23 DPF SIMULATOR

This module prevents DTC P1453 and limp mode following the removal of the DPF on 2014+ Nissan Navara NP300/D23 with 2.3L YS23 engine.

With this module, no tune or ECU remap is required.

Any DPF delete pipe, including a bashed-out factory DPF can be used.

The DPF can easily be refitted and everything returned to standard.

It works by watching data from the MAF sensor, and simulates a valid differential pressure reading. The engine ECU thinks a DPF is still fitted and everything is normal.

IMPORTANT INFORMATION

- The DPF must be removed and a delete pipe or gutted DPF fitted.
- The EGT sensor must be retained in the delete pipe. The steel pipes and rubber hoses for the pressure sensor are no longer required.
- DPF system must already be in normal working order prior to fitment.
- If there are any DPF related trouble codes logged (eg. P2002) - make sure you can clear them and reset soot accumulation to zero prior to fitment.
- If possible, check your soot accumulation with a scan tool. It is a good idea to reset it or perform a forced regeneration prior to fitment if you can.

DISCLAIMER

This product is intended to be fitted to unregistered vehicles for off-road use on private property only. The DPF is an emission control device. As such, any person who removes, disconnects or impairs the operation of it on a road-registered vehicle may be guilty of an offence under Australian law. DPF removal will render your vehicle unroadworthy. By fitting this module, you agree the vehicle is not registered in Australia and will not be used on any Australian road.

Any risk associated with vehicle modification is your responsibility. Mr Module accepts no liability for vehicle damage, voided warranties, vehicle repair expenses or legal expenses caused by the fitment or use of this module.

DPF REMOVAL

- Remove 3x 12mm bolts holding rear mount onto gearbox crossmember (they come down from the top)
- Remove 4x 12mm nuts securing front mount (near bellhousing, 2x onto DPF and 2x onto crossmember).
- Remove large cross member under gearbox – 3x 17mm bolts each side at front, and 3x 17mm bolts into gearbox crossmember (the middle one is up inside the crossmember).
- Remove the small cross member near the bellhousing between the lower arms – 4x 19/21mm bolts/nuts.
- Undo exhaust flange at rear of DPF – 2x nuts.
- Unplug EGT sensor (which screws into DPF), follow it to the grey plug on outer side of chassis near body mount and unplug it. It can remain screwed into the DPF for now for easier removal once the DPF is out.
- From inside the wheel arch, disconnect 2x rubber differential pressure sensor hoses from the metal pipes coming from the DPF. These hoses and pipes are no longer required (unless being used to block the ports in the delete pipe).
- Remove the V-band clamp securing the DPF at the front.
- The DPF drops out front first, and then moves forward to clear gearbox cross member.

DELETE PIPE INSTALLATION

- The EGT sensor (with the grey plug) must be removed from the DPF and fitted to the delete pipe (It is easier to do this while they are both out of the vehicle).
- The pressure sensor hoses and small metal pipes are not required. However, you can refit them for the purpose of blocking the 2x outlet holes on the delete pipe, or you can fit suitable bolts/bungs to block the holes.
If reusing them, the flare nuts are sometimes rusted in where they screw into the DPF. Heat may be required to remove the pipes without damaging the threads. Ensure the pipes are actually tightened down once the flare nuts are tight to prevent exhaust leaks (the pipes shouldn't spin freely once tight).
- Fit the delete pipe and all other components in reverse order of removal. Don't forget to plug the EGT sensor back in.

MODULE INSTALLATION

- Mount the module to the supplied metal bracket using supplied screws and nuts, and then mount the bracket to the spare mounting hole on the ECU near the brake booster.



- Below the brake booster is the differential pressure sensor, it is difficult to get to. The 2 rubber hoses that were disconnected previously run to it.

Unplug the differential pressure sensor. Run the single 3-pin connector from the module down underneath the brake booster, and plug it into the factory connector (leaving the sensor itself with the rubber hoses disconnected, it is no longer required).



- Run the twin pair of connectors from the module to the MAF sensor (mounted on the airbox). Disconnect the MAF and plug its factory connector into the modules connector. Plug the remaining modules connector back into the MAF sensor.



- Secure module wiring with cable ties as required. Extra length is included to make it easier to plug the differential pressure connector in, and to accommodate aftermarket airboxes.

INSTALLATION COMPLETE!

If you had sensors unplugged with the ignition on, you might find you now have an engine light.
The codes can be cleared with a scan tool (or disconnecting the battery for 10 minutes).
If the engine light is on, clear them and then go for a good drive.