

You Will Need!

10mm Hex wrench

Paper Towel

Optional:

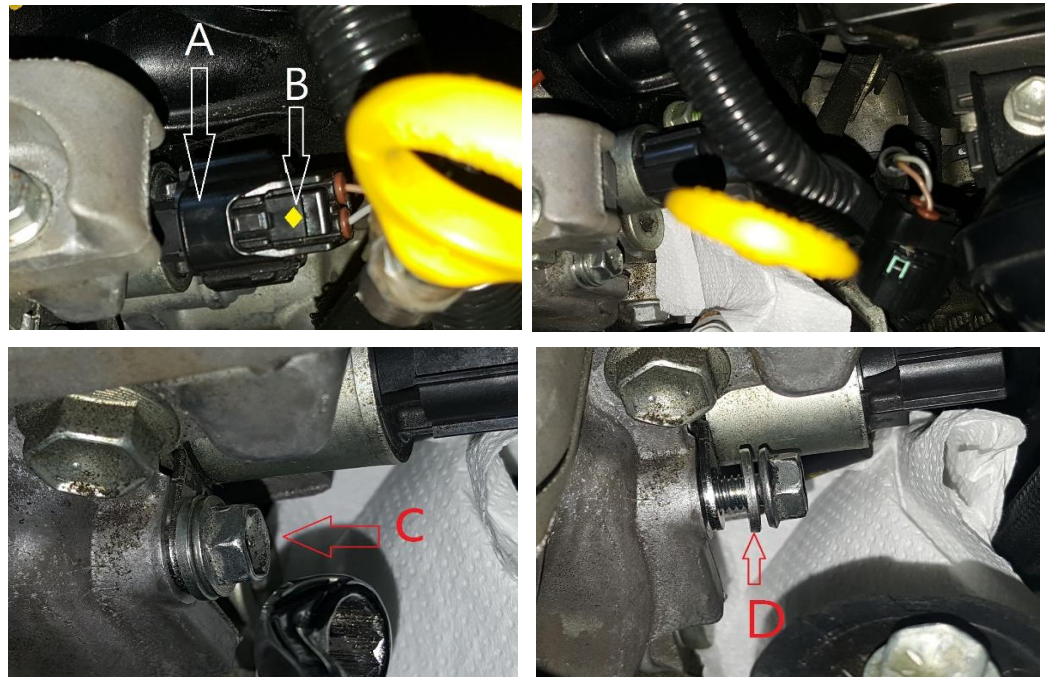
Flat head screw driver

RED

Installation Guide

Thank you very much for purchasing the Red Bullet, brought to you by MaxJen International. We hope you enjoy it!

Please follow the installation instructions below.



Removing The Solenoid

Disconnect the plug/socket (A) at the base of the OEM solenoid by pushing down and holding down the center tab (B best pressure point yellow diamond) with your finger. While holding down the tab push it forwards to unhook the latch and pull the plug away from the solenoid base.

Once you have disconnected the plug for the solenoid, tuck it aside to give yourself more room to work with later. You can take this moment to put some paper towel under the solenoid to catch any oil spills during extraction.

Next locate the 10mm hex bolt that hold the OEM in place. (C)

Use a 10mm hex wrench to loosen the bolt by turning it counter clockwise also known as a left hand twist. You will only need the wrench for the initial turns and the rest could be done by hand. **Take care not to drop the bolt** into the engine bay once it's free of the threads. There is a reusable washer (D) located on the nut so please retain it with the bolt and keep it in a safe place for securing the Red Bullet during installation.

Contact Us

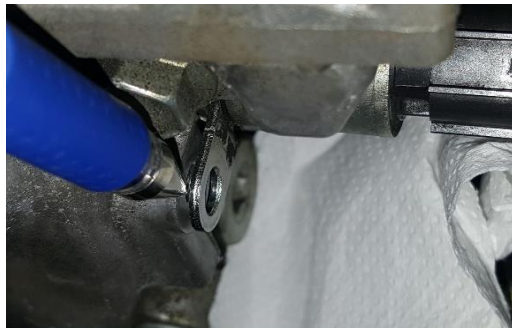
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Once the securing bolt has been removed, the old solenoid is ready for extraction. Rotate the OEM solenoid so that the securing tab clears the surface of the engine body. This will loosen the O-ring seal and also giving you more surface to hold on for extracting.



Hold firmly to the coil area and pull straight outwards, carefully to be even on the axis. If you struggle to do so, use the flathead screw driver to carefully pry between the tab and engine surface. (pen tip) Using protective material between the surfaces will be ideal while pulling the body at the same time.



Once you free the part from the O-Ring groove, gently slide the solenoid outwards and clear it from the port. Store it away. There will be some oil coming out from the extraction process, which is totally normal and the quantity is very insignificant. You may check your oil level if you wish before and after the process.

Installing The Red Bullet

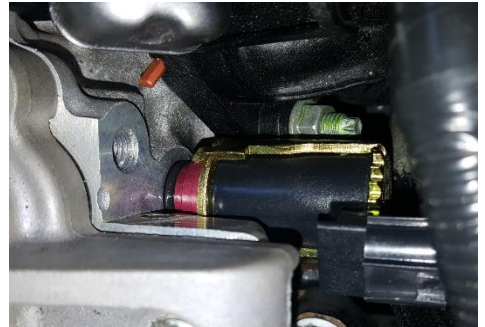


Unwrap all the packaging from the Red Bullet

Lubricate the O-Ring with some engine oil before fitting.

Please follow the step by step orientation to maneuver the Red Bullet into the best position on the next page illustrated in Fig 1 to 5.

Note! If you feel resistance during insertion, please do not force it! Most probably the resistance is due to the Red Bullet being off its center and rubbing the side wall, please adjust the insertion angle of the Red Bullet, it is likely that the coil is caught on the dip stick. By softly pulling your dipstick assembly away from the coil will allow room for clearance.



Guide the Red Bullet gently until it mates with the engine block.

Moderate force is required to snap the O-Ring into place for the final segment to enter the engine block. Push evenly and apply more oil when necessary.



Rotate the body so that the securing tab on the Red Bullet aligns with the correct area on the engine.

Install the 10mm securing bolt with care. **Attention** not to cross-thread or drop the bolt into the engine bay.



Tighten it with 10mm wrench to snug. There is no need to over tighten or torque down the bolt. Applying equivalent force required to loosen it in the beginning when extracting the OEM solenoid will suffice. Reconnect the signal plug.

Nearly done! This following last step is critical!

!! Please continue reading for priming instruction !!

Priming The Red Bullet

You are now ready to prime the Red Bullet.

Turn on the vehicle and make sure you are in [P] for Park, with the hand brake pulled up. You should be greeted with the “Ready” sign on the dash.

Make sure all the accessories are turned off such as the air condition, air blower and radio.

Depress the throttle paddle to the midpoint position for a very briefly moment and release the throttle paddle.

This should trigger your engine for a 30 second warm up cycle, it is advised to keep your foot pressed on the brake for the duration of the warm up.

Let the engine warm up cycle run its course and during the meantime observe the instrument panel for check engine light and listen for any irregular noises.

If you observe a check engine light illumination, please switch off the vehicle and double check you had correctly reconnected the solenoid plug to the Red Bullet and also examine the cable for integrity such as splits or weak connection, Please also make sure that the Red Bullet is inserted and bolted correctly onto the engine block. **Note** the O-Ring must be inserted into the engine!

After the cycle is complete, turn the car off and observe if there are any oil leaks coming out of the engine and solenoid junction.

If all is well! **Congratulations** you have successfully completed the installation of the Red Bullet. **Please remember to switch off the ECO mode.** The Red Bullet works best with having access to full function of the engine, together with the supporting VVTI system.

The computer will need time to adjust to the rapid response capability of the Red Bullet but as of this moment you will be able to feel and utilize the performance.

Go and enjoy!

We wish you a pleasant drive!

MaxJen International Taiwan