

Hewitt Technologies Inc. – Hewitt-Tech.com

Gen-I Secondary Air Injection System (SAIS) Bypass Kit Addon

Pump Proxy Pack (PPP) Installation Instructions – Rev.2



## Introduction:

The Pump Proxy Pack (PPP) is to only be installed with one of our Secondary Air Injection System (SAIS) Bypass kits. In general, our Gen-I SAIS bypass kits cannot clear trouble codes like P0418/P0419 by themselves. P0418 and P0419 – Relay Circuit Malfunctions Bank1 and Bank2 are almost always caused by the air pump motor for that bank burning out and becoming an open circuit. Because our Gen-I bypass kits only prevent the system from running on startup, the air injection control driver(s) (AID, the parts that control the pump and air valves) are still active and looking for the pump motor and solenoid valves to be connected and within a certain electrical spec. Installing the PPP with a Gen-I SAIS bypass kit will let you clear your P0418 or P0419 code if it is caused by a bad pump motor. One PPP is needed for each code of the P0418/P0419 codes. There is no need to replace the air pump or remove the intake manifold to install. The damaged pump motor is disconnected and can be left where it is. In some cases when a pump motor fails it can also damage the AID which may need to be replaced. If an AID has been damaged a Gen-II unit would be more beneficial as they replace the AID and do not need PPP for the P0418, P0419 codes. If you have any questions, please visit us @ [www.Hewitt-Tech.com](http://www.Hewitt-Tech.com) to view our Trouble Codes and FAQ pages or use the “Contact Us” page to contact us directly.

If you have questions about the installation or use of this kit, please visit us at [www.Hewitt-Tech.com](http://www.Hewitt-Tech.com) to view our Trouble Codes and FAQ pages. You can also contact us directly using the information found on the “Contact Us” page.

You can also view our install videos on our YouTube channel by searching “Hewitt-Tech”. Or, click [Hewitt Tech YouTube Channel](#) if you’re viewing these instructions electronically. If you have questions about any part of the installation, kits or your codes, please call us toll-free at [1-844-307-7671](tel:1-844-307-7671) or email us at [support@hewitt-tech.com](mailto:support@hewitt-tech.com).

**Important: It is illegal to remove, dismantle or otherwise cause to be inoperative any pollution control device required by federal, state, or local emissions law. The Gen-II bypass kits are sold for off-road or competition use only, no other applications are intended or implied. By installing or using this SAIS bypass kit, the vehicle owner and installer acknowledges and assumes ALL risks associated with its installation and use.**

## Tools/Supplies Needed:

Small flat head screwdriver/pick, 10mm socket/wrench, electrical tape, 15 min.

## Installation Steps:

- 1) For safety, disconnect the negative battery terminal. If left disconnected for at least 2 min. this will also clear the active/pending trouble codes by resetting the ECM. Afterwards, it is normal for the engine to stall on the first start, idle slow/fast or run a little rough. Letting the engine idle for 10min. before driving should give the ECM enough time to relearn the idle and fuel trims.
- 2) Locate the Air Pump Driver(s). On most vehicles they are located on the inner driver side fender while some are on the passenger side.

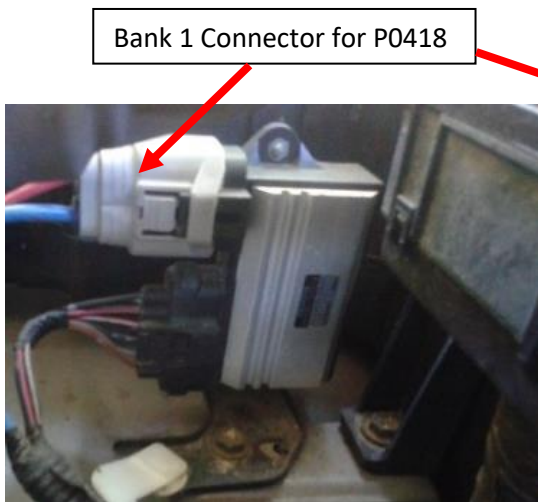


Figure 1 - Single Driver Systems – Bank 1

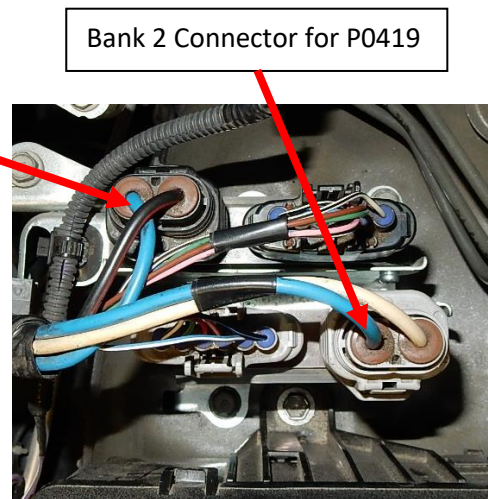


Figure 2 – Dual Bank Systems - Bank 1 and Bank 2

- 3) Disconnect the large two wire connector labeled for the code you are trying to fix. If your vehicle has two AIDs, the AID with the black body controls Bank 1 (P0418) and the brown colored AID is controls Bank 2 (P0419).
- 4) Remove the white terminal lock by inserting a small screwdriver through the connector tab or use a pick to catch and pull completely out of the connector body. It will first pop loose and can then be removed. come out of the connector.

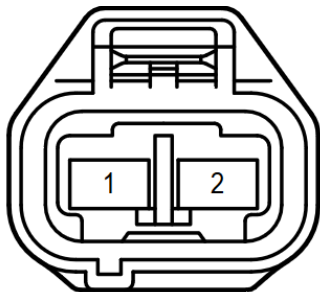


Figure 3 - Removing Terminal Lock



Figure 4 -Bank 1 Pump Driver Connector

- 4) Remove the #2 Terminal by carefully catching the plastic terminal release and gently prying it out of the metal terminal body. While holding the terminal release clear of the terminal, pull the wire and terminal out of the connector.

**\*\*WARNING\*\* It is Important only Terminal #2 is removed. Terminal #1 is always energized when the battery is connected.**



Figure 5 - Disengaging Terminal

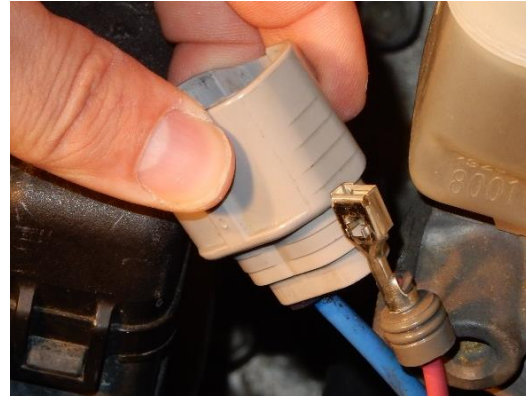


Figure 6 - #2 Terminal Removed

- 5) Bend the removed wire back to and tape over with electrical tape to secure and insulate the terminal.
- 7) Insert the PPP's female terminal into the vacant #2 position of the connector. It should stop when the retainer tab clicks into place. Reinstall the white terminal lock and reconnect to the air injection control driver.



Figure 7 - Connecting the Pump Pack's GND Connection

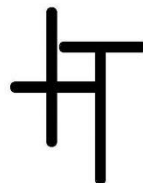
- 8) Find and remove a local body ground bolt. Any good clean body ground connection will work. Place the PPP's ring terminal under the bolt head and bolt back to the body.
- 9) If not already done, install your bypass kit and block off plates.
- 10) Reconnect your battery and start the engine. If it stalls, that is normal. Restart and let idle for 10 min to relearn fuel trims and the idle.

- 11) Your P0418 or P0419 codes should now be clear. If the code is still on as an active code, please call us. You may need to replace the air injection control driver.

If you have questions or trouble before, during or after installation, please contact us directly.

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