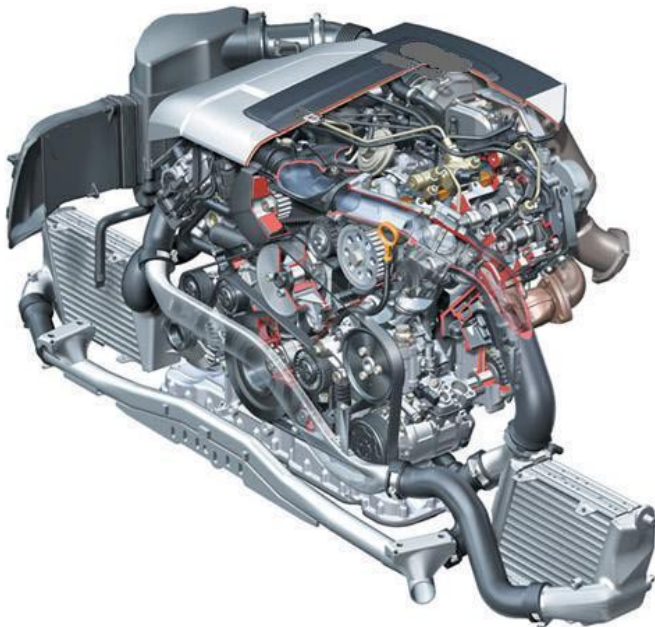


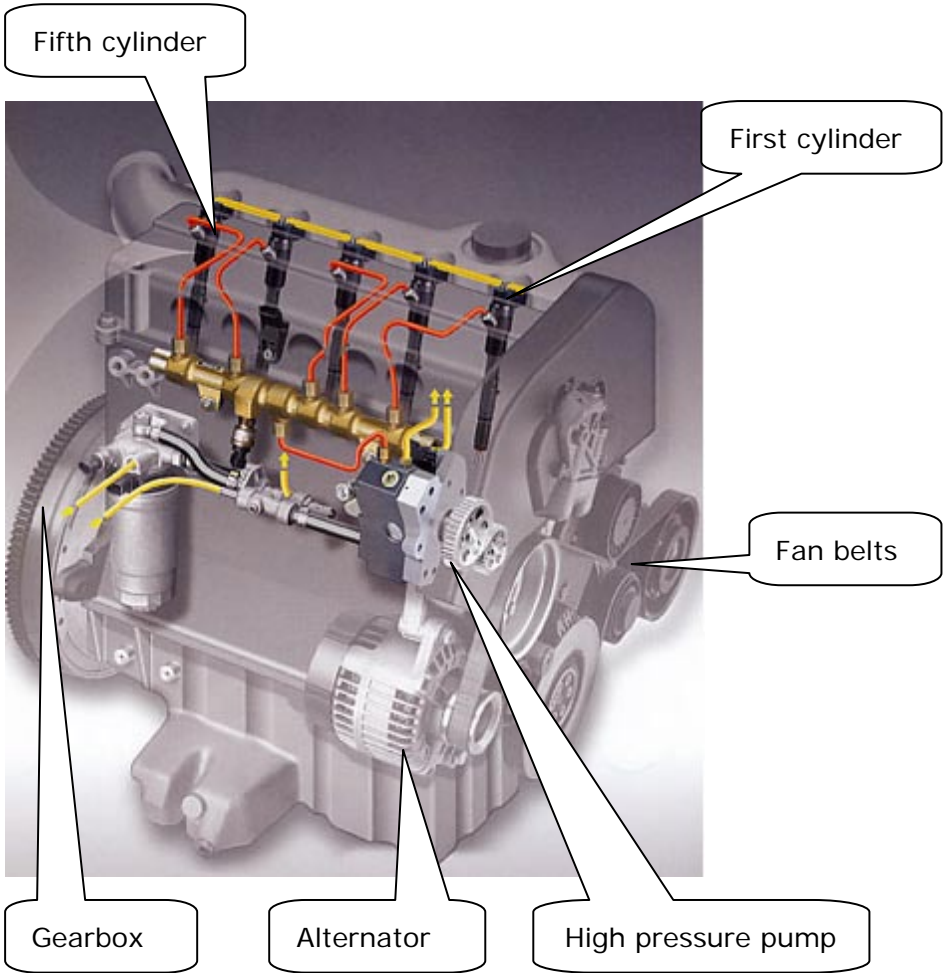
General mounting instructions for:  
Common-rail injector modules



Introduction:

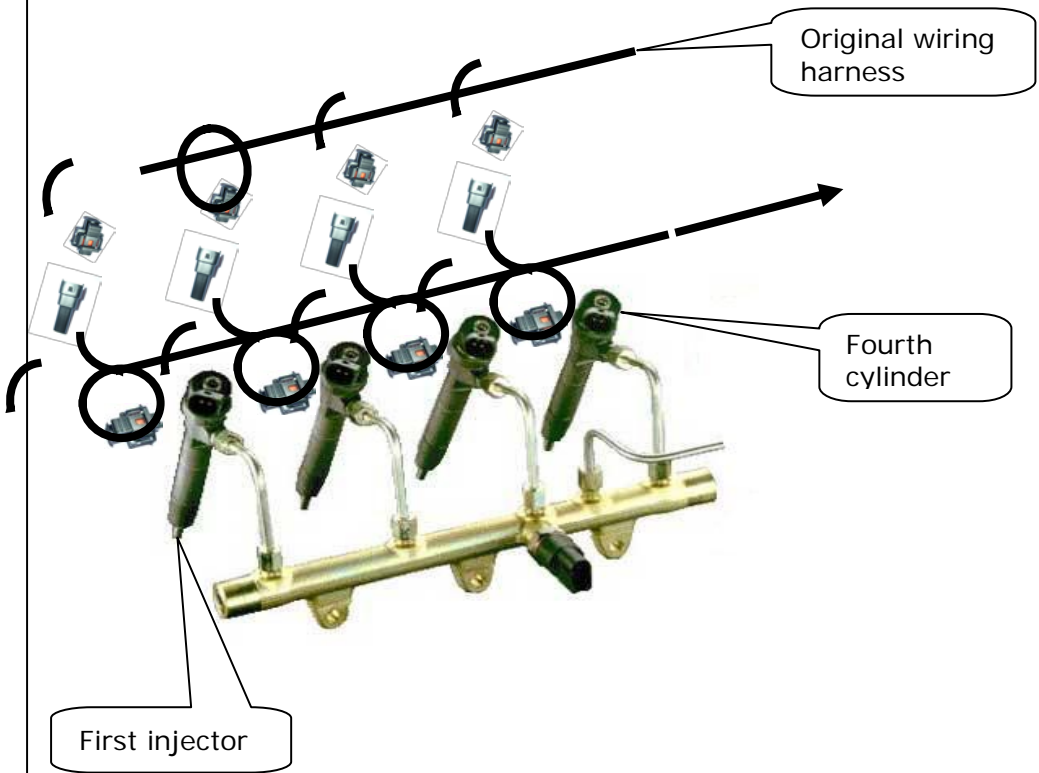
This kind of tuning module is used on different common-rail systems like Bosch, Siemens and Delphi. The connection is done over the injectors.

Let us begin with the inline engines. There are 3 to 6 cylinder inline engines. These engines can be placed longitudinal or transversal in the engine compartment. In first you have to locate the first cylinder which is placed always at the fan belt side (where are placed the alternator, high pressure pump,...). It's the opposite side from the gearbox (see the example of a 5 cylinder inline engine).



Start to dismantle all original connectors from the injectors. Place the tuning wiring harness between the injectors and the original wiring harness. You have every time to connect the female connector from the tuning wiring on the cars injectors and the male connector from the tuning wiring to the original female connectors. Follow up all injectors until all connections are done.

The first cylinder of the tuning wiring harness is always situated farthest from the box.

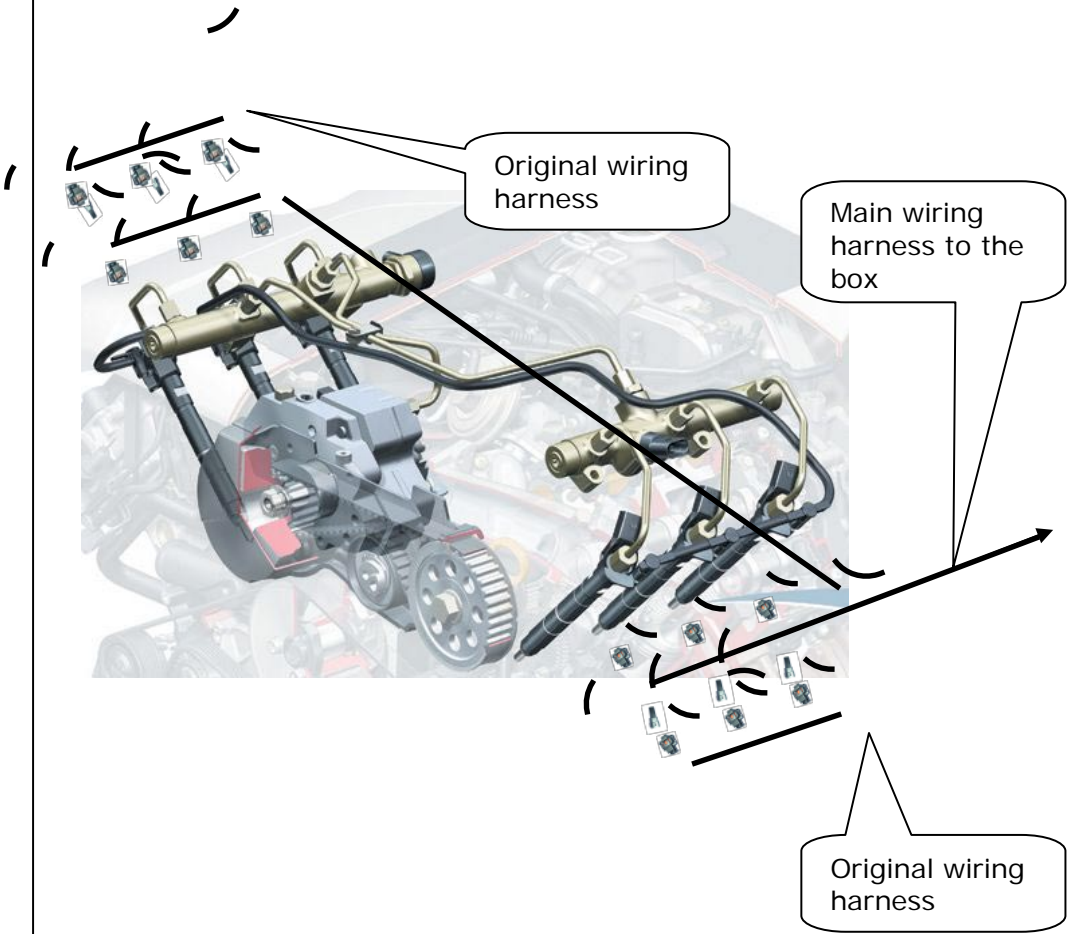


At last you have to connect the black wire with the eyelet to the chassis ground of the car or to the minus from the battery and the red wire with eyelet to the plus from the battery or a +12 Volt terminal. Place the unit on a secure place where is not too much heat and on a dry place on the engine compartment.

The short black wire is to cut out the box when it is fitted to the ground via a switch.

Second kind of engine is the V-engine. The following example shows a 6 cylinder V-engine.

You have to connect the tuning wiring harness similarly to the inline engines between the injectors and the original wiring harness. Depending on battery placement you can choose box placement to the right or to the left side. So the main wiring which comes from the box can be situated on the right and left side. On the following image it's placed on the right side.



Similarly to the inline engines you have to connect at least the power supply; the black wire with the eyelet to the ground of the car or to the minus from the battery and the red wire with eyelet to the plus from the battery.

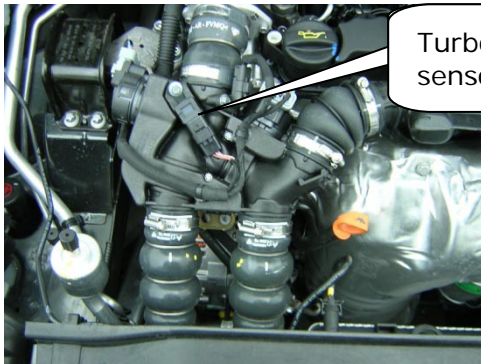
Place the unit on a secure place where is not too much heat and on a dry place on the engine compartment.

The short black wire is to cut out the box when it is fitted to the ground via a switch.

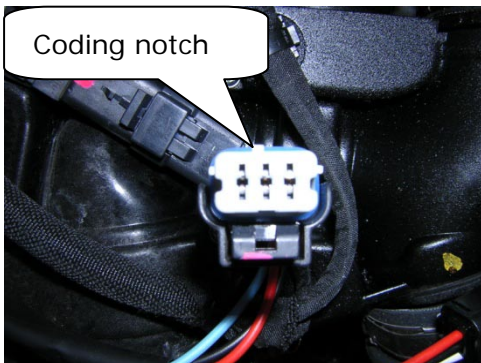
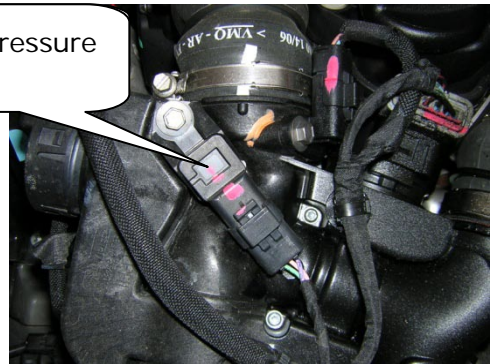
### Appendix

Some common-rail injector modules contain a further connector pair which you have to connect to the turbo pressure sensor (**not the common-rail pressure sensor**).

The following images show the example of a Peugeot 1.6HDI engine.



Turbo pressure sensor



Coding notch

In order to introduce the original female connector into the male tuning set connector you have to cut away the coding notch on the bottom side.