



**INSTALLATION
GUIDE**

Driving Performance. Innovating Solutions.

15100 MODULE

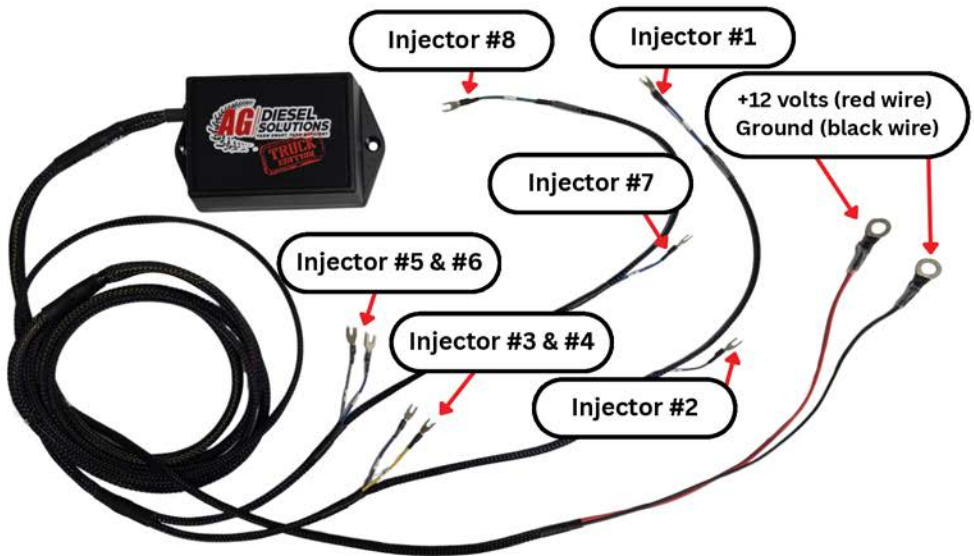
2007-2009

7.2L MERCEDES OM926

with DPF



15100 Module



Module is Self Adjusting Up to 30% more HP

DISCLAIMER

NOT FOR USE IN CALIFORNIA

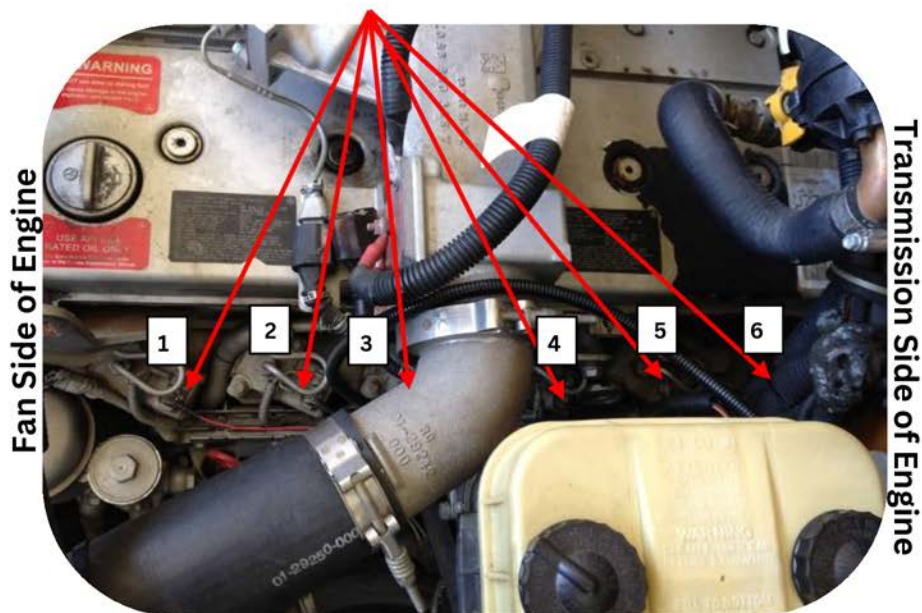
MODULE DOES NOT BYPASS, DELETE, OR DEFEAT ANY EMISSIONS CONTROL SYSTEMS

If installation assistance is needed, PSI Power is not responsible for any cost associated with third party installation.

TECH SUPPORT
(812) 618-9168



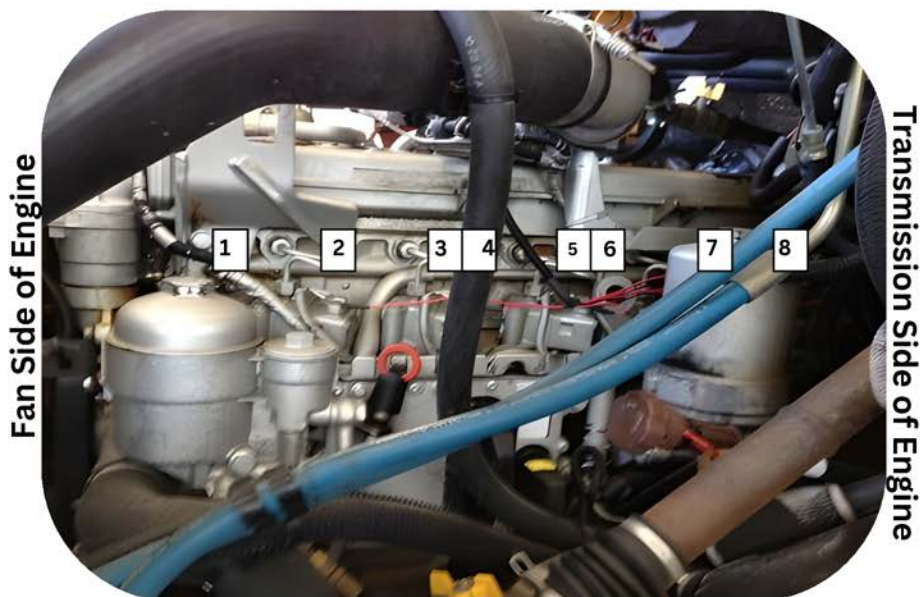
Step 1) Locate the 6 Unit Injectors on the Driver's side of the engine.



Step 2) The 6 Unit Injectors are labeled in order above. (shown from a Top View)



Step 3) Route the module harness over the air intake and toward the “fan-side” of the engine. The harness will route to each one of the 6 Unit Injectors.

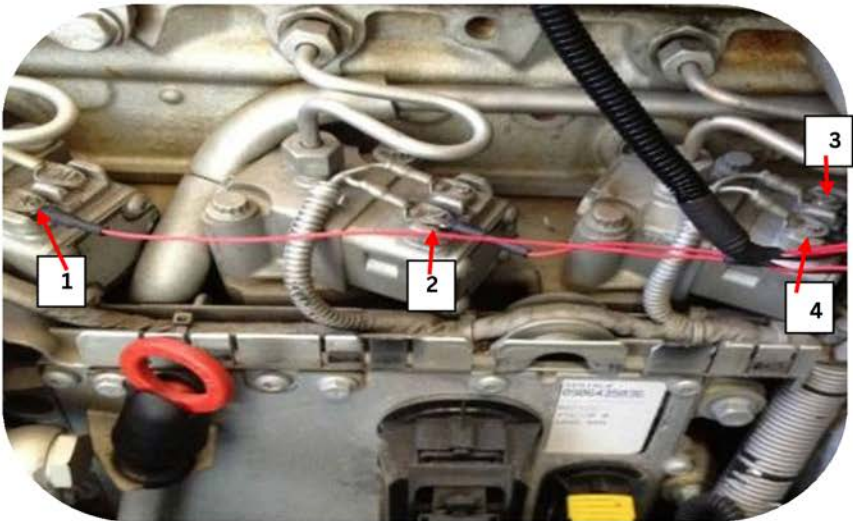


Step 4) Route the module harness wiring in order from 1-8, as shown below. The #1 tag will start at the Unit Injector closest to the engine fan.



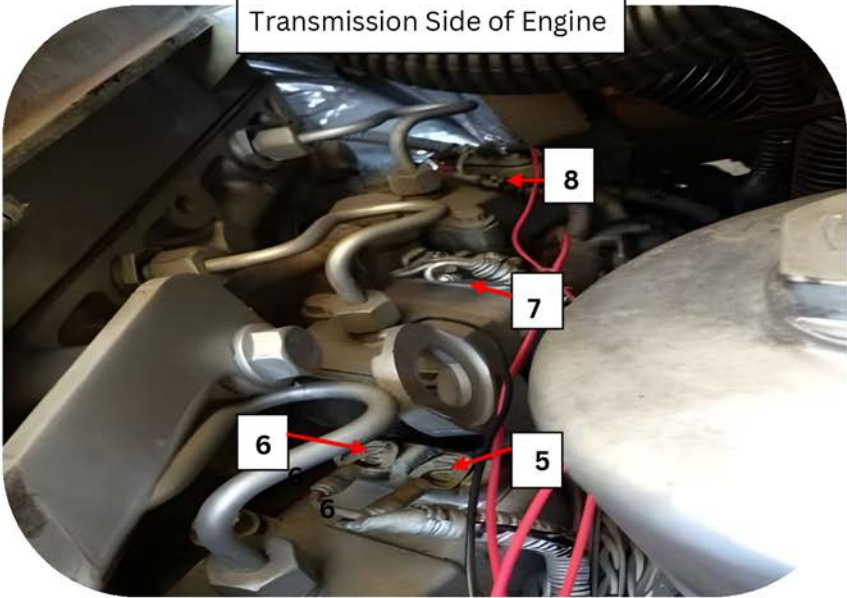
****The above picture is an example of how the wiring will connect if the outermost terminal was tested with the negative lead from the voltmeter, as shown in Step 5.**

Step 5) Next, you will need a voltmeter to test each of the Unit Injectors for the proper connection. Set the voltmeter to DC voltage. Start the engine and test each of the Unit Injectors by placing the positive meter lead on 1 terminal and the negative meter lead on the other terminal of the same Unit Injector as shown in the picture above. With the meter showing a Positive voltage reading, the wiring labeled 1, 2, 4, 5, 7 and 8 will connect to the corresponding terminal that the negative lead from the voltmeter is on. Test each one of the Unit Injectors for proper continuity.

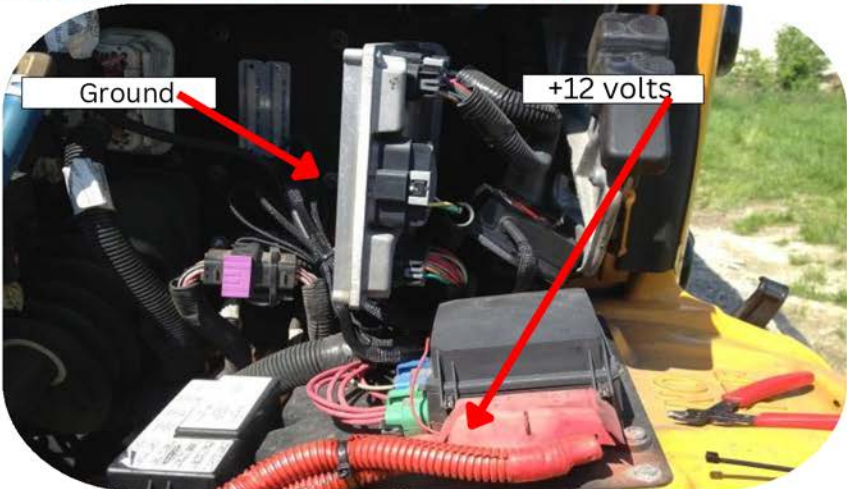


Step 6) You will need either a 3/16" or 5mm wrench to loosen the electrical connectors on the Unit Injectors. Only 1 wire will need to be connected to each of the first 2 Unit Injectors. Connect wiring labeled 1, 2 and 4 to the correct terminal as tested in Step 5 using a voltmeter. The third Unit Injector will require 2 wires to be connected (labeled #3 and #4). The connector labeled #3 will connect to the terminal on the Unit Injector that the positive lead from the voltmeter was placed. The connector labeled #4 will connect to the terminal that the negative lead from the voltmeter was placed. Route the new wiring behind any existing stock wiring.

Transmission Side of Engine



Step 7) Continue routing the wiring toward the transmission-side of the engine. The connectors labeled 5, 7 and 8 will connect to the terminal on the Unit Injector that the negative lead from the voltmeter was placed. The connector labeled #6 will connect to the terminal that the positive lead from the voltmeter was placed. Only one wire will connect to each of the last 2 Unit Injectors. (Shown looking from the engine fan back toward transmission) ****The above picture is an example of how the wiring will connect if the outermost terminal was tested with the negative lead from the voltmeter, as shown in Step 5.**



Step 8) Route the power and ground wires to the alternator or another source. Connect the red wire to constant +12 volts and the black wire to Ground.

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Do not use this product until you have carefully read the following agreement. This sets forth the terms and conditions for the use of this product. The installation of this product indicates that the BUYER has read and understands this agreement and accepts its terms and conditions

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TERMS AND CONDITIONS Effective 11/1/2022

