



# 30100 MODULE

## INSTALLATION GUIDE

— 1997-2006 —  
12.0L  
MACK ENGINES

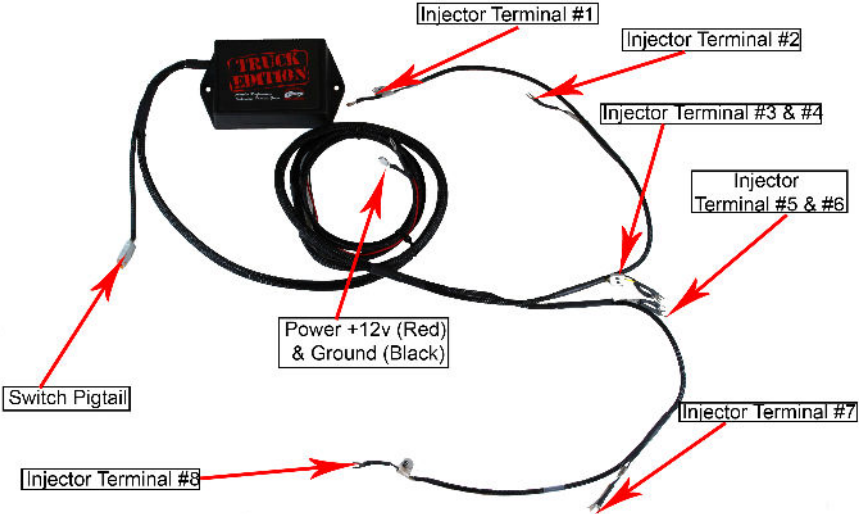
UP TO 30% HP GAIN  
10-20% FUEL SAVINGS



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You Tube 

# 1997-2006 Mack 12.0L Engine Module



**For Tech Support Please Call  
812-618-9168**

**PSI Power recommends removing the Ag Diesel Solutions module before any warranty work is performed on the piece of equipment the module is installed on.**

**Adjustable on the fly**

**Position 1- Stock (counter clockwise)**

**Position 2- Low- up to 10%**

**Position 3- Medium- Up to 20%**

**Position 4- High- Up to 30%**

Position 1- Switch far left  
Position 4- Switch far right



**Module switch can be ran inside the cab for easy performance adjustment. Module switch can be secured in engine bay if desired. Module will default to HIGH setting if switch is not connected**

**\*NOT FOR USE IN CALIFORNIA\***

**\*MODULE DOES NOT BYPASS, DELETE, OR DEFEAT ANY EMISION CONTROL SYSTEMS\***

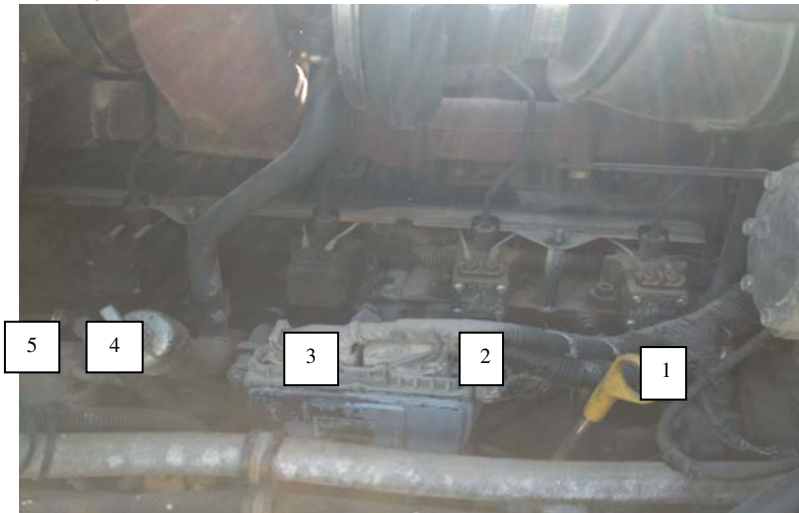
**\*If installation assistance is needed, Ag Diesel Solutions is not responsible for any cost associated with third party installation.**

# Mack Engine Installation Instructions

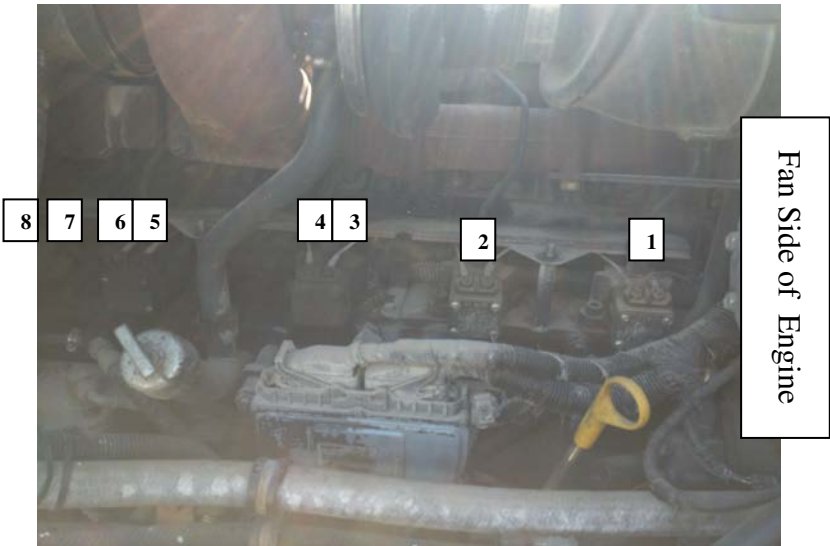
- 1) Remove the 2 Mack Engine Covers located on the passenger's side of engine below the turbocharger.



- 2) Locate the 6 Unit Injectors, labeled below. (shown from a Top View)  
**Note: Unit Injector #6 is not shown below. It is located to the left of the #5 Injector.**



- 3) 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.

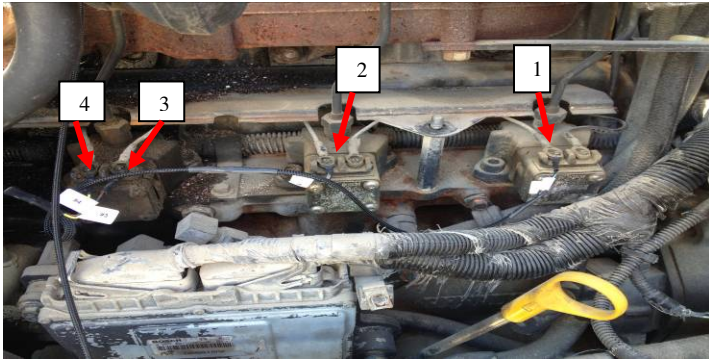


- 4) Next, you will need a voltmeter to test each of the Unit Injectors for the proper connection. Set the voltmeter to DC voltage. Start the engine and test each of the Unit Injectors by placing the positive meter lead on 1 terminal and the negative meter lead on the other terminal of the same Unit Injector as shown in the picture below. 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.

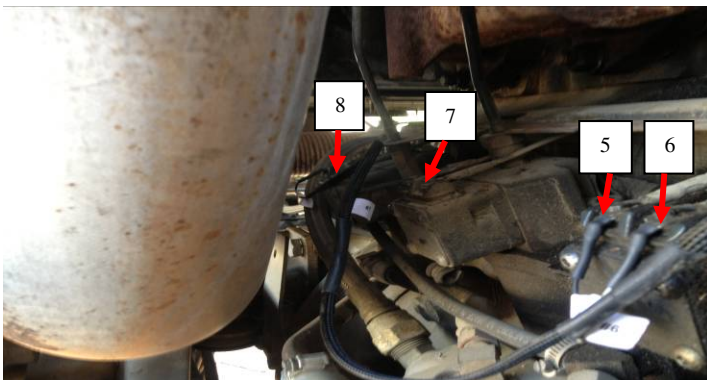


- 5) You will need either a 3/16" or 5mm wrench to loosen the electrical connectors on the Unit Injectors. Only 1 wire will need to be connected to each of the first 2 Unit Injectors. Connect wiring labeled 1, 2 and 4 to the correct terminal as tested in Step 4 using a voltmeter. The third Unit Injector 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. This is to prevent damage when reinstalling the Mack Engine Covers.

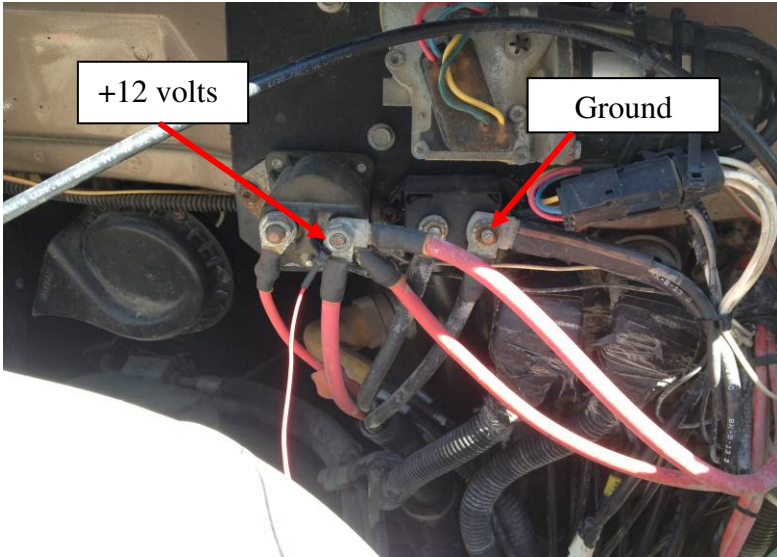
**\*\*The below picture is an example of how the wiring will connect if the terminal on the left of the Unit Injector was tested with the negative lead from the voltmeter, as shown in Step 4.**



- 6) 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 below picture is an example of how the wiring will connect if the terminal on the left of the Unit Injector was tested with the negative lead from the voltmeter, as shown in Step 4.**



- 7) 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.



- 8) Reinstall the stock Mack Covers over the Unit Injectors.



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