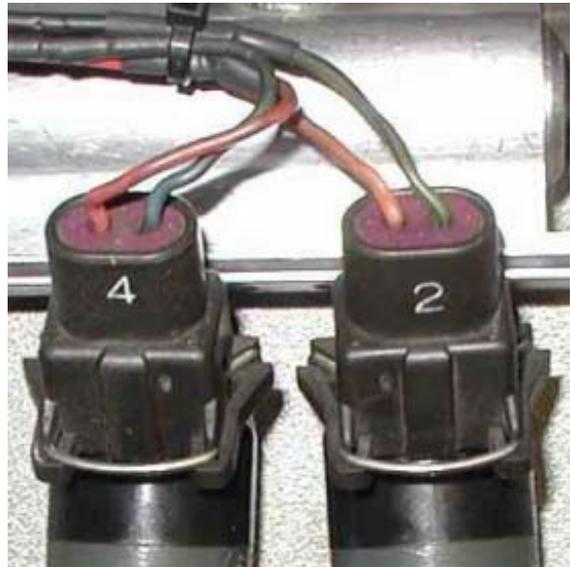




VersaFueler™ Emergency Backup Installation Instructions

How do you figure out which of the two wires going to each injector is coming from the ECU? It helps to be able to see the wires clearly, so if they're covered with black tape, you need to unwrap them. Clean off any remaining tape gunk with a cloth dampened with brake cleaner.

Once the wires are exposed, you should see that one of the wires going to an injector is connected to all the other injectors. This wire connects all of the injectors to the injector fuse (and to the battery when the ignition is on). In the picture to the right, the left-hand wire going to injector 2 also goes to injector 4. If that wire is 20 gauge or smaller, Acceleronics recommends that you replace it with a bigger one, preferably 16 gauge. This helps your new injectors get all the power they need to open quickly.



If you can't see the wire that connects all the injectors together, you can use a multi-meter (they usually measure volts, amps, and resistance) to find it. Pull off two injector connectors as shown on the right. Set the multi-meter to measure ohms, then touch the multi-meter probes to the two contacts on the left side of the connectors (indicated by red circles in the picture). If the multi-meter reads about zero, you've found the wire that goes to the injector fuse. If the reading is not close to zero, touch the probes to the contacts on the right side of the connectors (indicated by the red squares). If these contacts give you a reading at or near zero, then they are the ones that go to the battery. If neither test gives you a reading near zero, we want to hear about it!



After you've found the wire that connects all the injectors to the injector fuse, be sure to mark it because, unless you plan to replace it with a bigger wire, you don't want to cut it. You want to cut the other wire going to each injector, which is the wire coming from the ECU. After you cut each wire you'll have 2 wire stubs. Put a piece of masking tape with the cylinder number on each stub. Assuming an 8-cylinder engine, you'll end up with 16 pieces of tape on 16 wire stubs. Eight of the 16 wire stubs go to the ECU, the other 8 go to the injector connectors.

Now all that's left is to connect the wire stubs from the ECU to the *VersaFueler*™ inputs, and the wire stubs from the injectors to the *VersaFueler*™ outputs. Make sure that the two stubs for each cylinder go to the same *VersaFueler*™ wire color! For example, if the *VersaFueler*™ blue output wire is connected to the cylinder 1 injector wire stub, you have to connect the *VersaFueler*™ blue input wire to the cylinder 1 ECU wire stub.

Find a nearby bolt to use for the *VersaFueler*™ ground terminal ring, and connect the *VersaFueler*™ power wire to the wire that connects the injectors to the injector fuse (or any other source of switched 12 volts). Congratulations, you're done!