



**INSTALLATION
GUIDE**

Driving Performance. Innovating Solutions.

12100 MODULE

1998-2005

**8.3L & 9.0L CUMMINS MEDIUM DUTY ENGINES
WITH CAPS FUEL SYSTEM**



We Recommend Replacing the Transient Suppressor Before Installing a Performance Device.

The Transient Suppressor absorbs the extra current created when the Injection Control Valve closes after an injection event. Without the transient suppressor, high voltage would be transmitted back into the ECM damaging the pump driver circuits and possibly the Injection Control Valve.

Typical Location: The suppressor extends from the main trunk of the engine harness and is mounted with a p-clip to the engine block. It is a small copper colored cylinder with a red and a black wire extending from one end. It is located just below where the injection lines connect to the fuel pump. The injection control valve is located at the rear of the fuel injection pump, on the top of the distributor, and below the accumulator.

Caution: When the transient suppressor is working normally, it will generate heat. The heat generated in the transient suppressor is dependent on the speed of the engine. Care must be taken when replacing the suppressor.

Note: *Your CNH or Cummins dealer can provide you with the correct part for replacement and the correct location of the suppressor on your equipment.*



12100 Module

PERFORMANCE MODULE



Switch Positions:

*STOCK

*LOW, up to 15% HP

*HIGH, up to 30% HP



****NOTE - SWITCH NEEDS TO BE PLUGGED INTO HARNESS FOR MODULE TO WORK PROPERLY****

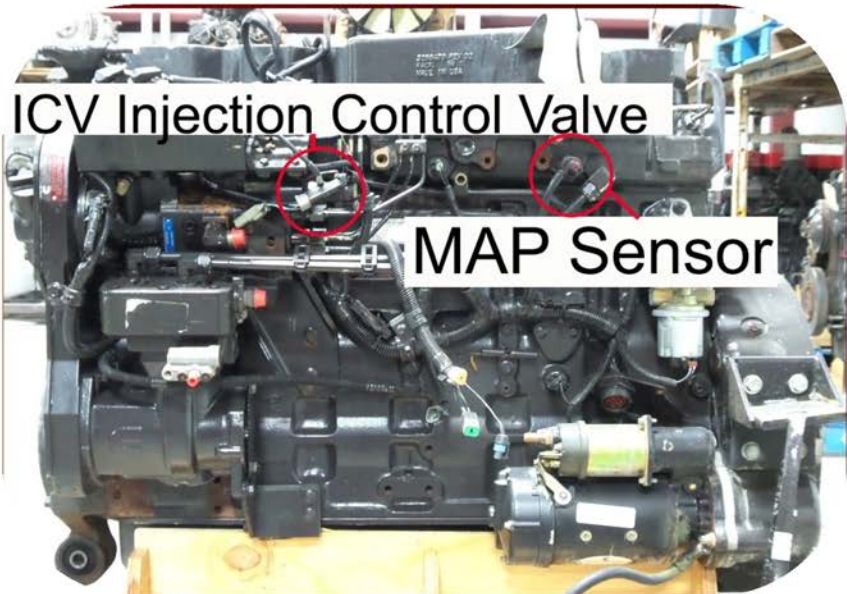
Module switch can be ran inside the cab for easy performance adjustment.
or the Module switch can be secured in engine bay if desired.

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 and unplug the MAP Sensor and ICV injection control valves located below the large accumulator plate.



Step 2) Connect the male injection control valve connector from the module into the stock female connector.

Note: Do not connect to the CAPS accumulator wire located on the top of pump.



Step 3) Connect the female injection control valve connector from the Ag Diesel Solutions harness into the stock male connector.



Step 4) Unplug the MAP Sensor. Plug the male MAP sensor connector from the Ag Diesel Solution harness into the stock female MAP sensor connector.



Step 5) Connect the Female MAP sensor connector from the Ag Diesel Solutions harness into the stock male MAP sensor connector.



Step 6) Connect the red wire with a ring terminal to a constant 12 volt source. Connect the black wire with a ring terminal to a good engine ground. Wiring can be routed over the engine to the Alternator. **Note:** For RV's, power and ground needs to be connected to the engine, not the house battery system.

Step 7) Mount the module with the connector on the bottom side, as to reduce the chance of moisture from getting into the module harness. Keep away from excessive heat and moving parts. **Note:** Zip tie onto the factor computer wire harness works well.

THIS IS A HIGH PERFORMANCE PRODUCT. USE AT YOUR OWN RISK.

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

