



**INSTALLATION
GUIDE**

Driving Performance. Innovating Solutions.

15000 MODULE

1999-2006

6.4L & 7.2L MBE 906/926

MERCEDES MEDIUM DUTY ENGINES

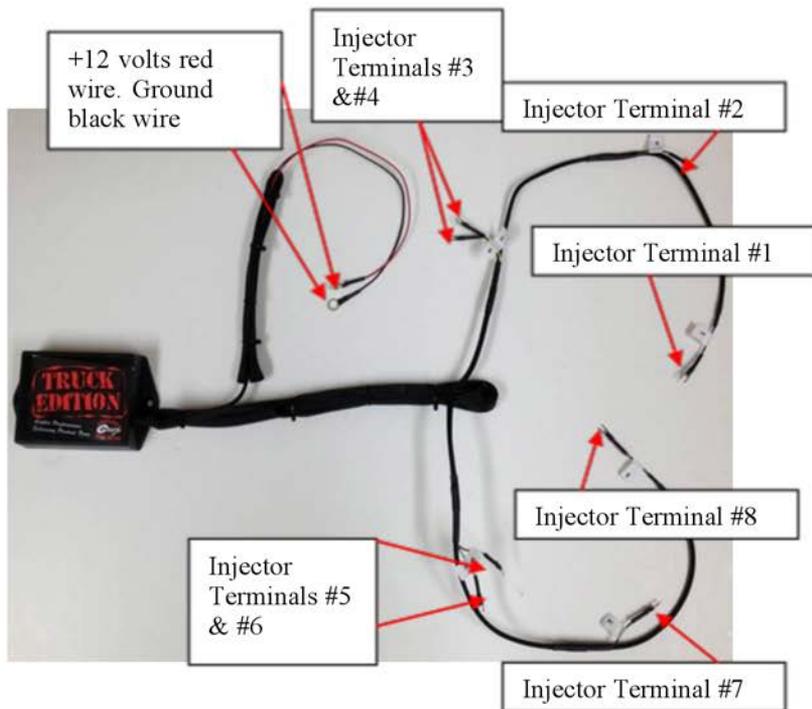


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15000 Module



Module is Self Adjusting Up to 30% more HP

DISCLAIMER

NOT FOR USE IN CALIFORNIA

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

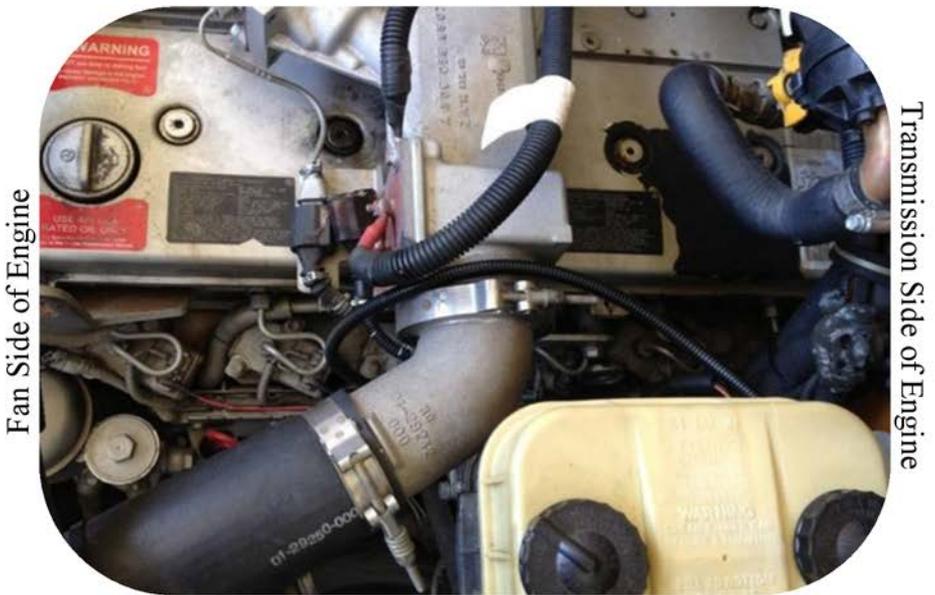
MODULE DOES NOT BYPASS, DELETE, OR DEFEAT ANY EMISSIONS CONTROL SYSTEMS

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

**TECH SUPPORT
+1 (812) 618-9168**



Step 1) Remove the Mercedes Engine Cover. Loosen the 4 twist-lockscrews using a flat-head screwdriver.



Step 2) Locate the 6 Unit Injectors, labeled below. (shown from a Top View)



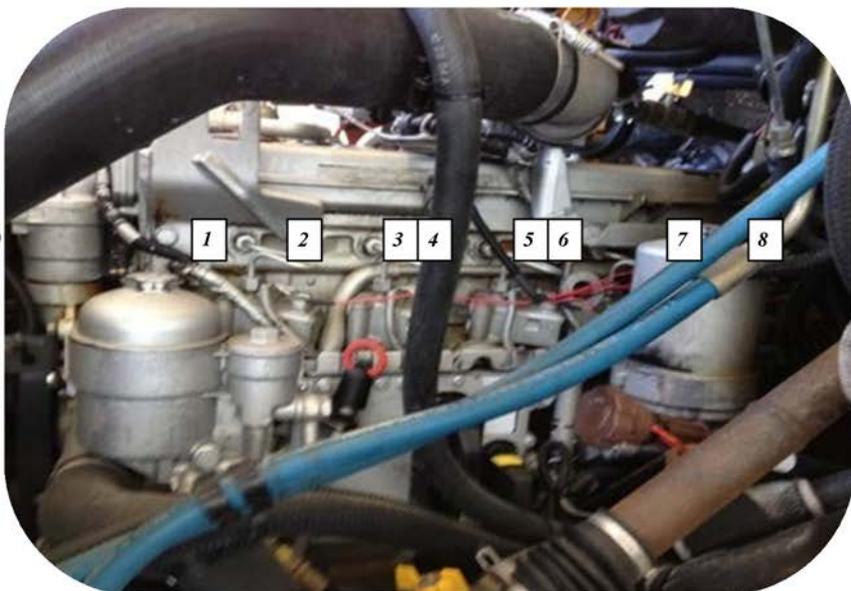
Step 3) For EGR equipped engines, route the new harness over the intake toward the “fan-side” of the engine. The harness will route to each one of the 6 Unit Injectors. There is an opening in the Mercedes Cover for the wiring to route.



Step 4) For non-egr equipped engines, you can remove a plug in the stock Mercedes Engine cover and route the harness through the opening.

Fan Side of Engine

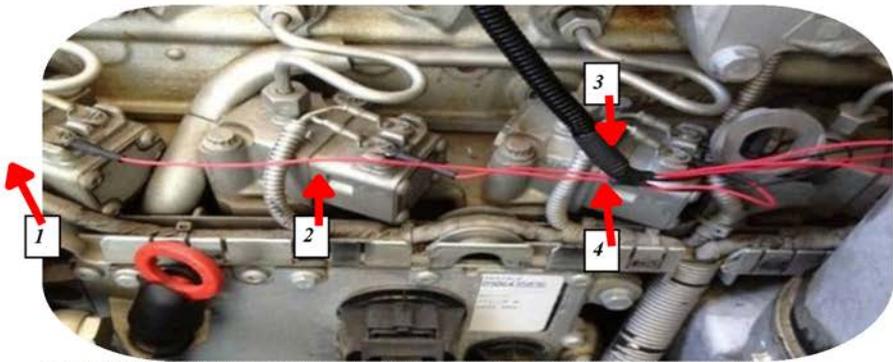
Transmission Side of Engine



Step 5) 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.



Step 6) 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 positive lead from the voltmeter is on. Test each one of the Unit Injectors for proper continuity.



Step 7) 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 6 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 negative lead from the voltmeter was placed. The connector labeled #4 will connect to the terminal that the positive lead from the voltmeter was placed. Route the new wiring behind any existing stock wiring. This is to prevent damage when reinstalling the Mercedes Engine Cover.



Step 8) 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 positive lead from the voltmeter was placed. The connector labeled #6 will connect to the terminal that the negative 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)

****Both pictures are examples of how the wiring will connect if the outermost terminal was tested with the positive lead from the voltmeter, as shown in Step 6.**

Step 9) 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



- **UP TO 30% HORSEPOWER INCREASE**
- **UP TO 10%-20% IN FUEL SAVINGS**
- **NO FACTORY ECM FLASH**
- **FIELD TESTED & DYNO PROVEN**
- **PLUG & PLAY INSTALLATION**

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