

Energy and Water Solutions

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DIEL

CNG EFI Injector Emulator Owners Manual Model CNGIE

General Description

These Emulators are designed for the disconnection and simulation of the injectors in vehicles with injectors of 11 to 16 Ohms avoiding the Check Engine light. The injector connectors will match the connectors of most engines.

Model Description

Mono Injection System

MPI 4 Cylinder System

MPI 6 Cylinder System

8 cylinder engines require 2 of the 4 cylinder systems, one for each side of the engine.

10 cylinder engines require 2 of the 6 cylinder systems, not using one connector on each side of the engine.

Electrical Characteristics

Voltage: 12 VDC

Max Injector Current 2 Amps

Emulation: 11 to 16 Ohms

Packaging

Emulator Module

Wiring Harness

Owners Manual

INSTALLATION

Disconnect each existing injector connector and connect the emulator connectors to the opposite sex connectors as shown in the wiring diagram below. Connect the black and the blue wires as shown. Avoid any hot surfaces, high-tension spark plug wires and damage from moving parts.

Exceptions

These emulators aren't applicable to low impedance injectors. "RENIX" injection models

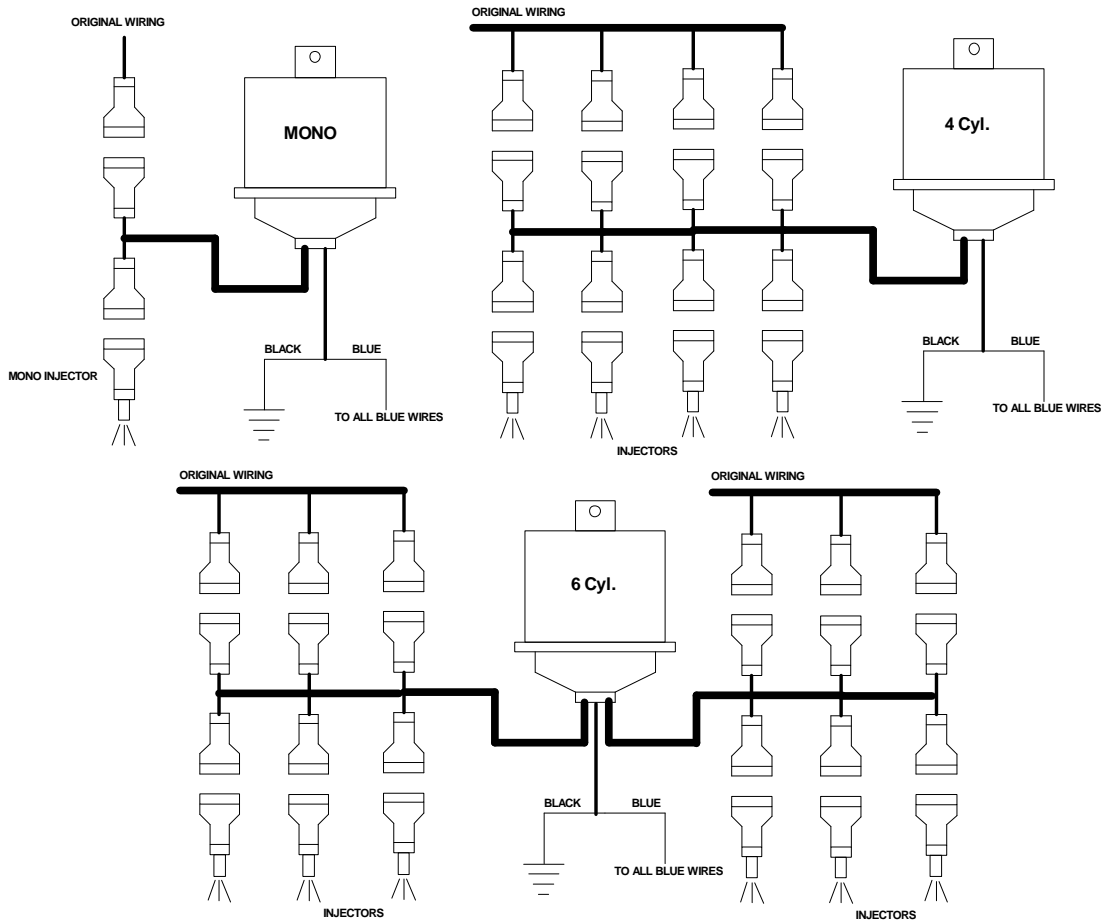
For example: some VOLVO & RENAULT models.

Mixing Fuels Time Regulation

During the gasoline to CNG change the emulator doesn't immediately block the injectors from operating to give time for the CNG to come out of the CNG regulator, and reach aspiration, avoiding a moment without CNG fuel resulting in hesitation. This way when changing fuels, for some seconds the two fuels will overlap. The time can be adjusted by rotating the white control on the back of the emulator module with a very small screwdriver. Rotate gently clockwise to increase the time, and counter clockwise to decrease the time.

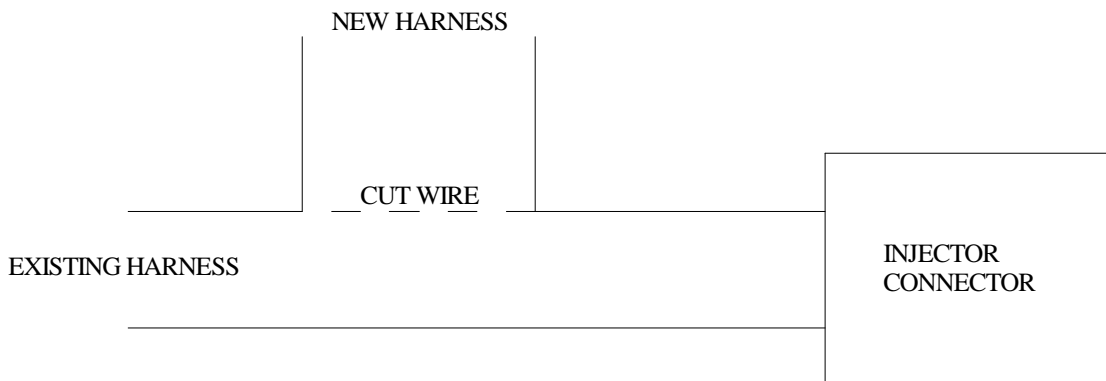
Wiring Diagram

Read and follow your CNG Kit Instructions before wiring.



Alternative wiring when the injector connectors do not match.

1. Cut all the connectors off the emulator wiring harness.
2. Discard all the emulator connectors and black wires.
3. Cut one of the wires going to each injector connector and connect a matching pair of wires from the wire harness to each end of the cut wire. Repeat for each connector.



Do not call your dealer or EWS with installation questions unless you are sure there is a problem with your conversion kit. It is your responsibility to install your kit. Call a friend for help or take your car to a repair shop for help if needed.