

## For Alternate Fuels

### ADDENDUM

#### FOR PN 5931

#### 1996 JEEP 4.0L & CHRYSLER 3.9L

This PN 5931 and addendum applies only to the 1996 OBD II Chrysler/Dodge 3.9L V-6 and 1996 OBD II Jeep 4.0L 6 cylinder vehicles.

The major difference between the PN 5930 and PN 5931 Integrated Processors is the addition of a Pink wire to the PN 5931 layout. Instead of just monitoring the Oxygen sensor signal, the PN 5931 now supplies information to the OEM PCM that pacifies its block when in the alternative fuel mode.

#### 1996 CHRYSLER 3.9L OBD II

For the Chrysler 1996 OBD II 3.9L applications follow the injector harness instructions of the PN 5930. This installation will generate two extra pair of injector connectors that need to be cut and removed from the harness. Make sure that the pair of connectors being cut do not include the odd pair that has a male plug with a Tan and Green wire. Follow the 5930 instructions regarding the hardware installation, Dk. Blue fuel selector wire, and the Orange and Lt. Blue Fuel Control Valve wires.

The PCM wiring is similar to the PN 5930 except for the additional Pink wire at the O2 Sensor signal circuit (see fig. 1). Cut the OEM Tan/White wire at pin #24. Connect the PN 5931 Pink to the PCM end of this OEM wire and the PN 5931 Violet to the sensor side. Set-up procedures are the same as for the PN 5930. This application also requires the PN 4126 to be installed as per its instructions.

#### 1996 JEEP 4.0L OBD II

For the Jeep 1996 OBD II 4.0L applications the PCM wiring is the same as the 3.9L applications mentioned above (see fig. 1). However the injector connections are different. With the PN 5931 harness follow the 4 wires (Green, Red, Tan, Blue) down the sleeving to where they branch out into the injector harness and cut off the injector harness portion. This will leave the Green, Red, Tan, Blue wires long enough to install to the OEM harness.

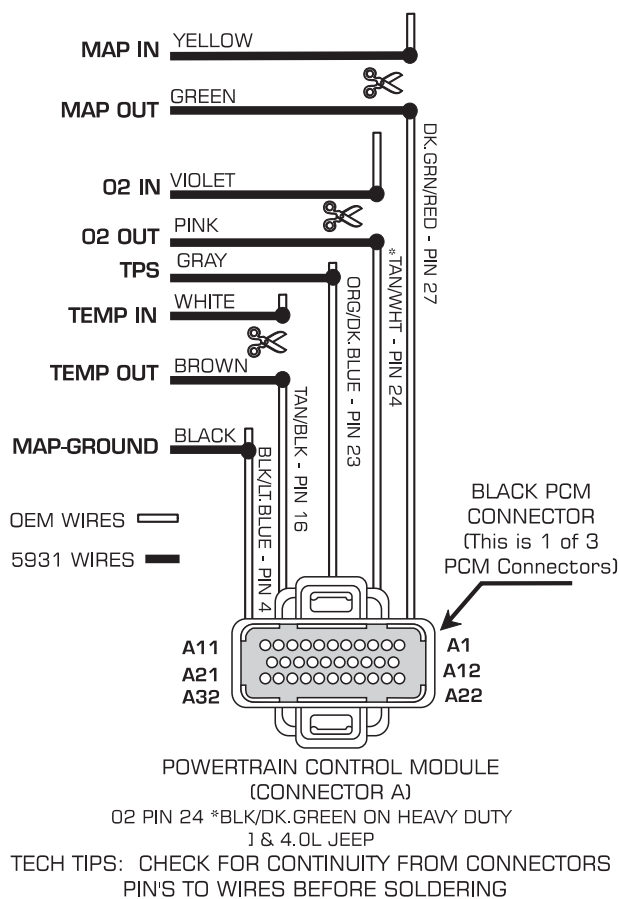


Figure 2

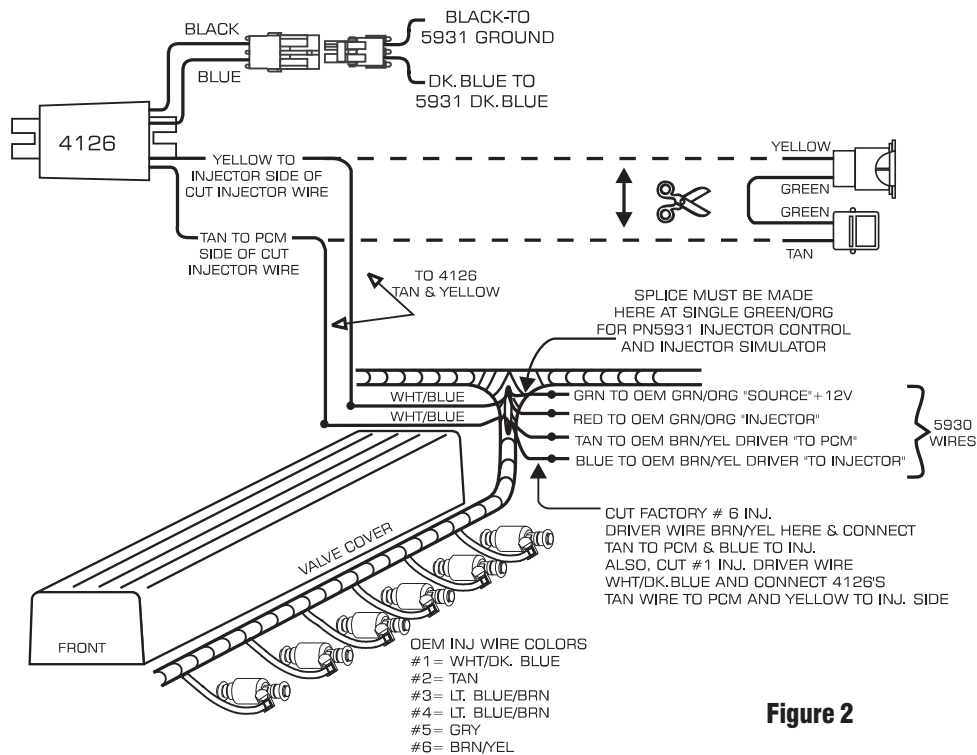
### Step 1: PN 5931 Red & Green wires to +12 Volts Injector Power.

Locate the point just behind the valve cover where the injector wiring harness tees off from the main OEM wiring harness (see fig. 2). At this point you will find a Green/Orange wire which branches into six single wires, providing + 12 volts to each injector. Making sure that you are working close to the tee before the single Green/Orange wire branches to the injectors, cut the wire. Attach the PN 5931 Green to the OEM harness side of the cut. Attach the PN 5931 Red wire to the fuel injector side of the cut.

**Note:** The proper polarity for this connection is vital. The PN 5931 must receive +12 volts from the OEM Green/Orange wire through its Green wire any time the ignition key is on.

### Step 2: PN 5931 Tan & Blue wires to #6 Injector Driver

At the same point where you cut the Green/Orange + 12 volts wire, locate the OEM Brown/Yellow wire in the OEM injector harness. This is the injector driver signal for injector #6. Cut this wire and attach the PN 5931 Tan wire to the OEM PCM side. Attach the PN 5931 Blue wire to the injector side of this cut wire.



### Step 3: PN 4126 Preparation

Similarly to the PN 5931 injector harness, the PN 4126 injectors also need to be cut off. Leave enough length on the Yellow and Tan wires to work with.

### Step 4: PN 4126 Tan and Yellow wires #1 Injector Driver

At the same point in the OEM injector harness where you wired the PN 5931 wires, locate the OEM White/Dk. Blue wire. This is the injector driver for #1 cylinder. Cut this wire and attach the PN 4126 Tan wire to the OEM PCM side of this cut wire, and the PN 4126 Yellow wire to the injector side.

### Step 5: Pn 4126 Black & Blue wire- Unit Power and Ground

Attach the PN 4126 Black ground wire to the PN 5931 wire, and connect the PN 4126 Blue wire to the PN 5931 Bk. Blue fuel select wire.