

TST PowerMaxCR HRN 12 Rail Pressure Harness Installation Instructions

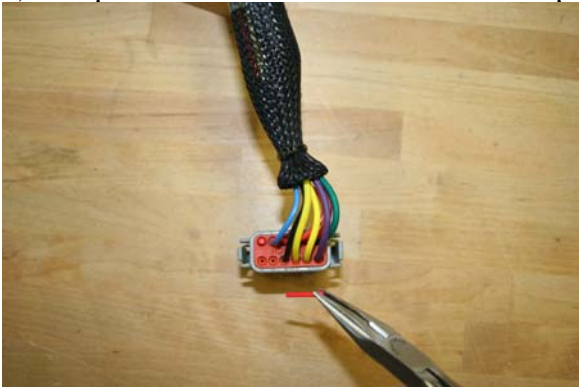
1) Use pliers to remove the orange insert from the gray connector.



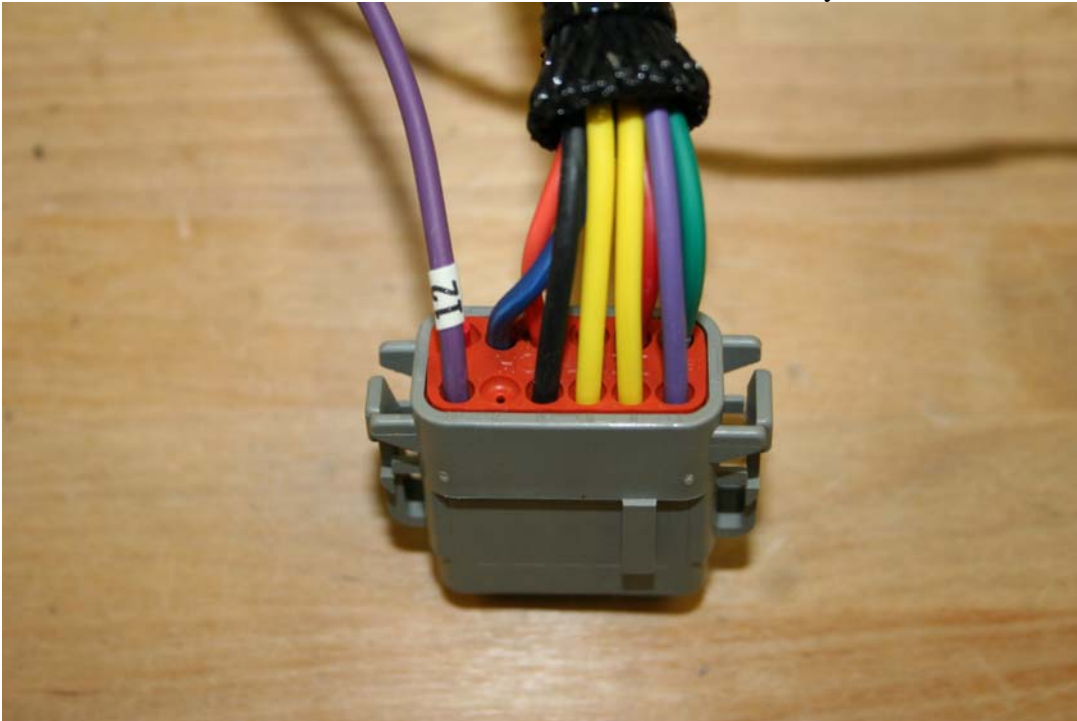
2) Use pliers to remove the red insert from pin 12 of the gray connector.



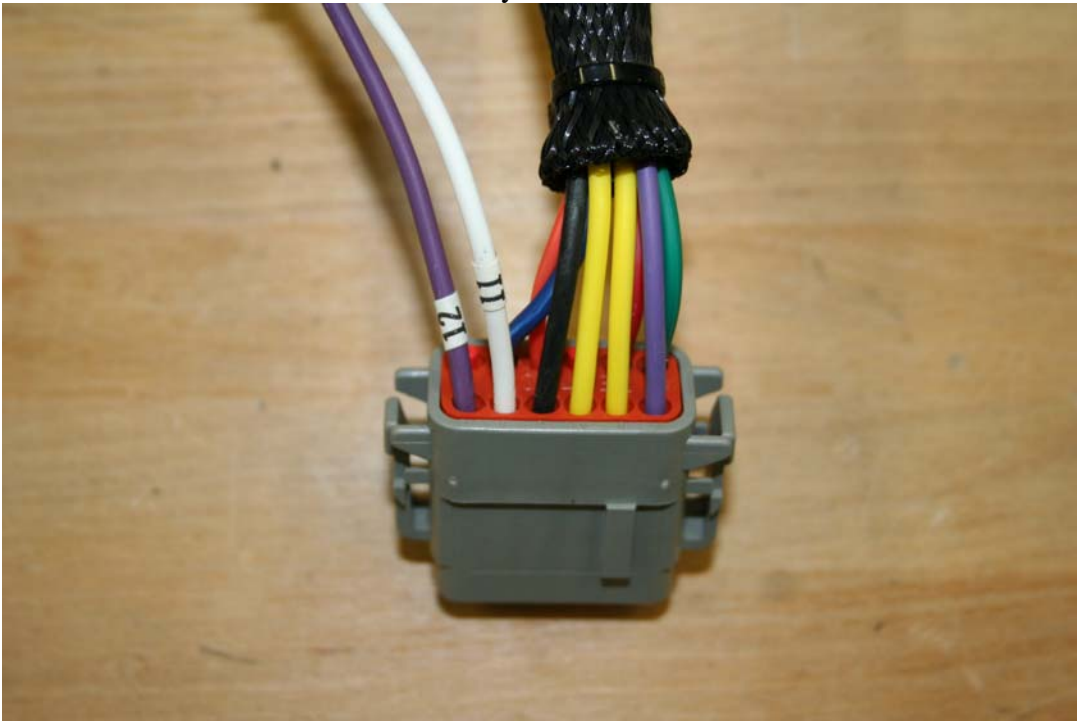
3) Use pliers to remove the red insert from pin 11 of the gray connector.



4) Insert the rail pressure harness wire labeled "12" into pin 12 of the gray connector, which is the corner slot. Push it in until it "clicks" and seats fully.



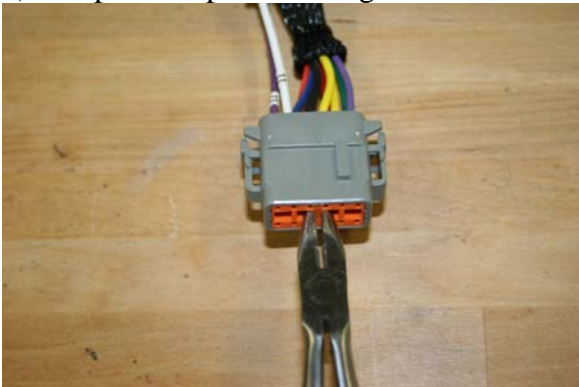
5) Insert the rail pressure harness wire labeled "11" into pin 11 of the gray connector. Push it in until it "clicks" and seats fully.



6) Check from the front of the connector to make sure both pins seat fully.



7) Use pliers to put the orange insert back in.



The harness is now upgraded for the rail pressure option. The rail pressure harness needs to be connected to the rail pressure sensor as described in the PMCR installation instructions and make sure your PMCR has the rail pressure option installed. If it is installed, your remote will show the rail pressure gauge and rail pressure control screens as described in the PMCR installation instructions.

Caution: Do not connect the rail harness to the truck if your PowerMax serial number is less than 5000 or your PowerMax is not programmed with a rail reading in the remote.

See step 8 below for an important note on connecting the rail pressure harness to the truck.

8) The stock harness connector will have a clip on it with a thumb tab to press when removing the connector. This clip is designed to keep the connectors from coming apart by snapping over a stub and it needs to connect to the correct side of the TST rail pressure harness connector. The stub on the correct side will be tapered so it is triangle shaped if you look at it from the side. The stub on the wrong side is not tapered and is oval shaped if you look straight down on it and rectangle shaped if you look at it from the side.



If you have problems (the truck runs bad, misses, and/or surges) after making sure the connector is on right, then check the TST rail pressure harness to make sure it didn't get wired backwards. To do this, disconnect both ends of the TST rail pressure harness from the truck and connect the TST connectors together (make sure you have the clip on the correct stub). Check that the black wires are lined up straight across and the blue wires are lined up straight across. Check that the white wire goes into the connector with the clip and the purple wire goes into the connector with the stub.

