



## Congratulations!

Your new *VersaFueler™* is designed to give years of trouble-free, maintenance-free service. The case is anodized, the electronics inside are covered by a water-resistant silicone conformal coating, and the connectors are waterproof. To be on the safe side, we recommend a mounting location that will not get splashed or exposed to intense heat. Humidity and normal under-hood heat are not a problem.

## Caution:

**Before welding on the vehicle, disconnect your *VersaFueler™* power and ground wires!**

**If your car will be run for long periods at sustained high RPM and full, or near full throttle**, we recommend connecting the ground wire (black) directly from the *VersaFueler™* to chassis ground, bypassing the connector. Open road racers should think about this. Drag racers, land speed record racers, street machiners, and other cars that see periods of full throttle of a few minutes or less need not worry about it.

## Mounting Tips

Using the *VersaFueler™* mounting brackets as a template, mark and center-punch the locations to drill 4 holes for #10 sheet metal screws or pop rivets.

<p><u>Do</u> mount your <i>VersaFueler™</i>:</p> <ul style="list-style-type: none"><li>• on a fenderwell</li><li>• on the radiator support</li><li>• on the firewall</li><li>• under the cowl</li><li>• in the interior</li><li>• anywhere you would put an ignition box</li></ul>	<p><u>Do not</u> mount your <i>VersaFueler™</i>:</p> <ul style="list-style-type: none"><li>• close to your exhaust headers</li><li>• close to your turbo</li><li>• close to any other intense heat source</li><li>• where it can be splashed</li></ul>
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## Connecting Tips

- **Follow the enclosed wiring diagram** to hook up your *VersaFueler™*. You can also view or download the wiring from <http://www.acceleronics.com>. Please read the warranty section below for information on damage due to incorrect connections.
- **Make high quality splices!** A bad electrical splice acts just like a defective *VersaFueler™*.
- **Double-check all connections and power** before asking to a return your *VersaFueler™*.
- **If the included ECU or injector harnesses are not quite long enough**, use 18 or 20 gauge automotive grade wire to “stretch” them.
- **If you must extend the ground wire** (which we do **not** recommend), use at least 16 gauge wire.
- **If you are putting your *VersaFueler™* in the interior**, we recommend 16 gauge wire from the *VersaFueler™* to the injectors. 20 gauge is adequate for the wires from the ECU to the *VersaFueler™*.

## Warranty:

Your *VersaFueler™* is covered by a one year warranty on materials and workmanship from the date it was delivered. The warranty does not cover damage from abuse or incorrect connections, e.g. reversing the power (red) and ground (black) wires. You must contact Acceleronics to obtain return authorization before sending a *VersaFueler™* to us.

Most damaged *VersaFuellers™* can be easily repaired. After the warranty period expires, contact Acceleronics if yours fails. Chances are we can repair it for a nominal fee.



## Troubleshooting Tips:

The *VersaFueler*™ has an outstanding track record for reliability. Most problems have been due to wiring errors or tuning problems with new injectors. If your car won't start, or if it runs poorly, here are some things to try:

**1. Check your wiring against the wiring diagram**, and check your splices by tugging on them.

**2. Check *VersaFueler*™ power connection:**

- Unplug the *VersaFueler*™ power connector and measure the voltage from ground (engine block or head) to the red wire of the wiring harness\* (female contact) while a friend cranks the starter.
- Use a small safety pin to reach the female contact, if needed, but don't force it into the connector!
- If you see zero volts during cranking, your *VersaFueler*™ is not getting power, so you need to hook the red wire to a source of switched 12 volts that is hot during cranking. The wire from the injector fuse to the injectors is a safe choice.

**3. Check *VersaFueler*™ ground connection:**

- Measure the resistance from the black wire of the wiring harness\* (female contact) to the engine block or cylinder head.
- Use a small safety pin to reach the female contact, if needed, but don't force it into the connector!
- If it is more than 1 ohm or so, you may have a bad ground connection. You must pick a ground that is clean and shiny. Sand off any paint, rust, or other crud until you expose shiny metal. If you have grounded your *VersaFueler*™ to the chassis, make sure there is a ground jumper wire between the chassis and the engine.

**4. Bypass the *VersaFueler*™:**

- Install a set of high impedance injectors.
- Program the ECU for those injectors.
- Unplug the *VersaFueler*™ input and output connectors from the wiring harness\*.
- Plug the 2 wiring harness\* connectors together. The ECU is now connected directly to the injectors, bypassing the *VersaFueler*™.
- Start the engine. If it won't start, or runs poorly, you have a wiring or tuning problem.
- If it runs fine, shut it off and reconnect the *VersaFueler*™ to the wiring harness\*. Don't worry, the *VersaFueler*™ can run high impedance injectors, too!
- Start the engine. If the engine now refuses to start, do tests (2) and (3) above.
- If the engine runs fine with the *VersaFueler*™ bypassed but not when it's connected to the injectors, **and tests (2) and (3) check out OK**, you may have a defective unit. Call 925-980-1321 or email [info@acceleronics.com](mailto:info@acceleronics.com) for help.

\*Note: "wiring harness" refers to the wires that are attached to the vehicle.