

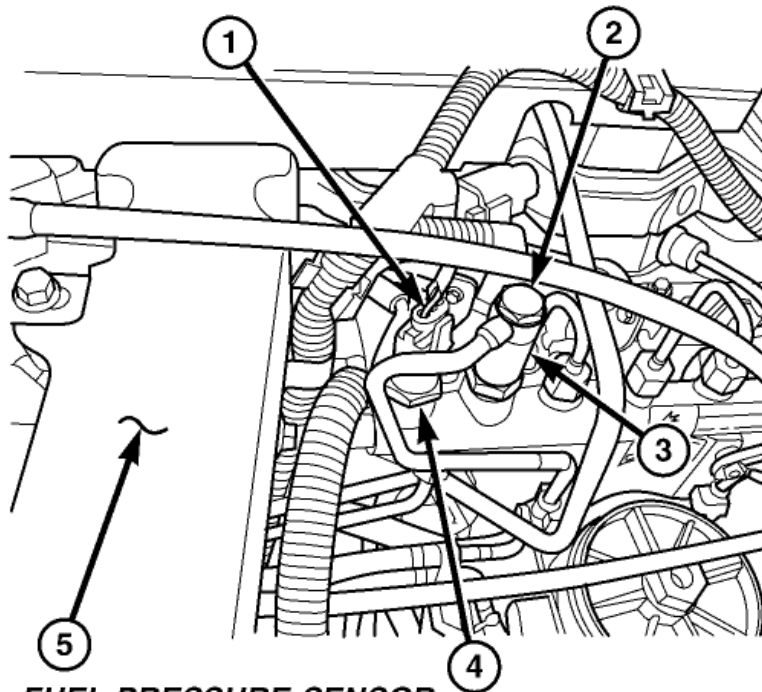


**Installation Manual v1.0:
602-920-2272:
Atomizer Power Module
2003-2007 Dodge 5.9L Cummins**

Please read all instructions before installation.

Note: Seal all soldered connections with heat shrink or electrical tape

1. Disconnect the negative battery terminals and secure the leads away from the terminals.
2. Locate the fuel rail pressure sensor and connector. If using a single CP3 pump, the rail pressure sensor is located on top of the fuel rail behind the intake. If using an ATS Twin CP3 kit, the rail pressure sensor is located in the back of the secondary CP3 pump.



FUEL PRESSURE SENSOR

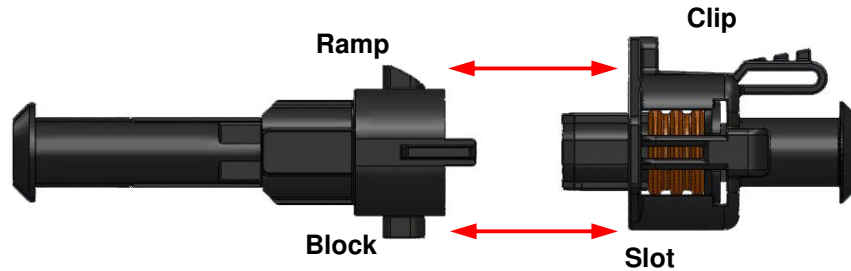
- 1 - ELEC. CONNECTOR
- 2 - BANJO BOLT
- 3 - FUEL PRESSURE LIMITING VALVE
- 4 - FUEL PRESSURE SENSOR
- 5 - TOP OF INTAKE HEATER MANIFOLD

- Remove the rail pressure sensor connector from the sensor. Plug the 3-pin Atomizer harness connector into the rail pressure sensor and plug the factory harness into the opposing Atomizer connector.

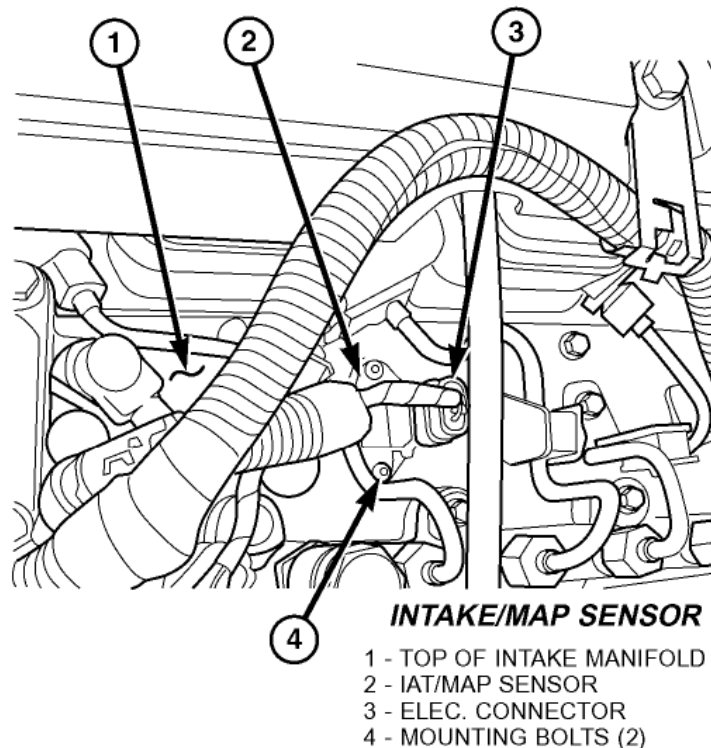
NOTE: Be sure to orient the rail pressure sensor connectors as show below.



There is a ramp and clip that must be connected properly. The block on the opposite side will then slide into the slot of the opposing connector. If reversed, the truck will not idle properly and the engine will likely shut off.



- Locate the manifold absolute pressure (MAP) sensor. It is mounted behind the intake ram between the fuel rail and the valve cover.



- Disconnect the MAP sensor connector and plug the 4-pin Atomizer connector into the sensor. Plug the factory harness connector into the opposing Atomizer Connector.

6. Installation can be completed in two different ways. If adjustability is desired, follow steps 7-14. If maximum performance is desired all the time, leave the pink wire unterminated, secure it away from any other electrical connections and skip to step 15.
7. Find a suitable location either under the hood or in the passenger compartment to install the variable switch. A bracket is included with kit and can be used to mount the switch on top of the dash, under the dash or wherever desired. The switch can also be mounted directly in the dash. For this option, a 3/8" hole will have to be drilled. If drilling in the dash, take care not do damage any wiring or other components inside the dash.
8. Once a location is found, remove the control knob using a 1/16" allen wrench and remove the nut and lock washer from the switch.
9. Apply the Atomizer switch sticker around the mounting hole, where it will be visible and in the desired orientation.
10. Locate the black wire on the variable switch and connect it to a good ground using the ring terminal provided.
11. Route the pink wire from the Atomizer harness to the location of the switch. Connect the wires using the connectors provided.
12. Secure the switch in the bracket or dash using the lock washer and nut.
13. Turn the switch to the full, counter-clockwise position. Reinstall the control knob on the switch with the indicating line pointing to the "0%" on the sticker.
14. Verify the switch is set to the lowest setting (turned fully counter-clockwise) and start the vehicle.
15. Reconnect the negative battery terminals.
16. Test-drive the vehicle to verify drivability and that the vehicle does not display a check engine light. If a check engine light is set, check the wiring to verify good connections.
17. When proper operation is verified, it is ok to increase the levels as desired.

WARNING: If the Atomizer is used in conjunction with other performance electronics, it is possible to increase rail pressure to dangerous levels. ATS is NOT liable for damage to fuel injection components in the event that rail pressure is increased beyond safe limits. It is important ensure rail pressure does not exceed safe limits (27,500psi).





Atomizer Wiring Diagram v1.0
03-07 Dodge 5.9L Cummins Common Rail

