



# 20250 MODULE

## INSTALLATION GUIDE

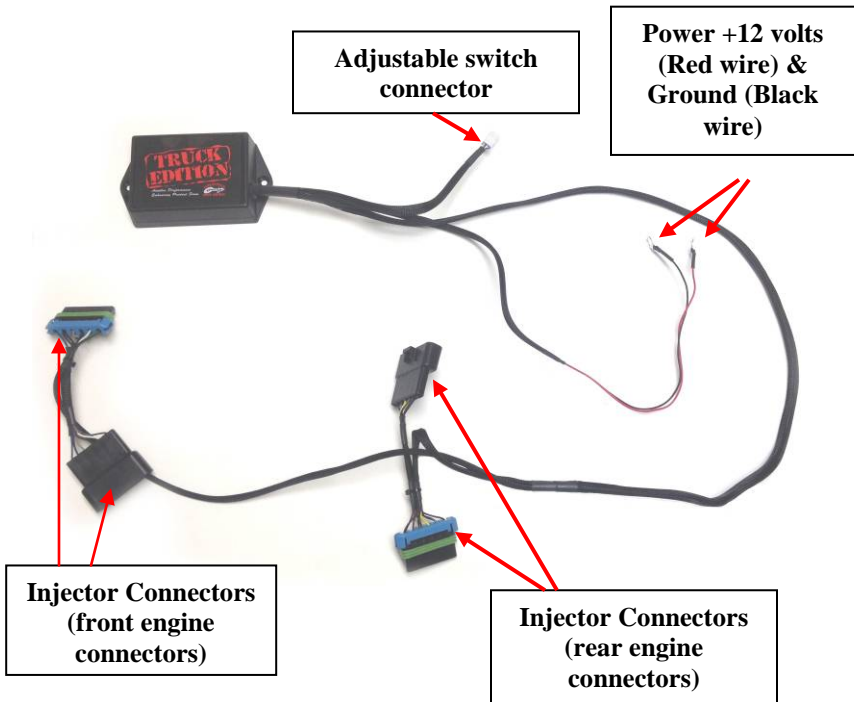
— 2013.5–2017 —  
RAM 6.7L CUMMINS

UP TO 90HP GAIN  
1-3 MPG FUEL SAVINGS



[AGDIESELSOLUTIONS.COM](http://AGDIESELSOLUTIONS.COM)

YouTube 



For Tech Support Please Call  
 1.812.618.9168 or 1.855.343.7680

Position 1 - Stock - 0HP Gain  
 Position 2 - Low - Up to 30HP  
 Position 3 - Med - Up to 60HP  
 Position 4 - High - Up to 90HP  
 Adjustable on the Fly  
 Position 1 - Switch to Far Left  
 Position 4 - Switch to Far Right



Module Switch can be ran inside the cab for easy performance adjustment  
 Module Switch can be secured in engine bay if desired  
 Module will default to HIGH setting if Switch is not connected

**\*NOTE: If towing over 15,000lbs, turn module from HIGH mode to MEDIUM mode\***

**\*NOTE: Do not change performance settings while vehicle under excessive load\***

**\*NOT FOR USE IN CALIFORNIA\***

**\*MODULE DOES NOT BYPASS, DELETE OR DEFEAT ANY EMISSION CONTROL SYSTEMS\***

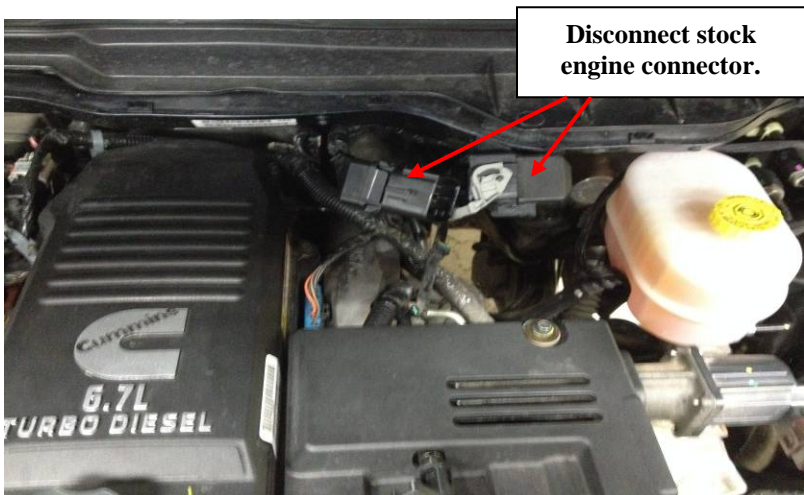
**\*If installation assistance is needed, Ag Diesel Solutions is not responsible for any cost associated with third party instalation\***

## 6.7L Dodge Cummins Engine Instructions

- 1) Locate the 2 Injector Plugs on the driver's side of the engine. The "Front Injector Plugs" correspond to the Front side (Cooling Fan side) of the engine. The "Rear Injector Plugs" correspond to the Rear side (Transmission side) of the engine.  
**\*\*Refer to module diagram on page 2 for correct wiring.**



- 2) Disconnect the engine connector labeled below. This will allow access to the rear injector plug.  
**Note: Rotate the grey locking lever to release the plug. Once disconnected, move the plug out of the way.**

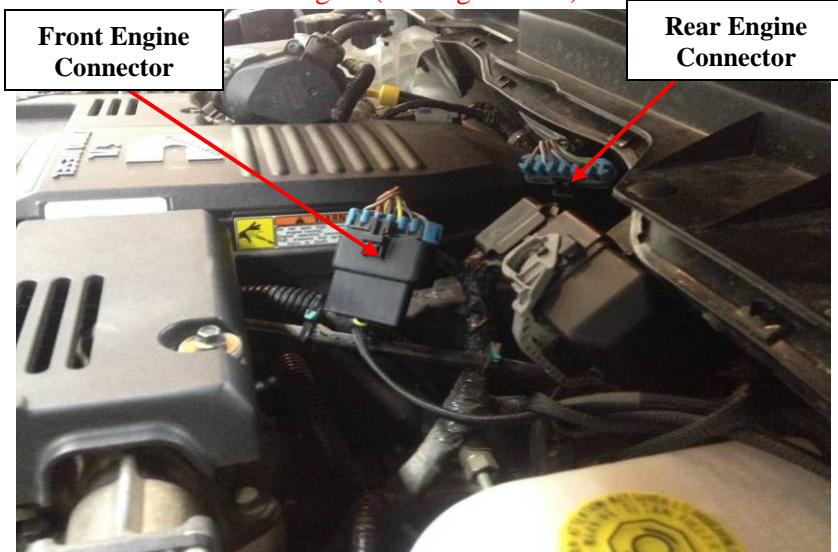


- 3) Disconnect both, the front and rear, stock male Injector Plugs on the engine.



- 4) Connect the stock male Injector Plugs, removed in Step 3, to the female plugs on the new module harness. **Do this for BOTH the Front and Rear Injector Plugs.**

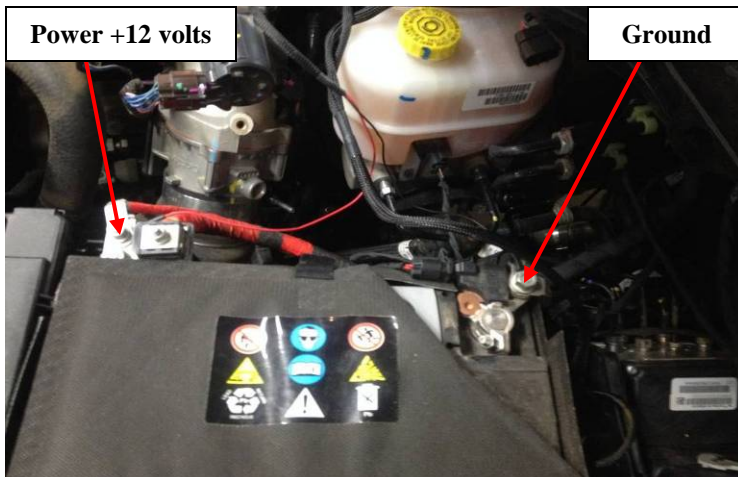
*Note: The injector connector located at the end of the module harness will plug into the injector connector located closest to the front of the engine (cooling fan side).*



- 5) Connect both of the new module harness Injector Plugs into the Injector Connectors on the engine. **Do this for BOTH the Front and Rear Injector Plugs.**



- 6) **Reconnect the stock engine connector that was disconnected in Step 2.**
- 7) Connect the Black wire with a Ring Terminal to the Negative/Ground Battery Terminal on the driver's side engine battery. Use a 13mm socket to remove the stock battery nut.
- 8) Connect the Red wire with a Ring Terminal to the battery +12 volt constant source on the driver's side engine battery. Use a 10mm socket to remove the stock battery nut.

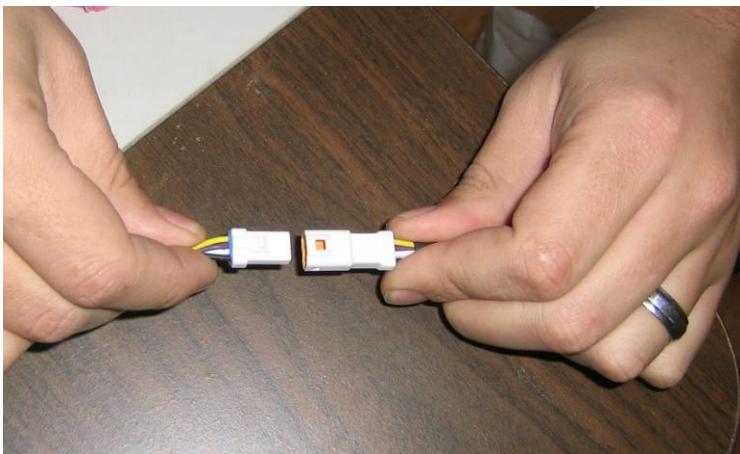


9) Mount the module box with the provided zip ties in a secure and dry location.

\* Note: Zip tying onto any factory wire harness works well or the module can be placed next to the battery.



10) The switch can be routed through the firewall or can be left in the engine compartment next to the module. Connect the switch as shown.



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Up to 30% Horsepower Increase  
10-20% Fuel Savings  
Does NOT Flash Factory ECM  
Does NOT Void Equipment Warranty  
Plug and Play Installation  
LIFETIME WARRANTY

# CONSTRUCTION



Up to 30% Horsepower Increase  
10-20% Fuel Savings  
Does NOT Flash Factory ECM  
Does NOT Void Equipment Warranty  
Plug and Play Installation  
LIFETIME WARRANTY

# TRUCK EDITION: LIGHT DUTY



Up to 90 Horsepower Increase  
1-3 MPG Fuel Savings  
Does NOT Flash Truck ECM  
Does NOT Void Factory Warranty  
Plug and Play Installation  
LIFETIME WARRANTY

# TRUCK EDITION: MED, HEAVY DUTY



Up to 30% Horsepower Increase  
5-15% Fuel Savings  
Does NOT Flash Truck ECM  
Does NOT Void Factory Warranty  
Plug and Play Installation  
LIFETIME WARRANTY

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