



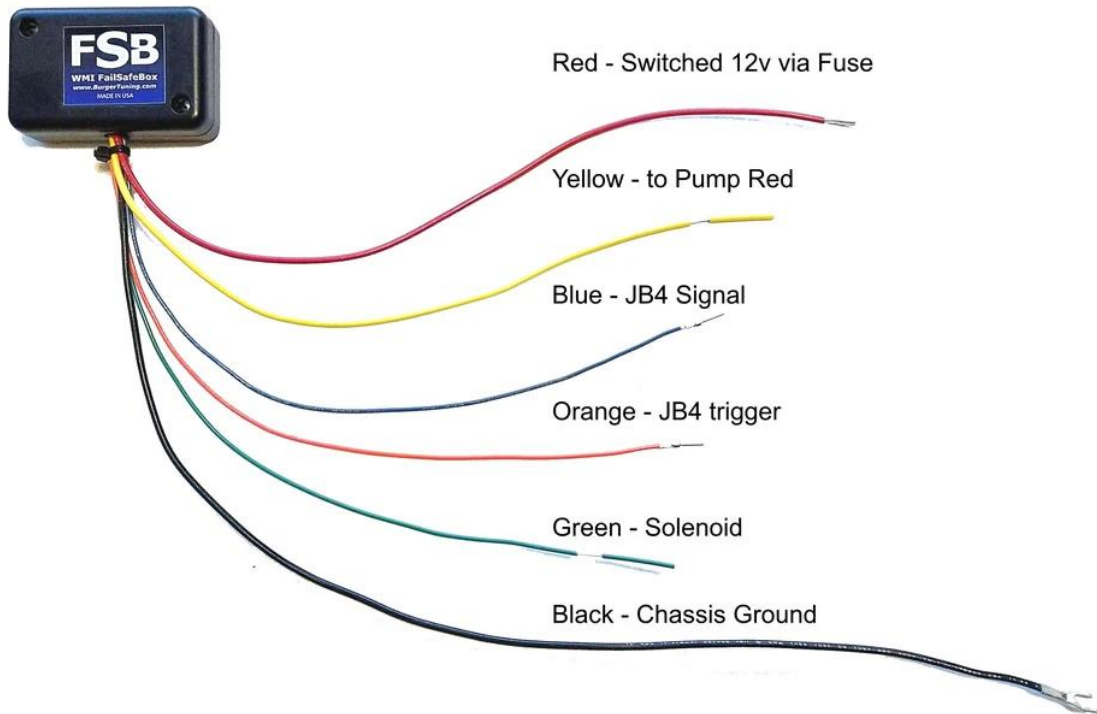
FSB JB4 WMI Water Injection Controller Install Guide

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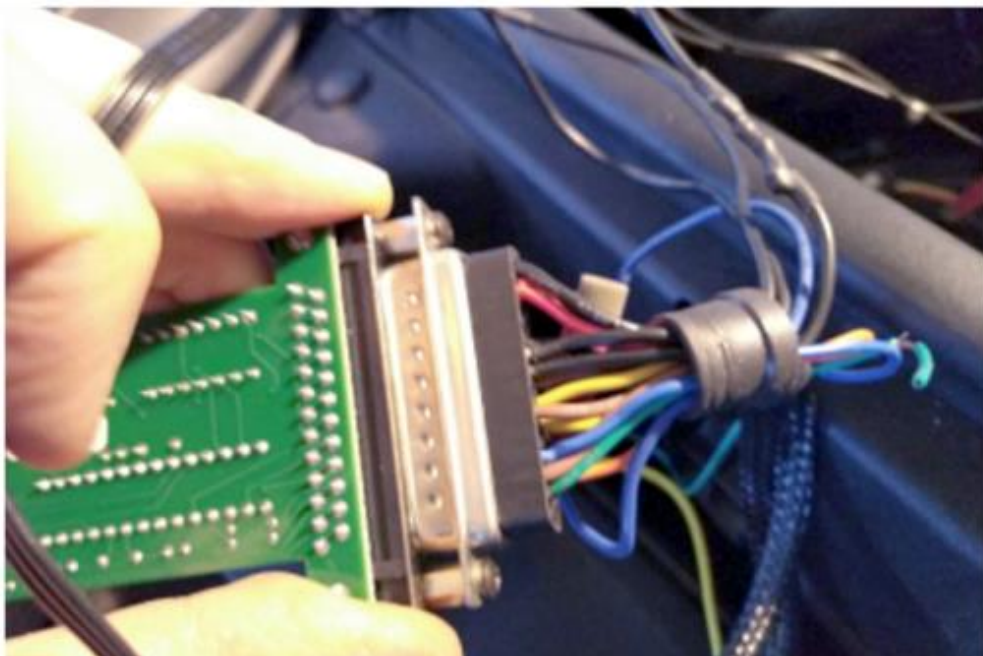
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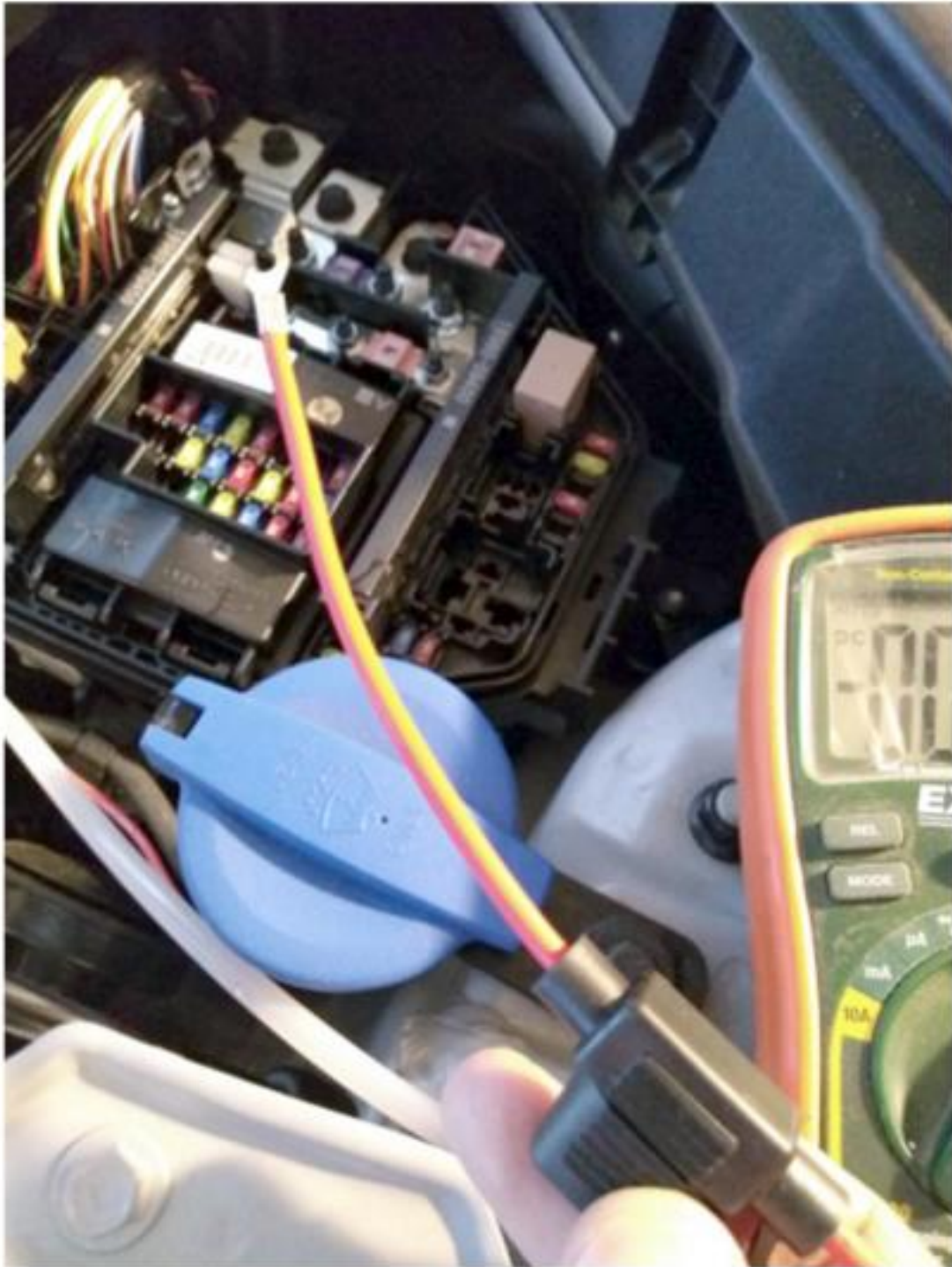


- 6 Wires Total
- **Orange** wire spot #3
- **Blue** wire in to spot #16
- **Red** power wire will be routed to an inline fuse
- **Black** ground wire
- **Green** connected to a wire powering the solenoid
- **Yellow** connected to a pump wire

- As an electrical overview the FSB has two pins that plug in to the JB4 connector. Open the JB4 control box and route the blue and orange wires through the JB4 grommet.
- Insert the **orange** wire in to spot #3, and the **blue** wire in to spot #16.



The FSB red power wire will be routed to an inline fuse using a wire nut for attachment, and then the inline fuse routed into an unused spot in the fuse box.



Once routed carefully reattach the fuse box cover over the FSB power wire. If you run into an issue with WMI not turning on, this power wire coming loose or not being properly secured will be a primary suspect.

Note, we strongly suggest SWITCHED power for the FSB. Resist the urge to use the easy to reach/attach to CONSTANT power sources.





- Loosen this nut to ground the FSB black wire and either one of the black solenoid wires. Make sure fork is fully seated and tighten down the nut. A bad ground will also result in WMI not working properly so this will also be something to check if you run into issues down the road.
- To wrap up the wiring attach the other black solenoid wire to the FSB green connection (this provides power to the solenoid) and attach the FSB yellow PUMP wire to the red wire you routed from inside the vehicle.
- Once install is complete and you've done a final test purge to ensure the system is working nicely zip tie the routes together and tuck the FSB along the side of the fuse box out of sight.