

# Dfuser Exhaust Brake II



## User Guide

This module utilizes the Engine Exhaust Back Pressure Valve (EBPV) in 1995-2003 7.3L F-250/F-350/F-450. The EBPV is a butterfly type valve located on the outlet of the turbocharger, between the turbine and the down pipe. It is controlled by the Power train Control Module (PCM, part of the emission system), and activated by engine oil pressure. Its purpose is to decrease engine warm up time in cold weather by restricting exhaust flow out of the engine.

The valve is a great way to assist in braking, and is most valuable to braking when engine speed is above 2000 RPM.

## Installation Instructions

### Pre-Cautions

- Take the time to read and understand these instructions. For further information please contact your distributor.
- Use proper tools when installing
- Use proper safety gear
- Please remove key from the ignition

### Tools recommended for installation

- 10mm socket, or wrench to ground wire under dash
- Flat screwdriver or coin Used to open dash cover
- Electrical Tape Used as protective covering on EBV connection
- Zip Ties and ¼" loom to clean up wiring runs and organize under the dash or under hood.
- Drill /drill bits for drilling hole (Use the locking nut on the toggle to determine the bit required)
- Pliers to crimp the 3M Scotchlok ® connectors.
- Crimper to crimp the butt connectors.

### Parts List

- Dfuser Exhaust Brake Module and On/Off Switch.
- 3M Scotchlok Connectors (qty = 4)
- Installation Instructions provided via email or web link (print copy is available upon request)

# Installation

## Notes:

- Examine the Exhaust Brake Module carefully. Start by identifying the wires that needs to be connected.

## On/Off Switch:

- Drill and mount the Switch. Best place is right below the ignition key.
- Set the Toggle switch to the Off position

## Red Wire:

- Connect Red wire coming out of the On/Off switch to a good Ignition Driven +12v using the supplied 3M Scotchlok™ (Red) T-Tap Disconnect Terminal.

## Grey or White Harness:

- The EBPV wires are the Single long, Red/Green and Black/White in a Grey or White Housing. The Harness must be run through the access panel to the engine compartment, driver's side **(Picture)**.
- This is the hardest part of the install. Locate the wires that travel from the PCM to the EBPV. There should be a 2-wire plug just under the turbo compressor. It is located towards the back of the engine between the turbocharger and the Air Horn **(Picture)**. The plug is attached to the turbo pedestal, and is very hard to reach. Disconnect this plug by releasing the metal flip lock, and remove the loom (protective plastic shielding). Pull the connector toward the Fuel filter for easy access. Crimp two (2) 3M Scotchlok, one (1) inch apart to the Red with Green or Gray with Red depending on vehicle year **(Picture)**, and cut the wire between them **(Picture)**. The Red/Green wire connects closer to the EBPV side and the Black/White away from it (PCM side). Re-install plug back on EBPV.

Factory Harness	Exhaust Brake Module
Red w/Green or Gray w/Red Stripe PCM Side	Black/White
Red w/Green or Gray w/Red Stripe Plug/Turbo Side	Red/Green

## Module Box:

- Find a suitable place to mount the Module away from your feet.

## Black Wire:

- Connect the Black wire from the module to the RD/GR wire (Red with Green stripe) on your throttle pedal and tap into it using the supplied 3M Scotchlok™ (Red) T-Tap Disconnect Terminal.  
94-98: Use the Red wire or Red/Orange.  
99-early 01: Have two separate connectors on the pedal assembly, and late 01-03 will have one.  
Late 01-03: Have a single connector. IVS wire color is RD/GR (Red with Green stripe) .

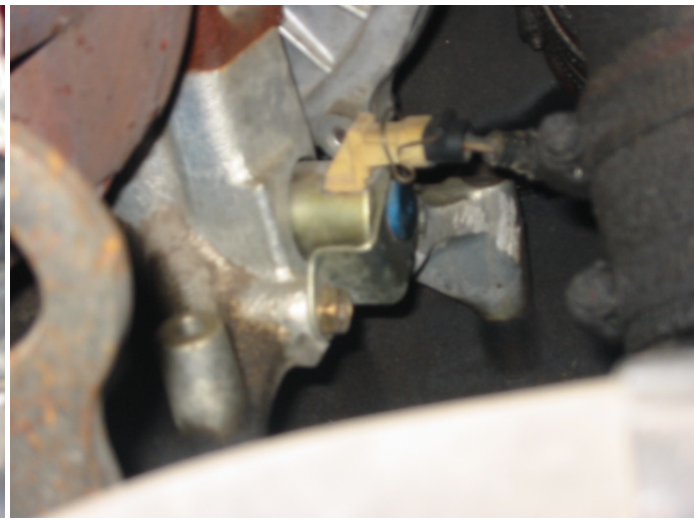
Note: If you purchased the Plug'n'Play Pigtail: Connect the Green/Red to the Green wire on the Pigtail, and the Black/White to the Black wire on the Pigtail.

## Operation

- Switch your ignition key to the ON position and start your engine.
- Switch your exhaust Brake to the "+" ON Position: the EBPV closes (it makes a distinct hissing) and remains closed until the switch is turned OFF when the throttle pedal is not depressed. PS: There is a 2 second delay before the butterfly fully engages.
- Turn Module off if you are planning on using cruise control when driving.



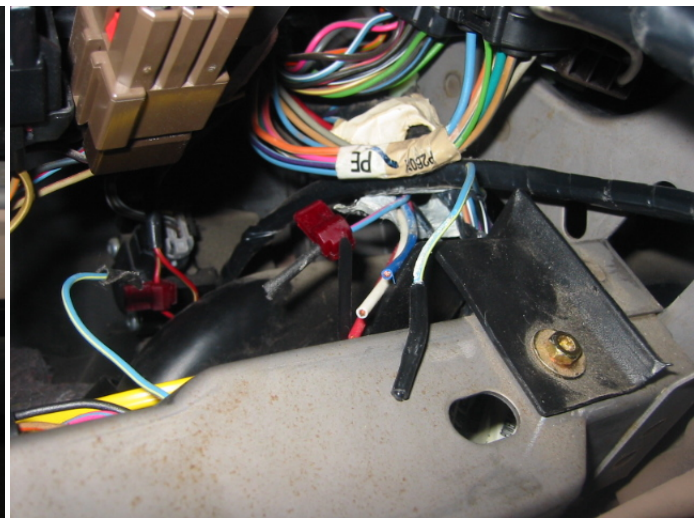
Access Panel (Auto Transmission Trucks Only)



EBPV Connector (Passenger side view, behind Turbo up-pipe)



Ground location (Bolt)



+12V Customer access (Blue w/Red trace)

**Questions:** Send email to [Support@dfuser.com](mailto:Support@dfuser.com)  
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**AFTERMARKET PRODUCTS AND YOUR VEHICLE'S WARRANTY**

Many of our customers ask, "Will your product void my vehicle manufacturer's warranty?" While the answer is straightforward from a legal standpoint, we also want to educate our customers (and aftermarket Consumers) on some industry realities and offer some common sense precautions to minimize your risk.

Consumers of aftermarket products are protected by The Federal Magnusson-Moss Warranty Act. The Act states that if something breaks on your car and you take it in for warranty repair, the dealer must honor your warranty unless they can prove that whatever modifications you have added to your car actually caused the problem.

While as a consumer, you have strong legal protection with regards to your vehicle's warranty, there is also a practical reality that different automotive manufacturers and dealers have greatly varying views on aftermarket products, in particular those that produce horsepower, such as performance enhancement chips, modified intake manifolds, or aftermarket exhaust systems. There are dealers and manufacturers out there that will use the presence of a horsepower upgrade to void your vehicle's warranty. They will do this regardless of whose product you are using. Any aftermarket company that does not acknowledge this is misleading you.

The bottom line is that while the law protects the consumer and provides for enforcement of the warranty, it is very difficult for most people to hire an attorney and fight a voided warranty. Dfuser.com recommends that you always disconnect and remove your module and monitor when you take your vehicle to a dealer for warranty work in order not to interfere with Diagnostic equipment.