



*Downpipe Fix
Installation Guide
135/335/535*

For off-road use only!

By installing this product you agree it will not be used to facilitate the removal or defeat of any emissions control systems.

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DPFIX Install Guide

Not legal for use on pollution controlled vehicles.

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The DPFIX connects to the small black subconnector in the ECU area. Remove the HVAC filter, sensors, cowl, ECU cover, etc. to access the ECU. Remove the smaller right subconnector, remove the slider, and slide out the small black subconnector. If you are not familiar with working in the ECU area, please review the JB Stage 1 / 2 guide for photos and directions for how to access the ECU and identify the appropriate pins.

If being installed with a JB3PnP, you may install the wires within the JB3 harness for a much cleaner install. Otherwise, use the standard pin out procedure.

DPFIX v3 - Newer model with adjustable trim:

1) Remove the yellow #19 wire, and insert either one of the DPFIX black female wires. They are interchangeable. Insert the DPFIX male black wire in to the yellow wire OEM female connector you just removed. Secure the male/female connection by folding a piece of electrical tape in half across it. If you have a JB3PnP insert the DPFIX black female wire in slot 19 (on the female end), and the male wire straight above it, removing the red jumper wire all together. No tape required.

2) Remove the yellow #20 wire, and insert the other DPFIX black female wire. Cover the exposed yellow female wire with tape as it will not be used. If you have a JB3PnP, remove the red jumper wire entirely leaving the corresponding male position empty. No tape required.

3) Remove the black/red #23 wire, and insert the DPFIX red female wire. Plug the OEM black/red wire in to the DPFIX red male. Secure the connection by folding a piece of electrical tape in half across it. If you have a JB3PnP insert the DPFIX red female wire in slot 23 (on the female end), and the male wire straight above it, removing the red jumper wire all together. No tape required.

The DPFIX v3 is adjustable, and generally default (6 O'clock) is the ideal setting. But in some cases finding the appropriate setting may take some driving. To make this process easier you may leave your cowl/HVAC filter, etc, in the garage or trunk. Simply install the yellow ECU cover to keep water out of the ECU box. In this configuration expect to hear a lot more engine noise in the cabin, but you can drive this way indefinitely until you're sure the settings are correct. We don't suggest routing the DPFIX v3 outside the ECU box as water or heat may damage the circuitry.

With the wires facing away from you, counter-clockwise is stronger, with 1pm being the strongest setting, while clockwise is weaker, with 11pm disabling the FPFIX all together. Set the DPFIX to 6pm to start. If it is too strong, you will trigger 2C31/2C32 codes via the BT. If it is too weak, you will trigger 29F4/29F5 codes via the BT. Once you trigger 2C31/2C32 codes it can be a challenge to get them to clear. Lower the DPFIX v3 setting 1/8 turn, clear all codes, and reset oxygen sensor/lambda adoptions in the command section. Once 2C31/2C32 codes are triggered they will continue to come back even after the DPFIX v3 has the appropriate setting, until the ECU runs a series of internal checks. So rack up the miles on each setting. 4-5 miles is not enough, more like 20-30 miles of varied driving.

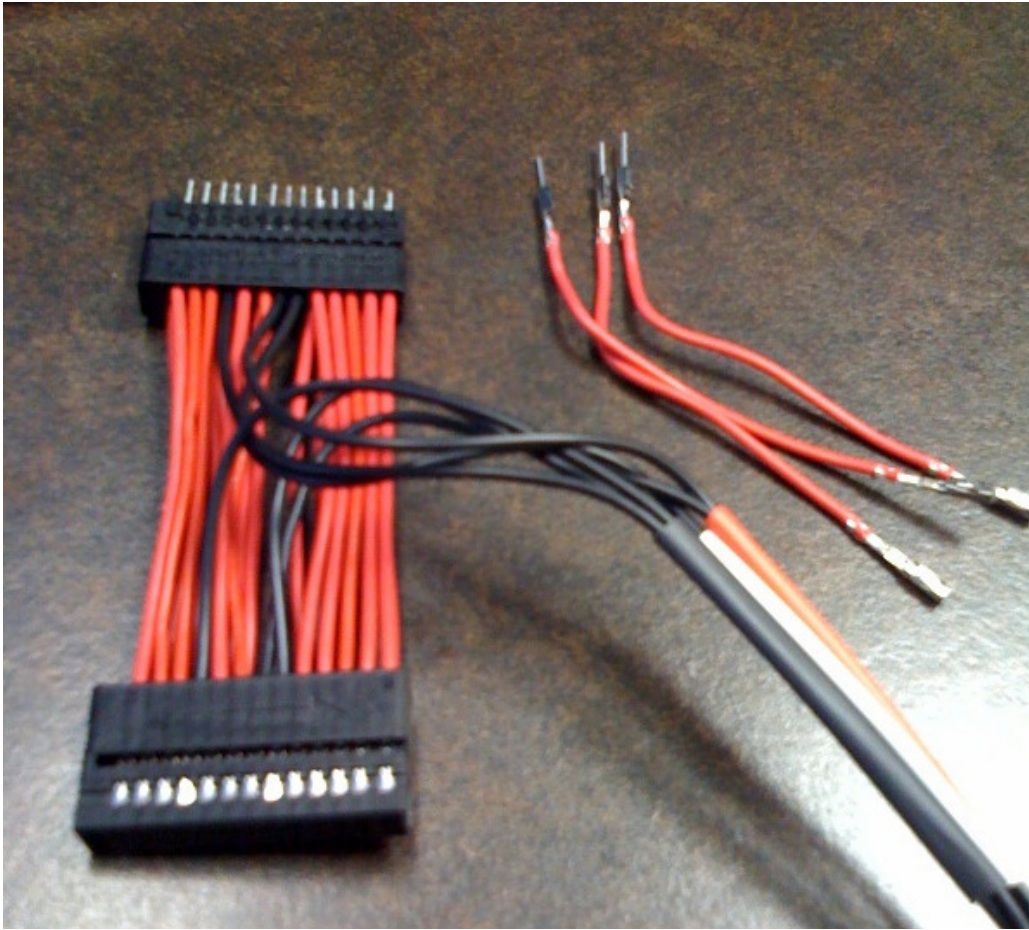
DPFIX v2 - Older non-adjustable model:

Downpipe fix white: Slot 19 (yellow wire)

Downpipe fix red: Slot 20 (yellow wire)

Downpipe fix black: Slot 23 (black/red wire)

Installing DPFIX in JB3PnP harness. DPFIX v2 pictured.





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