
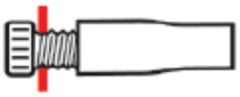




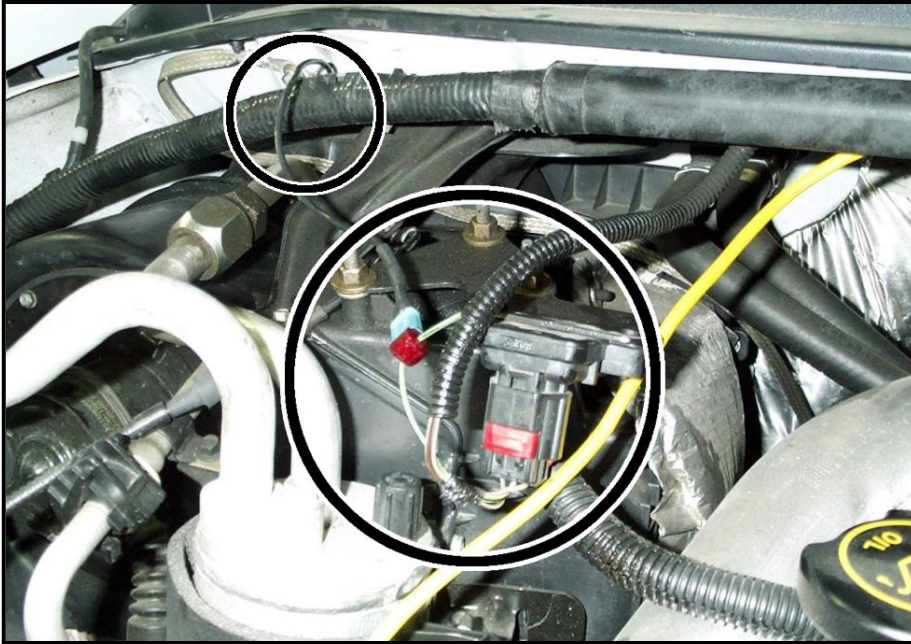


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**1057020****Boost Fooler / EBP Fooler****Posi-Tap™ Connector Usage Diagram**

1 	2 	3 	4 
Insert Hot Wire	Tighten	Strip Leads	Insert & Tighten
<i>Make sure to center the wire when tightening the pierced portion of the hot wire to make a solid connection.</i>			

For Performance & Boost Fooling Installation – Boost Fooler



To install the electronic boost cut-off, locate the map sensor located on the passenger side of the engine compartment near the rear. Attach the T-Tap or Posi-Tap to the center wire (Light Green/Black trace) and connect the other end to the chassis ground nearby. This device prevents the SES light (high boost code) from appearing.

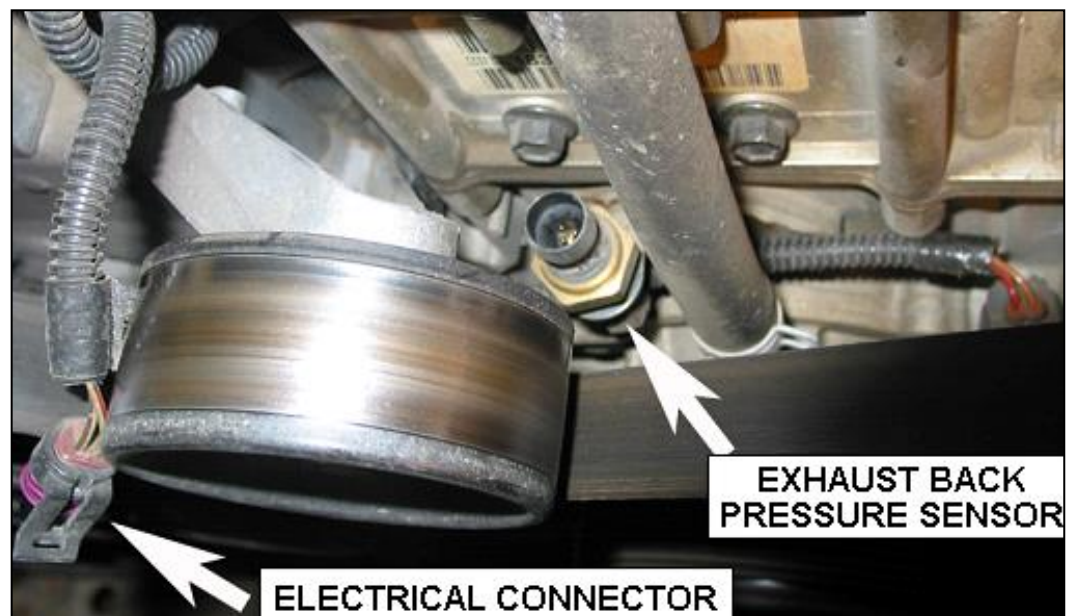
For Exhaust Brake Pressure Error/Fooling Installation

Ford EBP Fooler Install (California Trucks)

The purpose of this device is to cure the problematic Ford P-Code in regards to exhaust back pressure being too high. This code is normally set with California Powerstrokes when using an exhaust brake. This kit should only be used on California trucks that exhibit the problem.

To install, locate the Exhaust Back Pressure sensor at the front of the engine, just behind the idler pulley and to the left of the water pump outlet hose.

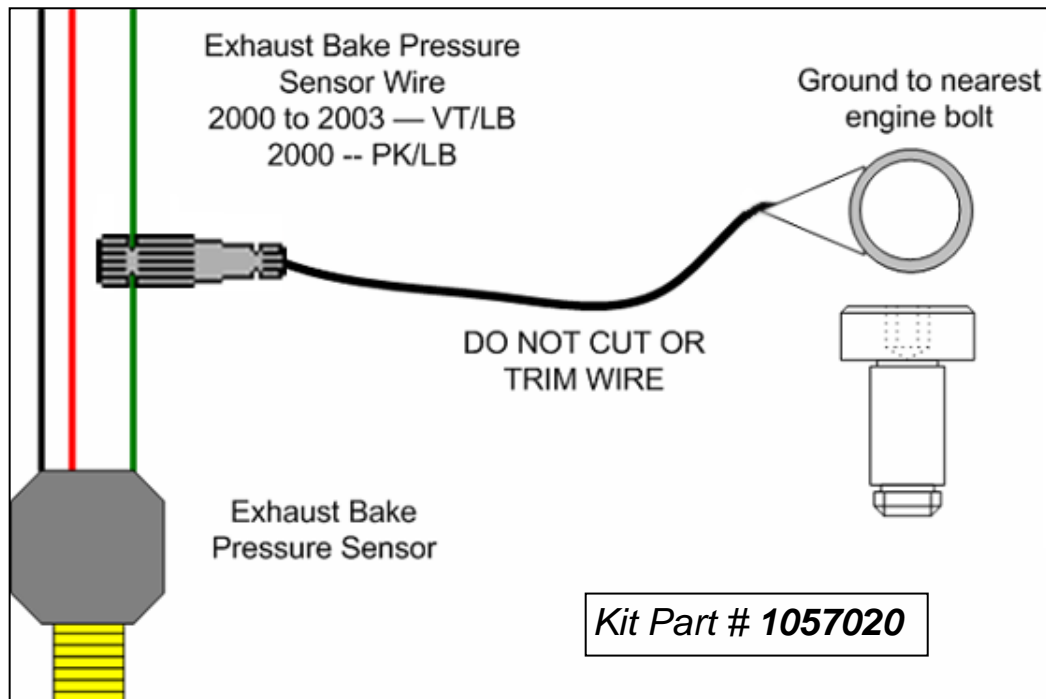
Install the supplied Posi-Tap™ connector on to the Violet with Light Blue wire



(2000 – 03) or the Pink with Light Blue wire (1999).

Connect the black wire pigtail to the Posi-Tap™ connector using the male blade connector. Run the remaining wire away from the belt and the pulley and use the nearest engine bolt as a ground.

Do not cut or shorten the supplied wire. There is a diode located inside of it.



Troubleshooting

If at anytime you have set codes or DTCs upon installation or any time after please check to ensure you have not broken, cut or severed the wire.