

SUBJECT

**OPTIONAL - ECM By-pass
Mechanical Wiring**

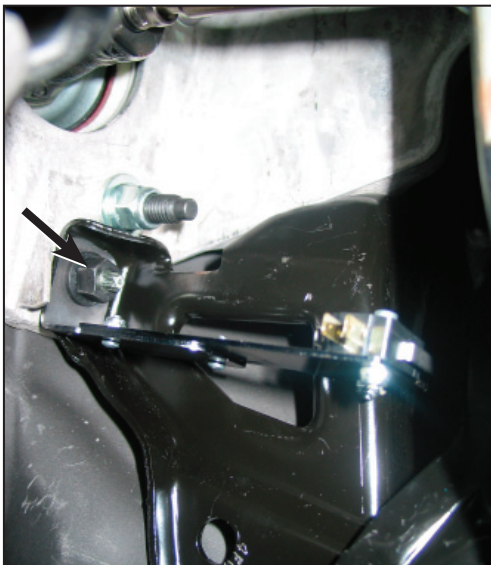
PART NUMBER

C20136

APPLICATION

**2004½ Dodge
Automatic Transmission**

These instructions are for **single relay** wiring harnesses only
For Pacbrake harnesses with two relays, contact
Pacbrake Customer Service @ 800.663.0096



The engine's ECM has a built-in delay for exhaust brake application. This mechanical kit was developed to reduce the delay and speed up the application time of the exhaust brake. Pacbrake also offers an optional air tank kit (C11941) to speed up the application of the exhaust brake.

Installation Procedure

- 1** Locate the Black wire in the Pacbrake harness to be connected to pin 42 of the engine ECU, cut off the terminal. If the exhaust brake was previously installed and this wire is connected to the engine ECU, cut the wire 6" from the ECU and apply electrical tape to the ECU side of the wire. Route this wire through the firewall boot to the accelerator pedal.
- 2** Locate the white wire in the Pacbrake harness to be connected to pin 39 of the engine ECU, cut off the terminal. If the exhaust brake was previously installed and this wire is connected to the engine ECU, cut the wire 6" from the ECU and apply electrical tape to the ECU side of the wire. Route this wire to the accelerator pedal.
- 3** Remove the nut shown in the photo, install the Pacbrake throttle switch on the stud with the switch arm behind the accelerator lever, install and tighten the nut. The switch bracket is two pieces and will slide to accommodate power adjustable pedals, it is a good idea to adjust the switch and tighten all the adjustment screws prior to final installation of the switch.
- 4** Connect the black wire from the compressor assembly to the terminal marked "NO" (Normally Open), of the throttle switch using the narrow push on terminal supplied.
- 5** Connect the white wire from the on/off switch to the terminal marked "Common" at the throttle switch using the narrow push on terminal supplied.

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- 6 At the compressor relay, open the conduit to locate the 16 gage Red with White trace wire spliced into the Red 14 gage wire connected to terminal 30 of the relay receptacle. Cut the Red with White trace wire, do not cut the Red 14 gage, cover the splice with electrical tape and secure in the conduit. Extend the Red with White wire to be connected to an ignition power source.

Locate the two 24 pin connectors on the driver's side of the firewall. One connector is gray and the other is black, in the black connector pin B4 will be a PINK with GRAY trace wire. This wire should be a 12 volt positive ignition power source, check this circuit with a volt meter prior to attaching the "T" tap. Do not separate the connector as a fault code will be logged in the ECM. If you need to separate the 14 pin connector, disconnect both battery leads first, this will prevent the logging of a fault code in the ECM. Attach the Blue "T" tap to the ignition power wire, connect the inline fuse and the Red with White trace to the fused harness.

Testing The System

Start the vehicle and allow to idle. Turn the switch to on, you should hear the compressor start to pump, the exhaust brake should activate. (cylinder rod extend). Lightly depress the accelerator and the exhaust brake should release.

Road test the vehicle and with the exhaust brake switch in the on position then set the cruise control. Accelerate the cruise control to confirm the exhaust brake is released by the throttle switch being deactivated.

Congratulations , you have completed the installation.

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NOTE: Compressor assemblies built prior to January 1 2005 are wired differently than shown in this schematic. Please visit our website to view previous schematic: www.pacbrake.com.

