



2501 Ludelle Street  
Fort Worth, Texas 76105  
817-244-6212 Phone • 817-244-4024 Fax  
888-350-6588 Sales • 800-423-9696 Tech  
E-mail: [painless@painlessperformance.com](mailto:painless@painlessperformance.com)  
Web: [www.painlessperformance.com](http://www.painlessperformance.com)



**Installation Instructions**  
**For**  
**#64360 Striker Exhaust Brake Module**  
**1999-2003 Ford Powerstroke 7.3L Diesel**

The Striker Exhaust Brake Module features an ease of installation and use design. After a few simple connections the exhaust brake will assist your vehicle when slowing down. Please read these entire instructions before beginning the installation. Make sure the key is off before any connections are made. Please note that some 7.3L trucks will show a check engine light with use of this module.

## **Parts List:**

- 1- Striker EB Module
- 1- Wire Harness
- 20- 7" tie wraps
- 10- 4" tie wraps
- 1- Instruction Sheet
- 1- Multi Decal Sheet
- 2- Inches Velcro
- 1-Parts kit

## **Tool List:**

- Long-nose pliers
- Wire strippers and crimpers
- Phillips and flat head screwdrivers
- Drill and Drill bits
- 3/8 Ratchet and Metric sockets



## **Engine Compartment Installation:**

The Striker EB Module is shipped with a harness to match your vehicles configuration. Harness alterations are not needed. If difficulties during installation are experienced please contact us via phone at 800-423-9696 or email to [tech@painlessperformance.com](mailto:tech@painlessperformance.com). One connection will be made in the engine compartment and several inside the cab under the dash. Make sure to route all wires and connectors away from potential hot spots on the engine. Exhaust and turbo get extremely hot and will burn any wires that come in contact with them. Securely attach the wires using the supplied tie wraps.

## **Exhaust Brake Connection:**

On 1999-2003 7.3L trucks the exhaust backpressure regulator is mounted at the base of the turbo charger. In order to reach the connector you must reach underneath the turbo piping on the driver's side of vehicle and unlatch the connector assurance metal lock. You can then pull the connector from the exhaust backpressure regulator. Unplug the factory exhaust backpressure regulator connector and pull it out of from underneath the intake manifold.





Plug the Striker harness male exhaust brake connector into the exhaust backpressure regulator. Turbo chargers get extremely hot; make sure to route wires away from touching any turbo charger piping or exhaust piping.

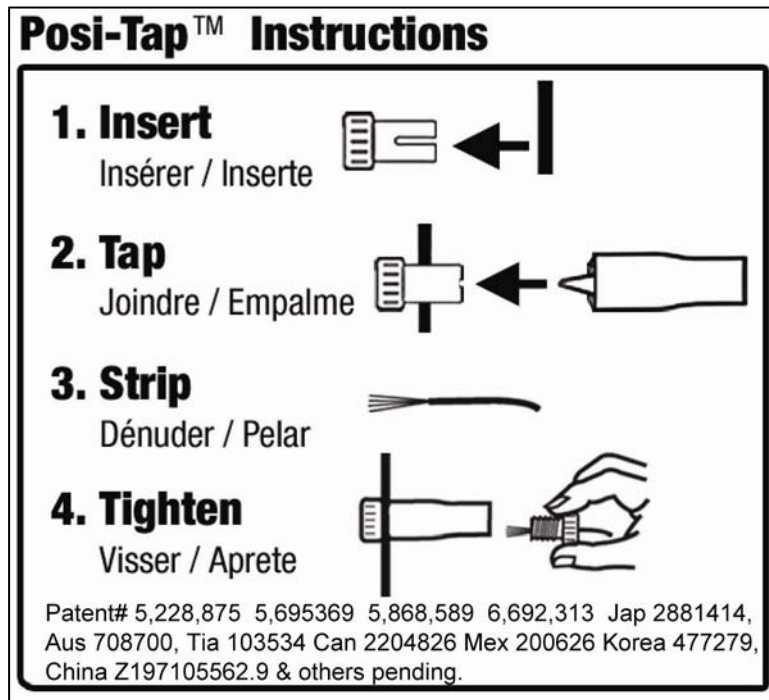


Plug the male connector on the factory harness into the female exhaust brake connector on the Striker harness. Use a tie wrap to ensure these plugs stay together. Route the main body of the harness to the driver's side of the firewall. Just behind the brake booster and to the right of it there is a plastic cover. This cover is easily removed by releasing the tree type keepers and pushing on it from the inside of the cab. You will need to remove the plastic cover under the steering column and may have to remove a foam insulated cover on the inside of the firewall in order to reach this plastic cover. Once removed, drill a hole large enough to feed the main body of the Striker harness through it. Re-install the plastic cover and feed the harness through it into the cab.



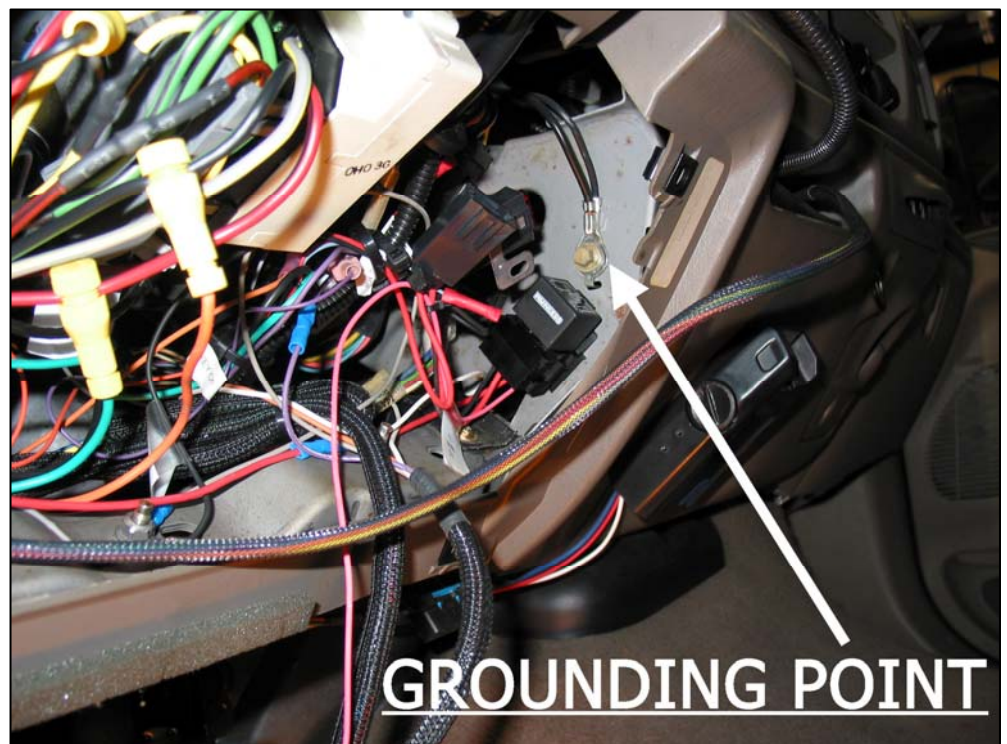
## Passenger Compartment Installation:

There are several wires to be connected underneath the dash. Route the wires away from moving parts on the steering column and pedals. Use the supplied Posi-Tap connectors according to the instructions below.



**Switched 12V (Key On) Wire-** This purple wire labeled 12V should be connected to a fused, key on source. Use a volt meter to make sure you have the correct wire from the ignition switch. Under the steering column there is a group of wires that lead to the ignition switch. There is a small Red/Black wire in this group of wires. Connect the purple wire labeled (Key On) from the Striker harness to this small Red/Black wire on the vehicle. Use one of the supplied Posi-tap wire taps to make this connection.

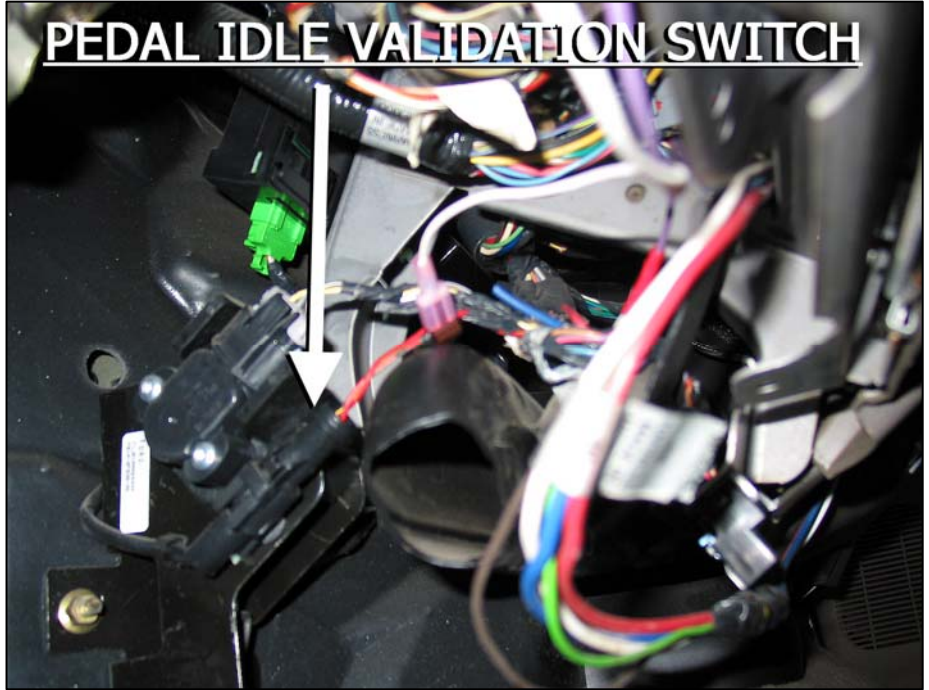
**Ground Wire-** This grey wire labeled GROUND should be connected to a good grounding point. There are several bolts underneath the steering column along the metal support bracket for the dash that this wire can be grounded with.



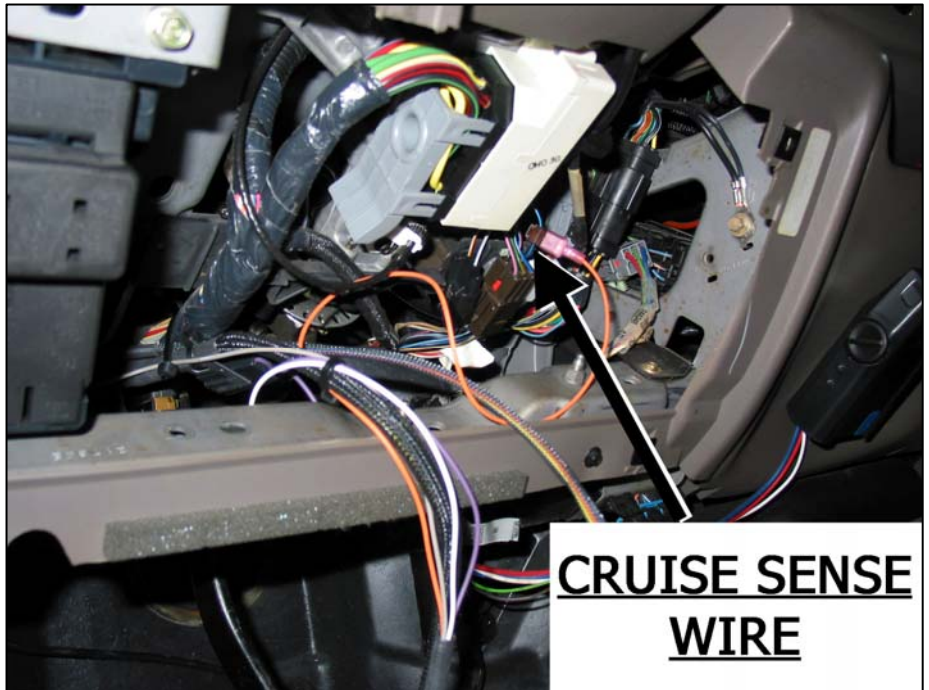
## PEDAL IDLE VALIDATION SWITCH

### **Pedal Idle Validation Switch (IVS)**

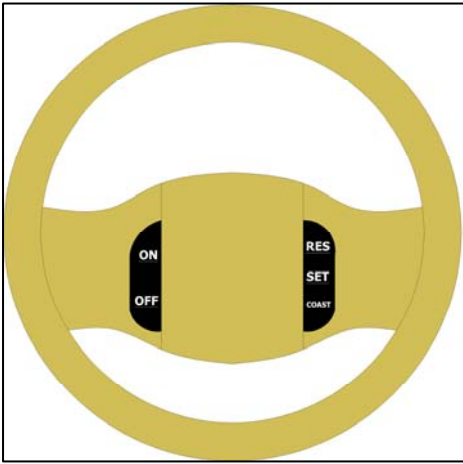
– This white wire labeled ACCEL connects to the Red/Green wire from the two wire switch located on the accelerator pedal bracket. See picture to the right for location. Use one of the supplied Posi-Taps to make this connection. On 2001 and up models the IVS sense wire is in pin 7 of a ten way connector. The wire is still Red/Green.



**Cruise Sense Wire-** This orange wire labeled CRUISE connects to the Medium Blue/Black sense wire that comes from the cruise control buttons in the steering column. See picture to the right for location. Use one of the supplied Posi-Taps to make this connection.



**Route and secure the harness up to where the EB controller will be mounted. Plug in the EB module to the harness.**



## **EB Operation:**

To program and control the Striker Exhaust Brake controller you will be utilizing the cruise control buttons on the steering wheel.

## **Cruise Control Buttons:**

**On-** On will enable the cruise control to be used and disengage the exhaust brake.

**Off-** A short push of the off button will disable the cruise control.

A 2 second push of the off button will enable the exhaust brake. Once the brake is enabled, it will default to on each time the truck is keyed on.

## **LEDs left to right on controller**

1. Power LED (Green)- Lit when truck is keyed on or running
2. EBV Solenoid LED (Red)- Lit when Exhaust Brake is active
3. IVS LED (Yellow)- Lit when accelerator is not depressed
4. This LED is not used on the Exhaust Brake controller

## **TIPS**

Key the vehicle on. The first LED should light up green. If not, check your connections to ground and the key on power source wire. Press the OFF button for two seconds. The second LED should light up red.

The controller should be programmed now. Also, notice after the torque converter locks and you begin to decelerate the truck by letting off the accelerator, a hissing sound will come from the engine compartment. This is the exhaust brake engaging. The truck will decelerate faster and warm up faster with the exhaust brake engaged.

The exhaust brake engages when the accelerator pedal is in the idle position (pedal not depressed). It will be difficult to notice the exhaust brake engaged unless the torque converter is locked up at the same time.

PAINLESS WIRING OFFERS A TECHNICAL ASSISTANCE LINE TO ANSWER ANY QUESTIONS YOU MAY HAVE. THE NUMBER IS (800) 423-9696. PHONES ARE ANSWERED MONDAY THROUGH FRIDAY FROM 8 AM TO 5 PM CENTRAL TIME, NOT INCLUDING HOLIDAYS. PLEASE LEAVE A MESSAGE IF YOU ARE UNABLE TO REACH US AND WE WILL RETURN YOU'RE CALL AS SOON AS POSSIBLE.

## **Painless Performance Limited Warranty and Return Policy**

Chassis harnesses and fuel injection harnesses are covered under a lifetime warranty. All other products manufactured and/or sold by Painless Performance are warranted to the original purchaser to be free from defects in material and workmanship under normal use. Painless Performance will repair or replace defective products without charge during the first 12 months from the purchase date. No products will be considered for warranty without a copy of the purchase receipt showing the sellers name, address, and date of purchase. You must return the product to the dealer you purchased it from to initiate warranty procedures.

### **NOTES:**