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## **3.5-4" GENERIC POSITIVE AIR SHUTOFF**

<b>P/N#</b>	<b>1036732</b>	<b>P/N#</b>	<b>1036732-M</b>
<b>P/N#</b>	<b>1036733</b>	<b>P/N#</b>	<b>1036733-M</b>



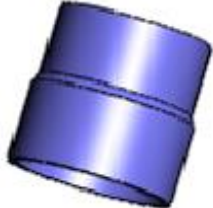




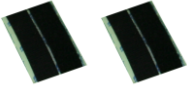



**PLEASE READ ALL INSTRUCTIONS BEFORE INSTALLATION**  
**PAS FOR 12V SYSTEMS ONLY**



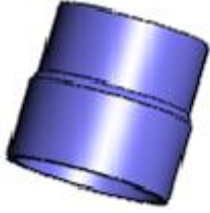
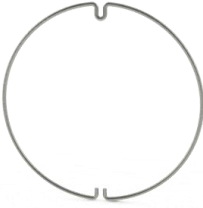





*An Information decal has been provided in this kit. This may allow safety personal and inspector's to quickly identify that your vehicle is equipped with a BD Positive Air Shut Down unit. Install this decal in a visible location on the inside glass of the vehicle.*

# **KIT CONTENTS**

Please check to make sure that you have all the parts listed in this kit **before** you start the disassembly of your truck.




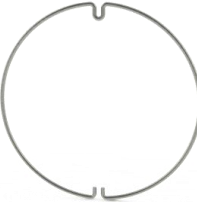


<b>1036732 (3.5") KIT CONTENTS</b>			
<b>1302400-A</b>	<b>1302351-A</b>	<b>1302423</b>	
			
<i>Air Shutoff Valve</i>	<i>Wiring Harness</i>	<i>3.5-4" Silicone Boot</i>	
<b>Qty: 1</b>	<b>Qty: 1</b>	<b>Qty: 2</b>	
<b>1306740</b>	<b>1405212</b>	<b>1405207</b>	<b>1302285</b>
			
<i>PAS Module</i>	<i>0378 Clamps</i>	<i>4.12-4.44 Clamps</i>	<i>Solder</i>
<b>Qty: 1</b>	<b>Qty: 2</b>	<b>Qty: 2</b>	<b>Qty: 5"</b>
<b>FT-10910-03116</b>	<b>1302283</b>	<b>1302279</b>	<b>1301381</b>
			
<i>Velcro strips</i>	<i>3.5" PAS Bead Ring</i>	<i>3.5-4" PAS Drill Template</i>	<i>Heat Shrink</i>
<b>Qty: 2 pcs</b>	<b>Qty: 2</b>	<b>Qty: 2</b>	<b>Qty: 3"</b>

<b>1036732-M (3.5") KIT CONTENTS</b>			
<b>1302400-A</b>	<b>1302351-M-A</b>	<b>1302423</b>	
			
<i>Air Shutoff Valve</i>	<i>Wiring Harness</i>	<i>3.5-4" Silicone Boot</i>	
<b>Qty: 1</b>	<b>Qty: 1</b>	<b>Qty: 2</b>	
<b>1302283</b>	<b>1302279</b>	<b>1405212</b>	<b>1405207</b>
			
<i>3.5" PAS Bead Ring</i>	<i>3.5-4" PAS Drill Template</i>	<i>0378 HD Clamps</i>	<i>4.12-4.44 Clamps</i>
<b>Qty: 2</b>	<b>Qty: 2</b>	<b>Qty: 2</b>	<b>Qty: 2</b>

<b>1036733 (4") KIT CONTENTS</b>		
<b>1302400-A</b>	<b>1302351-A</b>	<b>1405222</b>

							
<i>Air Shutoff Valve</i>		<i>Wiring Harness</i>		<i>4" Silicone Boot</i>			
<b>Qty: 1</b>		<b>Qty: 1</b>		<b>Qty: 2 x 4"</b>			
<b>1306720</b>		<b>1405207</b>		<b>1302285</b>			
							
<i>Generic Module</i>		<i>4.12-4.44 Clamps</i>		<i>Solder</i>			
<b>Qty: 1</b>		<b>Qty: 4</b>		<b>Qty: 5"</b>			
<b>1800060</b>		<b>1302284</b>		<b>1302279</b>		<b>1301381</b>	
							
<i>Velcro strips</i>		<i>4" PAS Bead Ring</i>		<i>3.5-4" PAS Drill Template</i>		<i>Heat Shrink</i>	
<b>Qty: 2 x 4"</b>		<b>Qty: 2</b>		<b>Qty: 2</b>		<b>Qty: 3"</b>	

<b>1036733-M (4") KIT CONTENTS</b>		
<b>1302400-A</b>	<b>1302351-M-A</b>	<b>1405222</b>

		
<p><i>Air Shutoff Valve</i> <b>Qty: 1</b></p>	<p><i>Wiring Harness</i> <b>Qty: 1</b></p>	<p><i>4" Silicone Boot</i> <b>Qty: 2 x 4"</b></p>
<p><b>1302284</b></p>	<p><b>1302279</b></p>	<p><b>1405207</b></p>
		
<p><i>4" PAS Bead Ring</i></p>	<p><i>3.5-4" PAS Drill Template</i></p>	<p><i>4.12-4.44 Clamps</i></p>
<p><b>Qty: 2</b></p>	<p><b>Qty: 2</b></p>	<p><b>Qty: 4</b></p>

## **WELCOME**

Thank you for purchasing a BD positive air shutoff. This manual is divided into different areas to assist you with your installation and operation of your positive air shutoff.

This product is a safety product and should be tested often.

Installation should occur on a vehicle properly secured to prevent rolling.

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## **REQUIRED TOOLS**

- Frequency/Voltmeter (Optional)
- Drill
- 1/8"/ 11/32" Drill Bit
- 1/2" Unibit
- Electrical Tape
- Soldering Iron
- Air or Manual Ratchet
- 7/16", 1/2" Sockets
- Wire Strippers/Cutters
- Wire Crimpers
- Heat Gun
- Rubbing Alcohol
- Round File

**MAINTENANCE**

The only maintenance required is to test the valve operation at regular intervals. Please see the testing section later in the manual for the correct procedure.

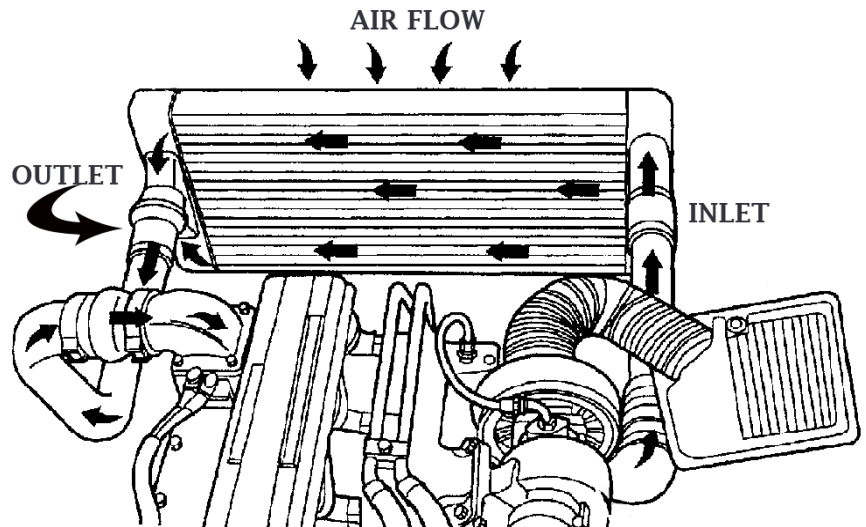
**INSTALLATION with OVER SPEED ELECTRONICS (1036732 & 1036733)**

**VEHICLE SHOULD BE SAFELY SECURED BEFORE INSTALLATION.**

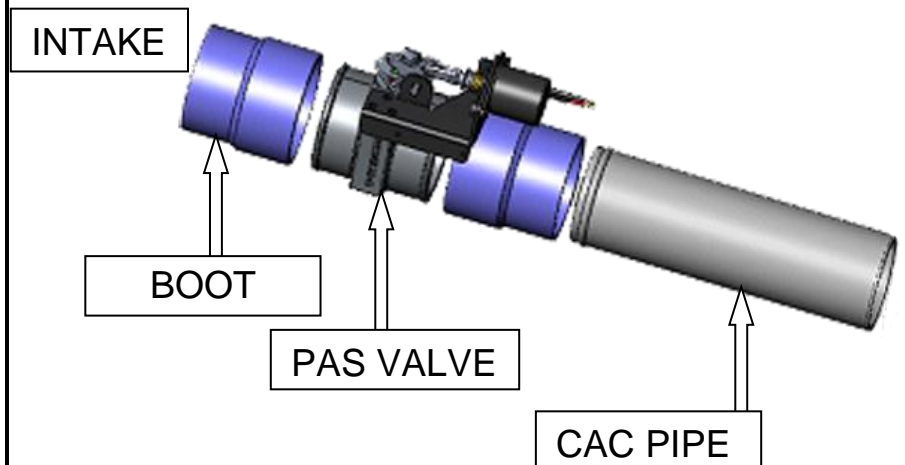
1. Block the wheels of the vehicle to prevent the vehicle from rolling.

Open the hood.

2. Remove the charge air cooler pipe from the outlet side of the cooler.



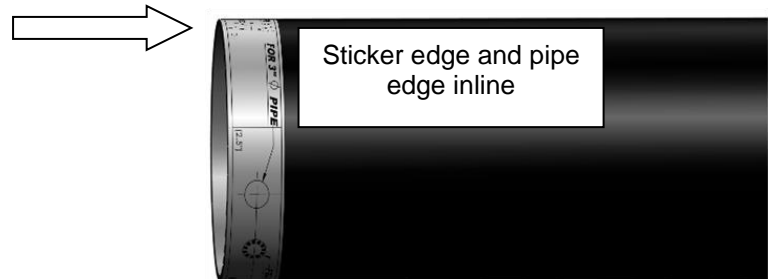
3. You may need to cut down your CAC outlet pipe before installing the bead ring to allow for the installation of the positive air shutoff valve.



4. Remove backing from drill template sticker and wrap around pipe. The edge of the sticker should line up with the edge of the pipe.

For a 3.5" pipe the sticker should wrap around the pipe, and end at the 3.5" diameter line on the sticker.

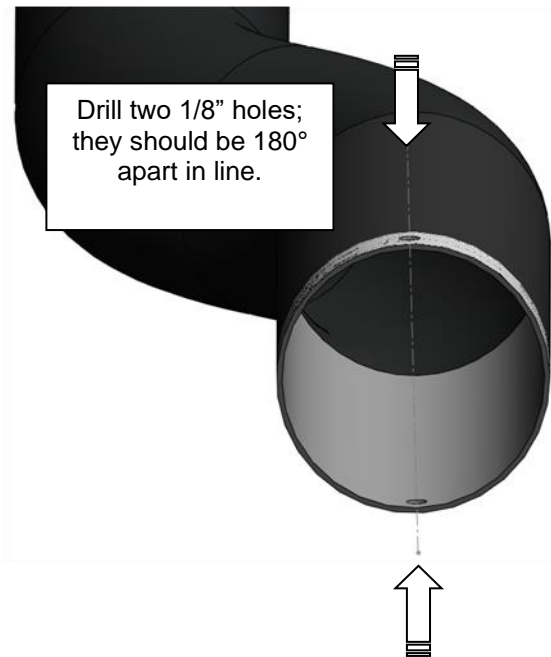
For a 4" pipe the sticker should wrap perfectly around the pipe, the start of the sticker should meet the end of the sticker.



5. With the sticker in place use a center punch and then use a  $\text{\O}1/8$ " drill bit and drill a hole in the center of the holes marked 3.5 or 4" pipe size.

Once completed the two holes should be perfectly  $180^\circ$  in line with each other through the pipe.

**DO NOT DRILL COMPLETELY THROUGH THE PIPE AND OUT THE OTHER END. YOU WILL NEED TO DRILL ONE SIDE THEN ROTATE, AND THEN DRILL THE OTHER SIDE.**

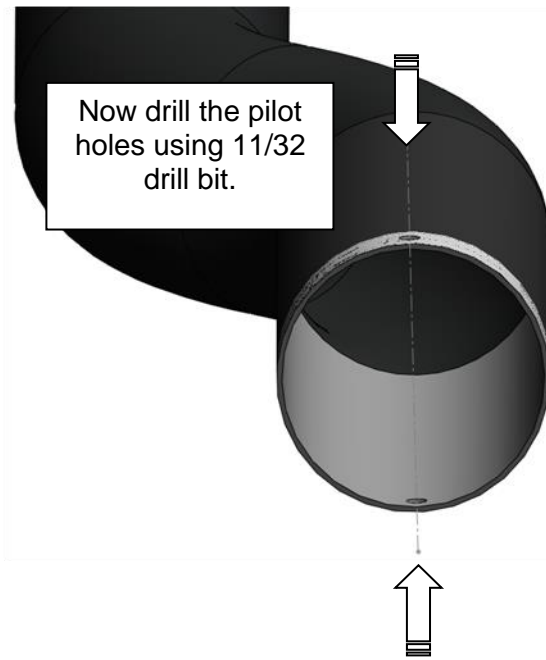




6. Once the pilot holes are drilled you will need to drill a  $\text{Ø}11/32$ " hole through the pilot holes.

You can now remove the sticker.

**You must deburr the inside of the drilled holes.**



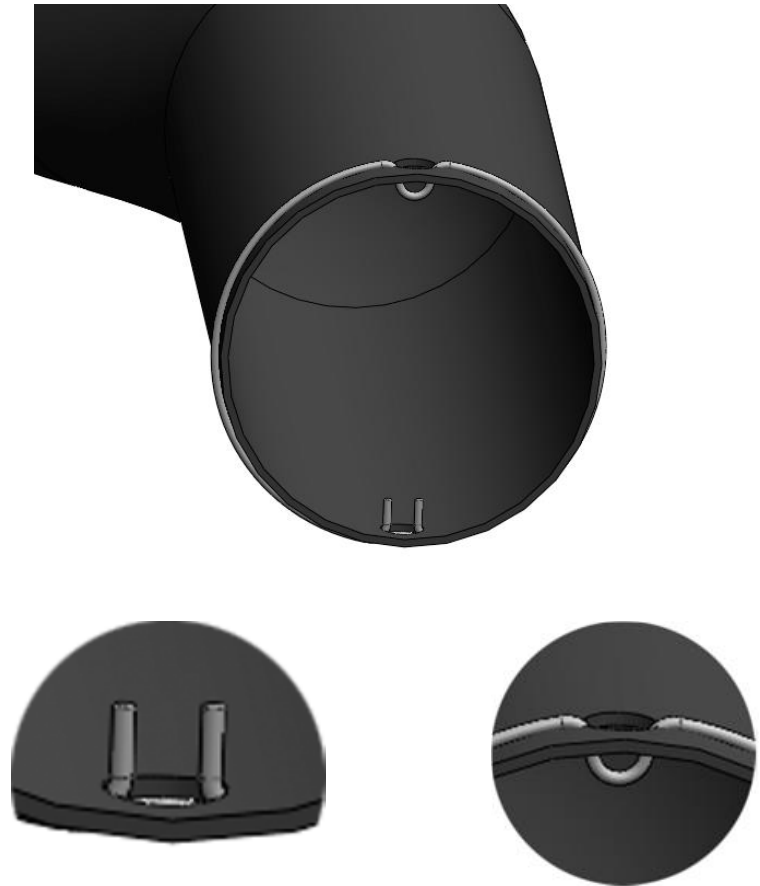
7. Once the holes are drilled, install the bead ring around the pipe. Lock each end of the bead ring into each hole.

You can use needle nose pliers to tweak or adjust the ring fit slightly.

Be careful not to bend the bead ring too much as you will weaken it.

Note the bead ring does not have to be perfectly tight or snug around the pipe, as we will be installing a silicone boot over top of it.

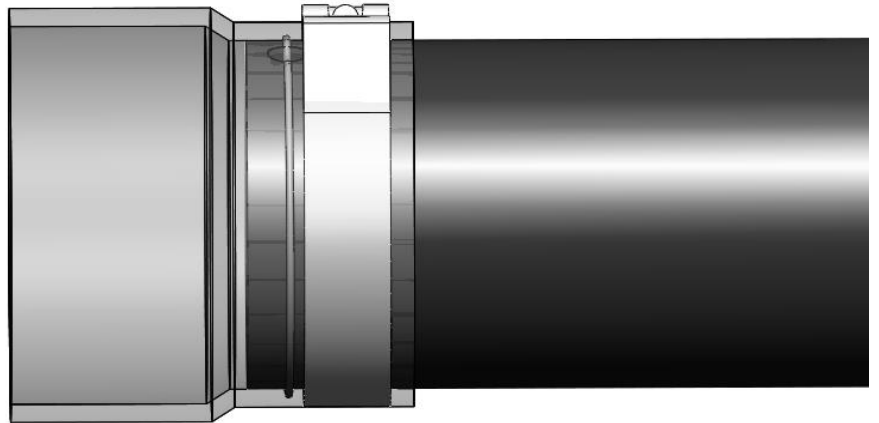
With the ring bead in place, you should not be able to pull the ring bead off axially from the tube.



8. Now slip the supplied clamp (0378 for a 3.5" pipe) or (0411 for a 4" pipe) over the bead ring onto pipe and slide the small side (for a 3.5") or any side (for a 4") of the boot over the bead ring and pipe assembly.

**Note:** Leave about 3/4"-1" of boot material after the bead ring.

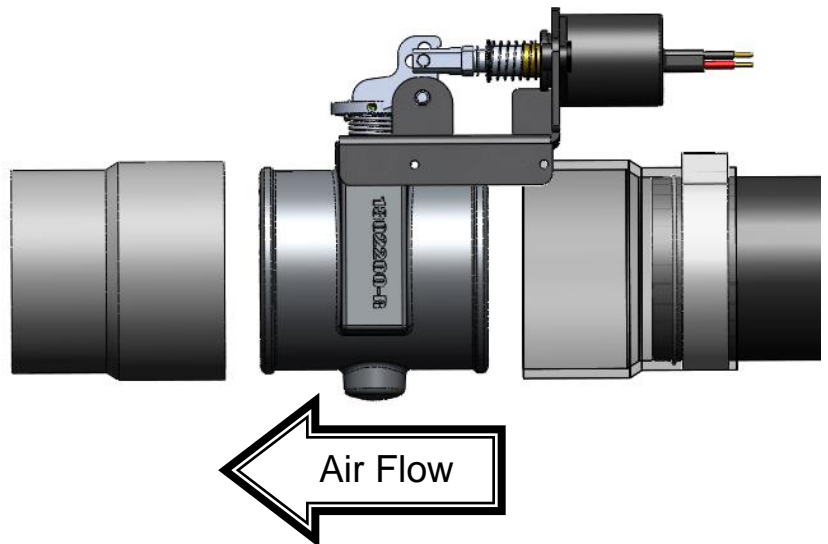
Tighten the clamp till the spring bottoms out.



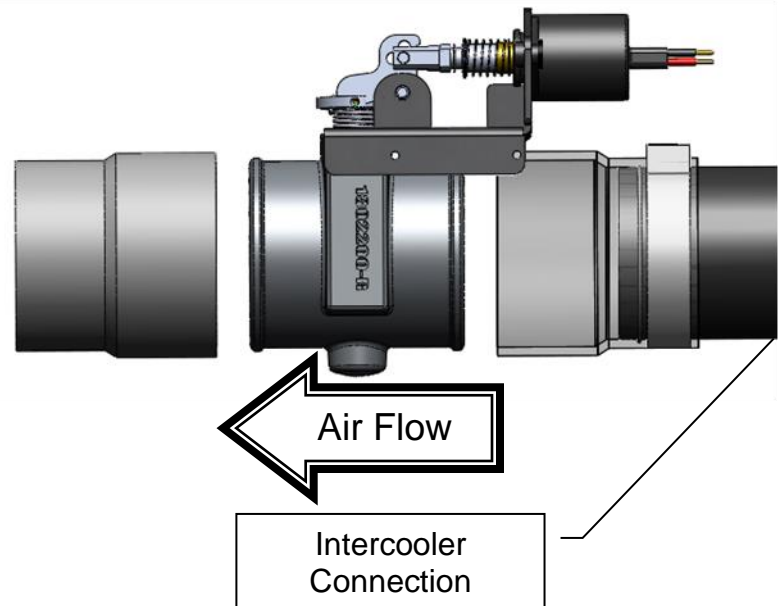
9. You can now install the valve into the assembly. Use the 0411 spring clamp to secure this connection.

Install the 2<sup>nd</sup> boot on the other side of the valve. Secure this connection again with the 0411 spring clamp.

Tighten all clamps until the spring bottoms out.

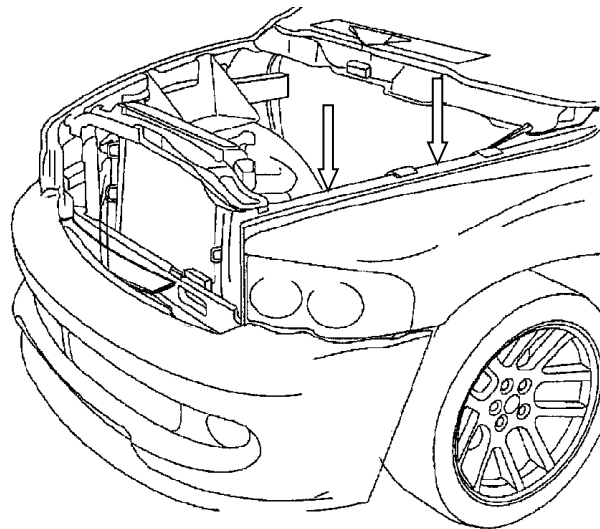


10. Finally, reinstall the PAS and pipe assembly back into the truck; securing the intercooler end first. Then using the supplied clamp secure the intake end.

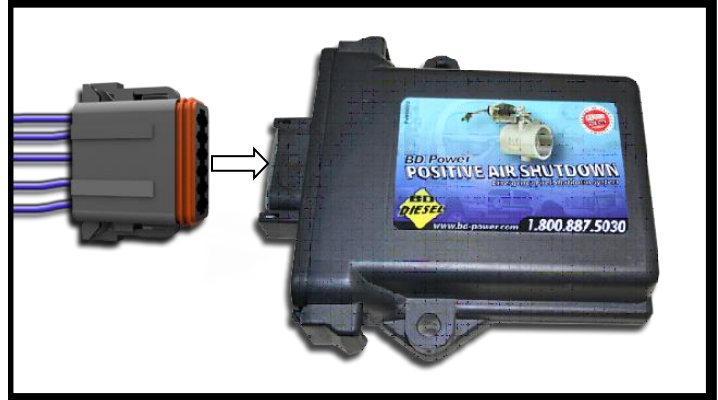


11. Under the hood locate a mounting position away from any heat source for the electronic module using the supplied Velcro to fasten the module in place.

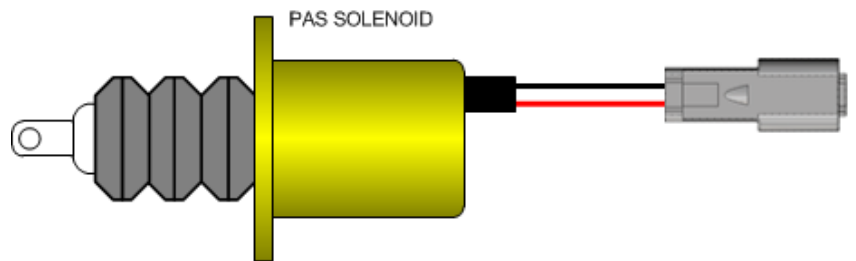
Be sure to clean both surfaces with rubbing alcohol before you apply the Velcro.



12. Plug the module harness connector into the module and lay out the harness over the engine bay.



13. Connect the two pin connector on the wiring harness to the solenoid on the PAS valve.



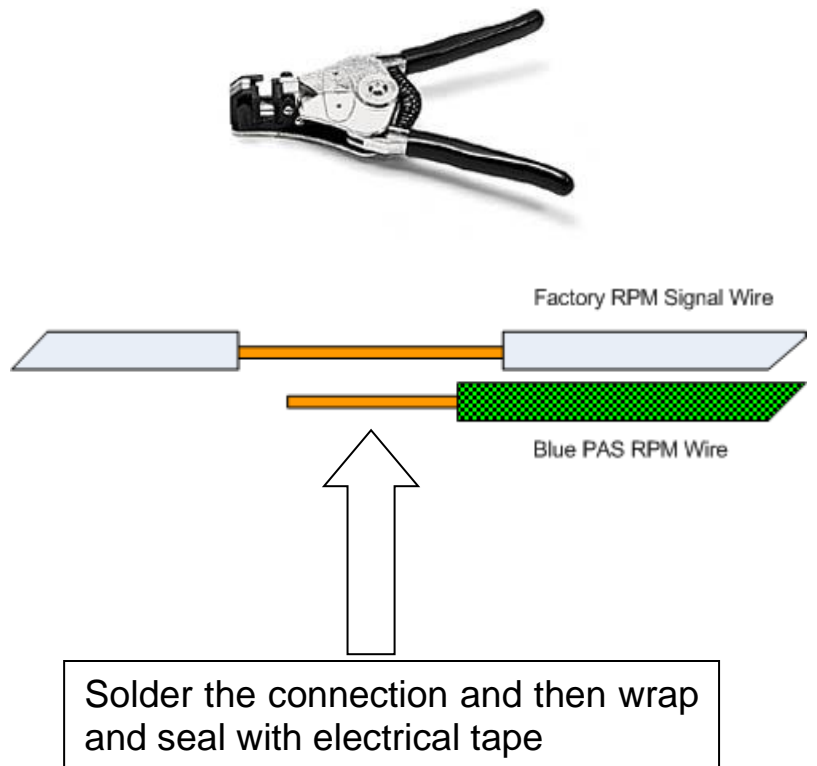
14. Under the hood locate the ECM / PCM / or Crankshaft wire. Being that the RPM signal is critical you will need to solder the connection.

Using wire strippers create a 1" window/gap in insulation of the factory wire.

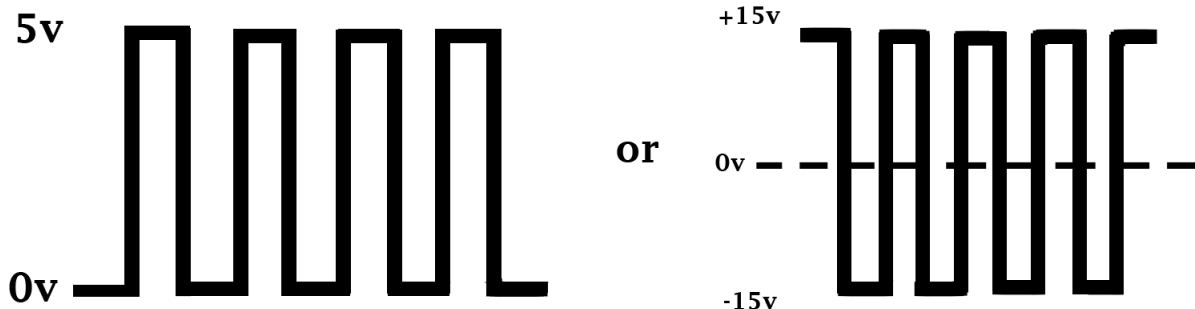
Then strip about 1" of insulation of the BLUE RPM signal wire from the PAS wiring harness.

Wrap the copper end of the blue wire around the factory RPM signal wire and solder this connection.

Then use electrical tape to wrap this connection so that it is water tight. You can also cut the factory crank signal wire and use heat shrink tubing if you like.



If you do not know which wire to tap for the crank signal you may check the wires at the crank sensor to determine the signal wire. The sensor will put out an alternating signal as shown below. The signal frequency will increase and decrease according to RPM. A multi meter which is capable of measuring AC hertz (frequency) will be required to measure the signal frequency.

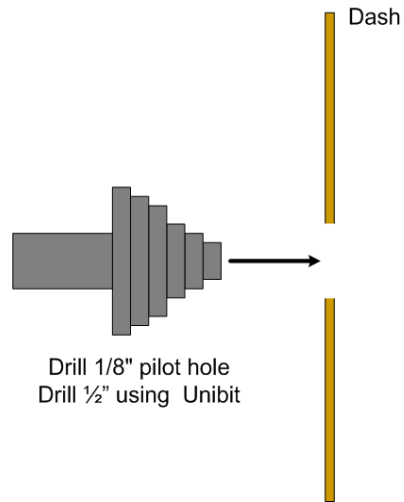
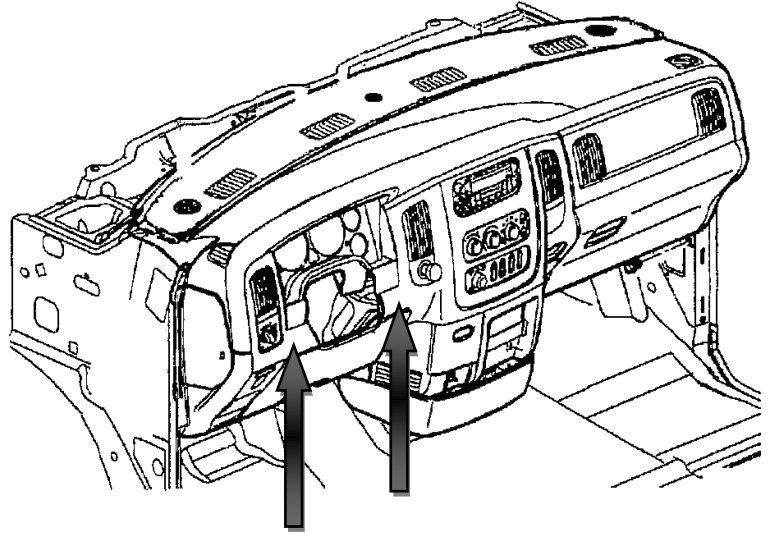


15. Next route the switch wires through the firewall, choosing a highly visible location so the switch is easily accessible by the driver.

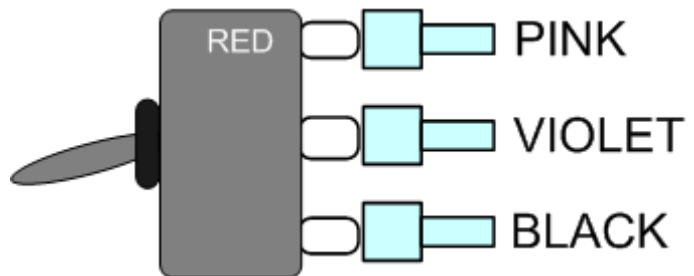
**NOTE:** you may need to trim the switch wires to length once you have located where the switch is to be mounted.

**Using a 1/8" drill, drill a pilot hole in the location you have selected for the switch to be mounted.**

**Finally using a 1/2" UNIBIT drill bit, drill an exact 1/2" round hole.**



16. Once you have the mounting hole drilled, crimp the switch connectors to the switch wires and install switch wires to the correct switch terminals then insert the switch into the dash from the backside.



17. Mount the switch so that the groove on the thread boss is facing down.

Adjust the HEX washer/nut so that the switch threads do not protrude an unsightly amount.

**Switch install with decal**

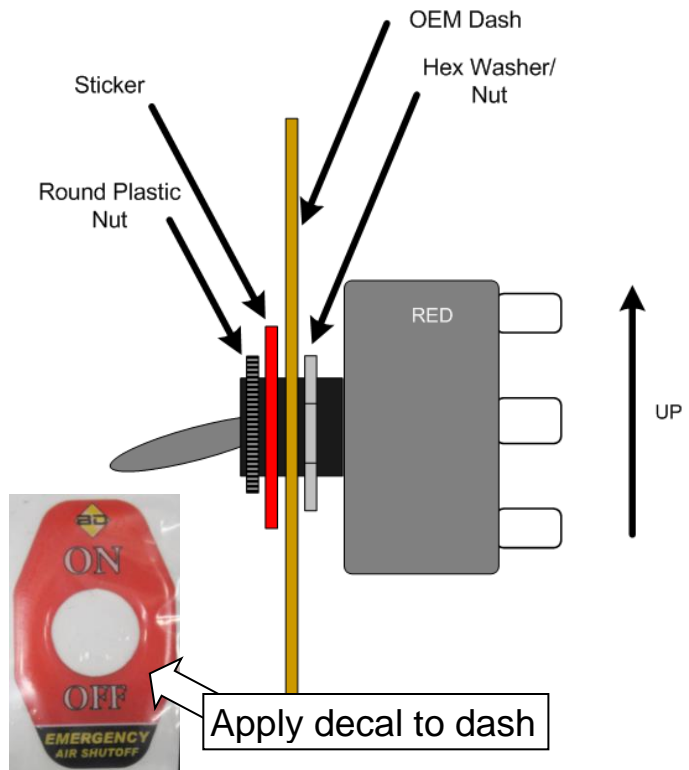
Apply the supplied decal to the dash and tighten the round plastic nut.

**Switch install with Guard**

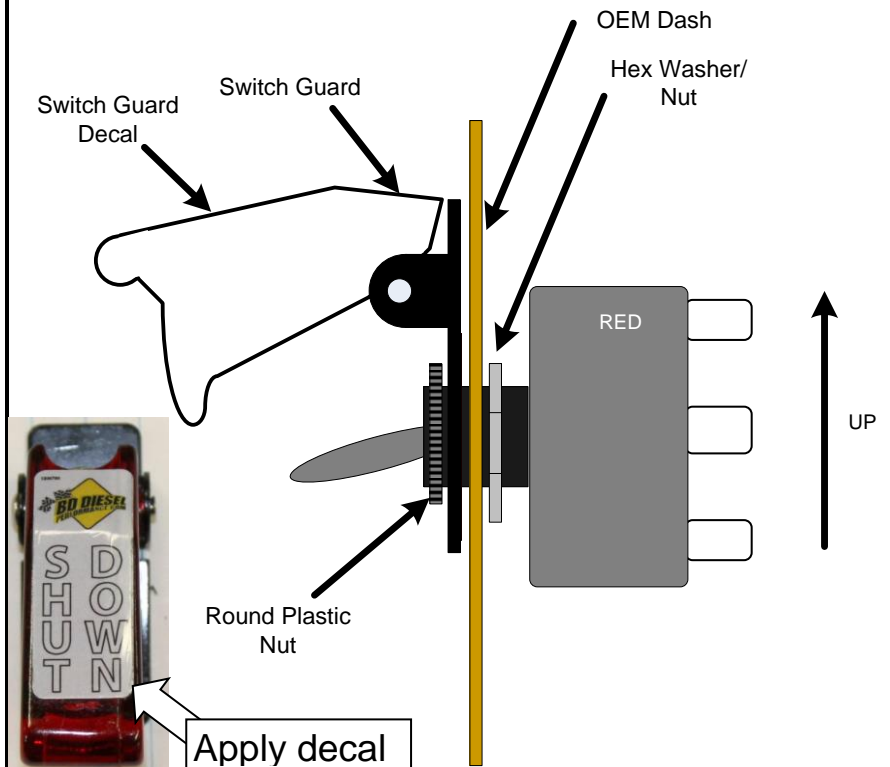
Install the switch guard onto the switch by aligning the tab with the groove on the thread boss.

Then tighten on the round plastic nut and apply the decal to the switch guard.

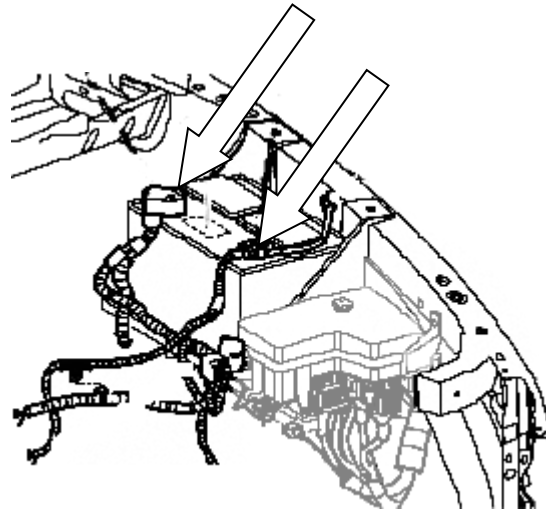
**Switch install with Decal**



**Switch Install with Guard**



18. Next locate the black wire from the module and the red wire from the solenoid then trim the wires to length and crimp the ring terminals to the BLACK and RED wires to connect to the respective battery connections.



19. For the last connection you will need to locate the vehicles ignition power. This will power the automatic over speed control box LED switch. Note that the unit can still be activated manually with the switch at any time.

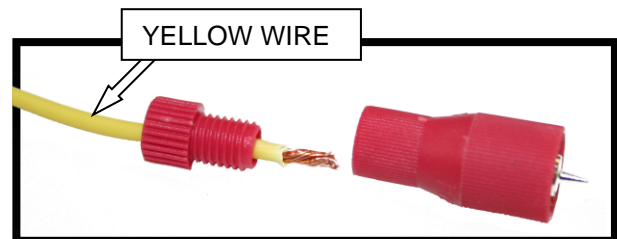
Locate the fuse panel. Remove the cover.

Locate the appropriate 10 amp fused ignition power circuit, and install the fuse tapper on to the 10 amp fuse, and reinstall fuse (\*Important\* : Ensure the tapper is installed on the hot side of the circuit). Trim the yellow wire to length and crimp the flag connector to the wire and connect the yellow lead wire with flag connector to this new connection. Route wire out of fuse box and close lid.

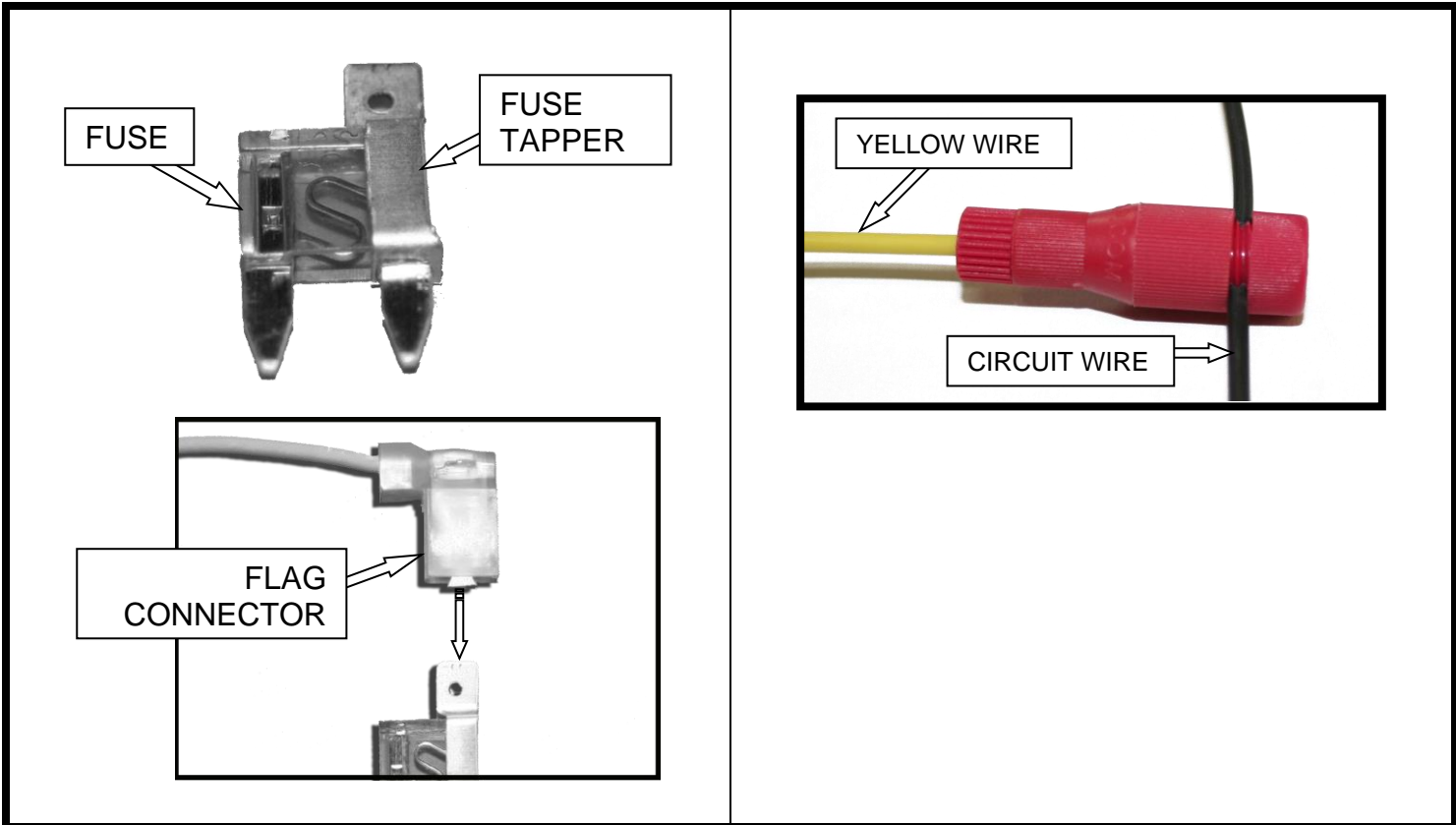
If you are unable to access the desired fuse use the supplied positap in place of the fuse tapper. Trim the yellow wire to length then strip the end to connect to the small side of the positap then with the large side tap into the desired 10 amp circuit. \*Important\* the positap is not water proof.

Fuse tapper installed on the fuse

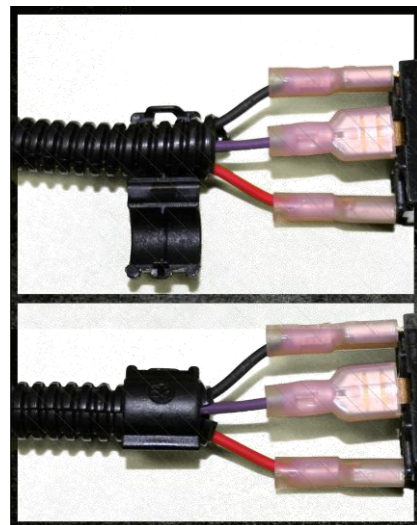
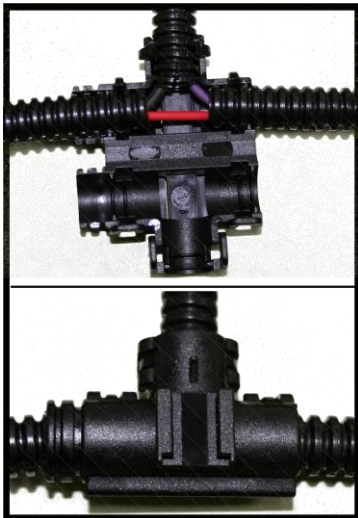
Positap installed on the 10 amp circuit







20. Double check all wiring connections and ensure wires are routed away from any heat sources and moving parts. Then install the loom with the supplied tee connector and clips for the loom ends and continue to the Setup, Testing and Verification with Over Speed Electronics section in this manual.



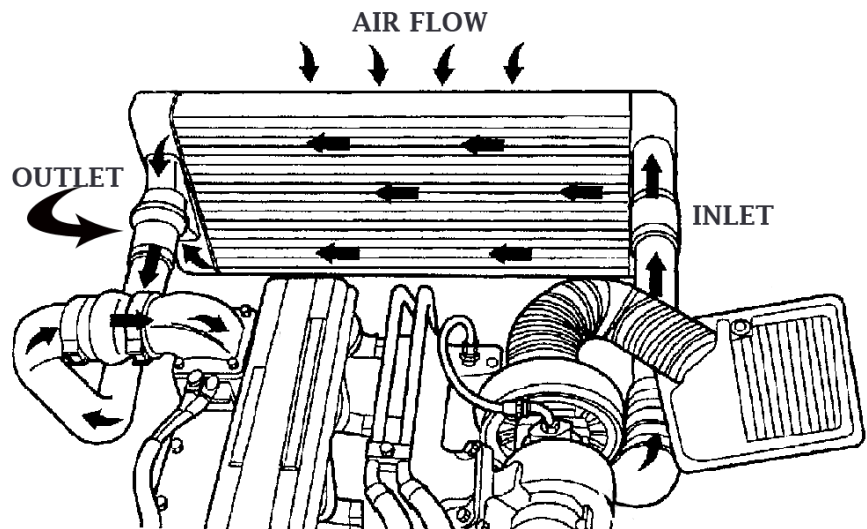
**INSTALLATION without OVER SPEED ELECTRONICS (1036732-M & 1036733-M)**

**VEHICLE SHOULD BE SAFELY SECURED BEFORE INSTALLATION.**

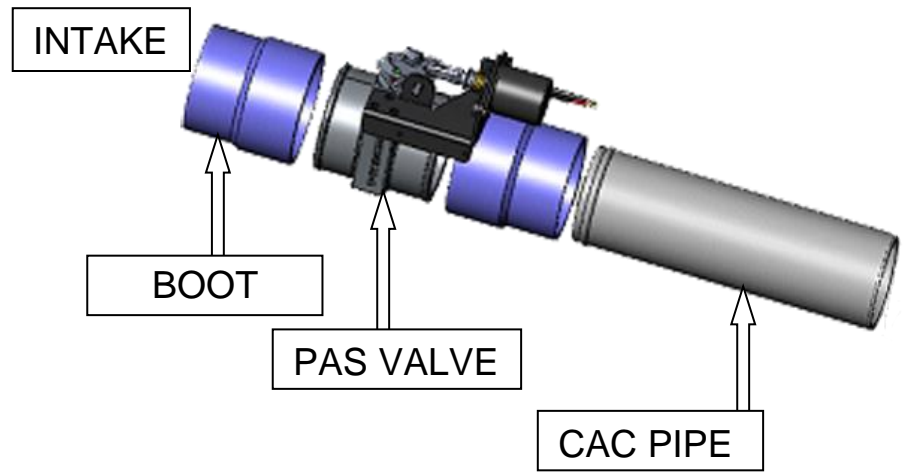
1. Block the wheels of the vehicle to prevent the vehicle from rolling.

Open the hood.

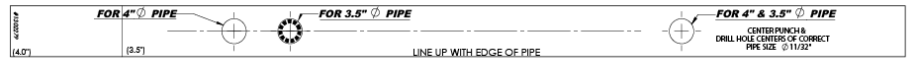
2. Remove the charge air cooler pipe from the outlet side of the cooler.



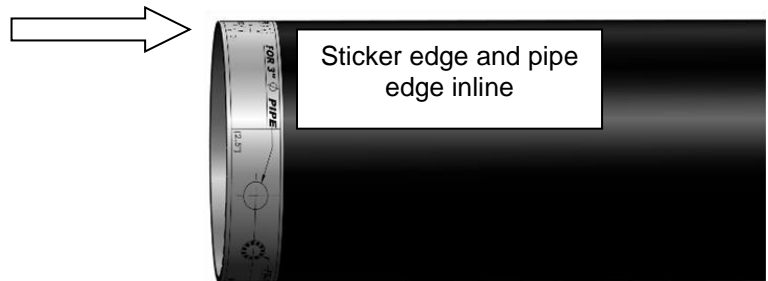
3. You may need to cut down your CAC outlet pipe before installing the bead ring to allow for the installation of the positive air shutoff valve.



4. Remove backing from drill template sticker and wrap around pipe. The edge of the sticker should line up with the edge of the pipe.



For a 3.5" pipe the sticker should wrap around the pipe, and end at the 3.5" diameter line on the sticker.

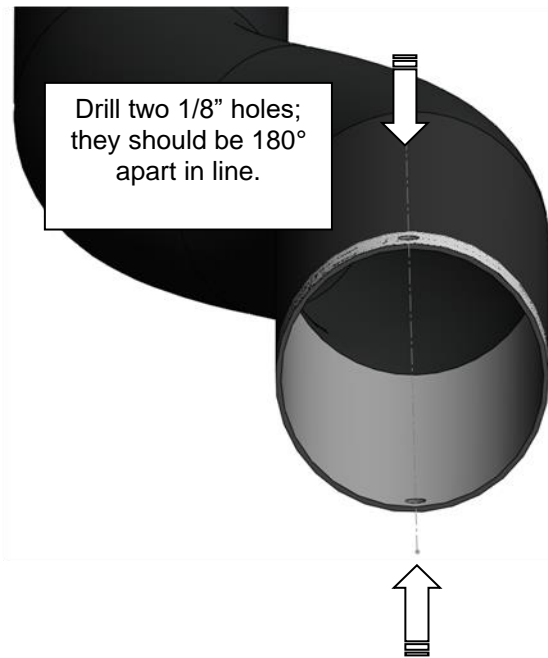


For a 4" pipe the sticker should wrap perfectly around the pipe, the start of the sticker should meet the end of the sticker.

5. With the sticker in place use a center punch and then use a  $\text{Ø}1/8$ " drill bit and drill a hole in the center of the holes marked for the 3.5 or 4" pipe size.

Once completed the two holes should be perfectly  $180^\circ$  in line with each other through the pipe.

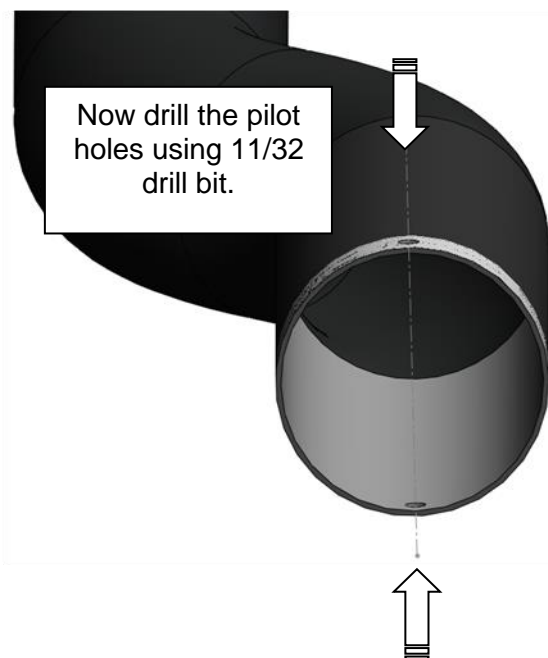
**DO NOT DRILL COMPLETELY THROUGH THE PIPE AND OUT THE OTHER END. YOU WILL NEED TO DRILL ONE SIDE THEN ROTATE, AND THEN DRILL THE OTHER SIDE.**



6. Once the pilot holes are drilled you will need to drill a  $\text{Ø}11/32$ " hole through the pilot holes.

You can now remove the sticker.

**You must deburr the inside of the drilled holes.**



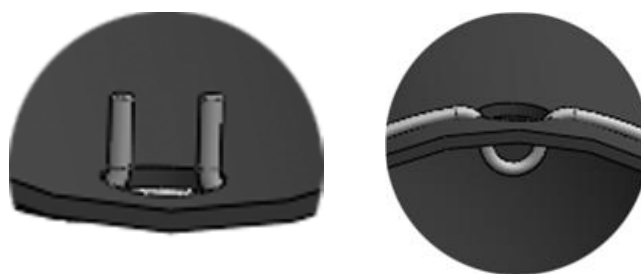
7. Once the holes are drilled, install the bead ring around the pipe. Lock each end of the bead ring into each hole.

You can use needle nose pliers to tweak or adjust the ring fit slightly.

Be careful not to bend the ring bead too much as you will weaken it.

Note: The bead ring does not have to be perfectly tight or snug around the pipe, as we will be installing a silicone boot over top of it.

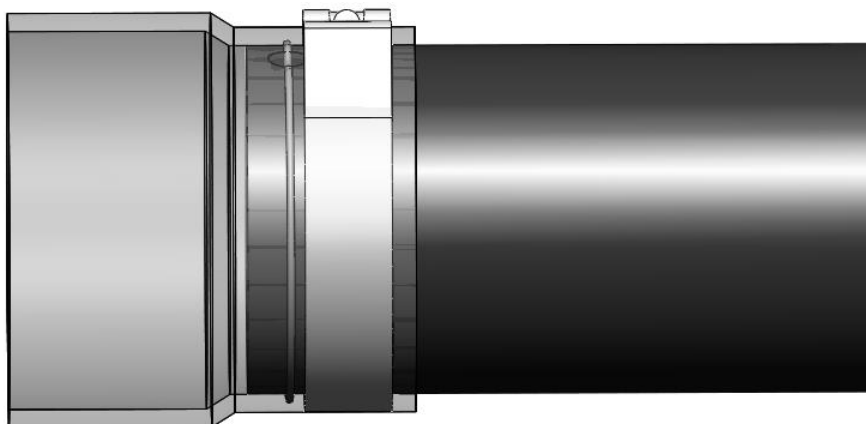
With the bead ring in place, you should not be able to pull the ring bead off axially from the tube.



8. Now slip the supplied clamp (0378 for a 3.5" pipe) or (0411 for a 4" pipe) over the bead ring onto pipe and slide the small side (for a 3.5") or any side (for a 4") of the boot over the bead ring and pipe assembly.

**Note:** Leave about 3/4"-1" of boot material after the bead ring.

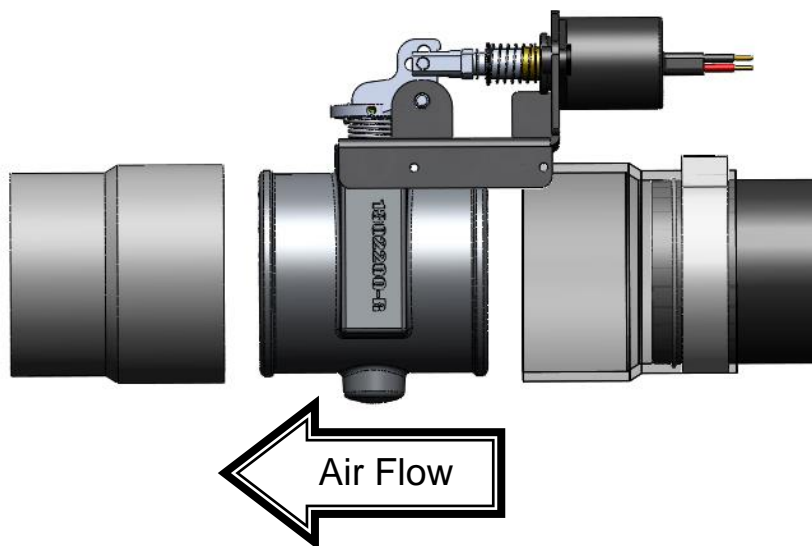
Tighten the clamp till the spring bottoms out.



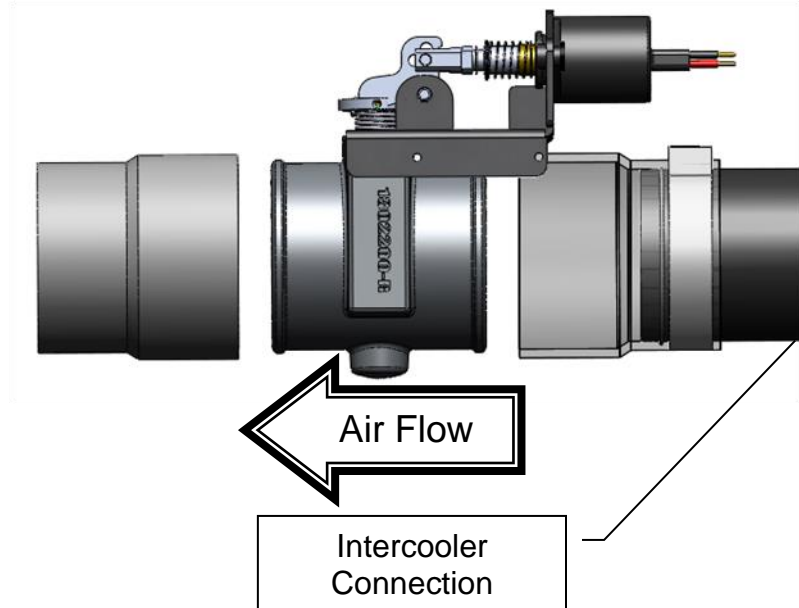
9. You can now install the valve into the assembly. Use the 0411 spring clamp to secure this connection.

Install the 2<sup>nd</sup> boot on the other side of the valve. Secure this connection again with the 0411 spring clamp.

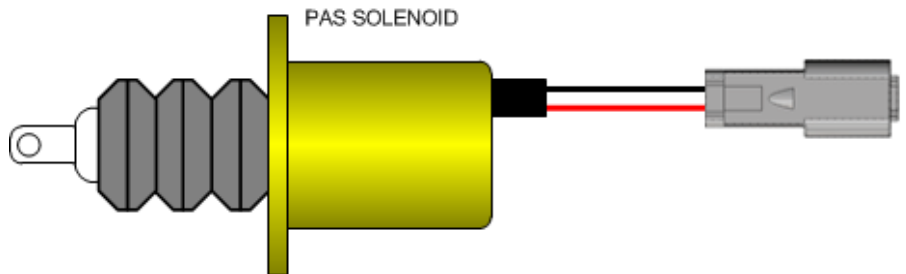
Tighten all clamps until the spring bottoms out.



10. Finally, reinstall the PAS and pipe assembly back into the truck; securing the intercooler end first. Then using the supplied clamp secure the intake end.



11. Locate the weather pack connector on the solenoid and connect the wiring harness solenoid plug and lay out the harness over the engine bay.

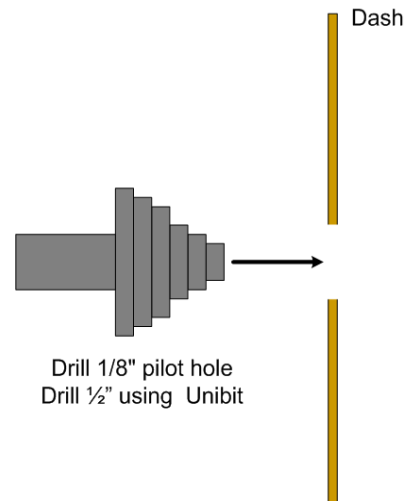
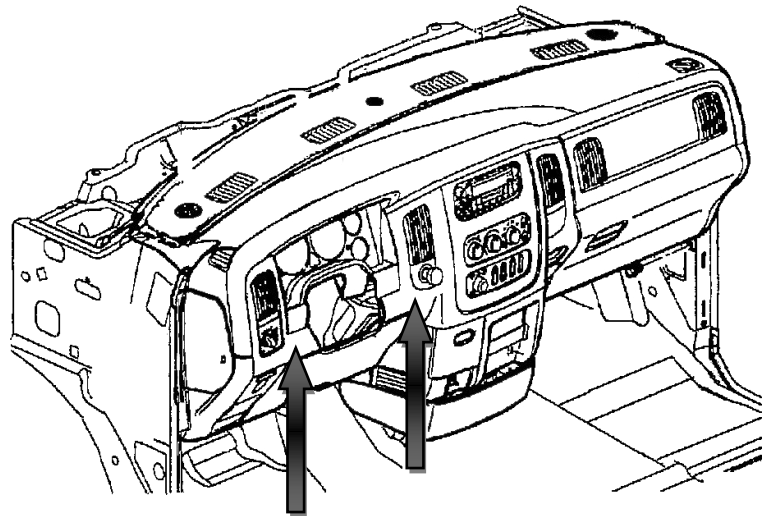


12. You will then need to route the switch wires through the firewall, choosing a highly visible location for the switch and mount it to the dash.

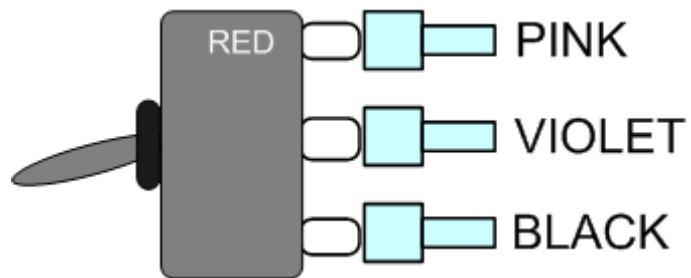
**NOTE:** you may need to trim the violet wire to length once you have located where the switch is to be mounted.

Using a 1/8" drill, drill a pilot hole in the location you have selected for the switch to be mounted.

Finally using a 1/2" UNIBIT drill bit, drill an exact 1/2" round hole.



13. Once you have the mounting hole drilled, crimp the switch connectors to the switch wires and install switch wires to the correct switch terminals then insert the switch into the dash from the backside.





14. Mount the switch so that the groove on the thread boss is facing down.

Adjust the HEX washer/nut so that the switch threads do not protrude an unsightly amount.

**Switch install with decal**

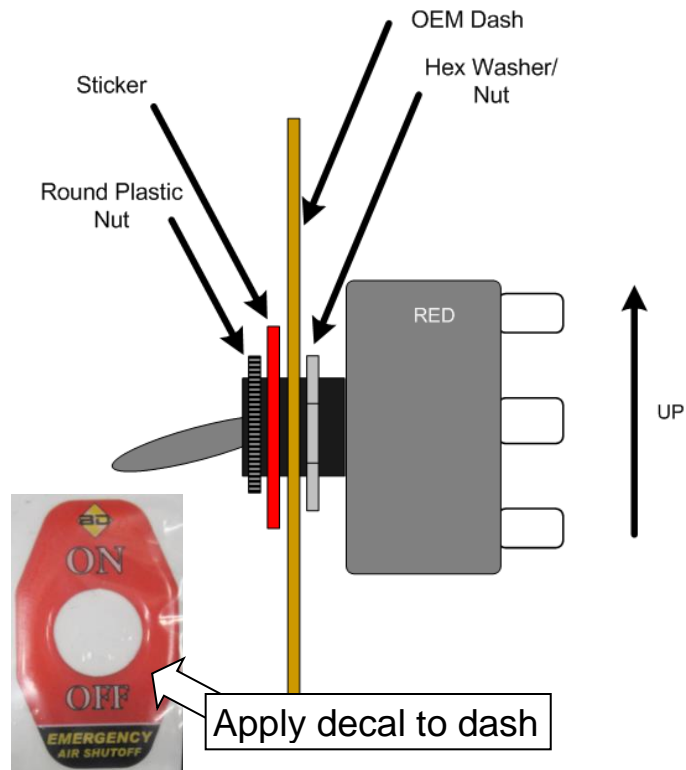
Apply the supplied decal to the dash and tighten the round plastic nut.

**Switch install with Guard**

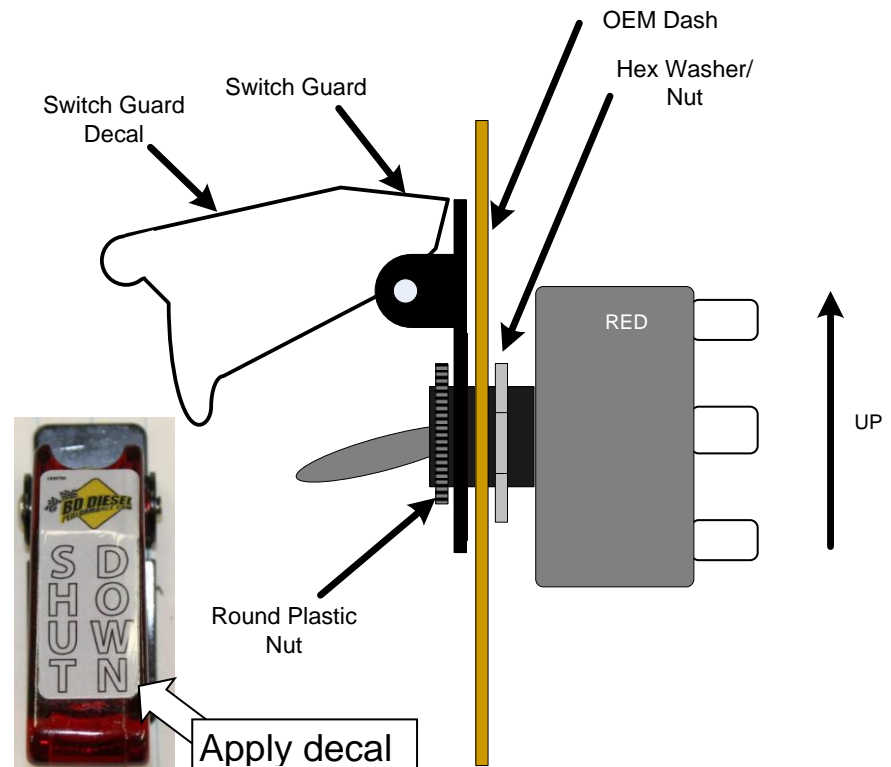
Install the switch guard onto the switch by aligning the tab with the groove on the thread boss.

Then tighten on the round plastic nut and apply the decal to the switch guard.

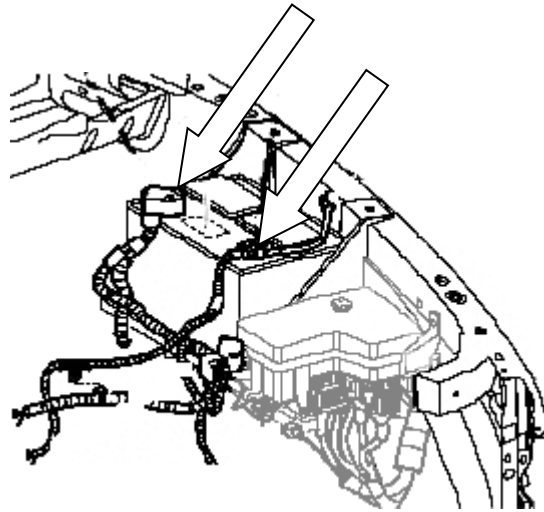
**Switch install with Decal**



**Switch Install with Guard**



15. Next locate the black wire from the switch and the red wire from the solenoid then trim the wires to length and crimp the ring terminals to the BLACK and RED wires to connect to the respective battery connections.



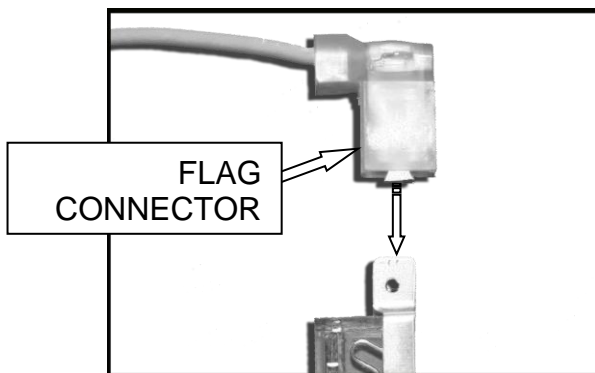
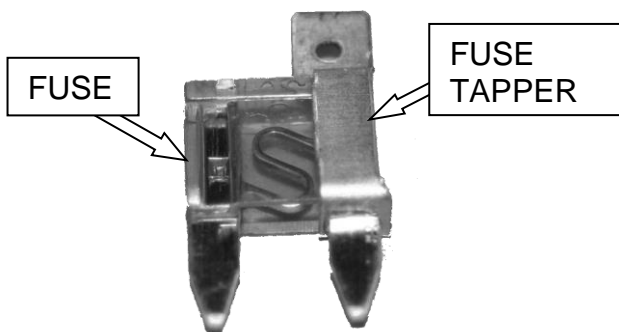
16. For the last connection you will need to locate the vehicles ignition power.

Locate the fuse panel. Remove the cover.

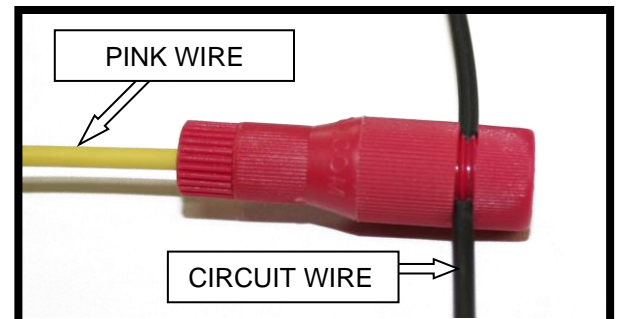
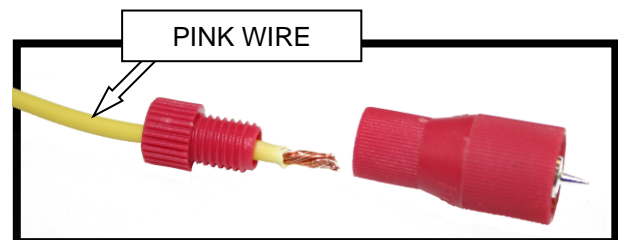
Locate the appropriate 10 amp fused ignition power circuit, and install the fuse tapper on to the 10 amp fuse, and reinstall fuse (*\*Important\** : Ensure the tapper is installed on the hot side of the circuit). Trim the pink wire to length and crimp the flag connector to the wire then connect the pink lead wire with flag connector to the fuse tapper. Route wire out of fuse box and close lid.

If you are unable to access the desired fuse use the supplied positap in place of the fuse tapper. Trim the pink wire to length then strip the end to connect to the small side of the positap then with the large side tap into the desired 10 amp circuit. *\*Important\** the positap is not water proof.

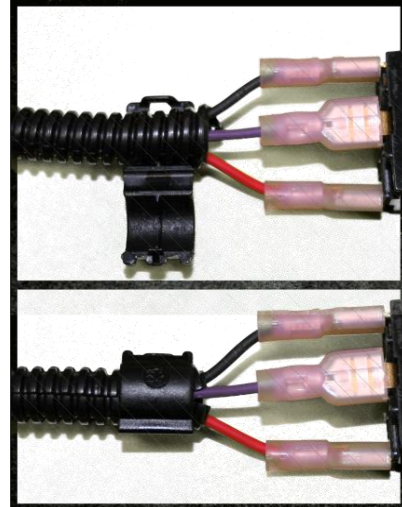
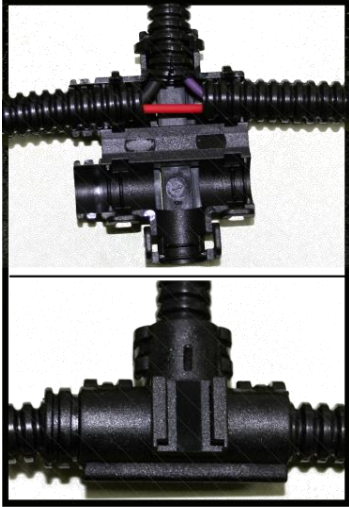
*Fuse tapper installed on the fuse*



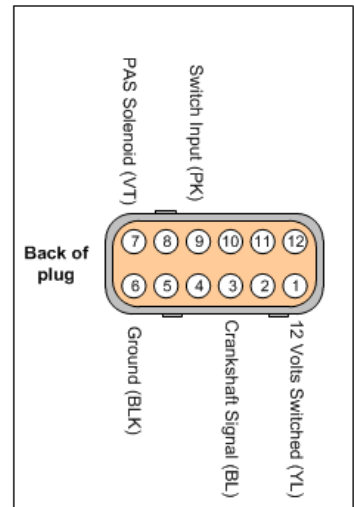
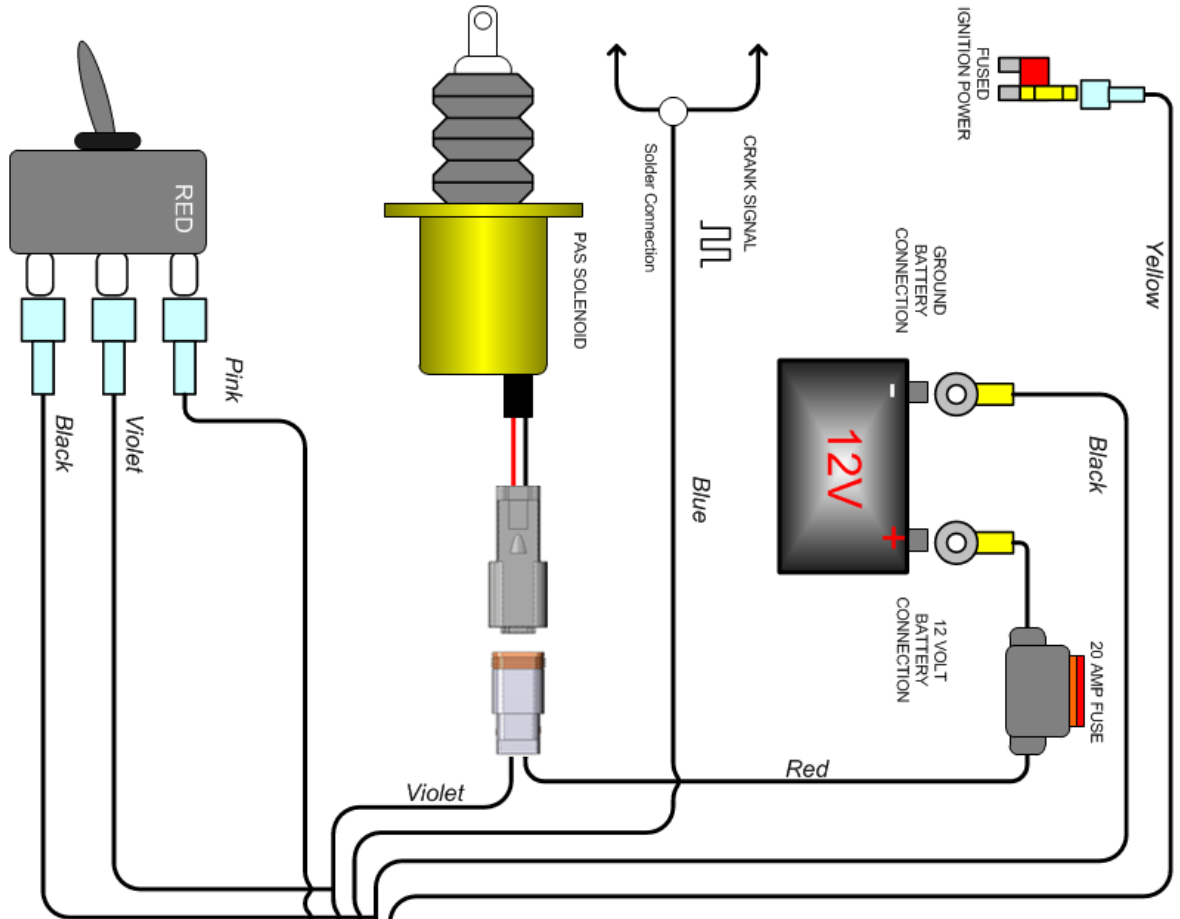
*Positap installed on the 10 amp circuit*



17. Double check all wiring connections and ensure wires are routed away from any heat sources and moving parts. Then install the loom with the supplied tee connector and clips for the loom ends and continue to the testing flow chart without over speed electronics in this manual.

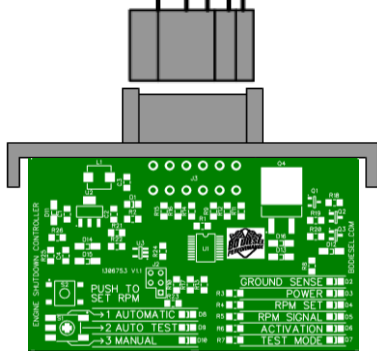


**WIRING DIAGRAM with OVER SPEED ELECTRONICS (1036732 & 1036733)**

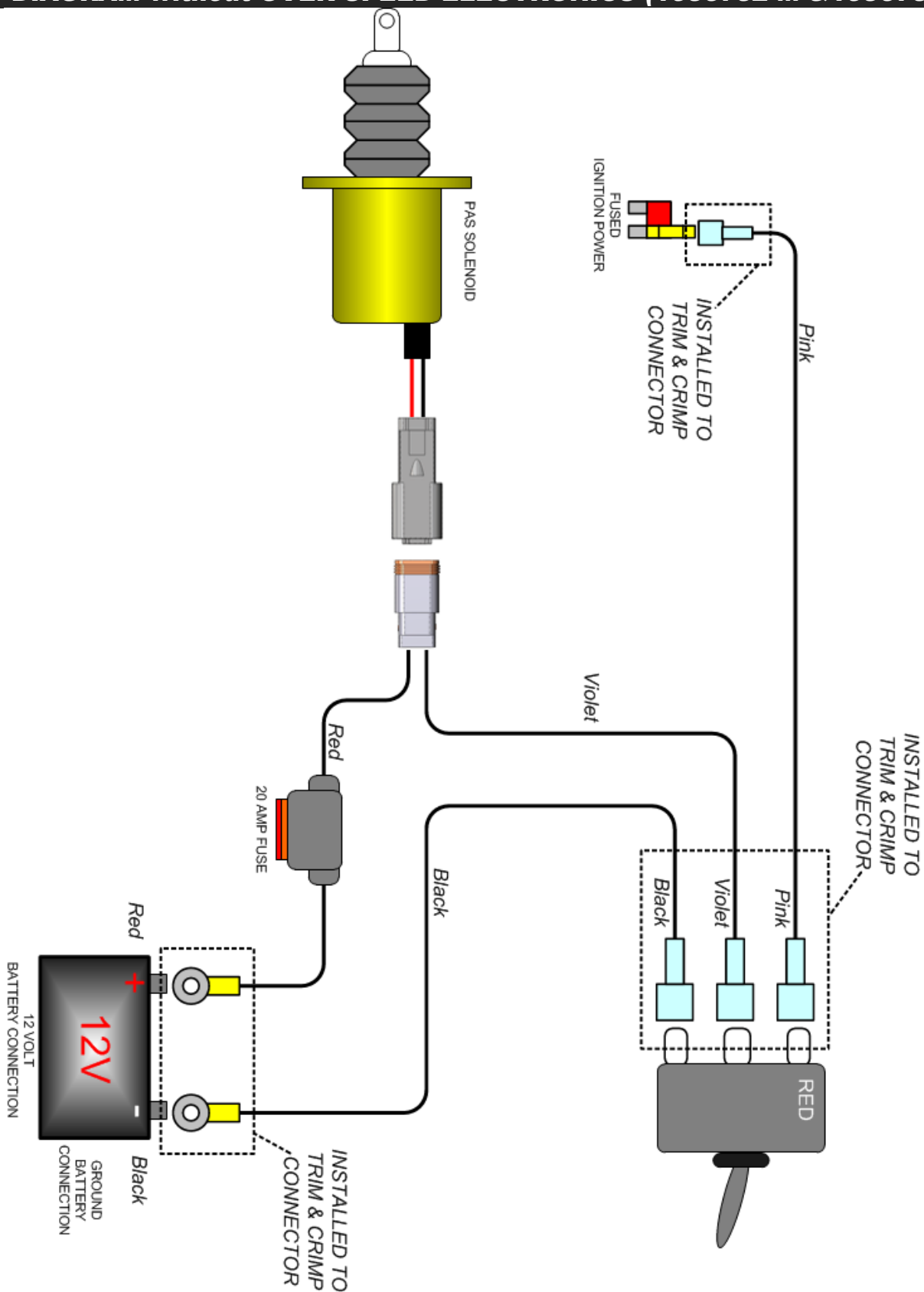


- POSITION 1 = Pre Programmed Automatic Mode (Vehicle Specific)
- POSITION 2 = Pre Programmed Test Mode
- POSITION 3 = Full Manual Mode (User must set)

Application	Cutout RPM	Cutout Freq. (Hz)	Idle Freq. (Hz)
Doosan崔仁 1300 S-102	4200	2300	375
Doosan崔仁 2000 S-102	4200	4800	675
Ford's 7.3 Powerstroke	5000	5000	750
Ford's 6.0 Powerstroke	5000	5000	750
Ford's 5.0 Powerstroke	4300	590	150
Ford's 7.3 Powerstroke	4300	590	150
DAEWOO S-6	4800	4800	750

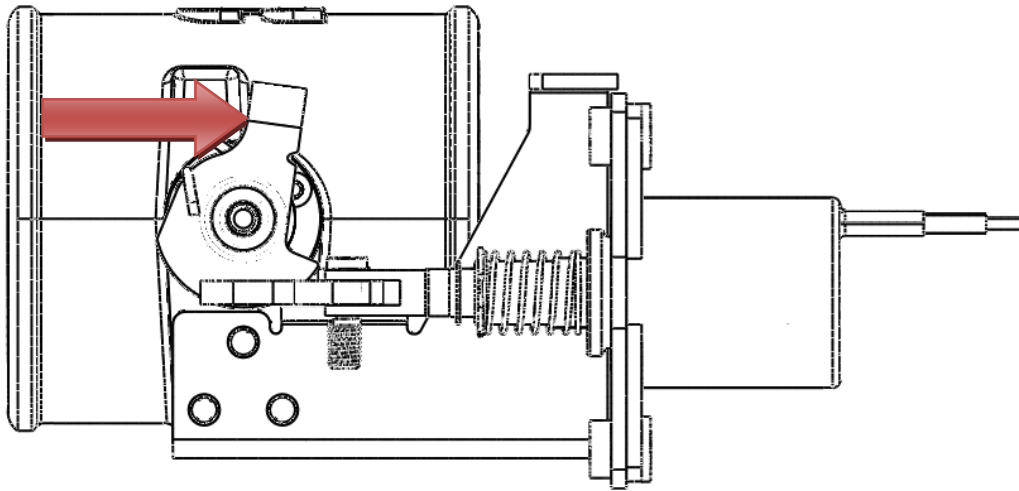


**WIRING DIAGRAM without OVER SPEED ELECTRONICS (1036732-M & 1036733-M)**

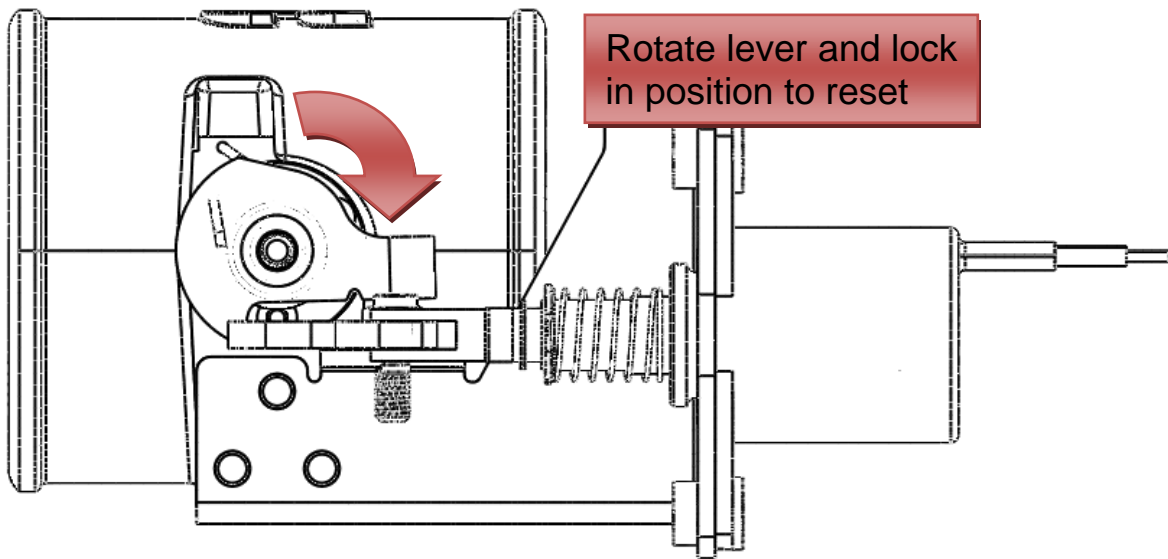


# RESETTING THE VALVE

## Valve Activated (Closed)



## Valve Reset (Open)



**SETUP, TESTING AND VERIFICATION with OVER SPEED ELECTRONICS**

Each unit will need to be specifically configured for each model of vehicle. As in the case of different model years and makes the engine RPM frequency is different.

You must be in position 3

Generic 3.5" / 4"	Activation RPM	Activation Freq. (Hz)
PAS Switch Position #1 (Automatic Mode)	Do Not Use	Do Not Use
PAS Switch Position #2 (Test Mode)	Do Not Use	Do Not Use
PAS Switch Position #3 (Manual Mode)	User Configured	User Configured

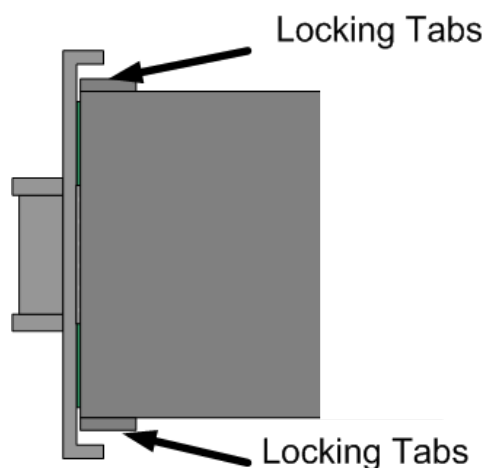
**Manual Mode (User Configured RPM)**

Setup

With the control unit, the user/installer has the ability to set their own activation RPM. It is necessary that you choose a low activation RPM first to test that the unit is operating correctly. Once it is, you will need to set the high limit RPM activation.

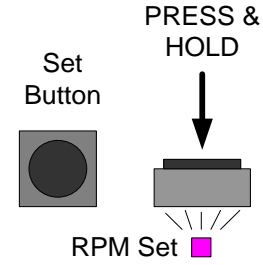
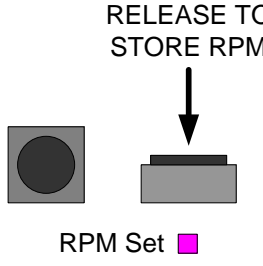
Note: When you press the Set button the module will add 25% to the set speed.

1. Open electronic enclosure, by releasing the two locking tabs on the side of the unit.

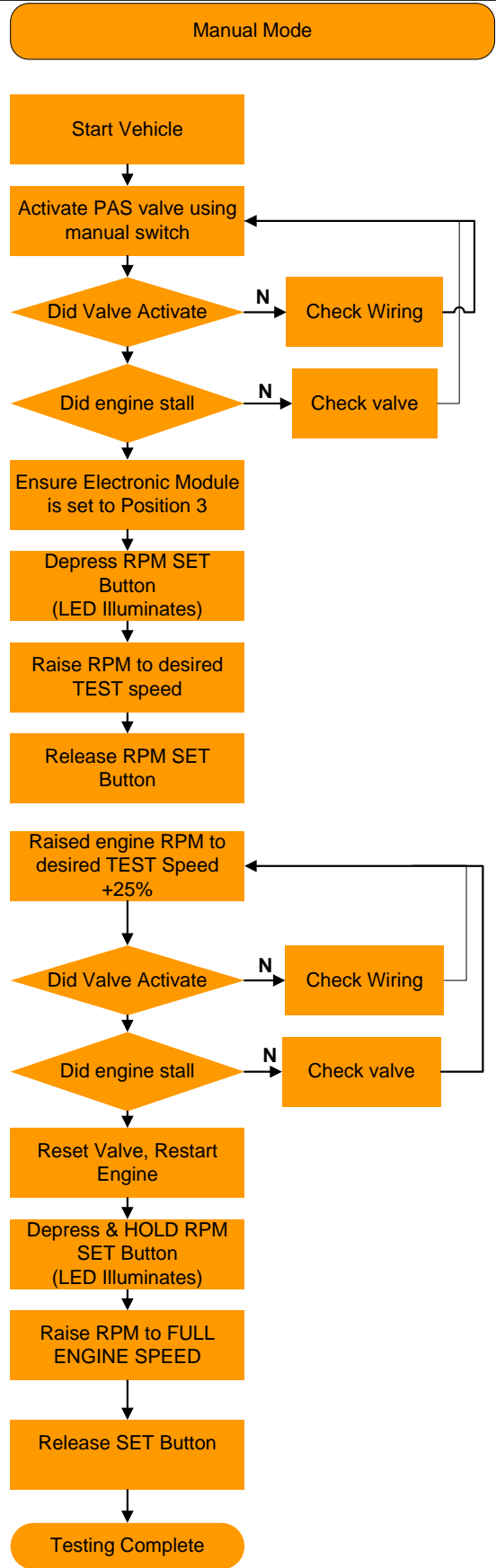




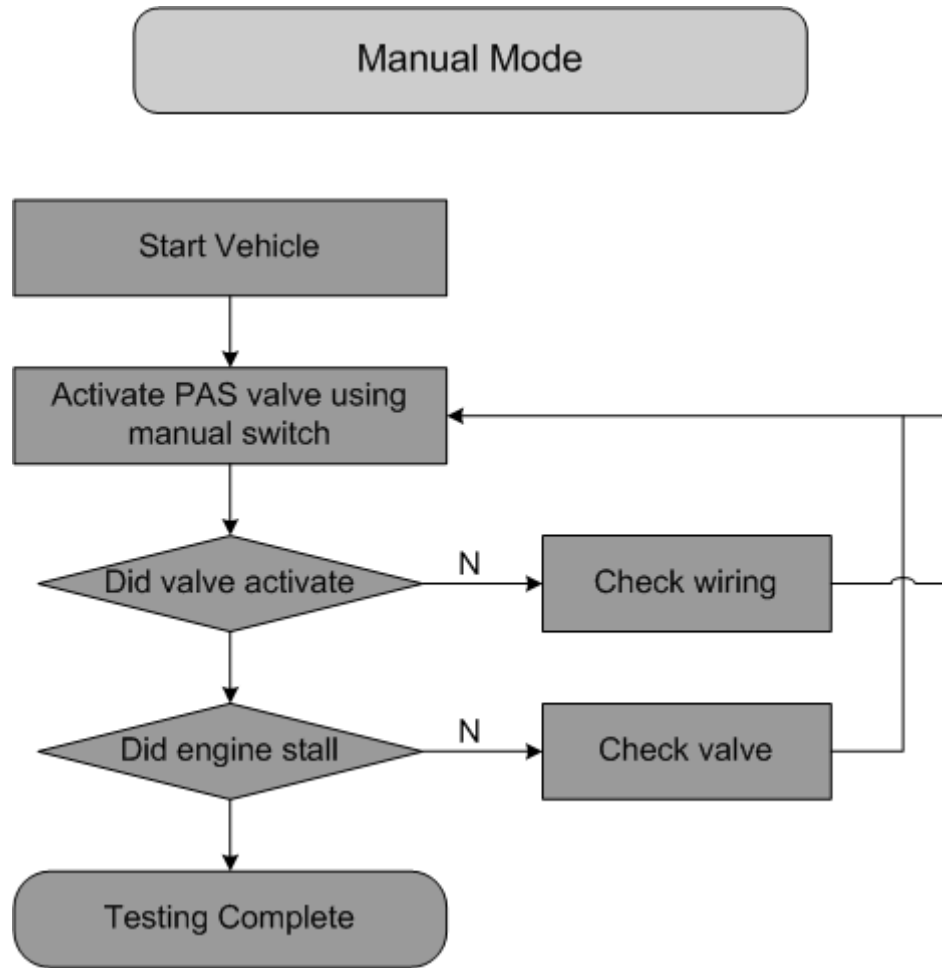
<p>2. Adjust the position switch to position #3.</p>	
<p>3. Start the engine.</p> <p>4. Press and hold the RPM SET button.</p> <p>When you push the SET RPM button will see the “RPM Set” LED illuminate.</p> <p>5. With another person helping you, have them step on the accelerator with the vehicle in park. Raise the engine RPM to 1200 RPM.</p> <p>6. Release the SET RPM button.</p> <p>Upon releasing the button the unit will store the RPM + 25%. So for this example the unit has stored 1200RPM + 25% = 1500RPM.</p>	<p>You should see the RPM signal flash proportionally to engine RPM.</p>
<p>7. Now increase the RPM of the engine to test the activation circuit is working correctly. As in this example the valve should activate at 1500RPM.</p>	<p>You should see the ACTIVATION LED flash ON/OFF on activation.</p> <p>If the valve does not activate check the wiring.</p> <p>If the valve activates but the engine does not stall, ensure nothing has contacted the valve linkage.</p>
<p>8. With the valve activated the engine should die. Reset the valve and restart the engine.</p>	
<p>9. Press and hold the RPM SET button.</p>	

<p>When you push the SET RPM button will see the “RPM Set” LED illuminate.</p> <p>10. With another person helping you, have them step on the accelerator with the vehicle in park. Raise the engine RPM to MAXIMUM engine RPM.</p> <p>11. Release the SET RPM button.</p> <p>Upon releasing the button the unit will store the RPM + 25%. So for this example the unit has stored MAXIMUM engine RPM + 25%.</p>	 <p>The diagram shows a 'Set Button' on the left and a control unit on the right. An arrow labeled 'PRESS &amp; HOLD' points down to the control unit. Below the control unit, a pink square labeled 'RPM Set' is shown with radiating lines, indicating it is illuminated.</p>  <p>The diagram shows the same 'Set Button' and control unit. An arrow labeled 'RELEASE TO STORE RPM' points down to the control unit. Below the control unit, the pink square labeled 'RPM Set' is no longer illuminated.</p>
<p>12. You can now put the electronic enclosure back together and secure it to the predetermined enclosure mount.</p>	
<p>13. With the engine running you will need to test to make sure the manual activation switch is functioning correctly.</p> <p>14. With the engine running, lift the activation switch and the engine should die.</p> <p>15. Reset the valve and you are now complete.</p>	<p>If valve does not activate check the wiring.</p> <p>If the valve activates and the engine does not die ensure nothing has contacted the linkage.</p>
<p>You have now completed the installation, please be sure to complete the test once a year to make sure the unit is functioning correctly.</p>	

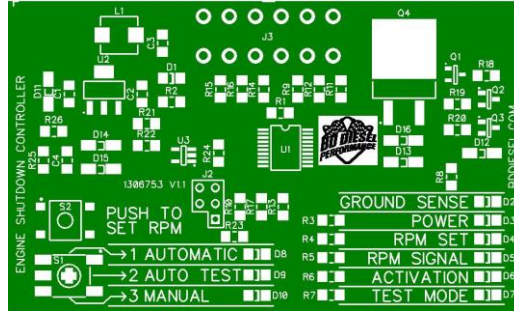
**TESTING FLOW CHART with OVER SPEED ELECTRONICS (1036732 & 1036733)**



**TESTING FLOW CHART without OVER SPEED ELECTRONICS (1036732-M & 1036733-M)**



## PCB LED Operation



GROUND SENSE	Illuminates when PAS solenoid ground wire is grounded (activated). Normally off. Will light when shutdown switch triggered or module triggers the solenoid.
POWER	Illuminated when the module is powered (switched ignition).
RPM SET	Lights up while the SET RPM button is held down.
RPM SIGNAL	Flashes proportional to engine RPM signal.
ACTIVATION	Flashes when the PAS solenoid has been activated.
1 AUTOMATIC 2 AUTO TEST 3 MANUAL	These LEDs simply confirm the switch position.

**If you have any technical difficulties, concerns, comments, or complaints, please phone our Technical Support hotline at (800) 887-5030 between 8:30am-5:00pm PST (Pacific Standard Time) Monday to Friday.**

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