DPFix Install Guide

By purchasing and installing this product you agree it will not be used to facilitate the removal or defeat of any emissions control systems. Not legal for use on pollution controlled vehicles.

Use subject to terms and conditions
N54 DPFIX:

BMW N54 135 / 335 / 535:

The DPFIX connects to the small black sub connector in the DME area. Remove the HVAC filter, sensor wires, cowl, DME cover, etc, to access the DME. For those unfamiliar with this step please review the online piggyback install PDF or video as these steps are identical.

Remove the small (right side) DME connector, remove the slider, and slide out the small black connector.

The connector is labeled 14 to 26 on one side, and 1 to 13 on the other side. We will be working on the side labeled 14 to 26. Count to the correct position and extract the wire. To do this you use a small screwdriver and push in the retaining clip while gently tugging the wire out. You may also need to use the screwdriver to push the tab in a second time at the ridge of the connector.

Extract these three wires:

19 (yellow wire)
20 (yellow wire, number stamped on insulation)
23 (black/red wire)

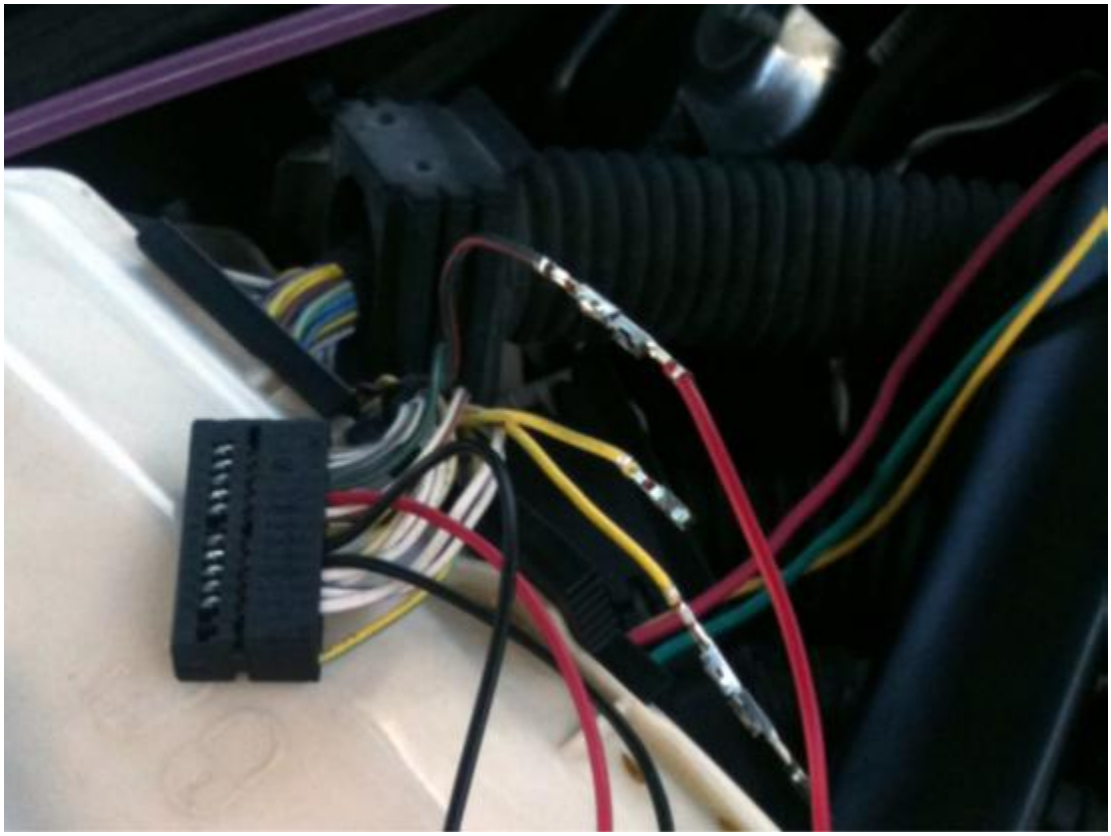
Insert the DPFIX black female wires in to positions 19 and 20 (they are interchangeable). They will lock in to place.

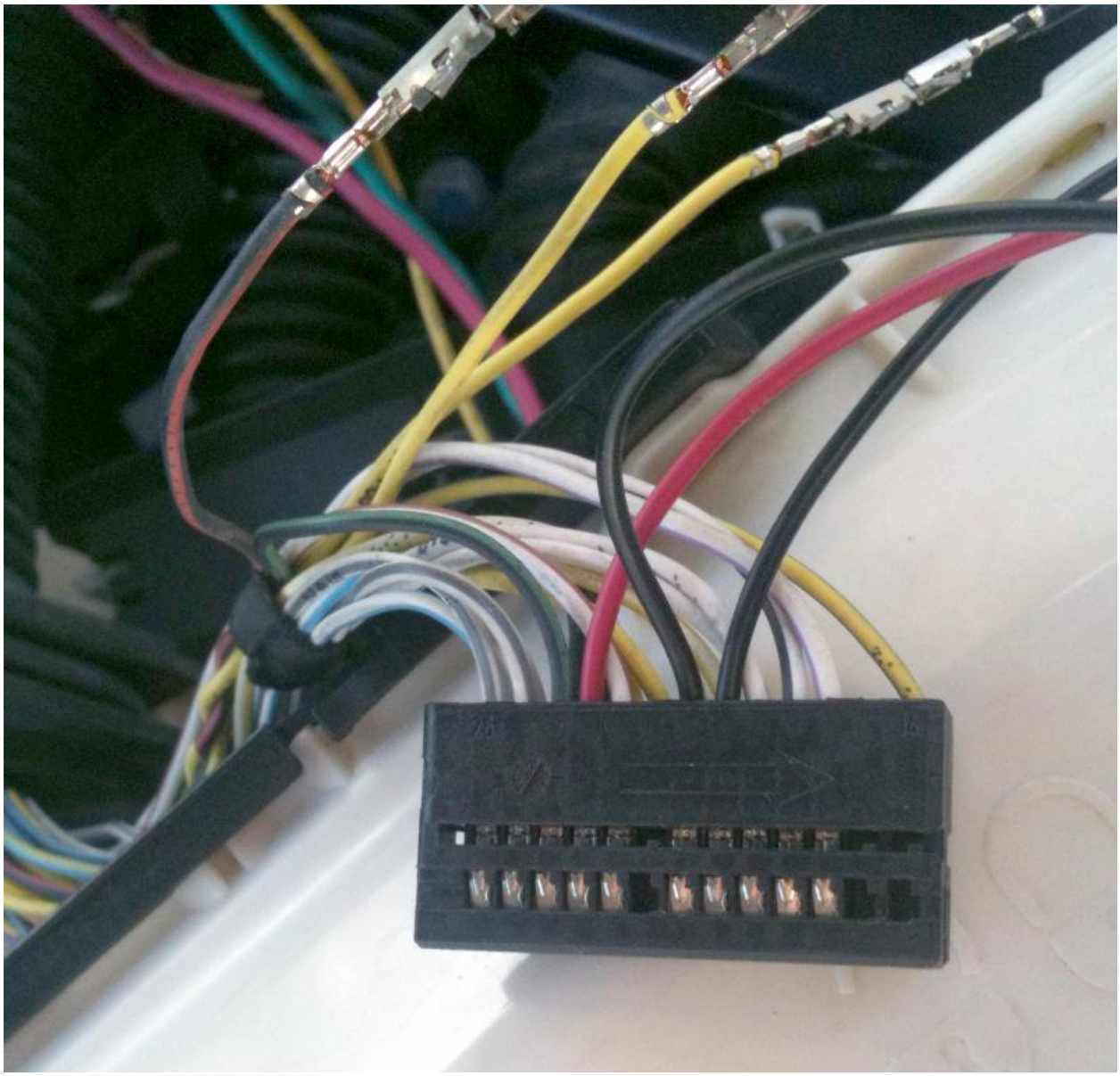
Plug one of the OEM yellow wires in to the black male connector. You can use either yellow wire for this. Just note which one has the number stamped on it as that must go back to position 20 when returning to stock.

Plug the red female wire in to position 23. It should lock in to place.

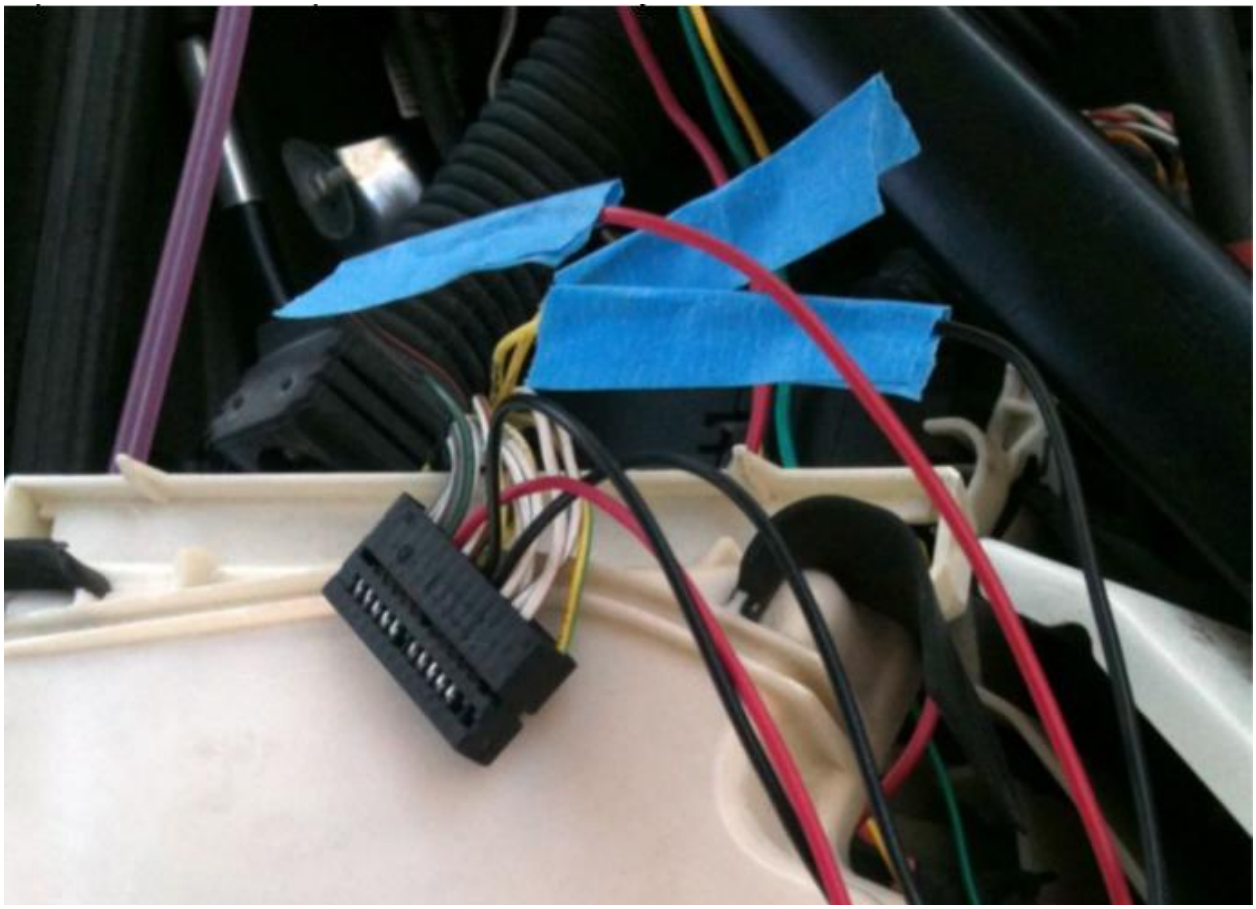
Plug the red wire male connector in to the OEM black/red wire.

When complete it should look like these photos. Note we've slid the DME cover under the black connector to make it easier to photograph the changes made.





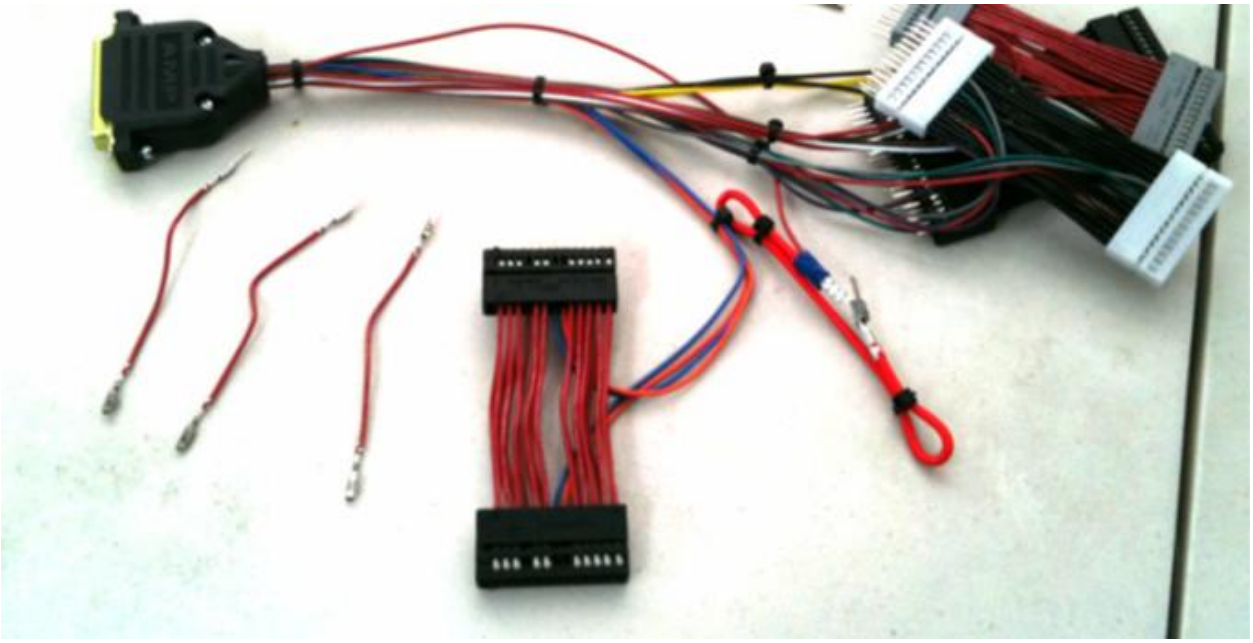
Once the wiring is in place fold a piece of masking or electrical tape over the two exposed male/female pairs, and one unused yellow wire, as shown.

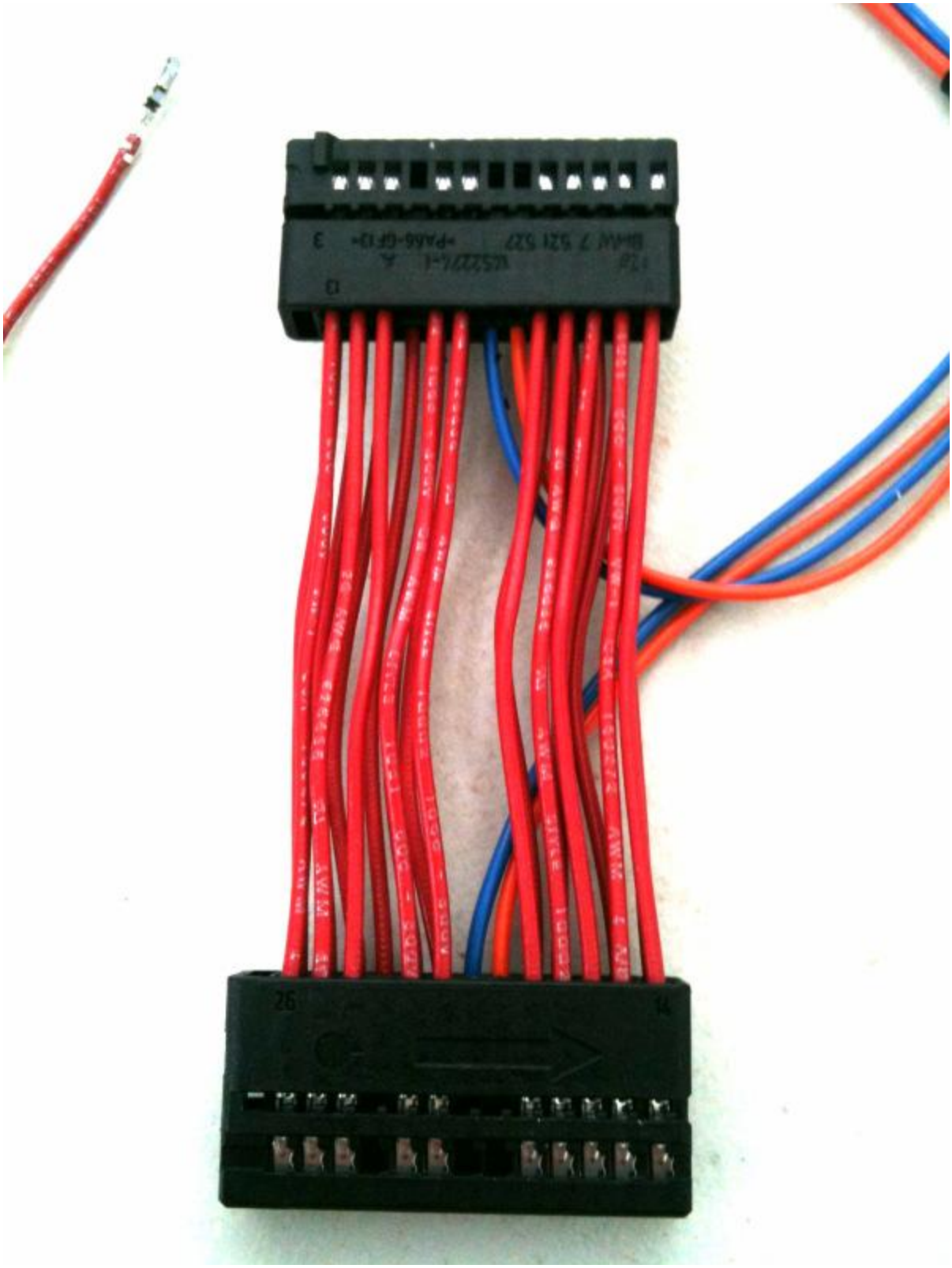


Finally reinsert the black connector in to the sub connector, reinstall the slider, and reinstall the sub connector to the DME. You can tuck the DPFIX anywhere in the DME box.

Installing DPFIX with a N54 piggyback system:

If installing the DPFIX on a car equipped with a piggyback tune, it is suggested you install the DPFIX within the piggyback PNP harness. Locate the small black sub-connector and using a small screwdriver remove the jumper wires in positions 19, 20, and 23. These numbers are read from the female connector and are on the site with "26" and "14" in small lettering in the corners.

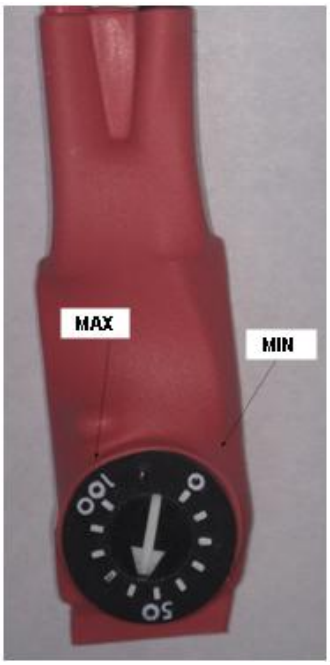




Finally insert the DPFIX in to the empty positions as shown. The red pair goes in to position 23, the two black female wires go in to 19 and 20, while the single black male wire goes in directly above 20. Note when complete there should be one empty male pin position not filled. Also note the 3 removed jumper wires are not used. Save these for removing the DPFIX later.

N54 Adjustment:

The DPFIX is adjustable, and generally the setting around 45 works for most vehicles. 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 outside the ECU box as water or heat may damage the circuitry. Stock flash or flash with o2 codes enable is required to obtain ready state.



With the wires facing away from you, 100 is maximum and 1 is weakest setting and 0 disabling the DPFIX all together. Set the DPFix to 45 to start. If it is too strong, you will trigger 2C31/2C32 codes. If it is too weak, you will trigger 29F4/29F5 codes. Once you trigger 2C31/2C32 codes it can be a challenge to get them to clear. Increase the DPFIX setting 5 point, clear all codes, and reset oxygen sensor/lambda adoptions in the command section or with MHD Flasher. Once 2C31/2C32 codes are triggered they will continue to come back even after the DPFIX has the appropriate setting, until the ECU runs a series of internal checks. So rack up the miles on each setting. It can take 20-30 miles of varied highway driving at each position.

S65 / E90 M3 DPFIX:

The M3 DPFIX uses a different internal calibration and thus is a unique part number. The M3 DPFIX will not function properly on the N54 and vice versa.

The DPFIX installs in the DME area similar to the N54 only using different wiring positions.

To expose the DME first remove the HVAC filter by removing the 8mm bolts holding it down.

Next we'll be removing the passenger side cowl assembly. Remove the two 8mm bolts, pull back the rubber nipple, pull away rubber liner towards the middle of the engine bay, and remove the HVAC sensor by pushing the clip in with a small screwdriver and twisting it.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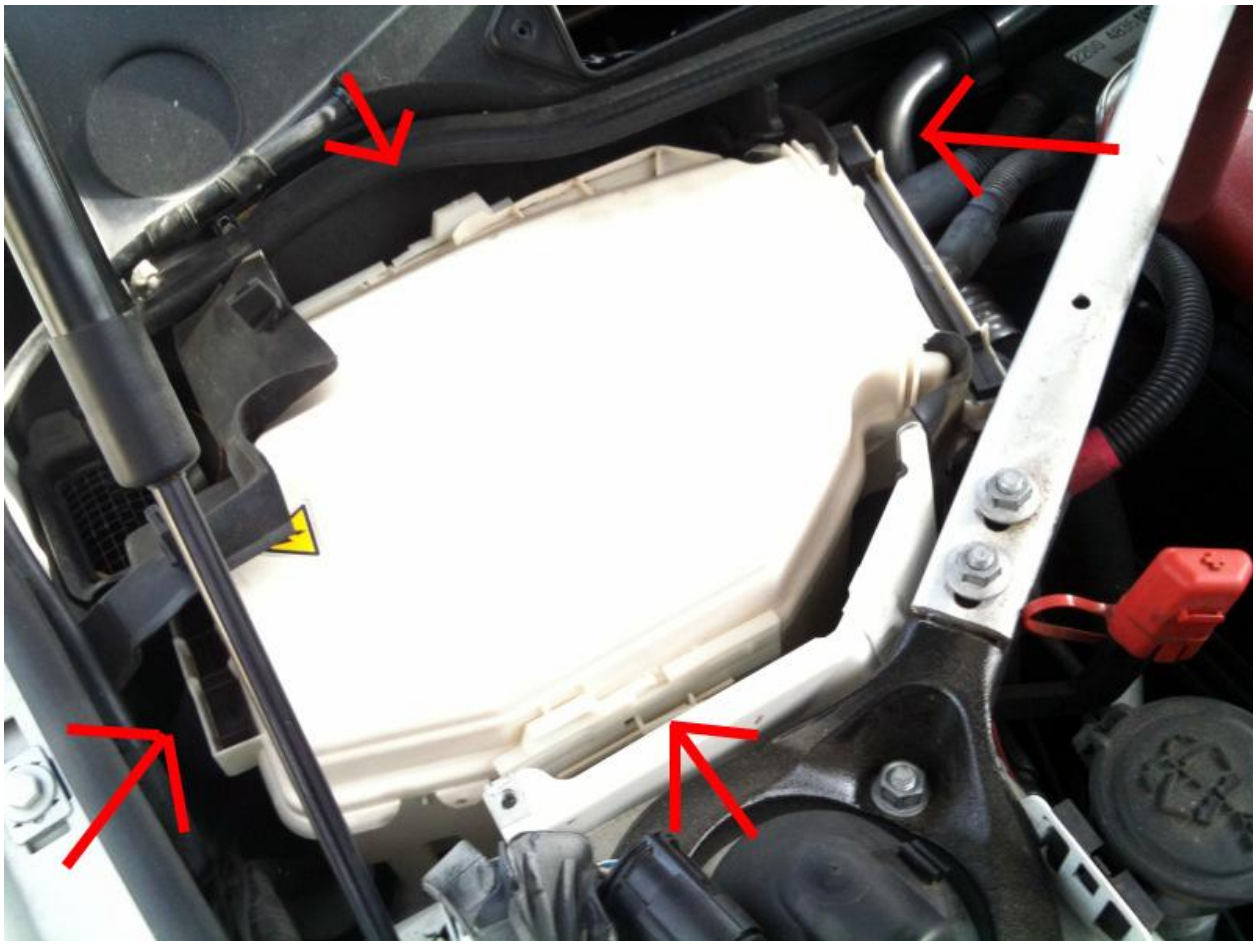
Finally remove the DME cover by moving the sliders to the "unlock" position and releasing the black tabs from the bottom with your fingers.



Remove the large sub-connector on the passenger side of the DME by pulling out the slider and using a small screwdriver press in the retaining clip and slide out the large black sub-connector.

Essentially the DPFIX is intercepting the OEM signal and then sending a modified value back to the DME. As a general overview you will be removing the OEM wire, inserting the DPFIX wire, and plugging the original OEM wire in back in to the DPFIX. Refer to the N54 sections for photos on how to insert the wire and place a piece of tape over the male/female pair you connect.

The connector is numbered from 1 to 22 on one side and 23 to 44 on the other side. You'll locate the proper side then count to the appropriate pin location.

Locate position #8 and using a small screwdriver press in the retaining clip and gently tug the wire out. You may need to push the clip in a second time at the ridge of the connector. The wire has a black stripe on it.

Insert the DPFIX female red wire in to this position and then plug the original female pin in to the DPFIX male red wire. Fold a piece of masking tape over the connection to prevent it from coming loose. Alternatively you may also use shrink tube.

Locate position #18 on the same side of the connector, yellow wire, and remove. This wire will not be used and should be covered by holding a piece of masking tape over it.

Insert DPFIX female black wire (either will do, they are interchangeable) in to this position.

Locate position #40 on the opposite side of the connector. This will be exactly behind the position #18 you were just working with. Remove the wire and connect it to the DPFIX black male pin. Fold a piece of masking tape over the connection to prevent it from coming loose. Alternatively you may also use shrink tube.

Insert the DPFIX female black wire in to spot #40.

With all wires installed slide the black sub-connector back in to the connector and reinstall. The connector can be a pain to get in. You'll pull the slider out, center the connector over the DME, and as you push the slider in the connector if properly aligned will suck itself down. You may need to wiggle the connector while manipulating the slider in and out to get it to perfectly seat. Adjustment is the same as the N54 to refer to the directions above for the default setting. Note if you already have the downpipe codes triggered it will take a bit of highway driving and a few engine cycles for them to clear on their own post install.

*** DISCLAIMER ***

Use subject to terms and conditions

Because of its intended usage, WedgePerformance or its sole proprietor make no warranties whatsoever, expressed or implied, written or oral, to purchasers of the DPFix or any other products regarding performance, safety, fit, merchantability, length of service, or for any other criteria other than explicitly noted above. Purchasers are responsible for selection of proper goods and must rely on their own skills or judgment that such goods are suitable for purchasers' application.

Emissions Notice to Customers in California

WedgePerformance sells only competition use only performance parts. Competition use only parts may only be used according to the guidelines posted below.

California regulates automobile aftermarket parts that have the potential to impact emissions. In most cases, the sale and use of emissions related aftermarket parts on automobiles is prohibited unless it is either a "replacement part" as defined by California, or is a specifically authorized use of that part as reflected in an Executive Order ("EO Part.")

The California Air Resources Board (ARB) regulates aftermarket parts and has promulgated regulations that essentially place all emissions related aftermarket parts into three categories:

(1) Replacement Parts Replacement Parts are aftermarket parts that ARB considers to be functionally equivalent to the stock part they are intended to replace, and therefore would not impact the emissions from these vehicles. These parts are appropriate for sale and use on automobiles used on or off the public highways. For aftermarket exhaust systems and parts, there are two applicable scenarios:

(a) If the automobiles stock exhaust system does not contain a catalytic converter, then an aftermarket exhaust part is a replacement part as long as the part does not remove or replace any emission control equipment originally attached to the stock exhaust system, such as oxygen sensors.

(b) If the automobiles stock exhaust system contains a catalytic converter in the manifold section of the stock exhaust system, then an aftermarket muffler positioned downstream from the catalytic converter (i.e. cat-back) is a replacement part as long as the part does not remove or replace any emission control equipment originally attached to the stock exhaust system.

(2) Executive Order Parts Executive Order Parts are aftermarket parts that ARB has evaluated and determined do not adversely impact emissions, and thereby are granted an Executive Order (EO), which allows the part to be sold and used on specified automobiles. Any aftermarket exhaust system that replaces or otherwise impacts emission control equipment, including catalytic converters, requires an EO to be sold and used on a automobile used on or off a public highway.

(3) Competition Use Only Parts may not be sold or used on an automobile that is used on or off the public highways other than those automobiles used exclusively for competition. Competition Use Only Parts are aftermarket parts that replace or otherwise interfere with the operation of an emission control device, such as a catalytic converter or oxygen sensor, and may be sold and used on an automobile that is used only for closed course competition.

THESE PARTS ARE LEGAL FOR USE ONLY IN COMPETITION RACING VEHICLES AS DEFINED UNDER CALIFORNIA LAW, AND ARE NOT LEGAL FOR USE IN ANY OTHER MOTOR VEHICLE. California law defines a "racing vehicle" as "a competition vehicle not used on public highways." (Calif. Health & Safety Code 39048) These parts may only be used on competition racing vehicles operated exclusively on a closed course in conjunction with a sanctioned racing event. Competition-only motor vehicles may not be driven to a racing event on a public highway and must be transported on a trailer or other carrier. USE OF THESE PARTS IN ANY OTHER VEHICLE MAY SUBJECT YOU TO FINES AND PENALTIES FOR VIOLATION OF FEDERAL AND/OR STATE LAW, WILL VOID YOUR WARRANTY FROM WEDGEPERFORMANCE, AND CAN VOID YOUR VEHICLE'S WARRANTY. It is your responsibility to comply with all applicable federal and state laws relating to use of these parts, and WedgePerformance hereby disclaims any liability resulting from the failure to use these parts in compliance with all applicable federal and state laws.