



# iPE Exhaust

Automotive exhaust system engineering

*Nissan*

*GTR R35*

Product installation instruction  
(Control box)

Version: After 2017-

[WWW.IPE-f1.com](http://WWW.IPE-f1.com)

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# 1.Important information

iPE developed exhaust systems based on the OEM exhaust to avoid issue with installation. Modern car keys and the vehicle itself have an inductive power transmission function, we suggest to keep the car key at least 5 meters away from the vehicle for safety purpose. Please wear insulated gloves to replace the exhaust pipe when hot, or replace it after cool down to avoid burns.

When setting the valve to open automatically, please do not let the valve open prematurely to avoid resonance; it is recommended to set the timing of valve opening to 60% of the throttle. For detailed setting options, please refer to the control box setting page.

The iPE exhaust system is an evolution designed based on OEM spec. If the vehicle has ECU tuning, there may be possible resonance from the exhaust system. If you have any questions about this installation instruction, please contact your local iPE dealer or email us at [info@ipe-f1.com](mailto:info@ipe-f1.com)

## 2. Install the control box and wiring

※ The parts of the control element and the connection methods are shown in Figure1-1, and the description of names and number are shown in Table 1-1.

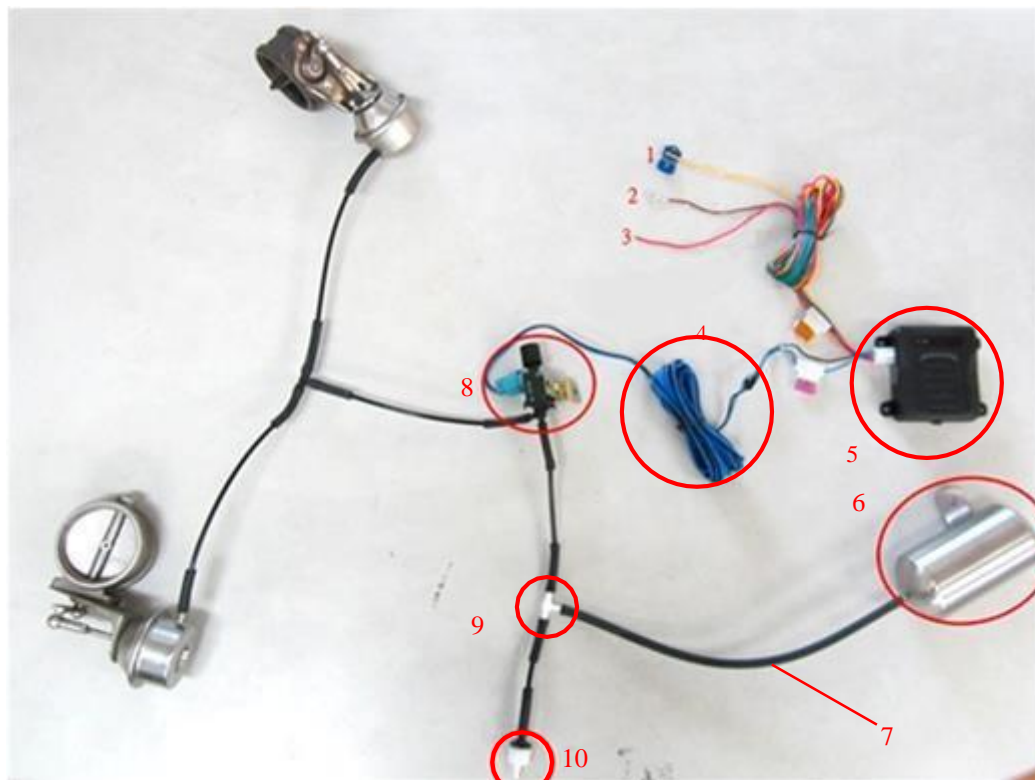
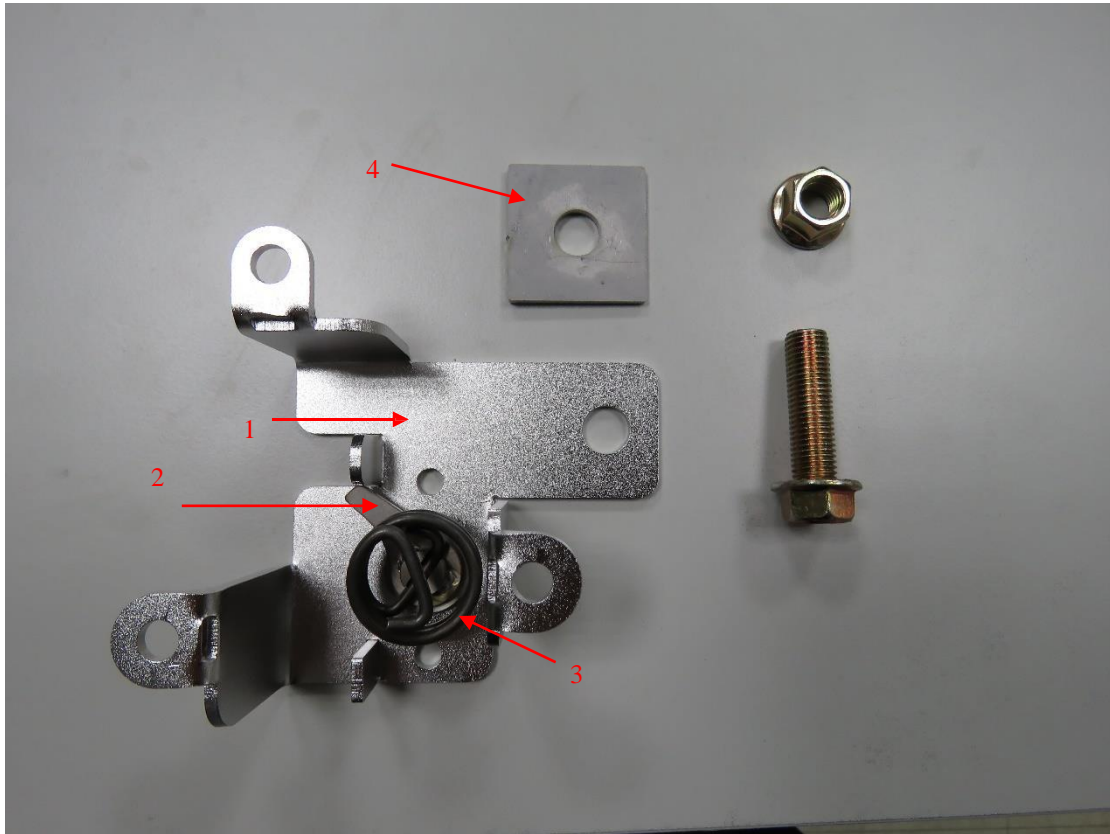


Figure 1-1

Table 1-1

No	Product	No	Product
1	Yellow Cable / Throttle signal cable	6	Vacuum pressure reservoir
2	Brown Cable / Ground cable	7	Pressure line
3	Red Cable / Power line	8	Vacuum solenoid valve
4	Black & Blue Cable / Solenoid valve connection cable	9	Three-way connector
5	Control host	10	One way valve

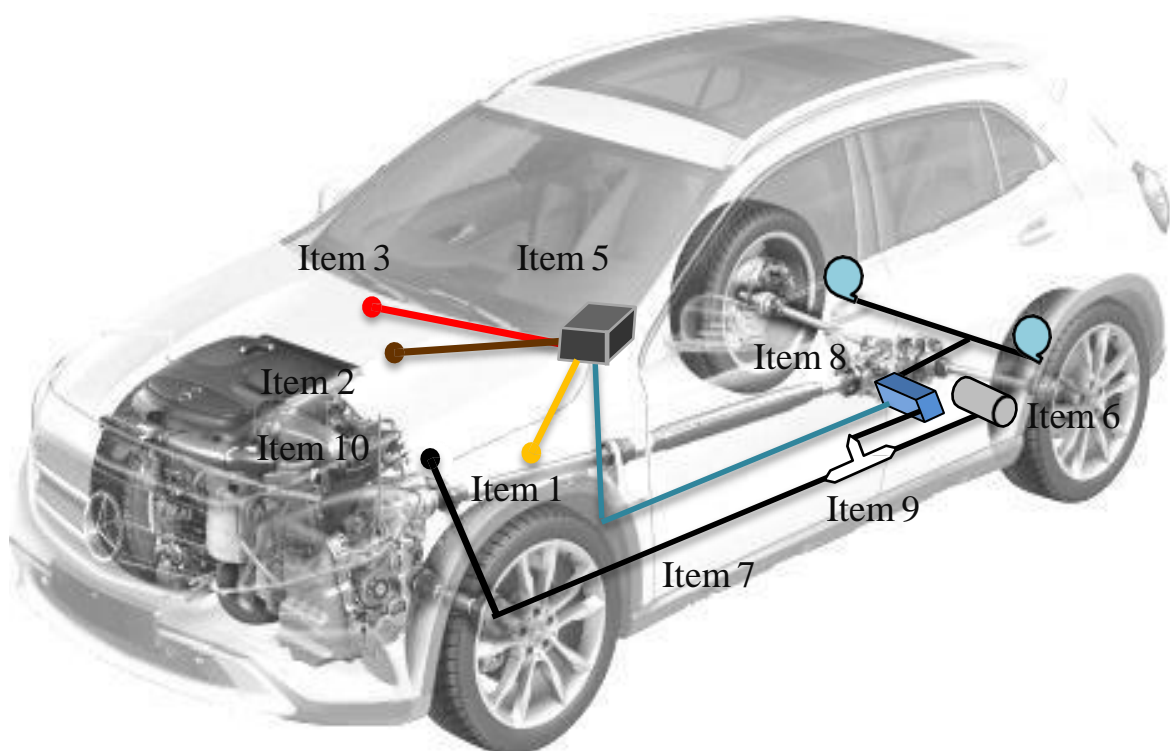
※Corresponding to the original electronic valve



No	Product
1	Valve bracket
2	Revolving shaft
3	Spring
4	Clip

※Schematic diagram of component distribution of valve control box  
(refer to illustration)

The telecommunications contacts should be matched according to the position indicated in this guide, and the remaining hardware components can be set according to the installer's vehicle conditions.



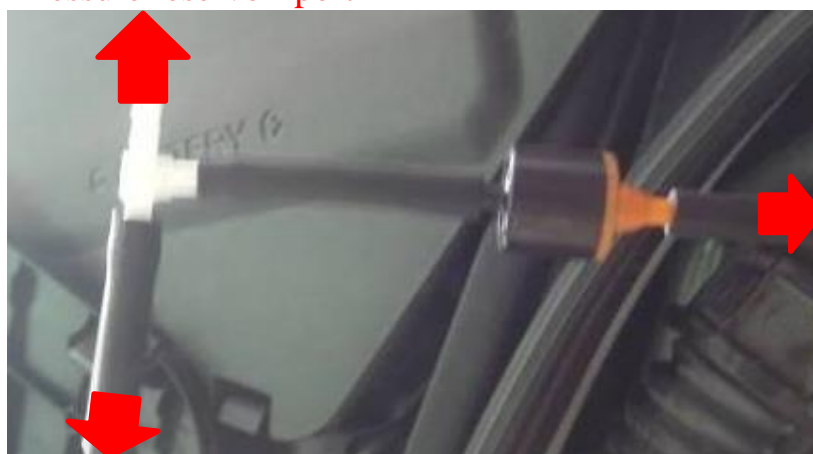
### 3. Vacuum source configuration

1. Look for the negative pressure vacuum source, Figure 1-1 of red circle.
2. Remove the original negative pressure vacuum source, and the three-way connector to one way valve. (Figure 1-1)
3. Connect the vacuum source to pressure reservoir and solenoid valve using a three-way connector. (Figure 1-2)



Figure 1-1

Pressure reservoir port



Engine port

Solenoid valve port

Figure 1-2

4. Using the three-way connector to the solenoid valve outlet (Figure 1-3) and the both side of exhaust valves(Figure 1-4).

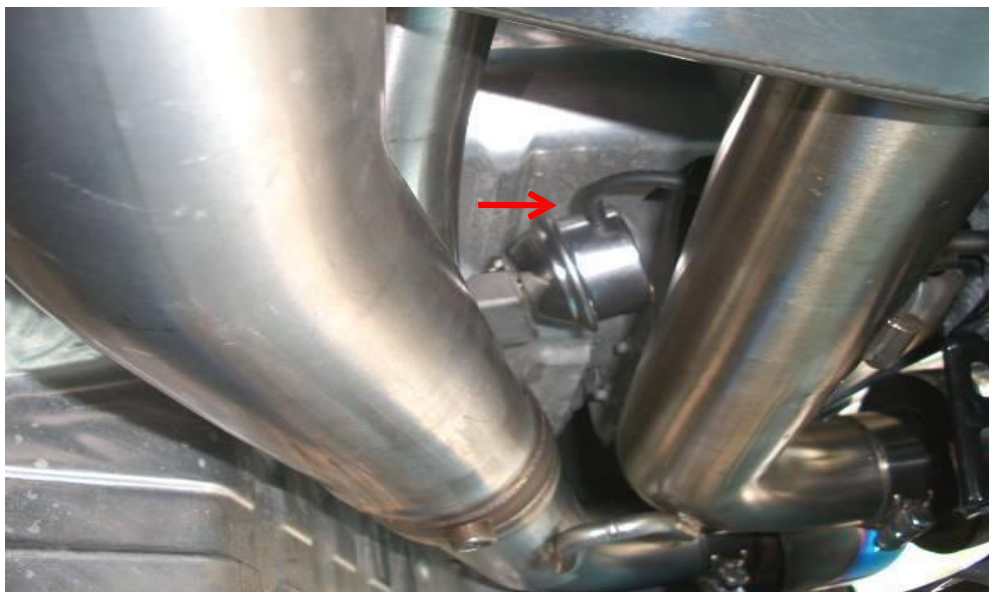
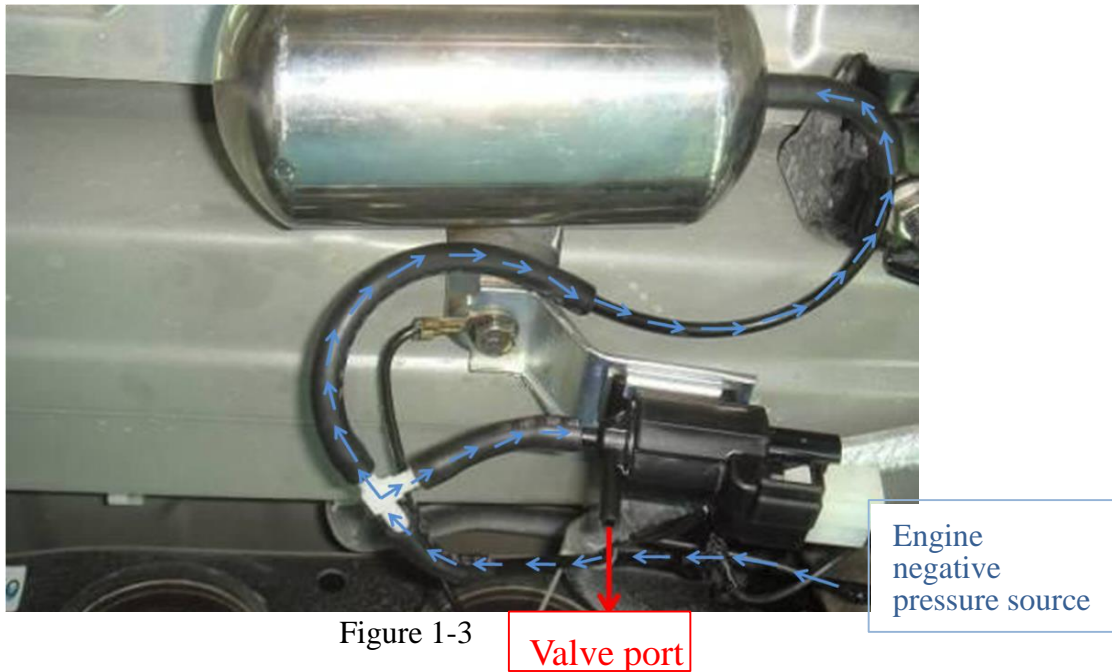


Figure 1-4

Please use a strap to fix the vacuum source interface to prevent leakage.

※ The configuration of the vacuum source has been completed ※



### 3. Control box configuration

1. Find the fuse box and connect the red cable (positive) to the fuse in the car. (Figure 2-1)
2. Find the GND to fix the brown cable (negative).

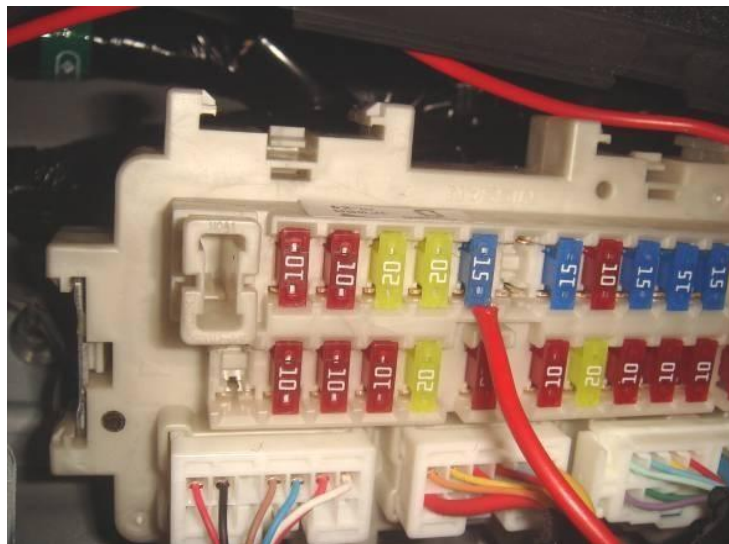


Figure 2-1

3. Look for the accelerator pedal signal and connect the yellow cable (signal) across the terminal. (Figure 2-2)

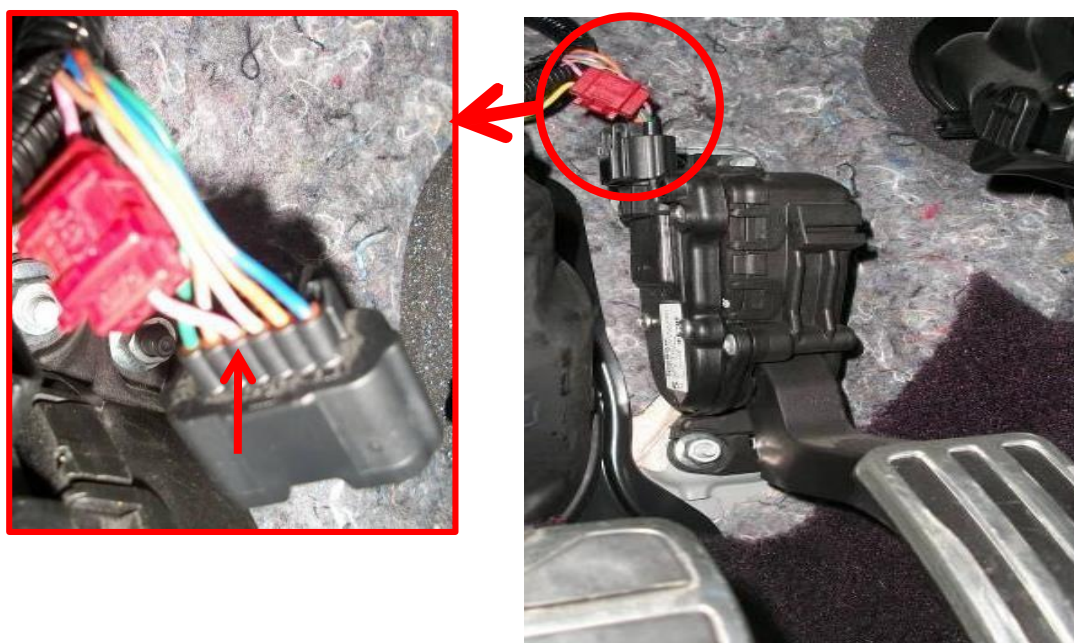


Figure 2-2

4. Connect the Solenoid valve connection cable to the bottom of the vehicle and connect the control box. (Figure 2-3)

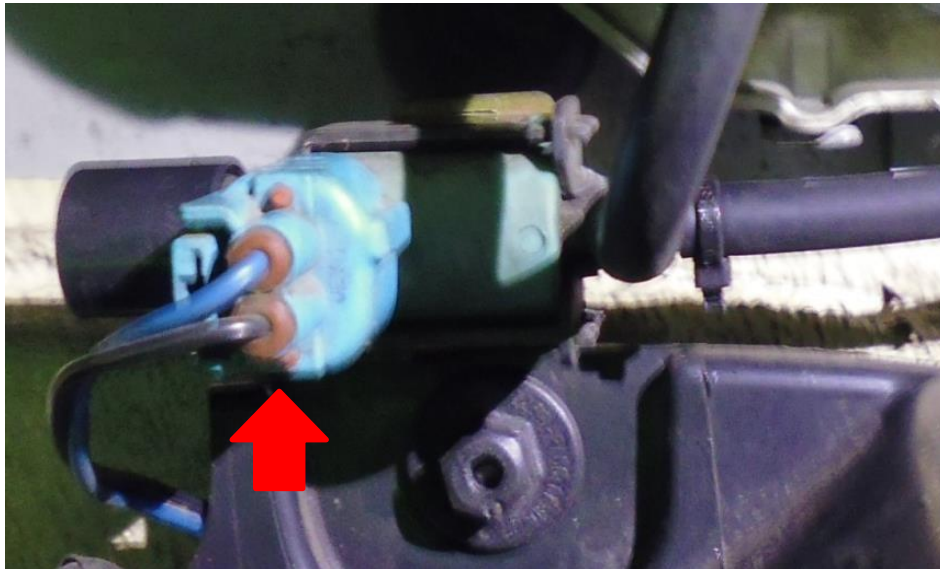


Figure 2-3

**Warning:** If you cannot determine the signal cable of the accelerator pedal, please turn the key to the ON position. Use a multimeter to measure the voltage value. Without step on the pedal the voltage value is about 0.3-0.7V, and the step on the pedal is about 3.8-4.5V.

❖ The configuration of the control box has been completed ❖

5. Install the original motor on the valve support frame, align the motor shaft and spring, and then lock the three-point screws (Figure 2-4).

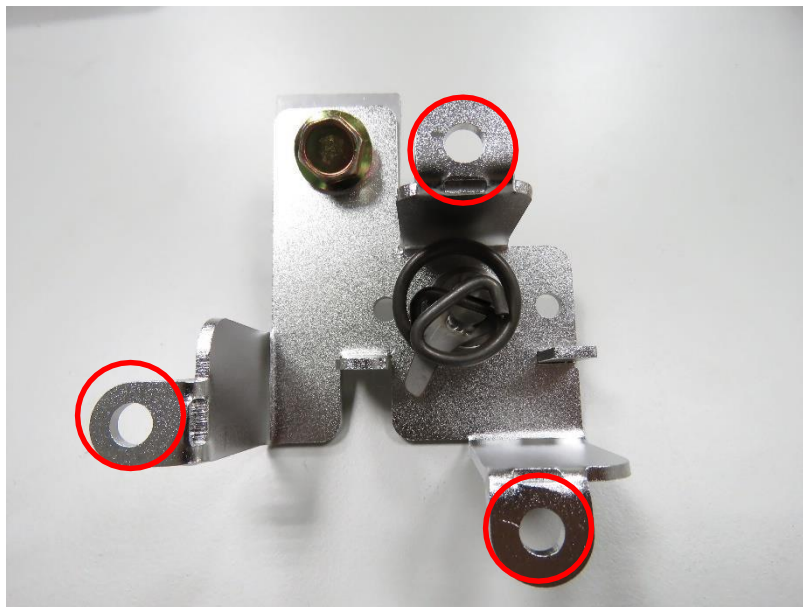


Figure 2-4

6. Lock the original motor and valve support frame to the frame above of left rear anti-roll bar, and use the clip and the valve bracket clip to the frame.



Figure 2-5