

Dfuser Legacy (18K) Module



“the bug that has no cure”

User Guide

What

Known as the 18K module, this device is designed for 1994-2003 7.3L F-250/F-350/F-450 and Excursion Powerstroke Turbo Diesel Engines as an easy and quick modification. Gain **+85HP and 150ft/lbs of torque!**, plus improve fuel mileage, over stock.

The secret to the extra power is in enhancing the signal to the Injector Control Pressure Module (ICP). By raising the pressure, dramatic gains in power and throttle response are possible. Improve fuel economy by just dialing ¼ to ½ turn on the low end setting. If you use a chip currently, take it to the next level, you can 'stack' this with your chip to improve low-end throttle response and gain some torque and top end power.

How

The single knob dual switch (stage II) has an On-Off-On switch with Economy (Low setting) and Extreme Power (High setting) on the fly.

This design allows more flexibility when it comes to controlling the new found power, when needed. Most modification done to these engines vary in nature, and this design can work for just about every configuration and upgrade done.

Set toggle switch to Low, adjusts for better mileage and help keep EGT's down, while keeping Knob set to low (counter clock wise). Set toggle to high, allows more power, stacked over a programmer, chip, or stand alone.

In Stop and Go traffic, keep knob turned to low, or just the toggle switch to the center (Off) position. The low settings allows for normal idle. Use each toggle setting independently combined with the adjustability of the knob when needed to suit your specific needs.

Installation Instructions

Pre-Cautions

- Take the time to read and understand these instructions.
- Use proper tools when installing
- Use proper safety gear
- On some vehicles the SES may flash for a second during heavy towing or hard acceleration. This is normal. A code may be stored in your PCM, and can be retrieved/cleared using the proper Diagnostics Tools. It is not normal for the SES light to remain on before or after this modification.
- This modification is considered a performance enhancement to your engine management system, and may alter emissions.

PS: For further information and questions please contact your distributor.

Tools recommended for installation

- 10mm socket, or wrench to ground wire under dash
- Flat screwdriver or coin Used to open dash cover
- Small/Tiny flat Screwdriver Used to mount knob on Dial
- Electrical Tape Used as protective covering on ICP connection
- Zip Ties To clean up wiring runs and organize under the dash or under hood.
- Drill /drill bits for drilling hole (Use the locking nut on the knob and toggle to determine the bit required)
- Pliers to crimp the Blue connector to the ICP line

Installation

Begin with removing the key from the ignition. Remove the Dash Cover Remove the Panel Cover directly below the steering column by loosening the four catch screws at the corners. A coin, or flat-head screwdriver works well for this.

Ground Black Wire: Ground the unit using the short black wire with open or ring terminal (Figure 1).

Red Wire: See Throttle Pedal Activated Switch instructions below (available only when purchased).

ICP Black Wire: Find a location to tap through the firewall. Locate a suitable location to pass a wire through the firewall. For those with automatic transmission use the clutch port, as the port cover can be easily removed, drilled and replaced. The wire can be easily passed through it. If you have a manual transmission, you need to find a port nearby. You can also use the customer access wiring port in the upper right hand corner of the back of the dash.

Route the long wire (Black) through the firewall into the engine compartment, making sure not to route the wire near the fan belt or other moving parts. This is where your fish tape or clothes hanger might come in handy. Just tape the end of the wire to the coat hanger or fish tape and pass it through.

Remove the Engine cover (14mm bolts, qty 2) to gain access to the ICP harness. Locate the ICP (Ignition Control Pressure) sensor (Figure 2). The sensor is located on the top front driver's side of the engine valve cover by fuel filter) and it has three wires coming from it (Figure 3). Follow the wire loom connecting to the ICP sensor, find a convenient spot to tap into it, and separate the loom. Once the loom is spread apart locate the BL/LG (blue wire with a light green stripe) and tap into it using the supplied 3M Scotchlok™ (Red) T-Tap Disconnect Terminal.

94-97: The ICP wire color is BL/RD (Blue with a Red Strip, but may vary)

98-03: The ICP wire color is BL/LG (Blue wire with a Light Green Stripe)

Dial Knob/Toggle Switch: Make sure all your connections are of good quality, that all wires are neatly tucked out of the way of the brake/accelerator. Using a ¼ and 7/16 inch drill bit, drill a hole in the dash panel, or the fuse panel cover (Just below the steering wheel) if you wish and mount your knob and switch in that location. It is secured to the dash with the nut already on the dial and switch. (Figure 4)

Clean up your installation. Place cover back on dash.

Crank it up and test this new found horsepower! Start your testing with the dial in the full counter clockwise position. This is the minimal setting. As your vehicle warms up, add some power by moving the dial clockwise. 1/8 to ¼ turn should provide noticeable gains.

Throttle Pedal Activated Switch Option (Red Wire)

User Guide

The Throttle Pedal Activated Switch (TPAS) activates the Module, when the throttle pedal is applied during acceleration. This feature eliminates the need to turn the module down, during stop and go traffic. The module will continue to function within its original specification regardless of this added functionality. The key to this new feature is tapping the IVS: Idle Validation Switch Strategy input; On-off switch that the PCM uses to identify required operating mode; idle or power. 0 volts at idle, 12 volts off idle. PID: IVS (off/on). **This option will not work with Cruise Control.**

Installation Instructions

Red Wire: The Throttle Pedal Activated Switch will be soldered directly to your DBRV-24 module in the module. Connect the Red wire to the RD/GR wire (Red with Green stripe) on your throttle pedal and tap into it using the supplied 3M Scotchlok™ (Red) T-Tap Disconnect Terminal.

94-98: Use the Red wire or Red/Orange.

99-early 01: Have two separate connectors on the pedal assembly, and late 01-03 will have one.

Late 01-03: Have a single connector. IVS wire color is RD/GR (Red with Green stripe)

PS: The Red wire can be either connected to the IVS or any ignition +12V source.

General Note

Some vehicles will not be able to use the full power of this module due to variance in the HPOP. Adjust your module accordingly. Start in the high setting, with dial wide open, and work your way down to insure your SES light does not come on. Once you determine the level where you SES light is not triggered, this should be your highest setting.

Parts List

Dfuser DBRV-24 Power Module, with adjustable dial.

Scotchlok™ (Red) T-Tap Disconnect Terminal to ICP Harness

Installation Instructions provided via email or web link (print copy is available upon request)

Dfuser Over boost MAP Sensor Dual/Redundant Relief Valve (optional, Figure 5) and Dfuser Boost Waste Gate Tube (optional, Figure 6) – Only for 1999-2003 7.3L F-250/F-350 and Excursion

Disclaimers

Gauges are recommended. Due to the variances in stock engine and transmission programming, the Module can have varying results on Exhaust Gas Temperatures (EGT). For that reason we recommend the use of a pyrometer on your truck. If you choose to not install gauges prior to using your Module, do not use more than ¾ turn during heavy towing, and avoid spending more than 2-3 seconds at redline to avoid spiking EGT.

Remove all upgrades before servicing or prior to visiting the dealer. This avoids confusion from the dealer who may not be familiar with these products. These products can also interfere with the normal troubleshooting procedures that are used in fixing some common engine problems where injector timing and pressure are related.

Do not use this product until you have carefully read the following agreement.

This sets forth the terms and conditions for the use of this product. The installation of this product indicates that the BUYER has read and understands this agreement and accepts its terms and conditions

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Page 4 of 8

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THE INSTALLATION OF THIS PRODUCT INDICATES THAT THE BUYER HAS READ AND UNDERSTANDS THIS AGREEMENT AND ACCEPTS ITS TERMS AND CONDITIONS.

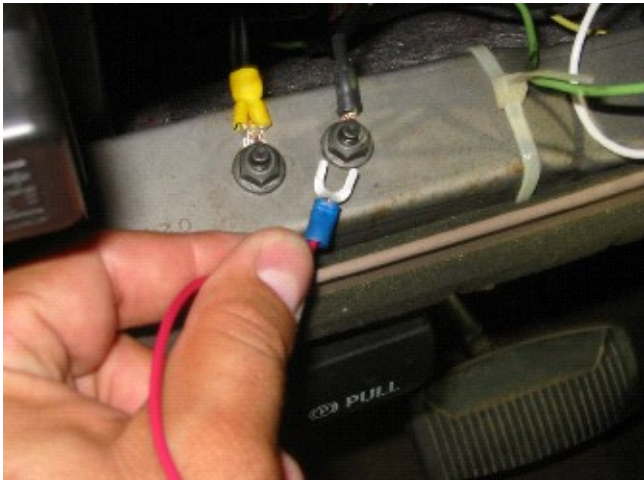
AFTERMARKET PRODUCTS AND YOUR VEHICLE'S WARRANTY

Many of our customers ask, "Will your product void my vehicle manufacturer's warranty?" While the answer is straightforward from a legal standpoint, we also want to educate our customers (and aftermarket Consumers) on some industry realities and offer some common sense precautions to minimize your risk.

Consumers of aftermarket products are protected by The Federal Magnusson-Moss Warranty Act. The Act states that if something breaks on your car and you take it in for warranty repair, the dealer must honor your warranty unless they can prove that whatever modifications you have added to your car actually caused the problem.

While as a consumer, you have strong legal protection with regards to your vehicle's warranty, there is also a practical reality that different automotive manufacturers and dealers have greatly varying views on aftermarket products, in particular those that produce horsepower, such as performance enhancement chips, modified intake manifolds, or aftermarket exhaust systems. There are dealers and manufacturers out there that will use the presence of a horsepower upgrade to void your vehicle's warranty. They will do this regardless of whose product you are using. Any aftermarket company that does not acknowledge this is misleading you.

The bottom line is that while the law protects the consumer and provides for enforcement of the warranty, it is very difficult for most people to hire an attorney and fight a voided warranty. Dfuser.com recommends that you always disconnect and remove your module and monitor when you take your vehicle to a dealer for warranty work in order not to interfere with Diagnostic equipment.



Ground connection (Figure 1)



ICP (Figure 2)



ICP Splice on BL/GR wire (Figure 3)



Dial with Hi/Low toggle switch (Figure 4)



Optional Dual Relief Valve (Figure 5)



Optional Boost Tube (Figure 6)



Another view of ICP using Blue splice



Mounting Location on bottom Panel for Excursion



18K Module with IVS activated Switch



Drill bits required (Unibit Optional)

For more Information, please visit our website: <http://www.dfuser.com>

Questions: Send email to Support@dfuser.com

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