

Dfuser T/C Lock-Un Lock



Performance Diesel and more!

User Guide

This harness overrides and monitors Torque Converter (T/C) lockup by the Power train Control Module (PCM, part of the emission system). It utilizes one of the wires from the PCM to the Transmission Torque Converter (T/C) for 1995-2003 7.3L F-250/F-350/F-450. The T/C is controlled by the PCM. Its purpose is to minimize Engine to Transmission power loss, and reduce excess heat created by the T/C when not locked.

This is a great way to assist in putting all the power to the ground, and is most valuable when towing as the (PCM) tries to unlock the T/C.

Installation Instructions

Pre-Cautions

- Take the time to read and understand these instructions. For further information please contact your distributor.
- Use proper tools when installing
- Use proper safety gear
- Please remove key from the ignition

Tools recommended for installation

- 10mm socket, or wrench to ground wire under dash
- Flat screwdriver or coin Used to open dash cover
- Zip Ties and ¼" loom 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 toggle and LED's to determine the bit required)
- Pliers to crimp the 3M Scotchlok ® connectors.
- Crimper to crimp the LED wires.

Parts List

- Dfuser T/C Lockup Harness.
- 3M Scotchlok Connectors (qty = 3)
- Installation Instructions provided via email or web link (print copy is available upon request)
- Green, Orange, and Red LED with holder and wire leads

Note: Examine the T/C Lockup Harness carefully. Start by identifying the wires that needs to be connected.

Installation

Toggle (Three Position) Switch:

- The Ground wire is the Black wire with the ring terminal on it. Connect to a suitable ground.
- Drill and mount the Toggle Switch. Best place is right below the ignition key.
- Connect the Red wire to a (switched/Ignition powered only and **NOT** constant) +12V. Connect to a switched power lead "Blue with Red trace", available on most FORD vehicles. You may need to use a test light to find the correct wire. **(Picture)**

T/C connection:

- The T/C wire is the long wire assembly with only 2 wires (Black/White and Green/Red). This wire must be run through the access panel (Follow the shifter cable access through the floor board, just behind the throttle pedal, and run through there) to the engine compartment, driver's side. Run the wire to back side of the transmission.
- It plugs in from the TOP of the transmission, like its plugging into the PAN from the top. There is a harness that goes OVER THE TOP of the transmission to the DRIVERS SIDE before going up to the fender well. Tap into the **(purple/violet with yellow tracer)** just above the transmission.
- Install the supplied **Two (2)** Red Scotchlok ® splice on that wire, and cut the harness between them. You are splitting the harness so you can have control over the locking and unlocking functionality. Use tape to keep the wires from touching anything.
- Insert the supplied Blue Butt connectors to the Red/Green together on one and Black/White together on the other wires.
- The Red/Green wire should be connected to the Scotch Lock connector on the Passenger side.
- The Black/White wire should connect to the Scotch Lock connector on the Driver Side.
- Use wire loom to protect your new installed wires and keep away from heat.

LED's:

- The LED wires are the wire assembly Red (1), White (1), Green (1), and Black (1) wires with Red terminal ends. Drill holes for the LED's and mount them using the supplied nuts. Crimp **ALL** Red wires from LED's together to the single Red Wire with Red terminal end. Also, connect White to White, Green to Green, and Black to Black. Wires supplied are long enough to mount the LED on the Pillar Gauge POD, if the need arise.

Switch:

- Center Position Off: T/C will stay unlocked (Red and Orange lights are off)
- Top or Bottom position are either forced Lock or stock dependent on LED color.

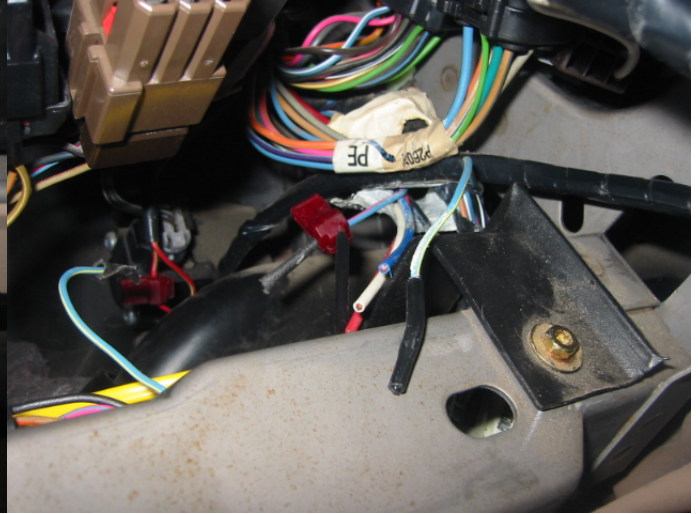
Warning: Automatic Transmission owner's, must turn module off or leave in stock mode position, before making a complete stop or at speeds below 30 mph, as T/C will stall vehicle. It is normal for the O/D light to flash on low speeds.

LED STATUS:

- Green: Notifies when the PCM is sending a signal to lock the T/C.
- Orange: Stock Position is activated, and allows PCM total control over the T/C.
- Red: Forced T/C lockup by user regardless of the Green LED Status.



Ground location (Bolt)



+12V Customer access (Blue w/Red trace)



Access Panel (Driver side firewall)



Pliers and 3M ® Scotchlok ®

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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.

For more information visit our website at: <http://www.dfuser.com>

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