

Dfuser T/C Lock Override with LED



“the bug that has no cure”

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 = 1)
- Installation Instructions provided via email or web link (print copy is available upon request)
- Green 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 or Button (Momentary) Switch:

- The Ground wire is the Black wire with the ring terminal on it. Connect to a suitable ground. **(Picture)**
- The LED wires are the long Red (1) and Black (1) wires. Drill holes for the LED's and mount them using the supplied nuts. Crimp Red and Black wires from the LED together to the supplied long Red and Black wires. Wires supplied are long enough to mount the LED on the Pillar Gauge POD. **(Picture)**
- Drill and mount the Button (Momentary) or Toggle Switch (available by request). Best place is right below the ignition key.
- Connect the Black wire and Blue wire (crimped together in one connector) connector to the Blue wire connector on the Button (Momentary) or Toggle Switch.
- Connect the Black wire from the Ground wire with ring to the Black connector on the Button (Momentary) or Toggle Switch.
- Connect the Red wire to a +12V. Connect to a switched power lead "Blue with Red trace". **(Picture)**

T/C connection:

- The T/C wire is the Blue wire. This option is only for Automatic Transmissions, and is not used on Manual Transmissions. This wire must be run through the access panel to the engine compartment, driver's side **(Picture)**. There are four (4) connectors underneath the brake master cylinder. Three (3) black ones and one grey one. You want to connect this wire to PIN-6 (**purple with yellow tracer**) of the forward most, Grey connector. Pin out is as follows:

(4) (3) (2) (1)
(8) (7) **(6)** (5)
(12)(11)(10) (9)
(16)(15)(14)(13)

- Install the supplied Red Scotchlok ® splice on that wire.

Warning:

On some later model trucks, you may find 3 or 5 connectors. Look for the Grey one and find the Violet with yellow tracer.

It might be easier if you get under the truck and find the connector on the right side (Passenger) of the transmission.

It is hard to get too, as the EXHAUST really blocks good access to it. It plugs in from the TOP of the tranny, like its plugging into the PAN from the top. Pin #4 of that connector is the one you want. It should be a 12 pin connector. The harness then goes OVER THE TOP of the tranny to the DRIVERS SIDE before going up to the fender well.

It will always be the Violet with yellow tracer.

Pre-Testing:

- Disconnect the Blue wire from the override Button or Toggle switch.
- Start your Engine, make sure Transmission is in Park "P" position and Foot brake fully applied.
- Ground the Blue wire for a few seconds. You should hear the T/C running. It has a distinct sound.

Operation

Start the engine, in the Neutral Position, and allow warming up. The LED should come on when T/C is locked up. Push the Button or Toggle to over ride when the T/C LED is off on speeds above 30 mph, LED should light up, and truck should jerk into gear, just like letting off the clutch in a manual transmission vehicles.

Warning: Automatic Transmission owner's, must turn module off, 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.



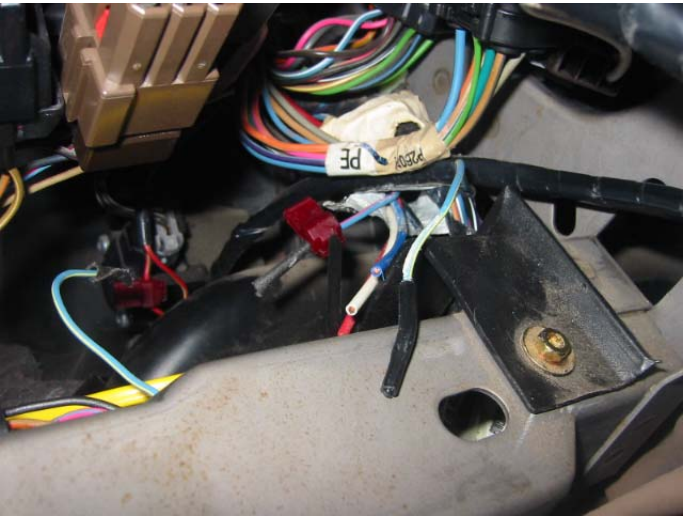
Momentary Button (Under Ignition)



LED Mounted on 3 Gauge Pillar POD



Ground location (Bolt)



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



Access Panel (Driver side firewall)



Pliers and 3M ® Scotchlok ®



T/C Gray relay and wire tap into the Purple with Yellow Trace

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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>

Questions: Send email to Support@dfuser.com

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