

Dfuser Stage 1 Power Module T444E Special Edition



“the bug that has no cure”

User Guide

What

This device is designed for all Navistar/International T444E Turbo Diesel Engines as an easy and quick modification. Gain **+65HP and 120ft/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.

How

This latest design allows more flexibility when it comes to controlling the new found power, when needed. It works with your cruise control and has virtually no rough idle. Most modification done to these engines vary in nature, and this design can work for just about every configuration and upgrade done.

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.

Tools recommended for installation

- Wrench to ground wire under dash
- 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 3M Scotchlok™ (Red) connector to the ICP line

Installation

Begin with removing the key from the ignition. If equipped, remove the Dash Cover for access.

Ground Black Wire:

Ground the unit using the short black wire with open or ring terminal (Figure 1). Find a suitable ground anywhere under the dash.

ICP Black Wire:

Find a location to tap through the firewall. Locate a suitable location to pass a wire through the firewall. You can also use the customer access wiring port, if available, or drill the fire wall to run the wire through. If drilling into metal, use a rubber grommet to protect the wire.

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.

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.

The ICP wire color is BL/RD (Blue with a Red Strip, but may vary), or is BL/LG (Blue wire with a Light Green Stripe). Its always the wire furthest from the clip on the connector and sitting on top of the pyramid of the 3 wires.

PS: If you ordered the ICP Pigtail, install it between the sensor and the factory harness. The pigtail provides the connection needed for you module, so no splicing is needed.

Dial Knob:

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 inch drill bit, drill a hole in the dash panel, or any convenient place. (Figure 4)

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.

Dual Switch:

Install close the knob. The setting provides are center off, and High/Low settings to provide a high range of power settings on the fly.

Relief Valve:

Installation is extremely simple: Cut the black hose connected to the MAP sensor and install this device. It is best to make the cut closer to the intake. Install the supplied Relief Valve in series between the intake horn and the MAP sensor. The Pressure Relief Valve is non-directional and can be installed in either direction.

PS: MAP Sensor will have a vacuum line connected to it from the intake, and a 3 wire electrical connector. The MAP sensor resides. In most cases, on the passenger side of the engine towards the fire wall.

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 your SES light is not triggered, this should be your highest setting.

Parts List

Dfuser Power Module, with adjustable dial.

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

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

MAP Option

Refer to the MAP Maximizer instructions on our site.

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IN THE EVENT THAT THE BUYER DOES NOT AGREE WITH THIS AGREEMENT: THE BUYER MAY PROMPTLY RETURN THIS PRODUCT, IN A NEW AND UNUSED CONDITION, WITH A DATED PROOF OF PURCHASE, TO THE PLACE OF PURCHASE WITHIN TEN (10) DAYS FROM DATE OF PURCHASE FOR A FULL REFUND.

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

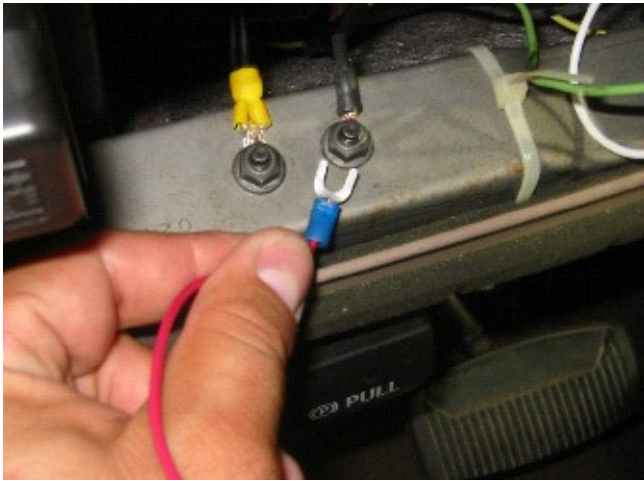
AFTERMARKET PRODUCTS AND YOUR VEHICLE'S WARRANTY

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 (Figure 4)



18K PLUS Power Module

Mounting Location on bottom Panel for Excursion

Questions: Send email to Support@dfuser.com

Visit us on the web: <http://www.dfuser.com>

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