

# Dfuser Steroid-T Power Module



**“the bug that has no cure”**

# **User Guide**

## **What**

This device is designed for 1999-2003 7.3L F-250/F-350/F-450 and Excursion Powerstroke Turbo Diesel Engines as an easy and quick modification. Gain up to **+140HP and 200ft/lbs of torque!** over stock.

**NOTE: The module now has a single dual dial for ease of use.**

## **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
- Flat screw driver to screw in wire harness to power module
- Loom wiring to protect wire harness
- Electrical Tape Used as protective covering on ICP connection
- Pliers to crimp the Red Scotchlok connector to the ICP line, if your module does not include the ICP quick disconnect

## Installation

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

**Red Wire:** 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.

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)

**ICP Black Wire:**

7.3L: 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. Follow the wire loom connecting to the ICP sensor, separate the loom, and find a convenient spot to tap into it. 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 using pliers (**Figure 3**).

98-Up: The ICP wire color is BL/LG (Blue with a Light Green stripe, but may vary)

**MAP Sensor:**

Locate the MAP sensor (Passenger side right above the HVAC assembly). Unplug the plug to it and insert the provided harness in between the factory plug and MAP sensor (**Figure 6**).

**Oil Temperature Sensor:**

7.3L: Locate the Oil temperature sensor (Located on the HPOP just next to the fuel filter bowl) facing the cab. Unplug the plug to it and insert the provided harness in between the factory plug and Oil temperature sensor (**Figure 10**).

**Power Module Wiring Diagram:**

Oil temperature Sensor: 2-wire from harness (Green and White) connect to Power Module (Green and White)

ICP Sensor: 1-wire from harness (Black) connect to Power Module (Black)

**Boost Tube:**

Use the instruction for the Boost Tube when provided (**Figure 5**)

99-03: Available for the 7.3L Power Stroke Only.

**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. Mount the Dial Knob on the dash panel, or the fuse panel cover (Just below the steering wheel) if you wish and mount your knob in that location.

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.

**Finishing Up:**

Clean up your installation. 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.

**Note:** A quick connect pig-tail is available, at an additional cost, for all years. This pigtail can be used so no splicing is required into the ICP line. The Pig-tail will simply fit between the factory harness and ICP sensor.

## 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 Steroid-T Power Module.

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

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

Dfuser Boost Waste Gate Tube (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  $\frac{3}{4}$  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

**Questions:** Send email to [Support@dfuser.com](mailto:Support@dfuser.com)

**dfuser.com**  
**108 Evergreen Road**  
**Georgetown, TX 78628-9500**

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Dfuser.com (hereafter "**SELLER**") gives Limited Warranty as to description, quality, merchantability, fitness for any product's purpose, productiveness, or any other matter of **SELLER's** product sold herewith. The **SELLER** shall be in no way responsible for the product's open use and service and the **BUYER** hereby waives all rights other than those expressly written herein. This Warranty shall not be extended or varied except by a written instrument signed by **SELLER** and **BUYER**.

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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.**

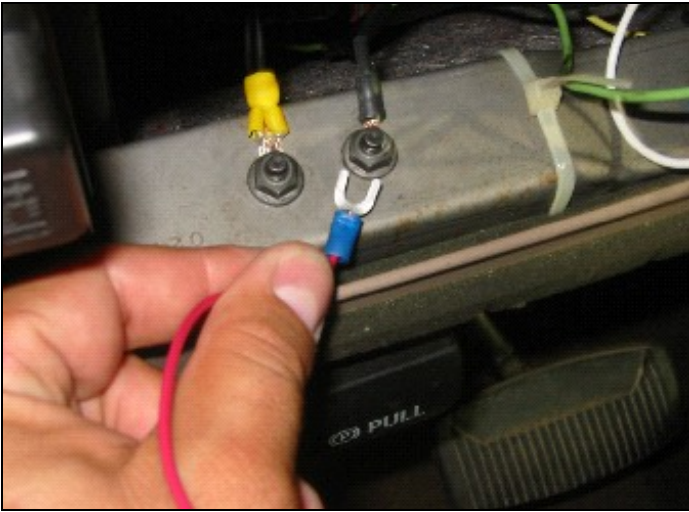
**AFTERMARKET PRODUCTS AND YOUR VEHICLE'S WARRANTY**

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)



7.3L ICP (Figure 2)



ICP Splice on BL/GR wire (Figure 3)



Oil Temp Sensor on Late 99-03 7.3L (Figure 10)



Boost Tube for 7.3L (Figure 5)



MAP Sensor location (Figure 6)