

Swamp's Diesel Performance

Competition Parts For Your Diesel

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Click here to purchase,

http://www.swampsdiesel.com/xtcommerce/index.php?cat=c420_FICM.html

We will only accept a FICM/IDM if it meets the following guidelines,

- 1) No external case/connector damage.
- 2) No Water/coolant contamination, etc.
- 3) Sending us a core that has been soldered on will void a full core credit. Only fifty-dollars will be refunded.

FICM Frequently Asked Questions

Please print/fill out this form and include it with your FICM shipment,

<http://www.swampsdiesel.com/files/RMA.pdf>

What are the advantages of the 58v vs. the 48v FICM?

Better starting

Since 99% of 6.0L injector problems are associated with the spool valve, the higher voltage of the 58v FICM can minimize *intermittent* injector firings (misfires), by creating a stronger magnetic PULL on the spool valve. The 58v FICM also moves the spool more quickly (mechanically), which slightly advances the mechanical injection timing...which is beneficial to both performance and fuel economy.

Are there any reliability issues with the 58v FICM?

No, we have kept extensive records, regarding our FICM warranty rate...and there is not an appreciable difference in warranty issues, related to either voltage. Our overall FICM warranty rates are well under 1% failure. Any FICM we ship will have a one year warranty, though we fully expect much longer (than OEM) life expectancy, from either of our FICM models.

Do I need to do anything else if I purchase a 58v FICM?

No. Any fuel injector will operate properly with a 58v FICM.

What are the disadvantages of the 58v vs. 48v FICM?

Other than the slightly higher cost, there are no disadvantages.

What does the PHP hybrid performance FICM tuning do?

While Ford is constantly revising the *software* to balance (cold) injector performance with FICM reliability...Swamp's Diesel has reverse engineered the hardware and circuit board components on the FICM, which allowed us to find the 'weak spots' in the Ford design. We install ~30 individual, & higher rated circuit board components than even a "new/reman" Ford FICM, as well as address any 'cold solder' joints which plague the factory units.

PHP has reverse engineered the 'code' within the FICM, and supply's us with a hybrid flash...which melds the best attributes of all the various Ford flashes/FICM calibrations, for the most performance, and best fuel efficiency possible.

I am running a tuning device...do I need to do anything?

No. Any tuner on the market (SCT, Edge, Bullydog, Banks, etc) is only reprogramming the ECM, not the FICM...so you do not need to uninstall nor reinstall, your 'tuning' with either of our FICM models.

Ford/my mechanic has concerns about the FICM...

No problem. Our experience (thousands of FICM units) has shown that there is no extra 'wear' or stress on the electrical or mechanical components of the fuel injector, the vehicle charging system nor electrical/wiring system. The signal duration to the fuel injector remains unchanged, so while we are, modestly increasing the output voltage, the signal duration is so brief as to have no affect on any peripheral components.

Let's put this into perspective...

The 'old' 7.3L Power Stroke, operated a very similar injection system. "Oil fired" injectors...with signaling sent by an Injector Driver Module (IDM). Since late 1999, "140v" performance IDM's have been produced...which is an increase from the factory IDM output voltage of 110v. We have never seen, nor heard of a single instance of "a" 140v IDM damaging a single injector.

The real difference in injector reliability lies in the design of the valve. The 7.3L 'poppet valve' actually has a tapered seat, so that the valve & seat can wear into each other for 200k+ miles...and still SEAL properly. Much like a valve seals/wears in a cylinder head.

The 6.0L 'spool valve' is more similar to a piston in a cylinder bore...without piston rings...so when the spool gets worn (undersized), or its' bore gets worn oversized...the spool can (& will) get cocked sideways within its' bore...and will hang and stick...and not fire consistently. We regularly replace 6.0L fuel injectors with new (not remans),

around 100-135k miles, due to the spool valve wear causing erratic/inconsistent firing, etc.

80-90% of the FICM's we've sold have been the 58v version.

For instructions on how to measure your FICMs voltage, click this link
http://swampsdiesel.com/site/how_to_pdf/pdf/FICMvolatageTest.pdf