

# Swamp's Diesel Performance

*Competition Parts For Your Diesel*

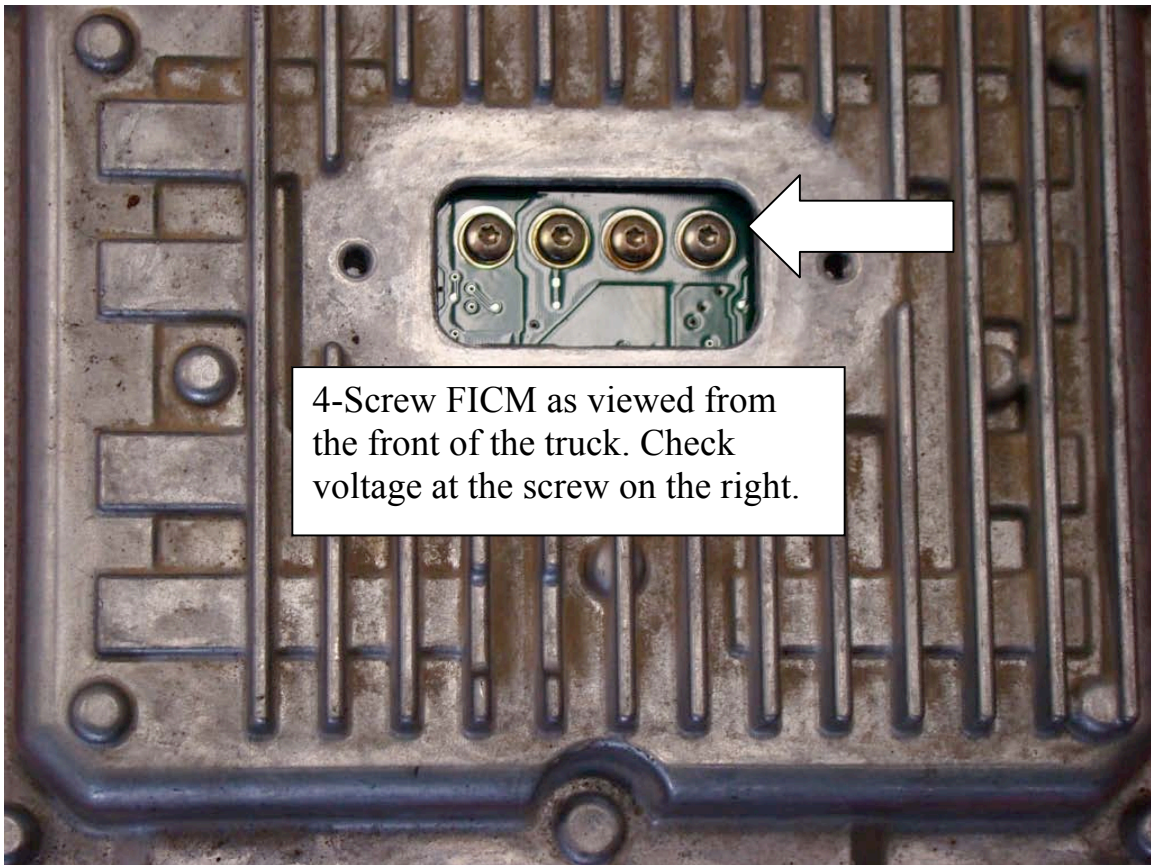
304-A Sand Hill Rd.

La Vergne, TN 37086

Tel 615-793-5573 or (866) 595-8724/ Fax 615-793-5572

Email: [dave@swampsdiesel.com](mailto:dave@swampsdiesel.com)

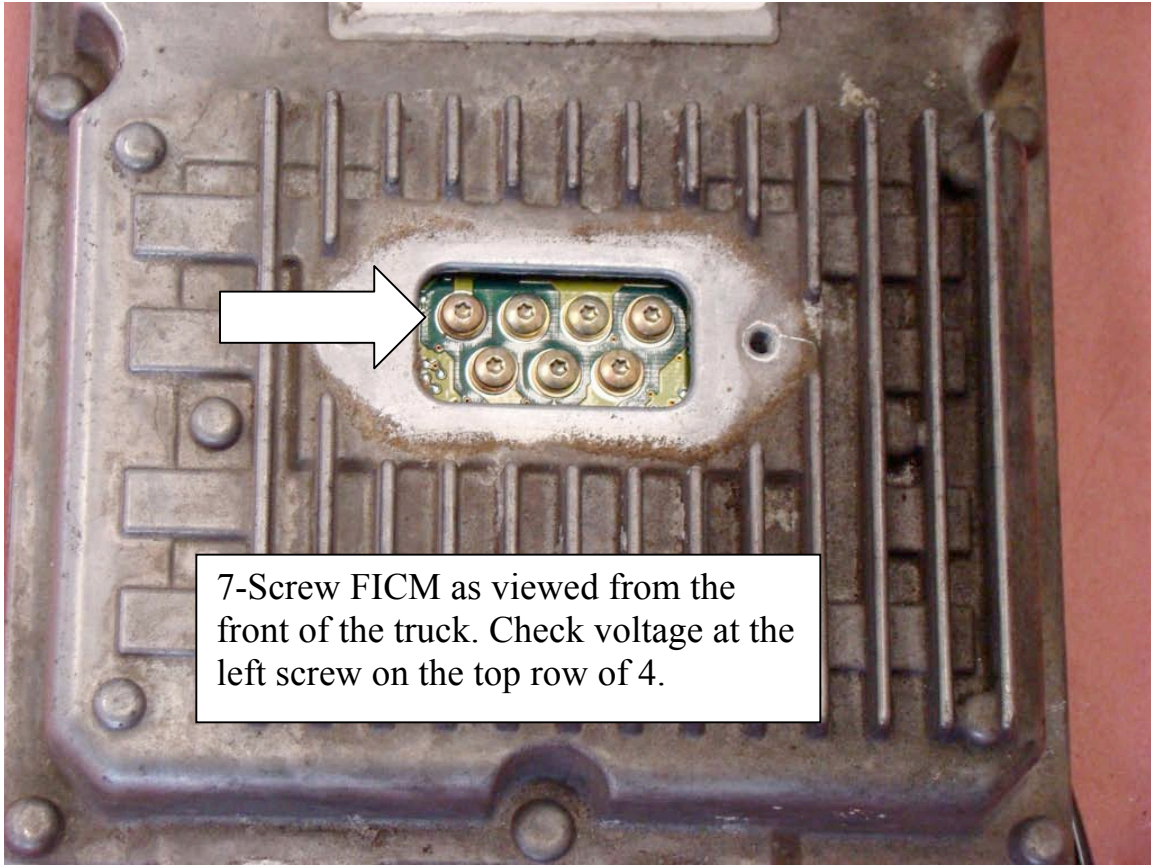
**How to check your FICM for proper voltage output.**  
(Perform this check when the engine is completely cold.)



1. Remove the two bolts that hold the coolant reservoir to the cowl and push the reservoir out of the way forward and to your right. You do not need to disconnect any of the hoses.

2. On top of the FICM is a small cover held on by two #20 Torx screws; remove these two screws and pry the cover off.
3. On 2003 and early 2004 trucks, you will see 7 screw heads under the cover. On 2004 and later trucks you will see 4 screws.
4. Take a multi-meter set on DC volts and connect the ground lead to battery negative, and with the key ON measure the voltage at the screw on your right—closest to the driver's side fender. ***Do not let the probe short against the case!*** The voltage should be right at 48 volts. Anything between 47 and 49 is good.
5. Have an assistant cycle the key and measure the voltage during the initial key-on buzz test. Voltage should not drop below 46 volts.
6. Next start the engine and measure the voltage with the engine running. If voltage stays at or above 45-46 volts, the FICM is fine. Abnormally low battery voltage can give a false low FICM voltage reading, so make sure your batteries are good.

The procedure is the same for FICM's with 7 screws, except that you will be checking voltage at a different screw, as shown in this picture.



If the voltage is above 46 volts in all the tests, your FICM is in excellent condition. If it is between 36 and 45 volts its OK, but not great. If it is between 25 and 35 volts, you have serious FICM problems.

We are only doing hardware-level modifications as opposed to software / code changes, so having your unit re-flashed at a dealership will not cause any problems.