



Swamp's Diesel Performance & Technology

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Re: Swamp's HVHF IDM

With the increase in cheap, overseas, low quality parts becoming available, and a gluton of *very* inexperienced “diesel shops” offering injector repair & upgrade, we cannot warranty or refund an IDM that does not function properly with high mileage or poorly remanufactured fuel injectors.

Injectors with high mileage (180-200k+ miles) & poorly remanufactured 7.3L fuel injectors often have very poor tolerances related to the distance between the injector solenoid and the armature (which is pulled ‘up’ by the solenoid to fire the injector).

These poor tolerances at the injector solenoid/armature can cause a disruption to the magnetic field, which is monitored within the IDM’s circuitry. If the IDM detects a disturbance of the magnetic field, the IDM can compensate by sending more current/voltage to ‘that/those’ injectors, causing “IDM codes”, as well as other issues.

If the IDM reaches its current limit down one (or more) of these 8 channels, then the IDM may cause a check engine/CEL or SES light to be illuminated. Rough running, misfire, dropping a ‘bank’ of 4 cylinders, generic IDM codes, “high to low side open” injector (or bank) codes, can be caused by not only the IDM, but by anything that connects to, or is controlled by the IDM; including the injectors, injector wiring, injector solenoids, PCM problems, as well as other wiring &/or ground issues with the vehicle itself.

The CEL/SES light *may* only come on during a hard acceleration, or it may come on more frequently, and may cause rough running, and possibly a drop of the signaling from the IDM to one or more injectors.

Vehicles which exhibit some/all of these issues and do not have OEM **Ford Motorcraft** injector wiring & valve cover gaskets, should have the harnesses & gaskets replaced (with Ford Motorcraft parts), and then re-evaluated for any symptoms prior to returning an IDM for warranty evaluation.

Aftermarket (*non Motorcraft*) UVC wiring, and valve cover gaskets are also known to have very poorly shielded wiring, which can cause signal ‘leakage’ across the wiring junctions/connections, and can lead to severe engine damage (ie, firing an injector out of sequence), as well as less catastrophic problems as listed above (codes, CEL/SES lights, poor running).

If an IDM is returned for warranty evaluation with these symptoms, and we are not able to reproduce the issue on our test bench, or in a vehicle, we cannot consider this a warrantable & valid reason to refund the product.