

Remanufactured Injector Drive Modules For Ford 7.3L Power Stroke Engines / Injector Drive Module Replacement + Installation Information



An Employee Owned Company

12693 Old Virginia Road
Reno, NV 89521
800.648.4720

DIPACO.com
DTECHPRODUCTS.com

Remanufactured Injector Drive Modules (IDM) for Ford 7.3L Power Stroke Engines are available from DIPACO / DTech. Part number DT730012R covers model years 1994.5 - 1998; part number DT730013R covers model years 1999.5 - 2003. Each IDM is dismantled and all electronic components are tested using proprietary equipment and procedures. Faulty components are replaced and units are 100% tested. IDMs are serial numbered for accountability. Each unit comes with a two year, unlimited mileage warranty. A refundable core fee is applied at time of purchase.

DT730012R

Replaces the following IDMs:

F5TF-12B599-AA	F7TF-12B599-AC
F5TZ-12B599-AA	F7TZ-12B599-AC
F5TF-12B599-AB	F7TF-12B599-AD
F5TZ-12B599-AB	F7TZ-12B599-AD
F6TF-12B599-AA	F7TF-12B599-AE
F6TZ-12B599-AA	F7TZ-12B599-AE
F7TF-12B599-AA	F7TF-12B599-AF
F7TZ-12B599-AA	F7TZ-12B599-AF
F7TF-12B599-AB	F7TF-12B599-AG
F7TZ-12B599-AB	F7TZ-12B599-AG

DT730013R

Replaces the following IDMs:

2C24-12B599-AA
2C24-12B599-AB
XC3F-12B599-AA
XC3Z-12B599-AA
XC3F-12B599-AB
XC3Z-12B599-AB
XC3F-12B599-AC
XC3Z-12B599-AC
XC3F-12B599-AD
XC3Z-12B599-AD

INJECTOR DRIVE MODULE INSTALLATION INFORMATION

REPLACEMENT

An IDM can be rendered inoperable by an Internal failure of the IDM or damage caused by other vehicle components. Perform the three tests on the following page to prevent damage to a replacement IDM or as part of your IDM troubleshooting procedure.

INJECTOR RESISTANCE AND WIRING TEST

Faulty electrical wiring between the injectors and IDM can be an issue with the Ford 7.3L Power Stroke engine. To determine whether the wiring between the injectors and IDM is within specification and that there are no open or short circuits, measure the resistance (ohms) of the complete power output and ground circuit. Measuring the resistance will also determine whether you have defective injector solenoid(s). You can see where the wiring is connected into both styles of wiring harnesses on the last page of this Product Information Bulletin.

3 TESTS FOR INJECTOR DRIVE MODULES

The following tests should be performed with the key off, the IDM wiring harness disconnected from the module, and all other wiring harness connectors plugged in. Measurements are taken by probing the female terminals from the connector face (where it would normally plug into the IDM).

TEST 1

Measures entire circuit resistance including wire and valve cover connector resistance. Use an multi-meter to measure the resistance between each power feed and each injector's ground circuit at the IDM connector. All readings for the vehicle should be consistent between each circuit in a range of 2.8 - 3.6 Ohms. Nominal solenoid resistance for a Ford 7.3L Power Stroke injector is 2.9 Ohms.

NOTE: Each cylinder bank only has one power feed. Additionally, the wires to the injectors are shielded, if you pierce them the harness will be permanently damaged.

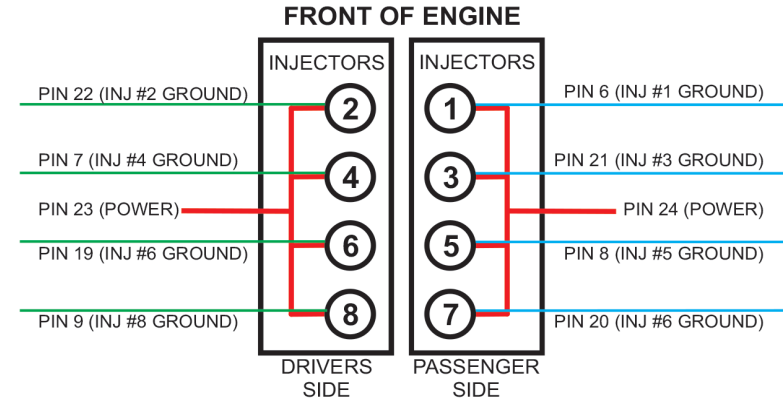
TEST 2

Checks for injector circuits that are shorted to ground, which will cause immediate and permanent damage to the IDM. The resistance between the pins should be open (infinity), indicating no path to ground. Measure the resistance between each power feed and ground. This should indicate an open circuit. If resistance is present check for damaged valve cover gasket connectors and the wiring beneath the valve cover gaskets. See the last page of this Product Information Bulletin to view DTech valve cover gaskets and connection areas.

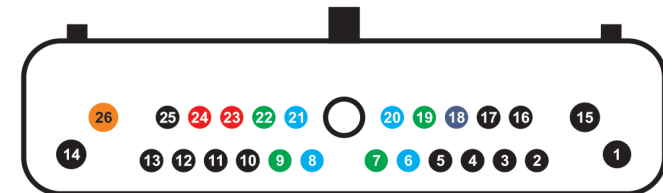
TEST 3

Checks for damaged injector wiring harness; measure the resistance between the each injector power feed and the ground shield for the injector wires. This should indicate an open circuit. If resistance is present inspect the wiring harness for damage.

NOTE: Referencing vehicle specific service procedures / diagnostic information is recommended.



	PINS	CIRCUIT TEST	VALUE
TEST 1	23 & 22	Left Bank Power Feed to Inj. #2 Ground Circuit	All Circuits 2.8-3.6 Ohms
	23 & 7	Left Bank Power Feed to Inj. #4 Ground Circuit	
	23 & 19	Left Bank Power Feed to Inj. #6 Ground Circuit	
	23 & 9	Left Bank Power Feed to Inj. #8 Ground Circuit	
	24 & 6	Right Bank Power Feed to Inj. #1 Ground Circuit	
	24 & 21	Right Bank Power Feed to Inj. #3 Ground Circuit	
TEST 2	24 & 8	Right Bank Power Feed to Inj. #5 Ground Circuit	Open "OL"
	24 & 20	Right Bank Power Feed to Inj. #7 Ground Circuit	
TEST 2	23 & 26	Left Bank Power Feed to IDM Ground Circuit (26)	Open "OL"
	24 & 26	Right Bank Power Feed to IDM Ground Circuit (26)	
TEST 3	23 & 18	Left Bank Power Feed to Injector Ground Shield (18)	Open "OL"
	24 & 18	Right Bank Power Feed to Injector Ground Shield (18)	



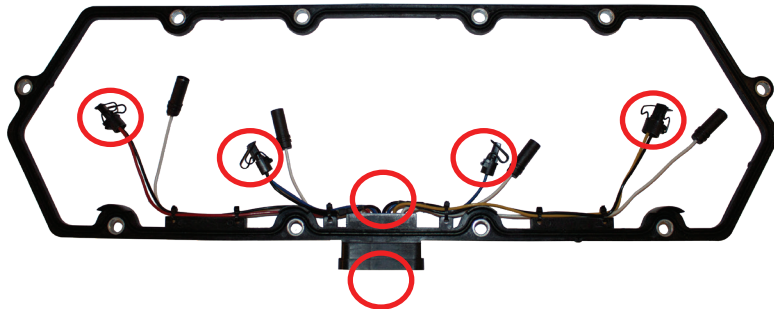
IDM MODULE HARNESS CONNECTOR
VIEWED FROM TERMINAL SIDE

VISUAL INSPECTION OF WIRING HARNESS AND CONNECTORS

A connector to the Ford 7.3L Power Stroke wiring harness can crack, break, or come loose; this can cause the wiring to be faulty and open or short circuits. By hand, gently attempt to move the connector to determine whether it is broken. If the connector is loose or appears damaged it needs to be replaced. The valve cover should also be visually inspected and potentially replaced.

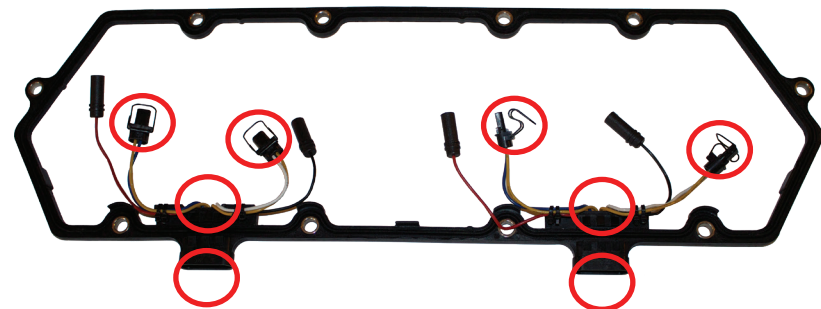
NOTE: Referencing vehicle specific service procedures is recommended.

DT730018 (VALVE COVER GASKET KIT 1998 - 2003)



CONNECTOR ARE CIRCLED
IN RED

DT730017 (VALVE COVER GASKET KIT 1994 - 1997)



CONNECTORS ARE CIRCLED
IN RED