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## Fitch Fuel Catalyst - Bolt On Fuel Economy

# Fitch Fuel Catalyst - 6.7L Upgrades That Won't Void Your Warranty



Part Five: Fitch Fuel Catalyst From Advanced Power Systems International  
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Photography by Christian Hazel

Up until now, all of our modifications have had ulterior motives. Any fuel mileage increases were a welcome side effect of the products installed, but not the only reason for their being chosen. However, our primary purpose in bolting a Fitch Fuel Catalyst from Advanced Power Systems International to our 6.7L Cummins was to see if the company's claims of increased fuel economy would really pan out. We tested this product for more miles than any of our other modifications in this series and discovered some interesting results.

For starters, the company's claims about the unit sound too good to be true. Fitch told us the engine would run cleaner, regenerate the diesel particulate filter less, produce less soot, enjoy a more efficient combustion of the fuel, idle smoother, and feel more powerful. As part of the installation procedure, the batteries are supposed to be disconnected and the positive and negative leads touched together to allow the computer to fully recalibrate for the newly conditioned fuel. It seemed to us that the computer should eventually recalibrate whether the leads are disconnected or not. So we skipped this step on purpose to see what would happen, assuming that after some period of time the recalibration would be completed. We ran the Fitch on our truck without disconnecting the batteries for almost 2,000 miles and saw virtually no difference in economy. The fuel mileage varied plus or minus 1 mpg from our previous tallies. Finally, we followed Fitch's directions and disconnected the batteries and our average mileage instantly jumped almost 1.5 mpg.

We then wondered if disconnecting the batteries would have similar results even if the Fitch wasn't installed, so we planned to remove the unit and test our theory. Unfortunately, before we could conduct this test, our truck threw a check engine light and started tripping codes for the EGR system (pretty common in the early 6.7Ls), so we removed the Fitch and brought the truck into the dealership. We'd like to make it clear that the Fitch did not cause the check engine light. We only removed it to prevent unwanted questions at the dealer.

As part of the work performed, the dealership updated the truck's calibration from the AV to the AX version (the most current version at the time), and we saw our overall fuel economy numbers tank. Since the new engine flash effectively nullifies any of our previous testing data, we'd need a whole lot more time to test the battery thing. As of this writing we haven't had a chance to reinstall the Fitch to compare, but we'll address this in the wrap-up installment at the end of this series. Check back next time to see if some Amsoil synthetic lube makes any noticeable difference at the fuel pump.



Real estate around the 6.7L...

read full caption



the Fitch installed inline...

read full caption



with the line disconnected...

read full caption

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inlet and outlet canister...

read full caption



the canister fittings...

read full caption



then connected and tightened...

read full caption

### The Mileage Report

Here's the running tally for each installment of this series. Mileage numbers are generated on the same 250-mile mixed freeway and city street circuit and are hand-calculated by noting miles driven and fuel used from the same pump at the same fuel station. Numbers are the average of at least three test circuits.



\* Stock

**15.55 mpg**

\* S&B cold-air intake

**16.31 mpg**

S&B cold-air intake, Snugtop Xtra Vision

**17.30 mpg**

\* S&B cold-air intake, Snugtop Xtra Vision,

Toyo Open Country A/T

**16.20 mpg**

\* S&B cold-air intake, Snugtop Xtra Vision,

Toyo Open Country A/T, Dynatrac Free-Spin

**17.13 mpg**

\* S&B cold-air intake, Snugtop Xtra Vision,

Toyo Open Country A/T, Dynatrac Free-Spin,

Fitch Fuel Catalyst

**18.557 mpg**

Hidden Benefit To Date

**3.007 mpg**

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With the Fitch installed,... read full caption

With the Fitch installed, it was time for us to get some fuel-economy numbers. Our first trip to the pump netted us 23.25 mpg, down from an earlier high of 24.10 mpg. Our mileage had actually dropped, so we looked for a culprit. Since our last test, we had installed a new transmission, but that couldn't be the cause, could it? We got to thinking and realized the billet converter and SFI flexplate we installed might have been just as heavy as the mechanical cooling fan we had taken off (which increased our fuel mileage by 3 mpg), so we unhooked the Fitch and ran our test loop again. Running without the catalyst under the same conditions (constant 70-mph freeway driving) netted us 22.10 mpg.

Once we got our variables out of the way and had some solid test results, we found that the thing actually worked. The people at Fitch also informed us that it may take a few tanks to see significant gains. As for us, we got a 1.15-mpg increase with the Fitch driving under very light load conditions. If you're looking for a way to increase your fuel mileage, you might want to check out the Fitch Fuel Catalyst. At about \$300, it isn't a bad way to fight high fuel prices.

**Old transmission**(Fitch Fuel Catalyst not installed)24.10 mpg

**New transmission**(Fitch Fuel Catalyst not installed)22.10 mpg

**New transmission**(Fitch Fuel Catalyst installed)23.25 mpg