

Tuning Tips for the Fitch Fuel Catalyst

Are you using a programmer on your gas or diesel vehicle? If you can tune for a different exhaust system, cold air intake system, fuel system upgrades, etc., why not tune around an improvement in fuel quality? If you have a programmer on your vehicle, here are a few helpful tips when using Fitch in conjunction with a programmer.

For a lack of a better word, Fitch is the “dumb” accessory on a vehicle. Fitch simply improves fuel quality, having nothing to do with modifying the electronics or mechanics of a vehicle/truck. The advanced technology of the programmers, are not programmed to recognize the benefits Fitch makes to gasoline or diesel. If “stock” settings on a truck or vehicle are changed by using either a programmer or actually changing the ECM (electronic control module) or ECU (electronic control unit) software, by implementing Fitch into the mix, there may be additional advantages to “tuning” a vehicle to recognize the Fitch treated fuel.

Gasoline Engines - Because Fitch improves the fuel quality, Fitch allows an engine to produce the same performance or better, and operate more efficiently but use less fuel to do it. We have found that gasoline vehicles using a programmer set to a low octane fuel, like 87, can continue to run the 87 octane using Fitch but can set their programmers as if they were running higher octane like 89, 91 or 93, establishing even better fuel economy and performance results. Because fuel differs throughout the world, in order to establish the best octane level for your vehicle, we suggest trying each setting while monitoring your vehicle’s performance and mileage.

Gasoline Vehicles requiring premium fuel and using Fitch can drop at least 1 grade of fuel and in some cases 2. Because fuel differs throughout the world, Fitch always recommends dropping fuel octane grades in ½ tank increments and monitoring mpg and performance. In many cases, a vehicle will gain more fuel economy using Fitch and using the lower grade of fuel than continuing to operate using the premium fuel.

Diesel Engines - (Powerstroke, Duramax, Cummins), Again, because Fitch enhances Cetane quality and lubricity, the combustion process is improved. For those that CAN modify their programmers, we have found by setting the software to reduce the % of fuel supplied to the engine (slightly leaning it out – usually between 5 – 8%) this is allowing the engine to be tuned around Fitch, resulting in even better fuel economy and performance. Also, diesel programmers can be set for higher HP with no loss in fuel consumption using Fitch. Again, always monitor the vehicle’s performance and mileage because all diesel is not the same.

Our company has worked with independent laboratories and in some cases, even our individual customers to establish ways to “tune” around Fitch. Here are a few other examples of applications that have gained further benefits by tuning for the improvement made to fuel by Fitch.

Oil Burners – When Fitch is installed on a residential oil burner, it is typical for the stack temperature to go up. This usually indicates over fueling, allowing the oil burner technician to reduce nozzle size by .15 - .25 (15 - 25% savings). By reducing the nozzle size, this reduces the amount of fuel needed to produce the same heat, produce less soot and operate more efficiently costing the consumer less money.

Motorcycles/recreational vehicles – An independent test was conducted on a Kawasaki ZX-12 Motorcycle on pump grade fuel. Once the baseline was established, the Fitch Fuel Catalyst was installed into the fuel tank and additional “pulls” were made. The bike picked up 2 hp on this set of runs and because the dyno had an emissions sniffer, they established the bike was running a bit “rich” after putting Fitch in. The owner had a Power Commander on his bike that allowed him to advance the timing/lean the bike out to a level not possible before using Fitch. After 3 more pulls, the bike picked up an additional 4 hp, with a total of 6 hp using Fitch and tuning around it. (testimonial letter from customer available upon request)

***NOTE: Don’t always believe the TRIP meter for calculating mpg as it can be inconsistent with actual calculations.