

K.B.D Diesel Performance PRODUCTS



Includes:

- 3. HPOP Oil Lines
- 6. Straight Fittings
- 2. 45° Fittings
- 4. 90° Fittings

CAUTION: Never work on a hot vehicle. The hot exhaust system or hot engine can cause serious injury in the form of burns. If the vehicle has been in use or the engine was running and the exhaust system or engine is hot, allow the engine to cool for a minimum of one hour prior to starting the job. Always wear eye protection when working on or under the vehicle. Before removing any of the original parts from your vehicle, please compare the parts you have received with the picture and parts list of the kit you ordered. This assures that you have all the parts necessary for the installation. Prior to disassembly, we suggest applying penetrating fluid, such as PB-Blaster™ or JB-80™ to all exhaust fasteners. Before working on the vehicle, be sure it is parked on a level surface and is chocked to prevent the vehicle from rolling. Please also be sure the keys are removed from the vehicle for your safety.

1: Disconnect the batteries.

2: Remove the factory 7.3l high pressure oil pump (HPOP) lines along with the OE fittings in the oil rails and HPOP. Set the balls and springs aside, they will not be reused.

3: Remove the front most oil rail plug on the driver side near the HPOP.

4: Now install the new straight boss to JIC fitting in the front drivers side oil rail port.

Note: A small amount of medium strength thread locker can be used on all threaded locations. Be sure not to apply excess thread locker.

5: Install the two larger straight boss to JIC fittings onto the HPOP.

6: Locate the OE oil plug located directly across from the open oil rail port on the driver's side. Remove the OE plug. Note: These are the oil ports located just in front and below the turbo. Install the straight boss to JIC fittings into the remaining two ports. These two ports are for the crossover line.

7: Finally install the hoses as noted below:

Longest Hose: Passenger side with two 90° fittings, one at the oil rail and one at the HPOP. The 90° used at the oil rail will be the threaded boss fitting with the jam nut.

Medium Length Hose: Crossover Line with two 45° fittings, one on each end.

Shortest Hose: Drivers side with one straight M/F adapter on the HPOP outlet and two 90° fittings, one at the oil rail and one at the HPOP.

Thread locker can be used on the hose ends and 45°/90° adapters if you prefer. Be careful not to apply an excessive amount.

Note: Two 90° fittings will be left over, these can be installed at the HPOP outlet if you prefer.

Torque Specs for hose ends, 45° and 90° fittings: Tighten fittings until snug with a short wrench (approximately 30in-lbs), then turn the swivel nuts an additional 1.25 flats.

8: Make sure all lines are routed properly without rubbing on any sharp edges.

9: Lastly be sure all fittings are tight. Check each one prior to starting the engine.

10: Start the engine and check for leaks. It will likely be hard to start and may run rough until all the air escapes the oil passages.

11: Finally, with the engine off, check the oil and top off as needed.

Congratulations on your installation!

Check out our other Powerstroke parts!



KBDieselPerformance.com

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