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Thank you for your purchase of the KCM Diesel Performance Stainless Steel High Pressure Crossover Line. The KCM crossover line ships pre-assembled and the ferrules are pre-crimped on each end to simplify the installation and ensure a tight and secure connection. If you have questions or comments please give us a call or contact us at www.kcmdieselpformance.com.

This crossover line is designed to fit Ford Powerstroke, years 1994-1997 (7.3L Engines OSB)

KIT CONTENTS:

- 1) Stainless steel crossover line with pre-crimped ferrules and threaded caps installed on the line.
- 2) Threaded boss's with "O" rings installed.

REQUIRED TOOLS:

- 1) 5/8" Open End Long Wrench
- 1) 5/8" Open End Short Wrench
- 1) Ratchet With 6" Extension & 5/8" Socket
- 1) Short Pry Bar
- 1) Shop Towels Or Rags
- 1) Patience And Good Eye Sight

LET'S GET STARTED:

Be sure to start with a cool engine.

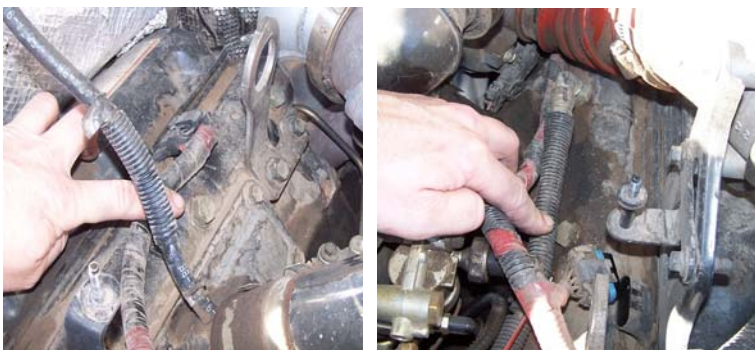
Remove your crossover line from its packaging and visually inspect it for bends, kinks, etc.

Blow through the line to remove any potential debris that may be in the line.

Inspect the line and if you notice any bends or kinks that do not look correct, or have any questions prior and during the installation of this line, please contact kcmdieselpformance@cox.net



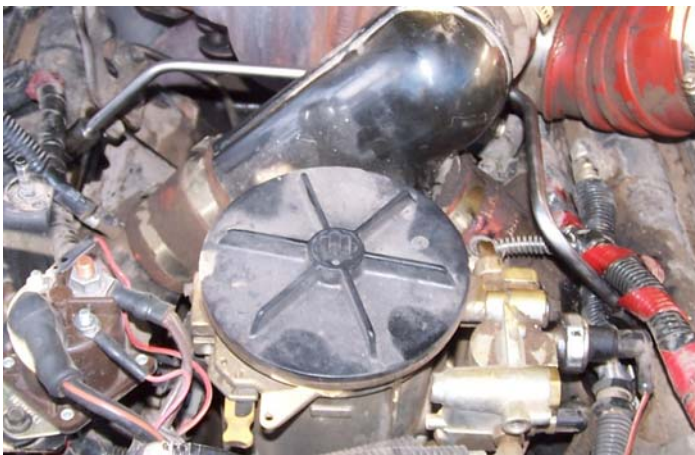
1. Your cross over line ships with the ferrules crimped and the threaded nuts installed.



2. NOTE: You will have to remove your engine cover to gain clear access to the driver's and passenger's side port.

Locate the #5 cylinder (*passenger side*) and the #4 (*drivers side*) oil galley plugs that are directly across from each other on the heads. They are just in front of the turbo on the passenger side and toward the front of the block on the driver side near the wiring harness.

Remove these two plugs.



- 3.** It may be necessary to either remove or bend the clamp that holds the high pressure oil line front the pump to the driver's side to make access to the driver side port easier.
- 4.** Clean each port area thoroughly; make sure there is no left over old o-ring on the sealing surface. Carefully thread the new boss into each head and tighten (Approx. 30-40 ft lbs.).

DO NOT OVERTIGHTEN!
THREAD DAMAGE MAY RESULT!

The o-ring is what makes the seal on these fittings.

Insert the line from the passenger side and route the line between your turbo and intake Y. Place a small dot of removable Lock-Tite on the threads before installing tube.

Place each end of the tube into the threaded boss until the ferrell bottoms out inside of the boss. Check for proper tube alignment and placement to ensure the tube is not resting on any engine components and that the tube is centered in the boss.

- 4.** Thread each cap onto the boss until finger tight and tighten using a second wrench to lock the boss at the head. The nut should be tightened at least 1 to 1 ½ full turns from finger tight to ensure proper seal.
- 5.** Clean the port areas and the engine valley as best you can.
- 6.** Start the motor and check for leaks. If leaks are detected, tighten connectors as needed.
- 7.** What oil you miss will eventually drain down the engine valley and down to the inspection cover under you Powerstroke so no need to panic if you see a puddle under your truck after this installation.
- 8.** Keep your factory plugs in your Powerstroke in the event you ever need to remove the line.
- 9.** Re-Install you engine cover if you removed for installation