



HIGH PRESSURE CROSSOVER (HPX)
Fits 94-97 7.3L Powerstroke Diesel



Installation Guide







INSPECT CONTENTS OF THIS KIT THOROUGHLY BEFORE STARTING THE INSTALLATION PROCESS!

IF YOU FIND A PROBLEM WITH YOUR PACKAGE:

- KEEP ALL OF THE PARTS & PACKAGING TOGETHER
- DO NOT ATTEMPT INSTALLATION OF THE PRODUCT
- PROMPTLY NOTIFY YOUR SELLING DEALER
- PROVIDE DEALER WITH PHOTOGRAPHS IF REQ'D*
- WAIT FOR FURTHER INSTRUCTIONS FROM DEALER

*WE RESERVE THE RIGHT TO REQUEST PHOTOGRAPHS OF PACKAGING OR PARTS IN ORDER TO PROPERLY ADDRESS ANY SITUATION INVOLVING EITHER DAMAGED OR MISSING ITEMS.

THANK YOU FOR YOUR COOPERATION!

hank You for purchasing the Driven Diesel 1994-1997 7.3L Ford Powerstroke **HIGH**PRESSURE CROSSOVER (HPX) LINE! Please read and familiarize yourself with this manual fully before proceeding with the installation of the kit. Also, always work safely. Make sure that there is plenty of light and adequate ventilation, and allow yourself enough time to complete the installation. After reading these instructions, if you feel that the installation is beyond your capability, please have this kit installed by a qualified mechanic.

HIGH PRESSURE CROSSOVER PARTS IDENTIFICATION

Oty:	Part Number:	Description:
1	HPX Line	Pre-Bent Stainless Steel High Pressure Crossover Line
2	Fittings	Loosely Pre-Installed Cylinder Head Fittings
1	Instructions	Full Color Instruction Manual

REQUIRED TOOLS

5/8" Open End Wrench (Long)

Ratchet w/6" Extension & 5/8" Socket

Clean Shop Towels or Rags

INSTALLATION PROCEDURE

IMPORTANT NOTES: Your HPX line is shipped "pre-assembled", **the ferrules are pre-crimped** on each end of the tube to simplify installation and ensure a secure connection. You will be able to remove the o-ring fitting from the end of each tube, but **the ferrules and the tube nuts will not be removable**.

Inspect and clean the HPX line before installation. We recommend blowing through the tube with shop air to ensure that it is clean. If you feel like the line may have gotten bent in transit, please reach out to us before attempting installation.

We highly recommend performing this installation on a COLD engine. You will be less likely to burn yourself, and cold oil will not run as quickly and make as much of a mess.

You will need to remove your engine cover (if still in use) to gain clear access to the high pressure oil ports in the cylinder heads.

- Locate the High Pressure Oil Rail Plugs that are over cylinder #4 (driver side) and #5
 (passenger side). They will be the 2nd Plug from the front on the driver side and the 3rd Plug
 from the front on the passenger side. Figures 1 and 2 show their locations.
- 2. Remove both plugs and use clean shop towels or rags to absorb any oil that runs out.
- 3. Thoroughly clean around both of the open ports, making sure that there is no engine grime, old o-ring fragments or any other debris on the sealing surface.
- 4. Install the O-Ring end of the HPX line fittings into each open port in the heads and tighten. Torque to **15-18 ft/lbs MAX**. **DO NOT OVERTIGHTEN THESE FITTINGS!** The o-ring does the sealing, overtightening may damage the threads or o-ring, tighter is NOT better!
- 5. Insert the HPX line into the engine valley from the passenger side, feeding it between the turbocharger and the intake Y manifold.
- 6. Place a small drop of removable thread lock compound onto the threads of each of the cylinder head fittings.
- 7. Insert each end of the HPX tube into the threaded boss until the compression ferrule bottoms out inside the boss fitting. Check for proper tube alignment (tube centered in each boss fitting) and make sure the tube is not resting on any engine components.
- 8. Thread each tube nut onto each boss fitting until finger tight.
- 9. Use a 2nd wrench to hold the fitting in the cylinder head while tightening the tube nuts! Each tube nut should be tightened at least ³/₄ to 1¹/₄ full turns from finger tight to ensure proper seal.
- 10. Clean up any oil that spilled during the installation.
- 11. Start the engine and check for leaks. Resolve any leaks if necessary.
 - Be aware that installing this HPX line introduced some air into the high pressure oil rails, so a longer crank time may be noticed until the air is purged from the rails (generally 25-50 miles of driving).
- 12. It isn't a bad idea to keep your factory high pressure oil rail plugs. The time may come that you need to remove the HPX line to service some part of the engine, reinstalling the plugs helps make the job cleaner.
- 13. Reinstall your engine cover (if applicable).

CONGRATULATIONS! YOU'VE COMPLETED THE INSTALLATION OF THE DRIVEN DIESEL HPX LINE!



Fig. 1 - Passenger Side Oil Rail Plug

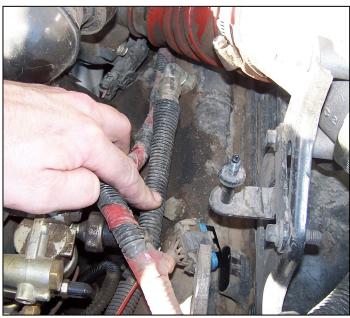


Fig. 2 - Driver Side Oil Rail Plug



Fig. 3 - Using a Pry Bar to Bend Hose Clamp



Fig. 4 – Passenger Side HPX Fitting Installed





Fig. 6 – Passenger Side HPX Tube Installed



Fig. 7 – Driver Side HPX Tube Installed



Fig. 8 – HPX Tube Fully Installed

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IN THE EVENT BUYER DOES NOT AGREE WITH THE TERMS AND CONDITIONS OF THIS WARRANTY, BUYER MAY PROMPTLY RETURN THE PRODUCT TO S DIESEL FOR A FULL REFUND. THE PRODUCT MUST BE IN NEW, UNUSED AND RESELLABLE CONDITION, BE RECEIVED WITHIN FIFTEEN (15) DAYS OF THE ORIGINAL PURCHASE AND BE ACCOMPANIED BY A DATED PROOF OF PURCHASE (RECEIPT). PRODUCTS RETURNED IN NEW, UNUSED AND RESELLABLE CONDITION MAY STILL BE SUBJECT TO RESTOCKING/REPACKAGING

THE INSTALLATION OR USE OF ANY PRODUCT PURCHASED FROM S DIESEL INDICATES THAT BUYER HAS READ, UNDERSTANDS AND AGREES TO THE TERMS AND CONDITIONS OF THIS WARRANTY.

ASSIGNABILITY OF WARRANTY

This Warranty is for the exclusive benefit of Buyer and is not assignable.

WARRANTY CLAIMS PROCEDURE

Warranty claim forms can be printed from the company websites (http://www.drivendiesel.com (Products) and http://www.strictlydiesel.com (Services)). A properly completed warranty claim form and a copy of the invoice for any defective Product or Service must be received by the Seller within the earlier of 30 days after the expiration of the Warranty Period or the incident giving rise to the claim. To qualify for an adjustment under this Warranty a defective Product must be returned prepaid to the Seller for inspection and must be accompanied by a dated proof of purchase receipt. In addition, the serial number of the defective Product, if any, must match the serial number on Buyer's invoice. All Warranty claims are subject to approval by the Seller and/or the Product's manufacturer. Buyer must pay all applicable service charges and taxes. Defective Products accepted for warranty compensation become the property of the Seller. To qualify for an adjustment under this Warranty a vehicle upon which S Diesel Services have been performed must be delivered to the Seller during Seller's hours of operation for inspection and must be accompanied by a dated proof of purchase receipt.

WAIVER

Any failure of the part of S Diesel to insist on strict compliance with the Warranty Provisions shall no way constitute a waiver of such right. No claim or rights arising out of a breach of the Warranty Provisions by Buyer may be discharged in whole or in part by a waiver of the claim or right, unless the waiver is in writing signed by an authorized representative of S Diesel. S Diesel's waiver or acceptance of any breach by Buyer of any provisions of the Warranty Provisions shall not constitute a waiver of or an excuse for nonperformance as to any other provision of the Warranty Provisions nor as to any prior or subsequent breach of the same provision.

APPLICABLE LAW

The Warranty shall be governed by the laws of the State of Arizona (excluding Arizona law with respect to conflicts of law).

* Driven Diesel was formerly known as ITP Diesel, LLC and Sinister Diesel, LLC.