



2011 - 2014 FORD 6.7L POWERSTROKE
COOLER UPGRADE KIT

USER MANUAL



Step 1

Disconnect both batteries.

Step 2

Drain coolant from hot and cold side of the radiator.



Step 3

Unplug the MAF (mass air flow) sensor that is located on the intake. Release the red tab to unlock the plug for removal.



Step 4

Using an 8mm wrench remove the two bolts holding the intake box and reservoir chamber in place.

Step 5

Loosen the two clamps on the intake coupling that attaches the intake box to the manifold.

Step 6

Pull up on the intake box to remove it from the rubber mounts that hold it in place.

Step 7

Pull the three coolant lines from the clips on the remaining intake tube. Then remove the remaining intake tube.

Step 8

Disconnect the clips and brackets that retain the two larger coolant lines going to the EGR Cooler. Remove the lines completely.

4



Step 9

Remove the two hose clamps on the small coolant line "T". Disconnect the lines and install the supplied straight barbed fitting.



Step 10

Install the supplied coolant line from the degas tank (radiator overflow tank) to the disconnected port near the bottom passenger side of the radiator.



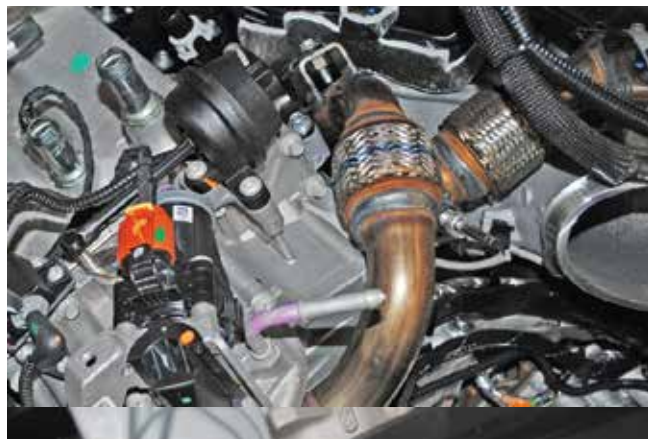
Step 11

Disconnect the quick connect coolant line from the driver side of the EGR cooler.



Step 12

Disconnect the EGR temperature sensor. Zip-tie the vehicle side of the plug and harness out of the way from hot or moving parts.



Step 13

Unplug the PCM harness from the firewall on the passenger side. Secure it out of the way for installation.



Step 14

Unplug the harness on top of the EGR cooler. The harness contains three plugs, an orange plug with a yellow locking tab, a grey plug and black plug with a metal clip. Be sure to replace the clip after unplugging it so that it is not lost.



7

Step 15

Unplug the vacuum line on top of the EGR system. Pull the hard plastic line from the rubber 90 degree fitting. Cap the line with the supplied rubber cap.



Step 16

Unplug the butterfly valve located next to the fan shroud.



Step 17

Remove the two bolts securing the wiring harness to the EGR cooler.



Step 18

Remove the two clips on the heat shield located on the passenger side under the EGR cooler.



Step 19

Remove the short EGR pipe secured by four bolts. Be sure to keep all hardware and gaskets for future use.



Step 20

Remove the longer EGR pipe secured in place by five bolts. Two bolts are on each flange and one is on the support bracket. Be sure to keep all hardware and gaskets for future use.



Step 21

Remove the seven bolts holding the EGR cooler in place.



Step 22

Also remove the nut securing the hard pressure line to the back of the EGR cooler near the firewall.



Step 23

Pull the EGR system up and towards the front of the truck. You may need to twist it slightly to get it past some of the intake components. Once the Cooler has been pulled forward a ways, remove the wiring harness clipped to the back of the cooler. Double check and remove any clips or harnesses that may be attached to the cooler, then remove the cooler from the vehicle.



Step 24

Install the supplied exhaust block off plate, using factory hardware and gaskets saved from disassembly.



Step 25

Install the coolant block off plate with the remaining supplied Allen head bolts.



Step 26

Reconnect the PCM harness. Make sure that the harness plugs are properly connected.



Step 27

Reconnect the quick connect coolant line. Be sure it is securely in place.



Step 28

Zip tie the EGR wires and vacuum line to the PCM harness.



Step 29

Install the Intake block off plate with the O-ring on it, using the provided Allen head bolts. You will not need to use the factory gasket for this block off plate.



Step 30

Install the supplied mounting bracket and hardware to secure the hard pressure line that was bolted to the back of the EGR cooler. The bolt on the engine is located on the top passenger rear, where the black plastic intake manifold meets the cast aluminum intake manifold.



Step 31

Re-install ALL intake components.

Step 32

Refill the coolant, following factory specifications. Run the engine and check for leaks. After engine has reached operating temperature check coolant level and top off as needed.