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Ford Power Stroke Injector Installation Guide **(preliminary)**

FORD INJECTORS

Driver's Side:

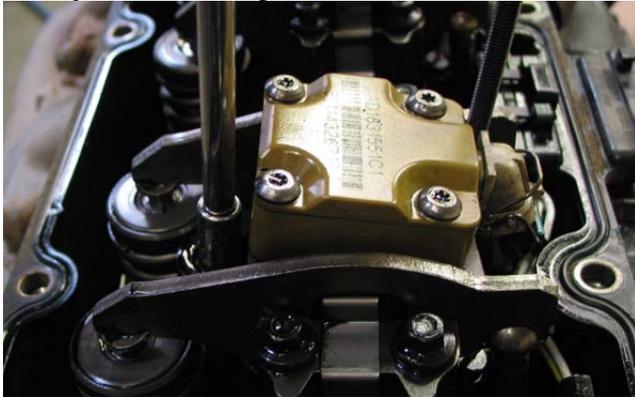
1. Remove intake hose nearest air filter.
2. With a 11mm deep well socket loosen the clamps holding the intercooler tube, one is located on top by the 7.3L cover the other is located on the bottom of the intercooler, pull pipe out.
3. Remove the rest of the air intake. First, with a flathead screwdriver loosen the clamp holding the air intake hose to the turbo, next using a 13mm deep well socket remove the two nuts holding the hard plastic piece that separates the first and second intake hose.
4. With a Phillips head screwdriver remove the oil breather from off of the top of the valve cover.
5. With a 13mm socket remove the ten valve cover bolts and remove the valve cover.
6. Remove the valve cover gasket; make sure to unplug every injector, glow plug, and the wiring harness on top of the gasket before removing. Clean all of the connectors on the gasket and wiring harness at this time.
7. At the rear of the head, there is a plug that faces the firewall, with a ¼ inch drive ratchet loosen the plug to drain off fuel pressure.



8. With a 1/8 inch Allen wrench remove the two oil galley plugs, one is between the first and second injector and the other is between the third and fourth injector. The plugs are pointing directly toward the fenders. *Make sure the Allen wrench is all the way in before starting to remove the plugs.*



9. With a 8mm socket remove the bolt located on the fender side of the injector that holds the injector-retaining bracket down.



10. Using a pry bar, pull out the first injector. Make sure you have a clean rag to immediately put in place of the injector. This helps to keep oil from leaking down in to the cylinder head. Also make sure the copper washer comes out with the injector. *Take extreme care not to damage any wire or injector with the pry bar. The retainer must be pushed up so it doesn't catch when lifting out the injectors. The injector-retaining bracket is the best thing to pry against.*
11. On the injector there is an oil drain shield, with a 5mm Allen wrench remove the shield and place it on the new injector.
12. Making sure that there are rags in all of the injector holes, turn the motor over by hand using a 24mm socket on the front crank bolt. After 2 complete revolutions, remove the rags, replace with fresh ones, and turn the engine over 2 more times by hand.
13. Put a slight film of grease over the o-rings on the new injectors. Install the new, making sure the copper washer is on the injector. Keep the copper washer on the injector with grease if needed. Push the injector down far enough so the retaining clamp slides in to its proper position. Give the injector a firm shove down to seat it. A rubber faced mallet can be used. Be careful not to crack the solenoid.
14. Tighten the 8mm bolts. (Torque — 108 in. lbs.)

REPEAT STEPS 10-13 ON THE REMAINING THREE INJECTORS ON THE DRIVER'S SIDE.

15. Reverse steps for installation of parts to engine.

16. Make certain all wires are securely attached before replacing valve cover. **MAKE SURE THE OIL DRAIN PLUGS ARE REINSTALLED!!**

Passenger Side

1. With an 11mm deep well socket remove the intercooler tube.
2. Move the heater core hoses to the side

REPEAT THE DRIVER'S SIDE STEP 5-15 ON THE PASSENGER SIDE OF THE VEHICLE.

1. With the valve covers on and the engine reassembled, add oil to the high pressure oil reservoir at the front of the engine until the oil level is within 1 inch of the top of the fill hole.
2. Remove one high pressure oil rail plug from each head and top off with oil.
3. Now disconnect both valve cover gasket connectors. What we want to do is turn the motor over to get oil pumping through the high pressure oil system without firing the injectors.
4. Crack open one of the high pressure oil rail plugs that you previously removed to add oil. Crank the motor over until a consistent stream of oil can be seen seeping from the port.
5. Tighten the oil rail plug and reconnect the valve cover gaskets.
6. Start the truck. It might take a few times to get it initially started and you will blow white smoke, this is common. Subsequent starts will take a while until all of the air is purged from the system.