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High Pressure Oil Crossover Hose Kit (H/X Kit)

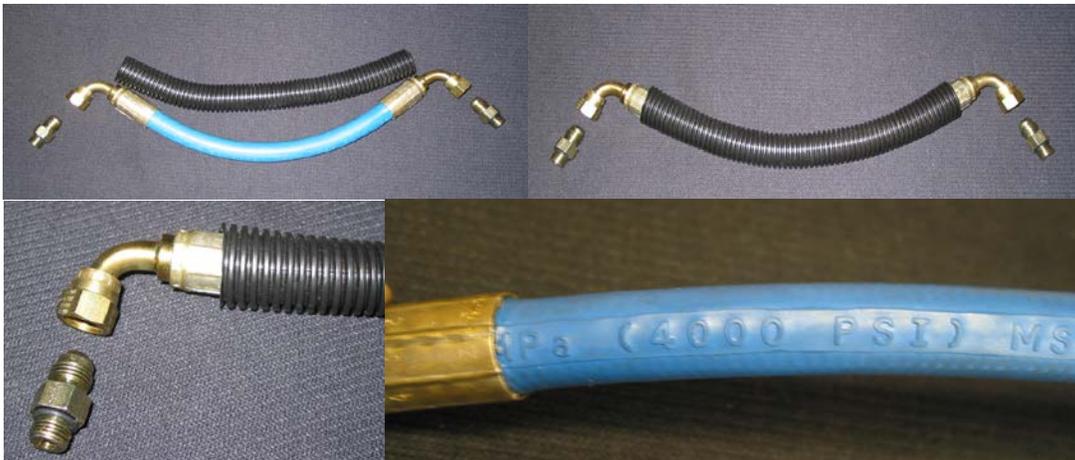
Disclaimer:

Diesel Innovations sells this kit as a modification to the existing high-pressure oil system. This kit is intended for installation on a power stroke engine to ensure that the high-pressure oil rails receive the same amount of high-pressure oil from the high-pressure oil pump. The result of installing this kit includes improved fuel mileage, quieter running engine, smoother idle, and more responsive throttle. This kit is recommended to all power stroke owners from model year 1994 through and including the 2002 model year.

Diesel Innovations makes no claim that this kit will eliminate what is commonly called "cackle" or "idle knock". One side effect of this kit after installation is that the engine runs quieter. This allows you to hear other potential problems in your engine that were previously covered up by engine noise.

Please contact Diesel Innovations for more details.

*Credit goes to "a smith" from the Ford-Diesel.com forums for developing this mod for the 94 to 97 Ford PSD engines.



The picture above is for reference only; Product may be different than pictured.

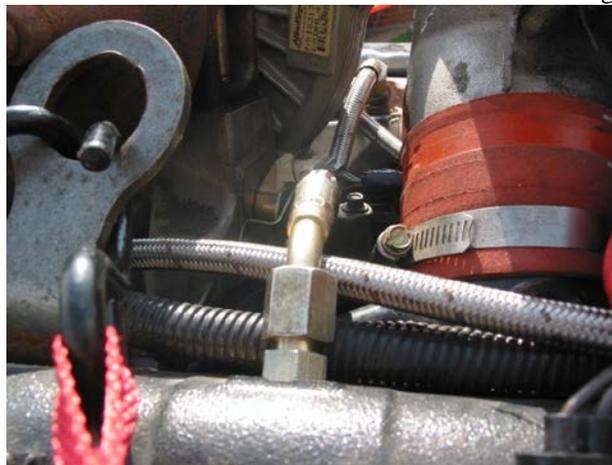
Tools Required to do the job:

- 5/8" open-end wrench
- 11/16" open-end wrench
- 5/8" socket and ratchet

1. Remove the high-pressure oil rail plugs at the number 5 cylinder on the passenger's side head and number 6 cylinder on the driver's side head. The number 5 and number 6 ports are second to the last port plugs in each head. On the driver's side starting from the front, you have the ICP sensor, the high-pressure oil hose from the oil pump, then the number 6 port. On the passenger side, you have a port plug a high-pressure oil hose from the oil pump, then the number 5 port. Essentially they will be right across from each other on the engine.
2. Lubricate the o-rings on the adaptors with a little bit of motor oil to ensure proper seating in the head when tightening.
3. Insert one adapter in to each previously uncapped port and tighten.
4. Connect one end of hose to one fitting making sure it is loose. Run the other end below the intake and wiring harness and connect to the other adapter. **Note** – This hose is meant to bend toward the valley and not upwards. The stainless steel hose shown in picture is not what is shipped in the kits but only shown for installation reference.



5. Once the hose is in place, double wrench the adapter and hose and tighten. **Note** – Make sure that the hose does not come in contact with the turbo housing.



6. If you encounter an oil leak at the port adaptor after installation, make sure that only one o-ring is on the port adaptor. There have been cases when the port plug was removed that its o-ring remained in the head. Once the port adaptor and hose were installed, this stacking of o-rings will cause an oil leak.