

6.0 Ford Powerstroke Diesel

Adjustable Fuel Pressure Regulator

- Instructions -



WARNINGS

Please read all warnings before beginning.

You are working on a pressurized fuel system. You must relieve system pressure before attempting to repair.

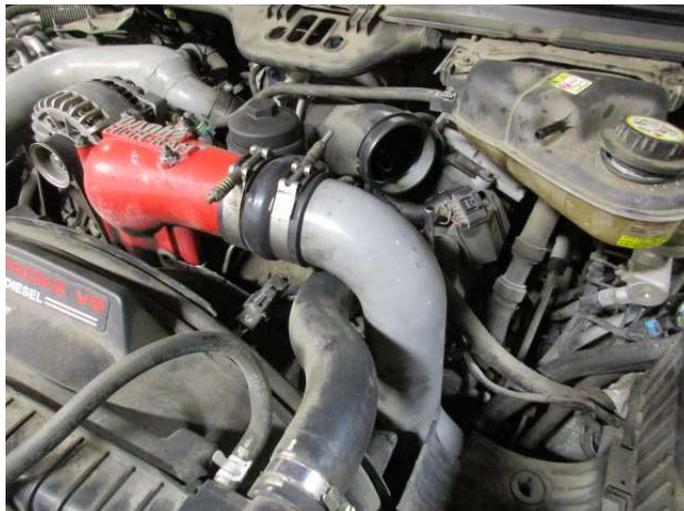
Wear eye protection at all times.

Let engine cool before attempting repairs.

Disconnect batteries to prevent starting or activating fuel pump with system disabled.

Drain fluid into suitable containers and dispose of properly.

Always follow all safety precautions.



1. Loosen the upper fuel filter cap slowly to relieve system pressure. Then completely remove the fuel filter.
2. Draw the remaining fuel out of the filter bowl using an appropriate suction tool or clean towels
3. Remove air cleaner assembly and driver's side charge air cooler tube, or position it out of the way
4. Remove return line retaining nut and line from fuel bowl with a 13/16" wrench. Then remove the fitting that screws into the regulator cover with a 7/8" thin wall socket (Almost all standard sockets work, impact sockets are too thick.)



5. Remove the (4) #25 torx bolts that hold the fuel pressure regulator cover. You may want to put a rag under the cover and slowly loosen all the bolts to keep from spilling fuel.
6. Leave the regulator plunger in the fuel filter housing.



7. Begin the installation process with the adjustment screw backed all the way out. Place new gasket on adjustable fuel pressure regulator. (Use a 3/16 in socket and 7/16 in wrench to make any necessary adjustments.)

8. Insert regulator spring onto retaining pin inside adjustable regulator housing. Carefully place adjustable regulator onto fuel filter housing making sure spring goes inside of plunger. Tighten all 4 bolts
9. Install fuel return line fitting and tighten into housing. Install return line and tighten.



10. Replace fuel filter and cap.
11. For easier initial access we like to start the vehicle and adjust fuel pressure before reinstalling the charge air cooler tube and air cleaner. If following this procedure be very careful that nothing can be drawn into the air intake upon starting the engine.
12. Cycle key on and off 2-3 times leaving it on for a period of 30 seconds each time to prime fuel system.
13. With a fuel pressure gauge attached, adjust fuel pressure to your desired set-point. (Our billet aluminum secondary fuel filter cap, as pictured, makes this an easy task.)
14. Opinions vary greatly on what the ideal pressure set point is. Our experience indicates that 65PSI works well with stock injectors. Stock fuel pumps have been known to run for years at over 100 PSI without failing.

If you are unable to adjust the pressure low enough, your truck may have an overly stiff aftermarket spring. This can be cured by trimming one or two coils from the spring with wire cutters to allow more latitude for adjustment.

Occasionally, depending on your adjustment screw's position and the position of your upper radiator hose, contact between the two can occur. If this is the case, simply put a rubber vacuum cap over the end of the adjustment screw to protect the hose.

Periodically checking your fuel pressure is highly recommended for prevention of premature injector failures. We have frequently seen pumps that are beginning to fail cause declining pressure. Regulator springs are also known to fatigue over time.

Fuel Pressure is important on a 6.0L! Check it and adjust it to prevent unnecessary problems!