

Remote Coolant Filtration System 6.0L/6.4L Ford Powerstroke



Assemble the coolant filter housing by inserting the fittings shown in **Figure 1**. Be sure to use Teflon tape (included) on all the threaded fittings. (11 ft Hose Included)



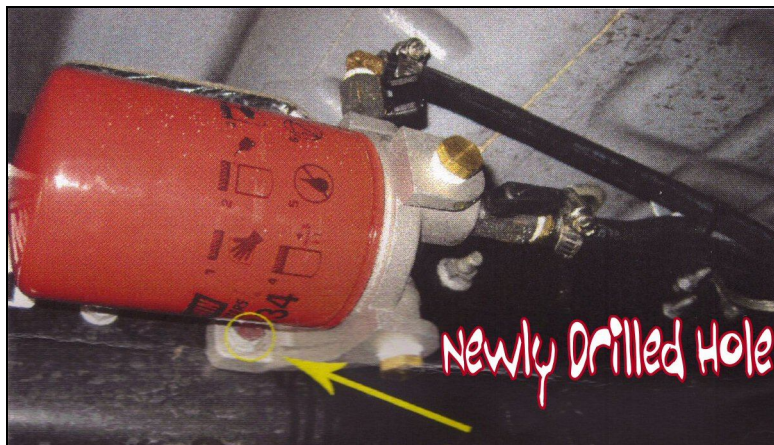
(Figure-1)

Locate the existing hole in the frame between the two cross members on the passenger side. See **Figure 2**.



(Figure-2)

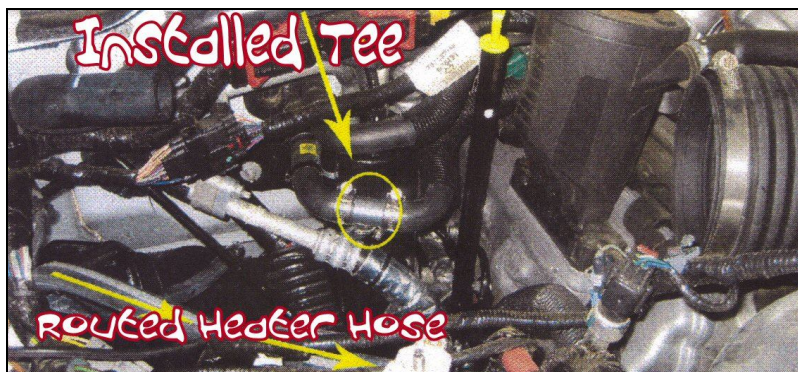
In this step you will be drilling a hole to mount the coolant filter housing to your frame. The filter will be parallel to the frame, so the housing will be mounted sideways. See **Figure 3**. Align the factory hole with the top hole of the coolant filter housing then mark and drill the 2nd (bottom) hole using a 3/8" drill bit. Mount the new coolant filter housing to the frame using the bolts we have supplied. Spin the filter on at this time. See **Figure 3**.



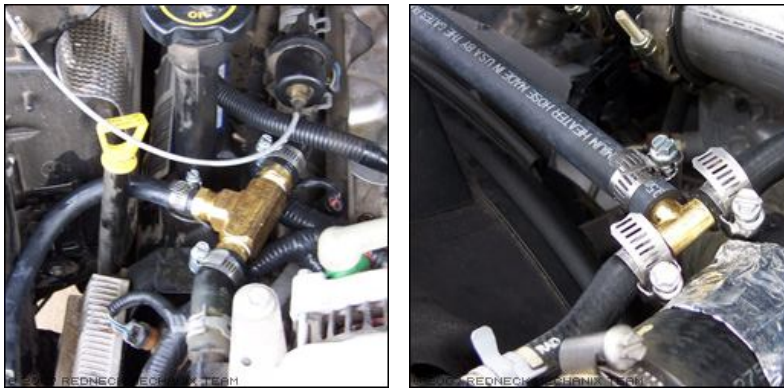
(Figure-3)

(6.4L Only) Next you will gain access to the heater hoses by removing the factory air box. Loosen the clamp holding the air intake tube to the air box. Remove the two sensor plugs and the lid. The main box will simply pull out by giving it a slight tug. It is held by three rubber snap grommets. There are no bolts holding the air box. Drain a few gallons of coolant out of the radiator and collect the coolant in a clean bucket. You'll pour this back into your system when you are done. The drain plug is on the back side of the radiator.

Cut the factory heater hose and install the brass tee as shown in **Figure 4** and **Figure 5**. Route the hose provided from the plastic tee to the coolant filter "in" port – the one in the center with the straight fitting. After routing the hose, cut it to length and use the remaining piece in the next step.

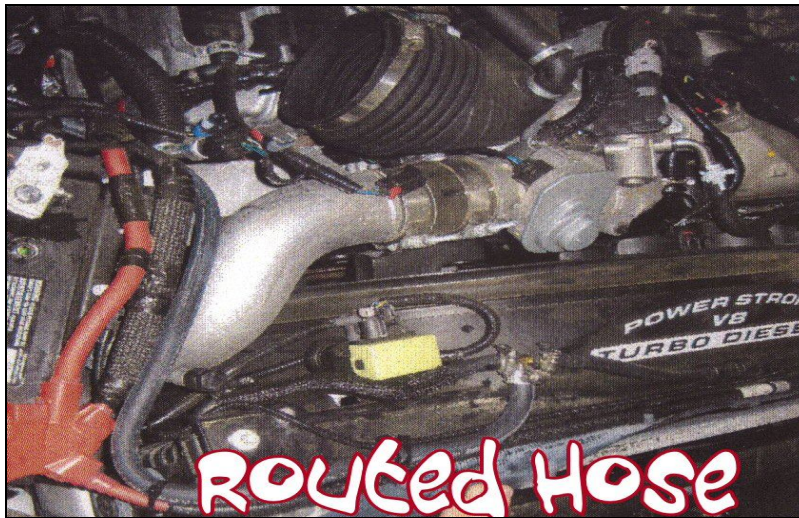


(Figure-4 6.4L)



(Figure-5 6.0L)

Route the remaining length of hose from the coolant filter “out” port (90 degree fitting) up towards the top of the radiator. Connect the other end of this hose to the small hose on top of the radiator using the brass tee provided. You will need to splice the brass tee into the smaller line. See **Figure 6**. When routing the hose, make sure to leave room for reinstallation of the air box.



(Figure-6)

Take note of the natural “hump” in the original line. It should be in the “up” position. This is important so you’ll be better able to see the full flow back to the expansion tank. The upper line is the one you’re concerned with. You’ll see a small flow of coolant into the bottle when the engine is running. It helps if someone revs the engine a bit to see it better. This is an indication of the condition of the filter. If no flow exists, the filter is dirty and it’s time to change it. We recommend a 3 month filter change interval for the first year. Then change your filter once per year after that.

Final Steps:

- Secure all hose connections with the provided hose clamps.
- Re-install the air box. Re-fill the coolant you drained off earlier.
- Start truck and check for leaks.