



Thanks you for your purchase of the KCM Diesel Performance Stainless Steel High Pressure Crossover Line. The KCM crossover line ships pre-assembled and the ferrules are pre-cripped on each end to simplify the installation and ensure a tight and secure connection.

This crossover line is designed to fit Ford Powerstroke, years 1999-2003.5 (7.3L Engines)

**KIT CONTENTS:**

- 1) Stainless steel crossover line with pre-cripped ferrules and threaded caps installed on the line.
- 2) Threaded boss's with "O" rings installed.

**REQUIRED TOOLS:**

- 1) 5/8" Open End Long Wrench
- 1) 5/8" Open End Short Wrench
- 1) Shop Towels Or Rags
- 1) Patience And Good Eye Sight

**LET'S GET STARTED:**

Be sure to start with a cool engine.

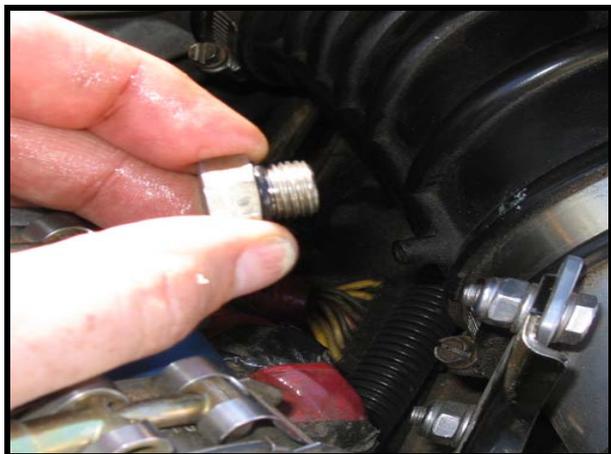
Remove your crossover line from its packaging and visually inspect it for bends, kinks, etc.

Blow through the line to remove any potential debris that may be in the line.

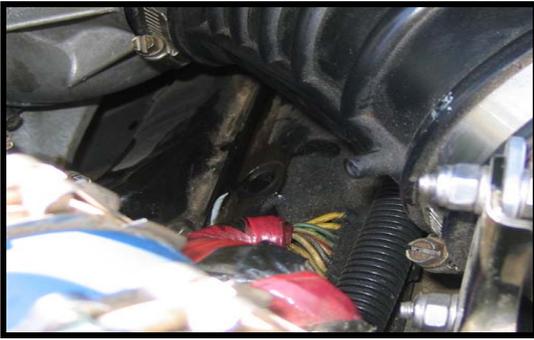
Inspect the line and if you notice any bends or kinks that do not look correct, or have any questions prior and during the installation of this line, please contact [kcmdieselperformance@cox.net](mailto:kcmdieselperformance@cox.net)



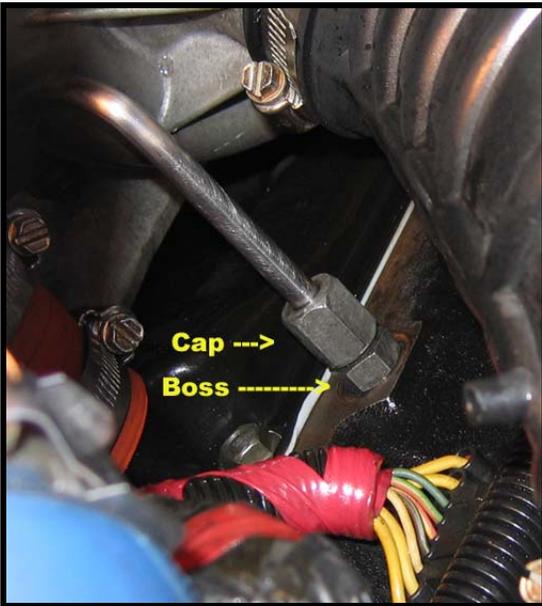
**1.** Your cross over line ships with the ferrules crimped and the threaded nuts installed.  
  
(The cross over should also lie flat when placed on a flat surface.)



**2.** NOTE: You may have to remove your air inlet tube to gain clear access to the driver's side port. *(These instructions illustrate the installation without the removal of the air intake.)*  
  
Locate the #5 cylinder (*passenger side*) and the #6 (*drivers side*) oil galley plugs that are directly across from each other on the heads. They are just in front of the turbo.  
  
Remove both plugs and use shop towels to absorb any oil flow.



Driver's side plug removed.



3. Clean each port area thoroughly.  
Carefully thread the new boss into each head and tighten.

**DO NOT OVERTIGHTEN!**  
**THREAD DAMAGE MAY RESULT!**

**The o-ring is what makes the seal on these fittings.**

Insert the line from the passenger side and route the line in front of your turbo and over the top of the EBPV wiring harness in front of your pedestal. Place a small dot of removable Lock-Tite on the threads before installing tube.

Place each end of the tube into the threaded boss until the ferrull bottoms out inside of the boss. Check for proper tube alignment and placement to ensure the tube is not resting on any engine components and that the tube is centered in the boss.

4. Thread each cap onto the boss until finger tight and tighten using a second wrench to lock the boss at the head. The nut should be tightened at least 1 ½ to 2 full turns from finger tight to ensure proper seal.

5. Clean the port areas and the engine valley as best you can.
6. Re-install your air intake hose if you removed it to do the installation.
7. Start the motor and check for leaks. If leaks are detected, tighten connectors as needed.
8. What oil you miss will eventually drain down the engine valley and down to the inspection cover under you Powerstroke so no need to panic if you see a puddle under your truck after this installation.
9. Keep your factory plugs in your Powerstroke in the event you ever need to remove the line.