



1. Remove the dipstick and 4 bolts holding the plastic cover plate on top of the engine. (Fig 1)
2. Using an 11mm wrench remove the 2 clamps holding the EGR tube that crosses in front of the valve cover. You don't have to remove the tube, just tilt it out of the way. (Fig 2)
3. Using a 10mm socket and wrench, remove the bolt that holds the dipstick tube to the bracket and the 6 bolts that hold the air horn to the manifold. Slide the air horn forward so that you can access the front of the fuel rail. Be careful to not damage the gasket
4. Remove the fuel rail valve located on the front of the fuel rail using an 18mm wrench. (Fig 3)
5. Once fuel rail valve is removed from fuel rail, remove o-ring and re-install it on to H&S Fuel Rail Plug. Insert H&S Fuel Rail Plug into fuel rail and tighten it down to 50 ft. lbs. (Fig 4)
6. Now you can re-install the air horn, make sure to line up the six holes in the gasket with the bolt holes for the air horn. Also connect the dipstick tube to the bracket on the air horn.
7. Line the EGR tube back up. For easier installation line up one side to its connection, install the clamp but leave it loose enough so you have a little movement to connect the other side. Then fully tighten both sides, once you have both sides lined up correctly.



# FUEL RAIL PLUG & FUEL RAIL SHIM KIT

## 6.7L DODGE CUMMINS

INSTALLATION INSTRUCTIONS

## SHIM KIT INSTRUCTIONS

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2. Using an 11mm wrench remove the 2 clamps holding the EGR tube that crosses in front of the valve cover. You don't have to remove the tube, just tilt it out of the way. (Fig 2)
3. Using a 10mm socket and wrench, remove the bolt that holds the dipstick tube to the bracket and the 6 bolts that hold the air horn to the manifold. Slide the air horn forward so that you can access the front of the fuel rail. Be careful to not damage the gasket
4. Remove the fuel rail valve located on the front of the fuel rail using an 18mm wrench. (Fig 3)
5. Once fuel rail valve is removed from fuel rail, thread supplied nut on to valve. Then place valve in a vice, clamping down on sides of valve cap. (Fig 4, 5)
6. Use a wrench to unthread supplied nut against vice in order to remove valve cap. Hold on to end of valve while doing this because it is spring loaded and you can lose parts. (Fig 6)
7. Remove the metal spring, then insert the 3 supplied metal shims into valve. (Fig 7, 8)
8. Replace valve spring and then cap. Be careful not to lose small pin in valve cap, otherwise truck will not start. (Fig 9)
9. Place valve back in vice with a piece of wood behind valve cap to prevent damage to the valve seal surface. Tighten vice so that the valve cap reenters valve until fully seated. (Fig 10)
10. Take a small punch and small hammer and re-apply the 3 factory indentations along the lip where the valve casing covers the valve cap. After doing so loosen the vice and make sure that the valve cap is held by the indentations. (Fig 11)
11. Re-install the fuel valve and tighten it down to 50 ft. lbs.
12. Now you can re-install the air horn, make sure to line up the six holes in the gasket with the bolt holes for the air horn. Also connect the dipstick tube to the bracket on the air horn.
13. Line the EGR tube back up. For easier installation line up one side to its connection, install the clamp but leave it loose enough so you have a little movement to connect the other side. Then fully tighten both sides, once you have both sides lined up correctly.

## SHIM KIT IMAGES

