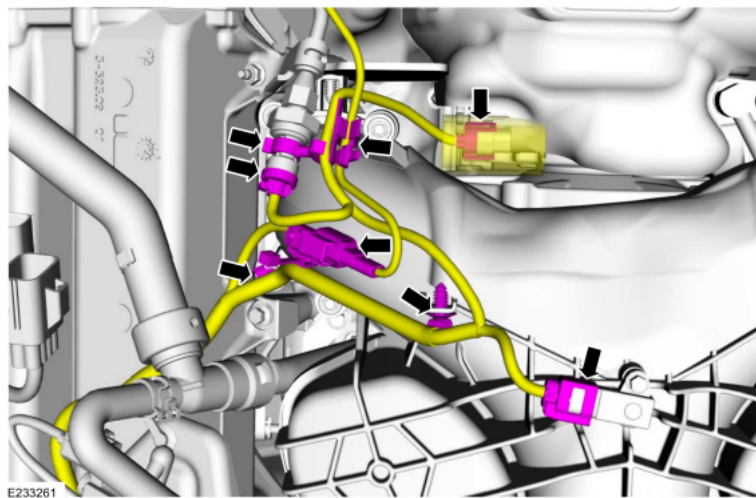
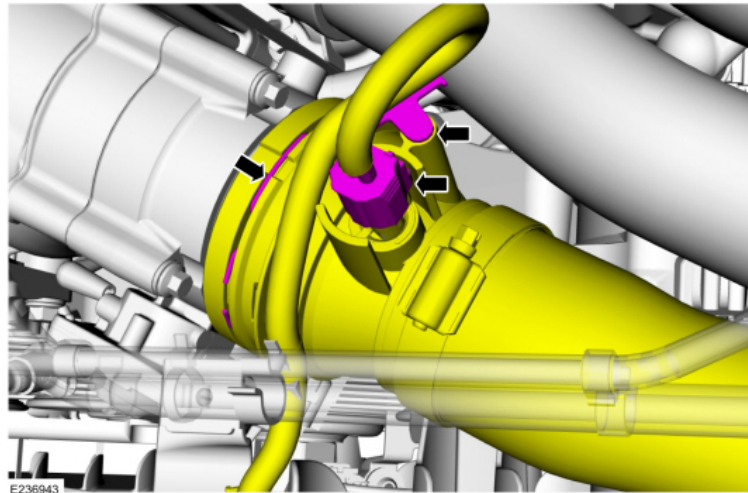


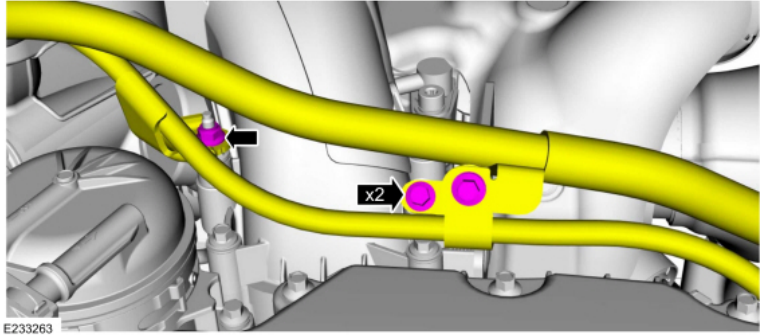


2020+ 6.7 Powerstroke Disaster Prevention Kit

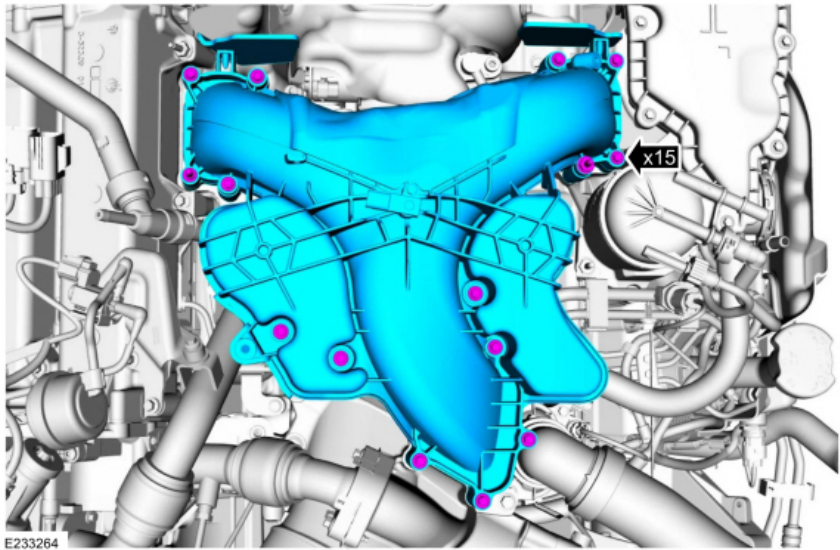
****Note- For sealant SPE recommends the included Vibra-tite 44050 on NPT fittings.**

Remove the upper and lower intake manifold to gain access to the top of the CP4 pump. Disconnect/remove the purple connections and bolts.

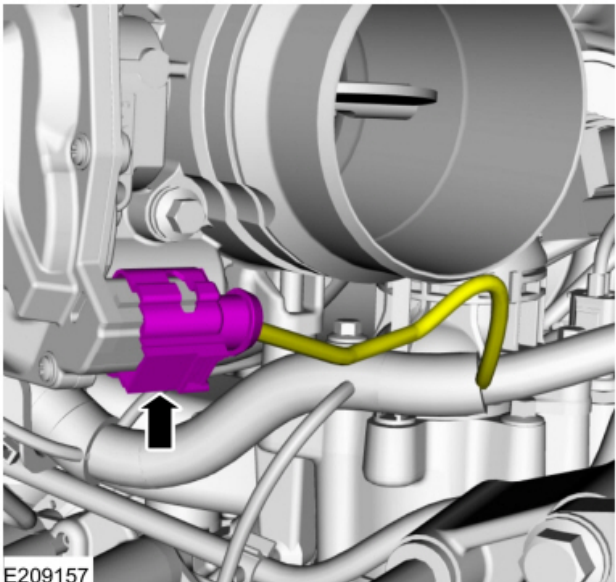




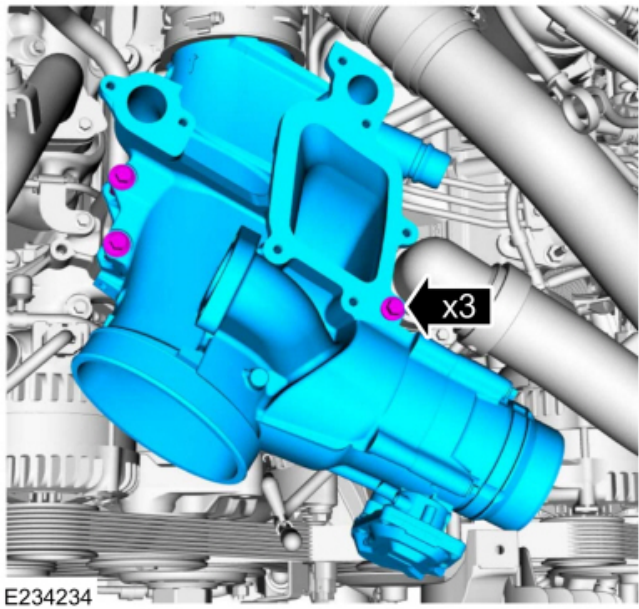
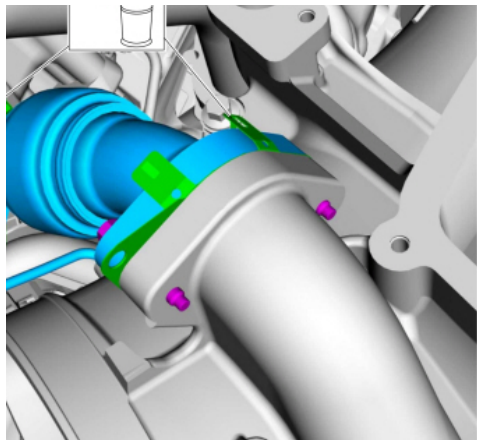
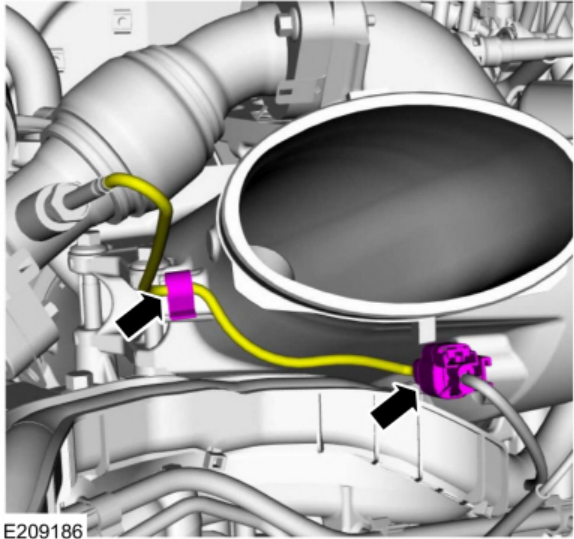
E233263



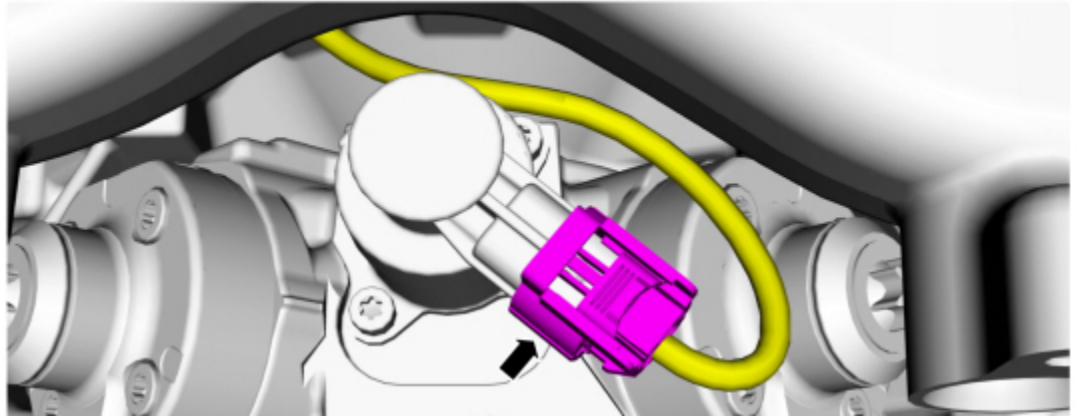
E233264



E209157



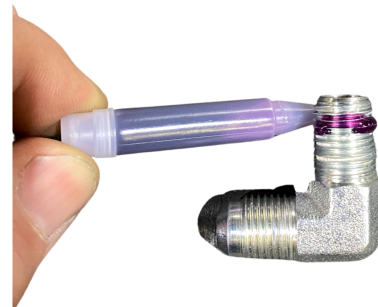
With the top of the CP4 now accessible, remove the volume control valve (MPROP). Be sure to take note of the tightness.



IMPORTANT!! MAKE SURE NO DEBRIS FALLS INTO THE PUMP!! MAKE SURE THE BORE IS PERFECTLY CLEAN. IF NOT, THIS WILL CAUSE DAMAGE TO THE PUMP!!!!!!

4. Prep the SPE MPROP adapter to go into the pump. Using the supplied sealant apply it to the NPT (not the conical side) threads as shown below.

****Note- For sealant SPE recommends the included Vibra-tite 44050 on NPT fittings.**



5. Orient the fitting like below.



6. Install the 2 supplied o-rings on the base of the adapter. After making sure the bore of the pump is clean push the adapter in until seated flat in the pump.

7. Install the volume control valve (MPROP) into the adapter with the supplied longer stainless allen bolts. Tighten to 35-45 inch pounds. If you do not have access to an in-lb torque wrench the tightness is similar to that when you removed it. You may need to loosen the fuel feed & return line bolt to gain better access when seating the adapter.

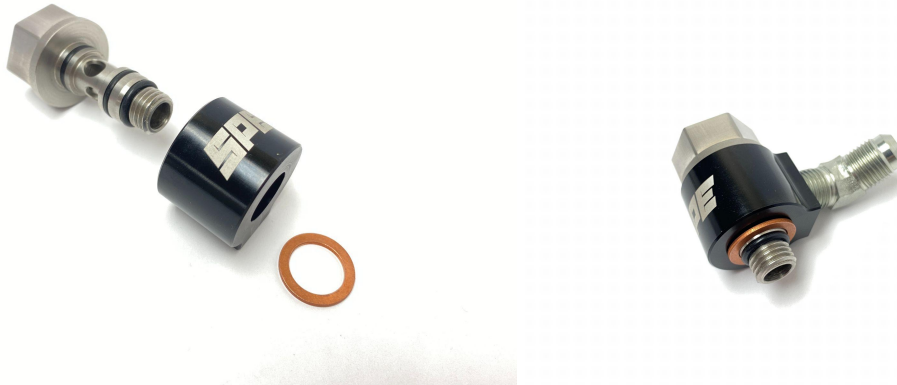
***Note - SPE supplies you with a new o-ring for the tip of the MPROP. Sometimes the old o-ring will swell and make it difficult to install.**



8. Screw on the 45 degree end of the supplied premade hose tighten with the fitting pointing up.



9. Install the 3 (same size) o-rings onto the pressure sensor adapter and lube them. Use the supplied Sealant and install the 45 degree fitting into the fuel adapter body as shown below. Assemble the bolt into the body with care making sure not to tear the o-rings. Now, install the copper washer on the end.

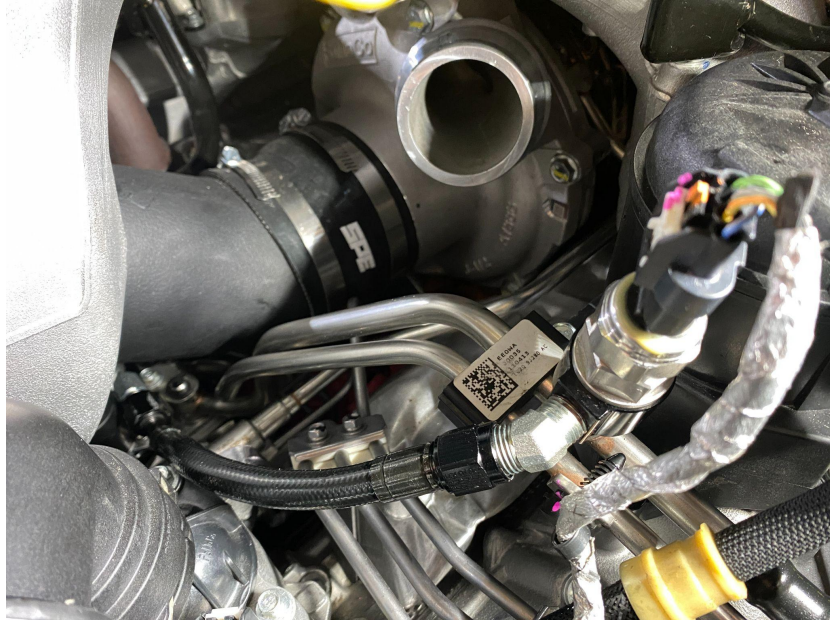


10. Remove the fuel pressure sensor. Install the fuel adapter on the fuel line as shown below and reinstall the sensor into the top of the SPE fuel adapter. Do not over tighten; they are sealed by o-rings.

***NOTE- Make sure the copper washer is below the body of the adapter. This is used as a shim to allow the body to rotate to ease installation. If it isn't installed it will allow too much play and may leak.**



11. Attach the straight end of the AN Hose to the adapter as shown below. Don't over tighten. Plug the electrical connector back into the pressure sensor.



12. Before reassembling the rest of the components, turn the ignition on and allow the lift pump to prime the fuel system and thoroughly check for leaks. Once you have checked and addressed any leaks you can now reassemble the rest of the removed components.

13. Once the truck is reassembled, allow it to idle for 5-10 minutes to get any air out of the fuel system before driving. You may now enjoy your truck with a piece of mind and all the added benefits of the SPE 6.7 Powerstroke disaster prevention kit.

14. To install the SPE Exofilter kit, please reference those directions which can be found on the SPE Motorsport website or separately in your package.