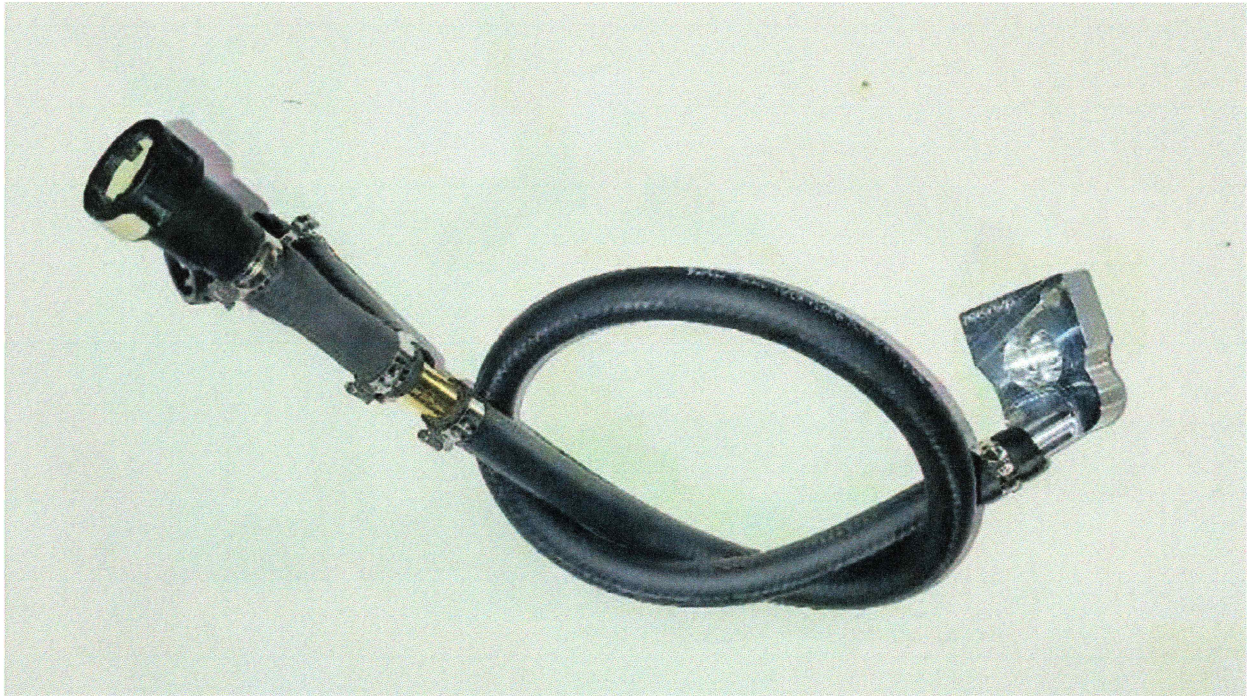


CP4 Disaster Recovery Kit

These instructions assume the person performing the installation has a mechanical background and is familiar with the Ford 6.7L Powerstroke engine and its fuel system.

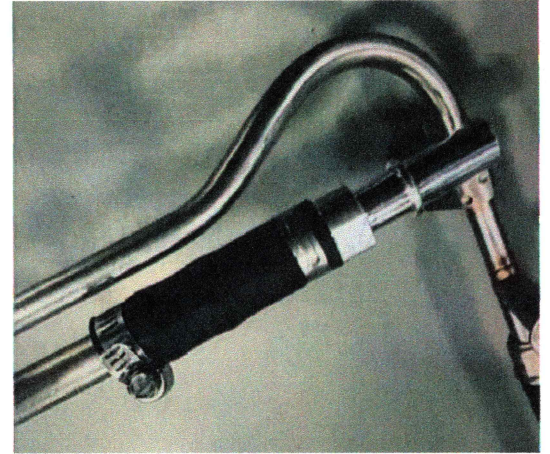
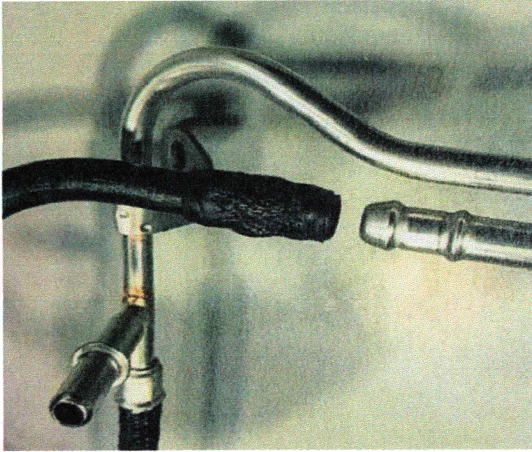
Parts List:

- (1) Aluminum adapter block assembly
- (1) 2020+ Hose clamp
- (1) Hose and male quick connect assembly
- (1) Hardware bag containing:
 - (2) Allen head stainless steel bolts
 - (1) large O-rings, (1) medium O-ring, (2) small O-rings, (1) 74M metering valve filter screen

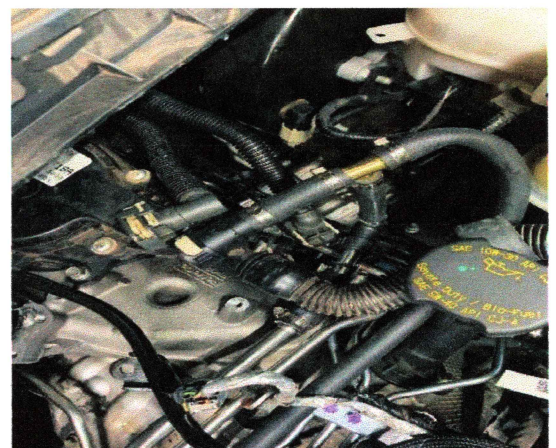


****NOTE**:** Before proceeding, carefully clean the top of the high-pressure pump and surrounding areas to remove any loose dirt or debris as it is critical no contamination finds its way into the fuel system.

NOTE: 2020+ requires the removal of the factory plastic hardline and quick connect assembly, and replaced by the new supplied kit.



1. Remove the fuel filter and fuel filter base housing. This is required to gain clearance to remove the upper plastic air manifold. Remove the hard plastic line from the filter to the fuel supply steel line that goes to the high-pressure pump. The supply line to the pump is on the passenger side of the pump.
2. Remove the upper air manifolds to gain access to the top of the high-pressure pump located in the valley of the engine.
3. Remove the metering unit (FCA) from the top of the pump, taking care not to allow any debris into the now open inlet and metering unit pockets in the top of the pump.
4. Use the new O-rings supplied on the new kit. Lubricate the O-rings and install the adapter block in the top of the high-pressure pump. Install the supplied 74M screen in the adapter block. Install the metering unit into the adapter block and install the longer metering unit fasteners.
5. Install adapter block into pump after lubing O-rings. Use caution to avoid cutting O-rings on install.
6. Install metering unit and tighten all fasteners.



7. Remove the factory Fuel feed line from the fuel filter to the fuel Injection pump.
8. Replace that line with the new supplied connectors attached to the Block assembly.
9. New rubber line can be zip tied to avoid excessive vibrations.

10. Reinstall the air manifolds and fuel filter base on the engine.
11. Reinstall the balance of the parts removed, making sure all electrical connectors are replaced and fasteners tightened to specification.

Notes for after install:

- When first starting the vehicle after the kit is installed, it is recommended you cycle the key on and off a few times, purging air from the fuel system before cranking. You will hear gurgling as you do this until all air has been removed.
- Your fuel injectors and rails are now protected should the CP4.2 high pressure pump fail.
- In the event of pump failure, pump replacement, along with flushing of the return lines and fuel tank is required. No failed pump debris will get into the high-pressure side (rails, fuel injectors, high pressure lines), saving thousands of dollars in parts and downtime.

Troubleshooting After Kit Install

Problem: Loss of rail pressure control

- Causes: Likely due to a missing or cut/pinched O-rings on the Metering Valve or adapter block
- Remedy: Disassemble and inspect O-rings for cuts and replace as necessary

Problem: Fault code "PO183" – "Fuel Temperature Sensor A Circuit High Input" (2011-2014 model only)

- Causes: Temperature sensor not plugged in on the fuel supply line
- Damaged fuel temperature sensor wiring
- Bad fuel temperature sensor (should measure around 2.3-2.6 k ohm at room temp)
- Remedy: Check plug and wiring for fuel temperature sensor
- Replace fuel temperature sensor if necessary