



CCV Delete Kit

For 2011-2025 6.7L Powerstroke

Installation Manual



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cs@enginego.com

STEP 1

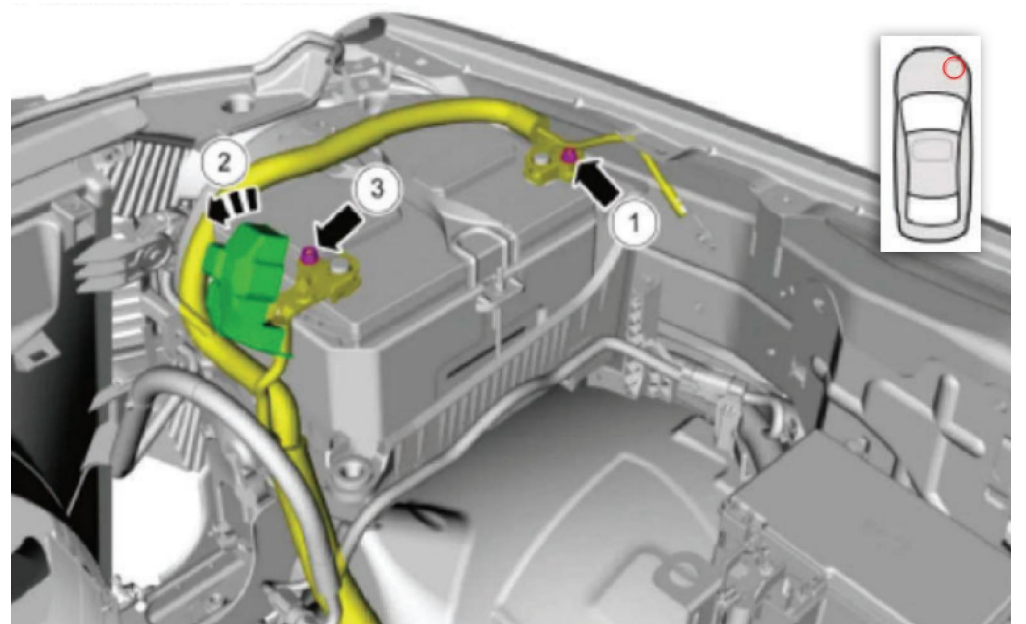
Release the Fuel System Pressure



Note: The high-pressure fuel system cannot be relieved manually. It will lose pressure naturally as the engine cools down. When working on the high-pressure system, wait until the engine is cool or for at least 5 minutes, whichever is longer, to allow the system pressure to bleed off and the fuel to cool. With the ignition key in the OFF position, ensure that the fuel pump and sender unit are not running. Wait an additional two minutes after the pump has stopped to allow the low-pressure system to fully bleed off pressure.

STEP 2

Disconnect the batteries.



STEP 3

Remove the Charge Air Cooler (CAC) Intake Pipe



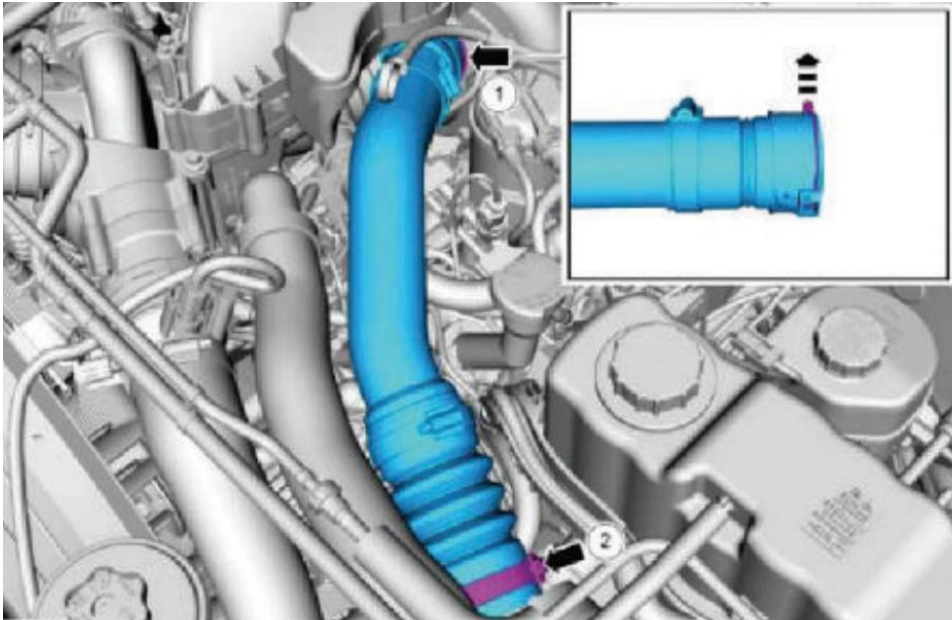
Note: The turbocharger compressor vanes can be damaged by even the smallest particles. When removing any turbocharger or engine air intake system component, ensure that no debris enters the system. Failure to do so may result in damage to the turbocharger.

- (1) Pull the spring clip until the end of the clip is seated in the detent of the quick-connect coupling.
- (2) Loosen the clamp and remove the CAC intake pipe.

Torque: 106 in-lb

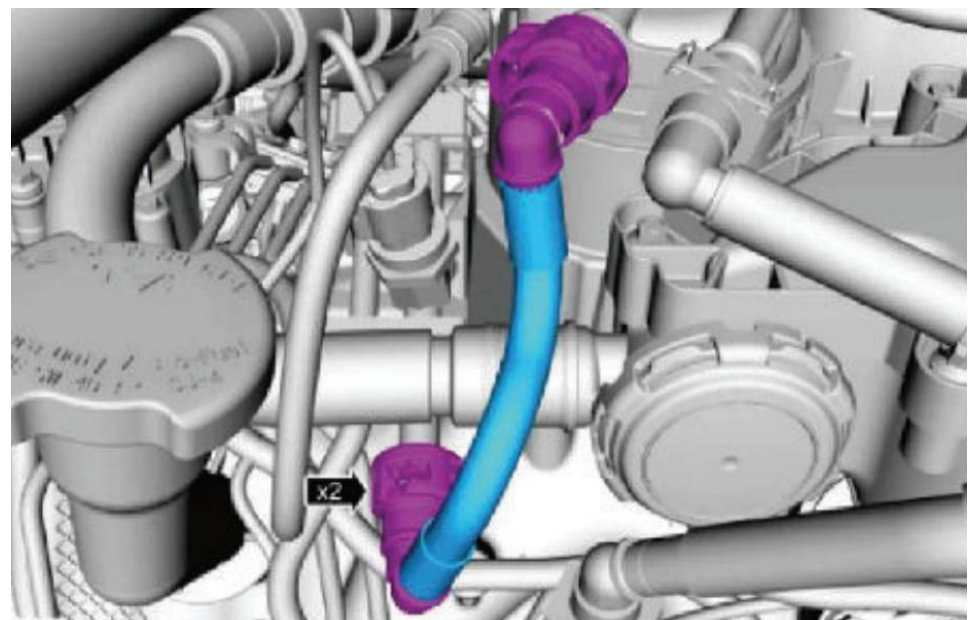
STEP 4

Remove the fuel filter outlet tube.



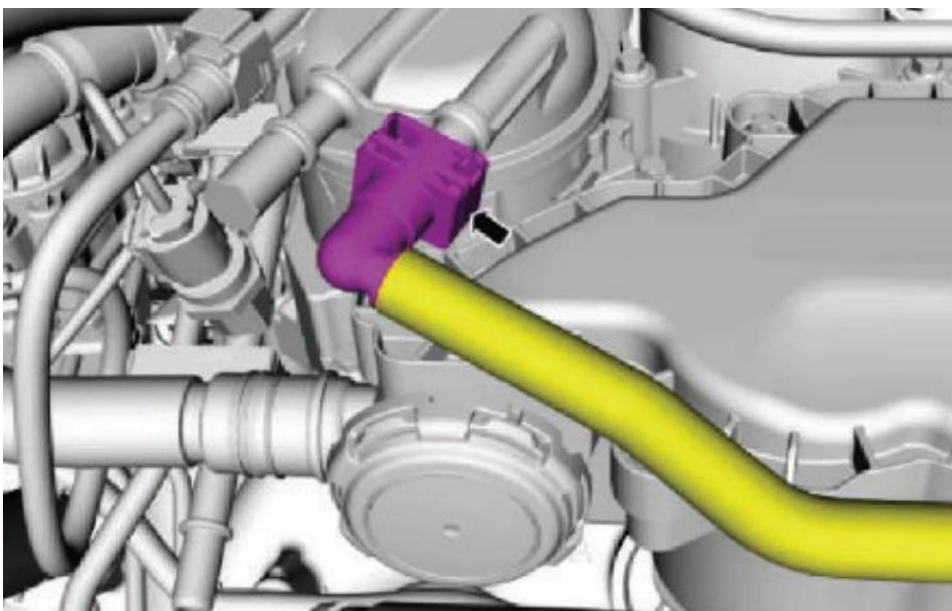
STEP 5

Disconnect the fuel filter inlet tube.



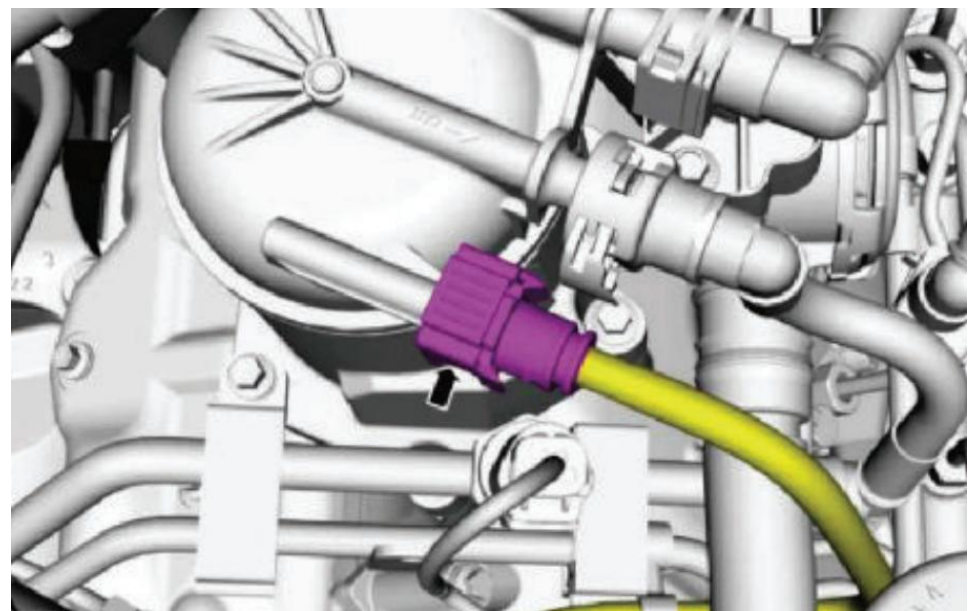
STEP 6

Disconnect the fuel filter injector return tube.



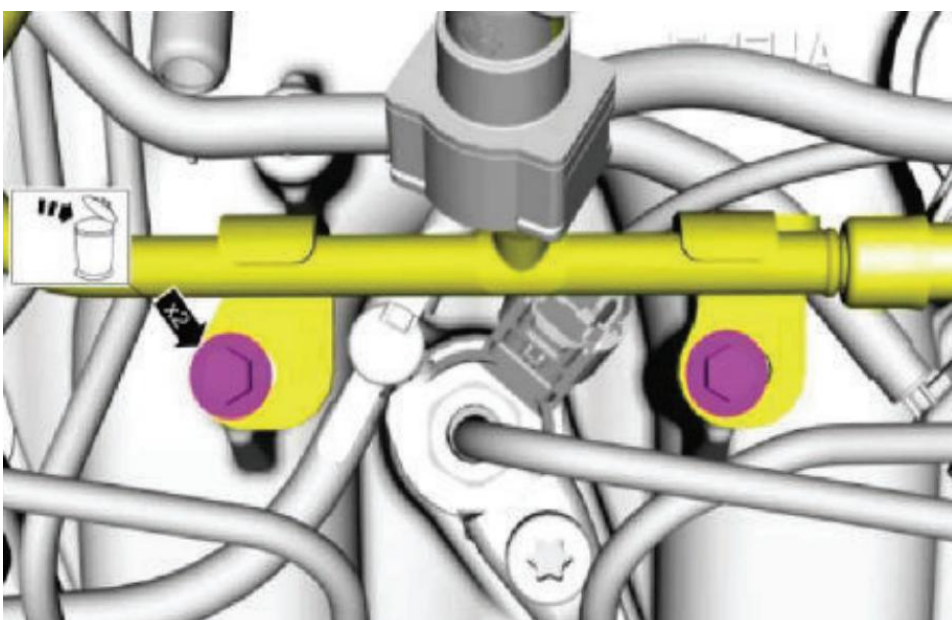
STEP 7

Remove and discard the left fuel supply tube bolts.



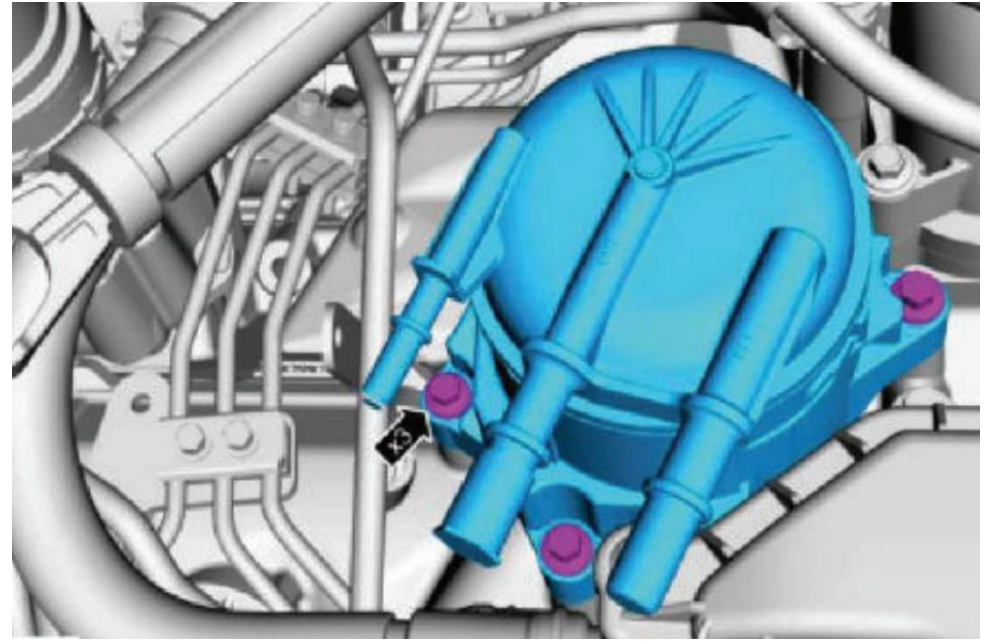
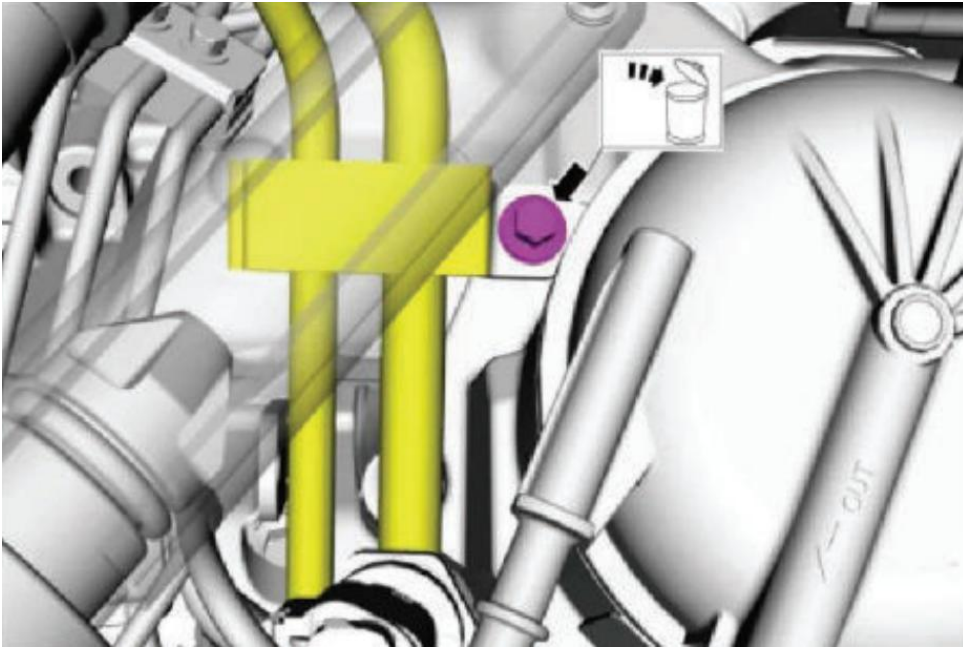
STEP 8

Remove and discard the fuel injection pump supply tube assembly bracket bolt, and move the fuel tube out of the way.



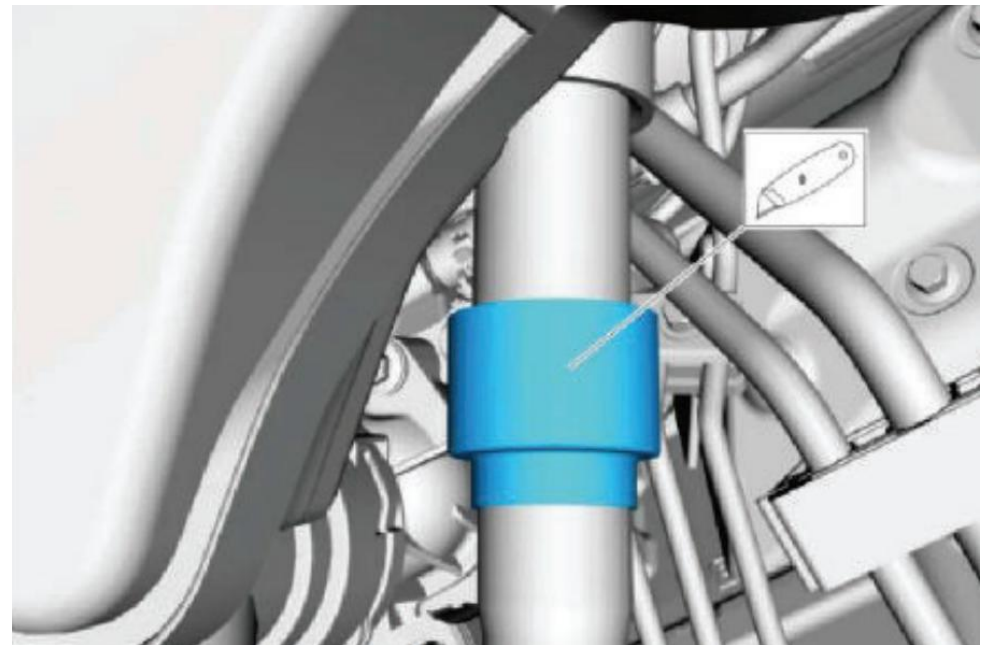
STEP 9

Remove the fuel filter and bracket assembly bolts, then remove the fuel filter and bracket assembly.



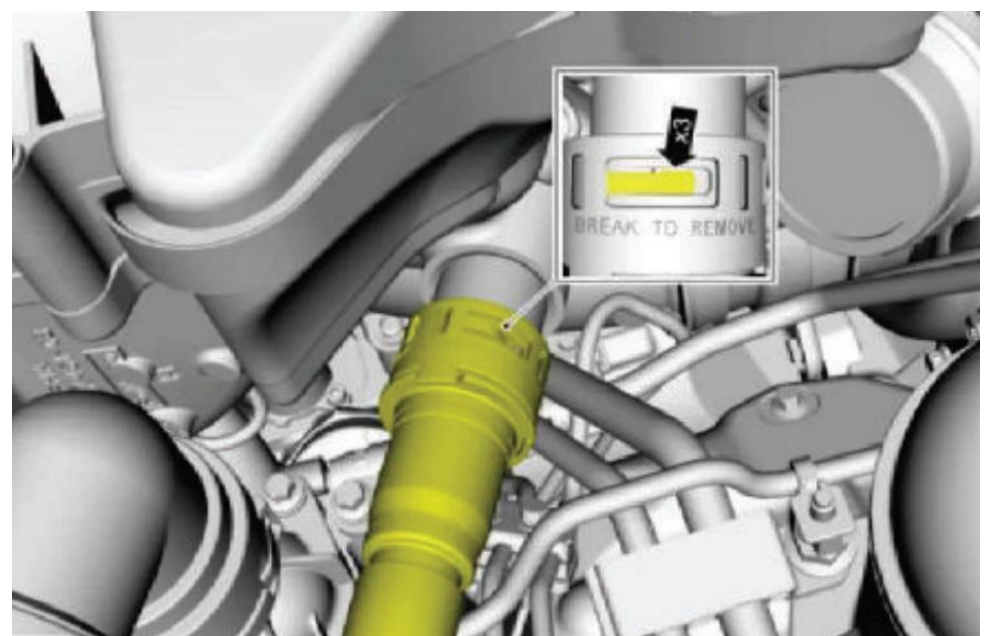
STEP 10

If your hose is this style, cut the heat-shrink tubing.



STEP 11

Release the retainer tabs on the crankcase vent oil separator outlet hose, breaking the tabs if necessary. Then disconnect the outlet hose from the lower intake manifold.

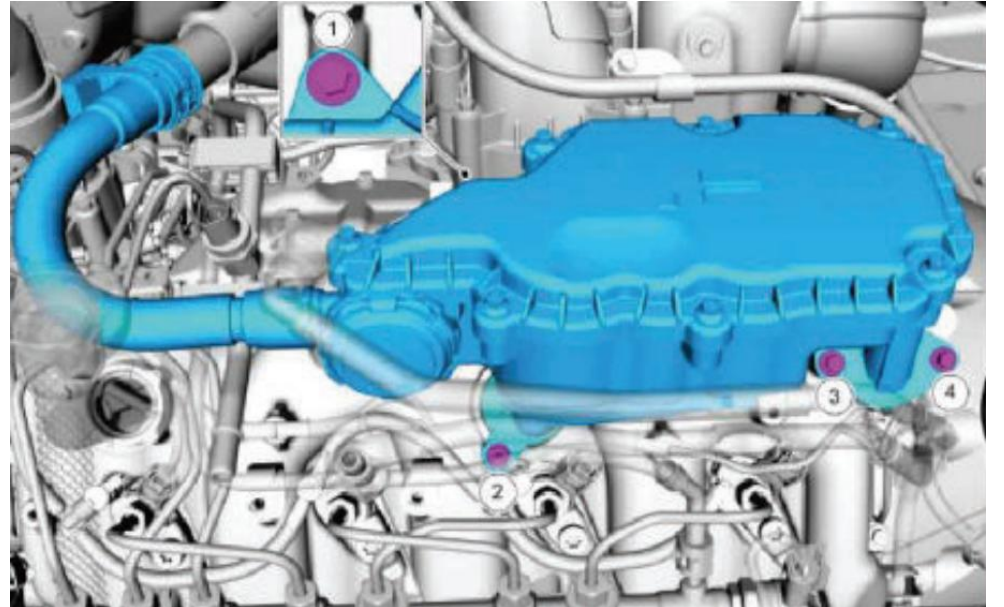


STEP 12

Place a shop towel under the oil separator to catch any oil that may leak during removal. Remove the crankcase vent oil separator bolts, then remove the oil separator itself.

STEP 13

Install the unit onto the breather port at the rear of the engine where the stock unit was removed. Make sure to clean away any old oil residue beforehand. Evenly torque the two bolts to 96 in-lb.



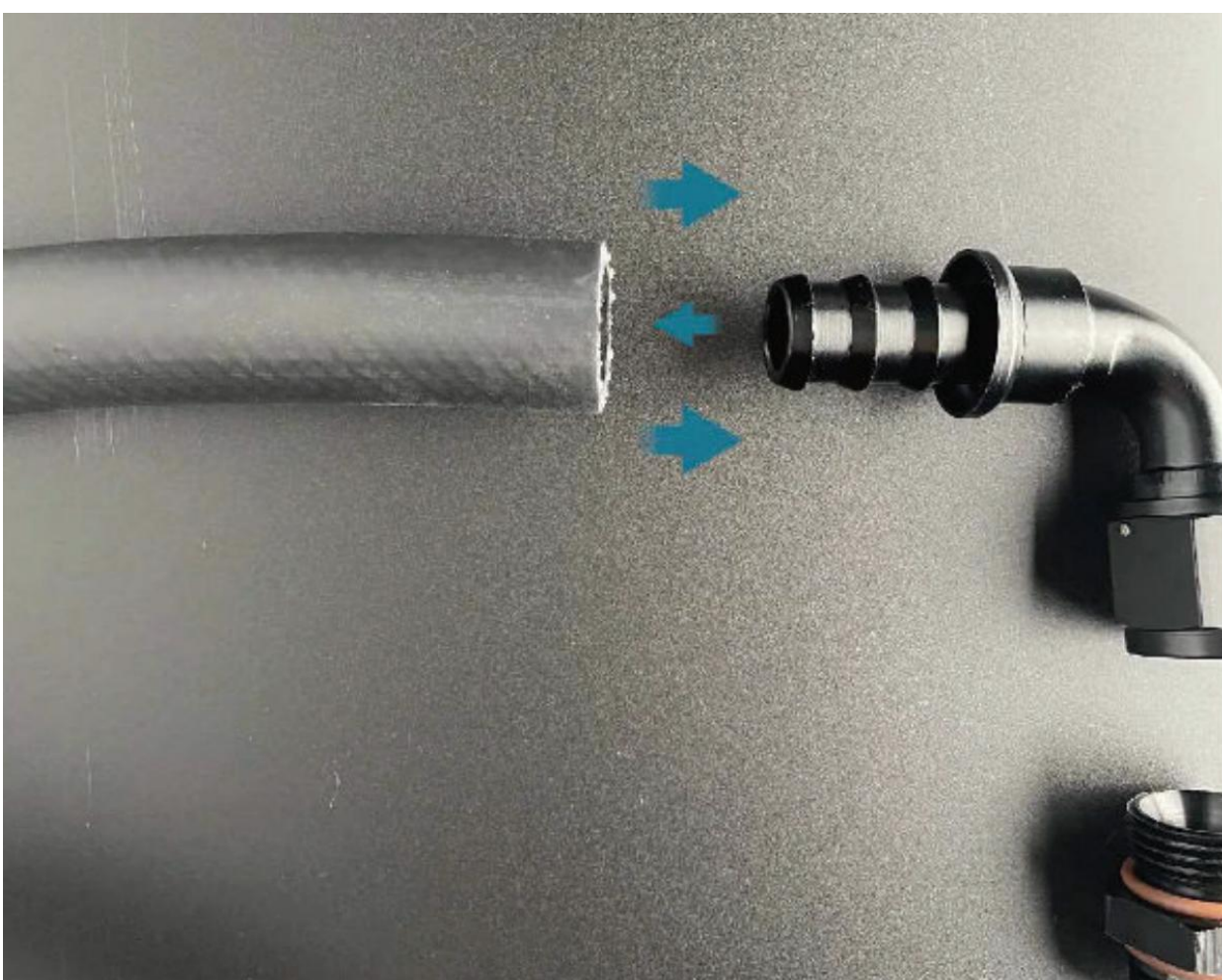
Note: After removing the original pipes, cover all openings to prevent debris or foreign objects from entering and causing damage to the engine or turbocharger.

STEP 14

Correct installation is shown in the figure. There may be slight differences depending on the version of the product you selected.



Refer to the following figure for the correct installation sequence.



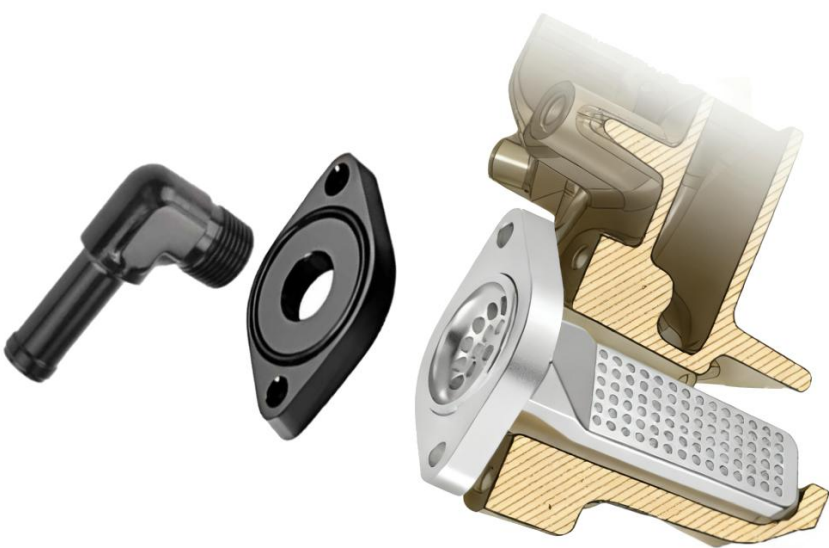
The following are the four main installation configurations. Please select the correct installation sequence according to the product you purchased and use the appropriate bolts and nuts.



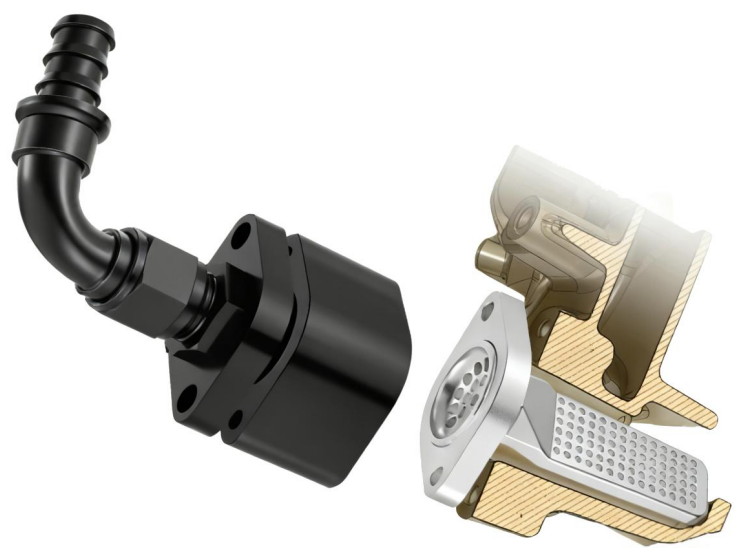
Standard · Without Internal Catch Can



Functional · Without Internal Catch Can



Standard · With Internal Catch Can



Functional · With Internal Catch Can

STEP 15

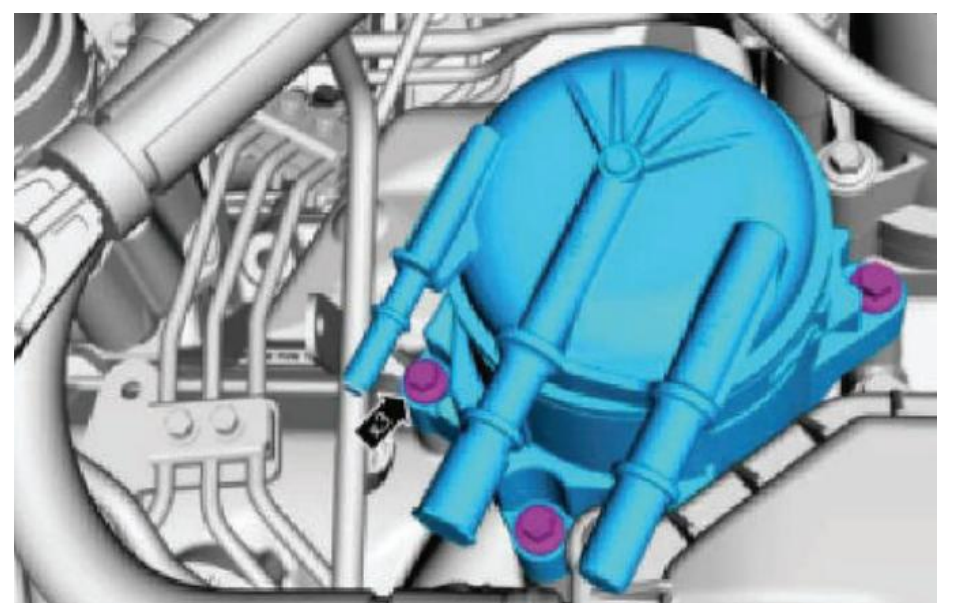
Install the provided cap onto the port on the stock intake where the factory breather hose was previously removed. There is no need to use a clamp or zip tie, as this port is not under pressure.



STEP 16

Install the fuel filter and bracket assembly, then install and tighten the fuel filter and bracket bolts.

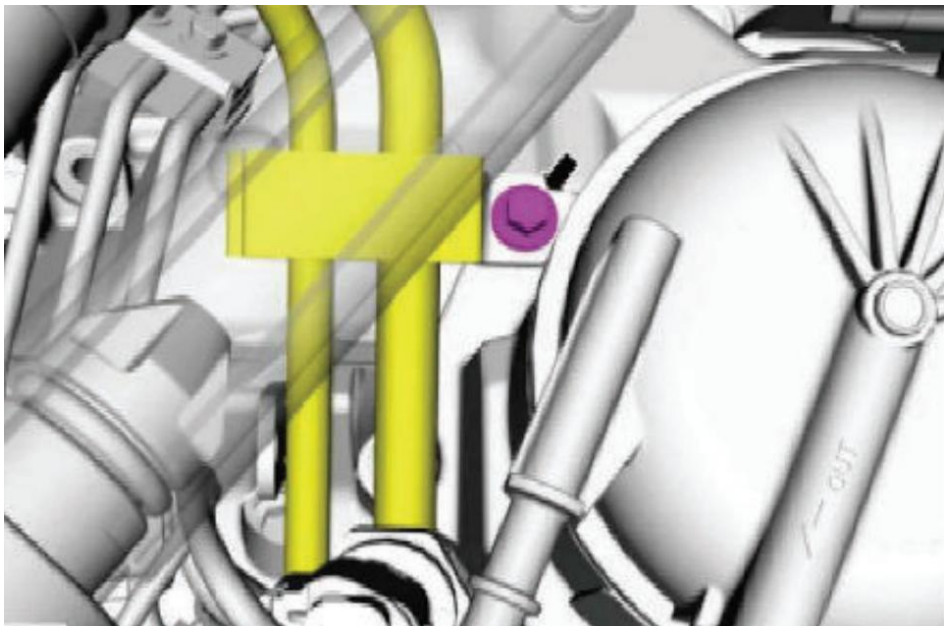
Torque: 85 in-lb



STEP 17

Install and tighten the new fuel injection pump supply tube assembly bracket bolt.

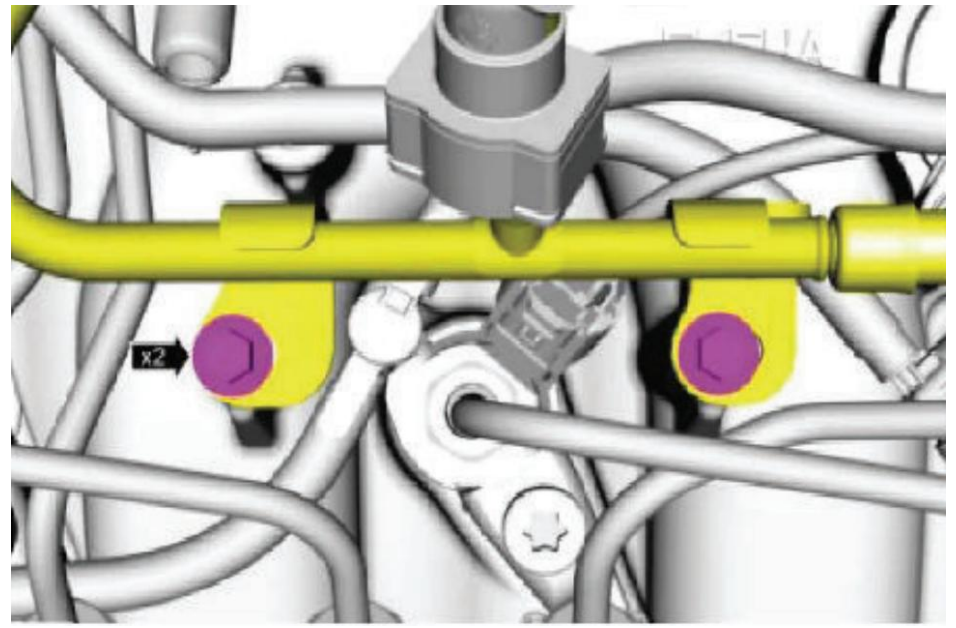
Torque: 96 in-lb



STEP 18

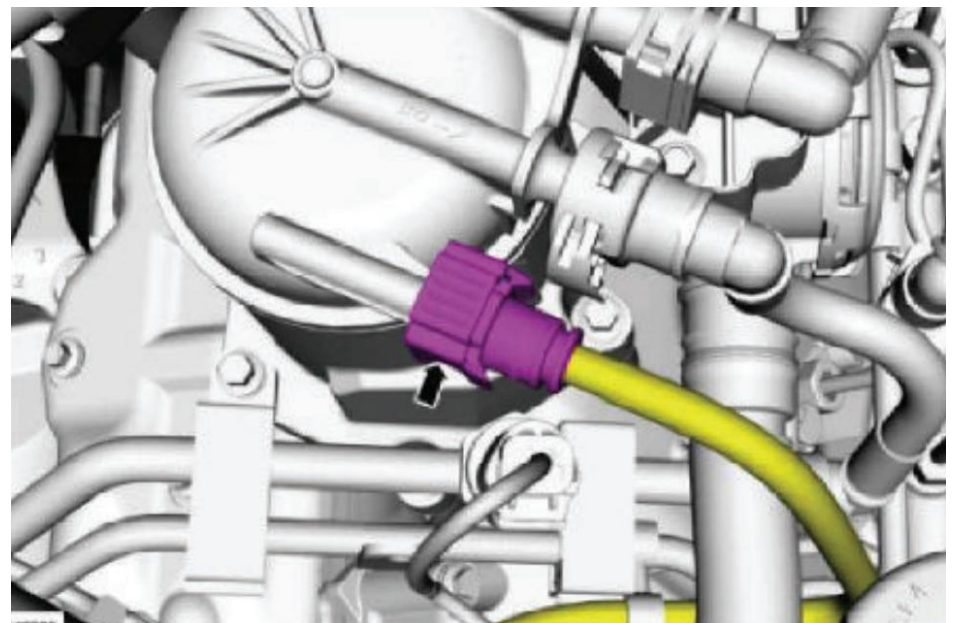
Install and tighten the new left fuel supply tube bolts.

Torque: 96 in-lb



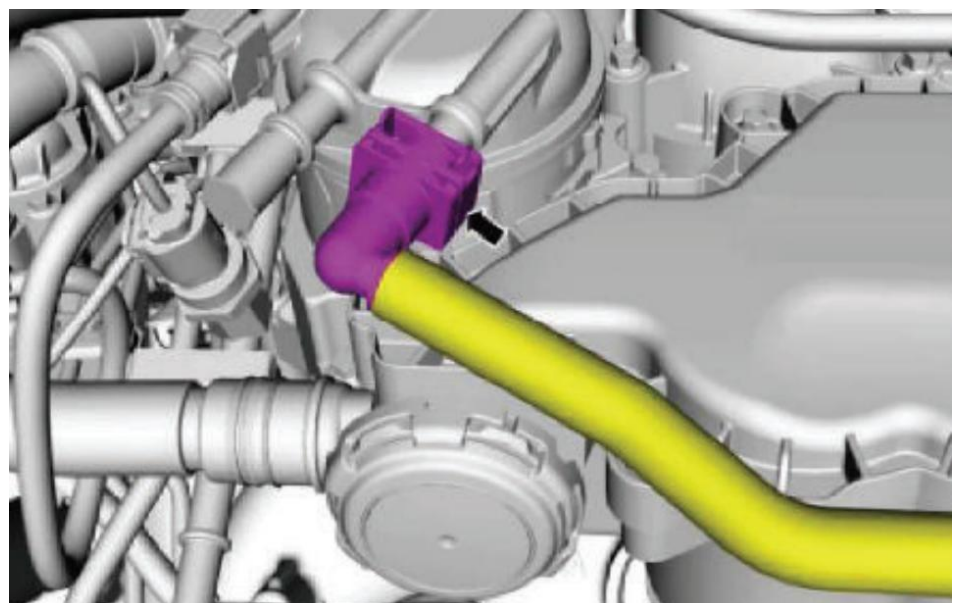
STEP 19

Connect the fuel filter injector return tube.



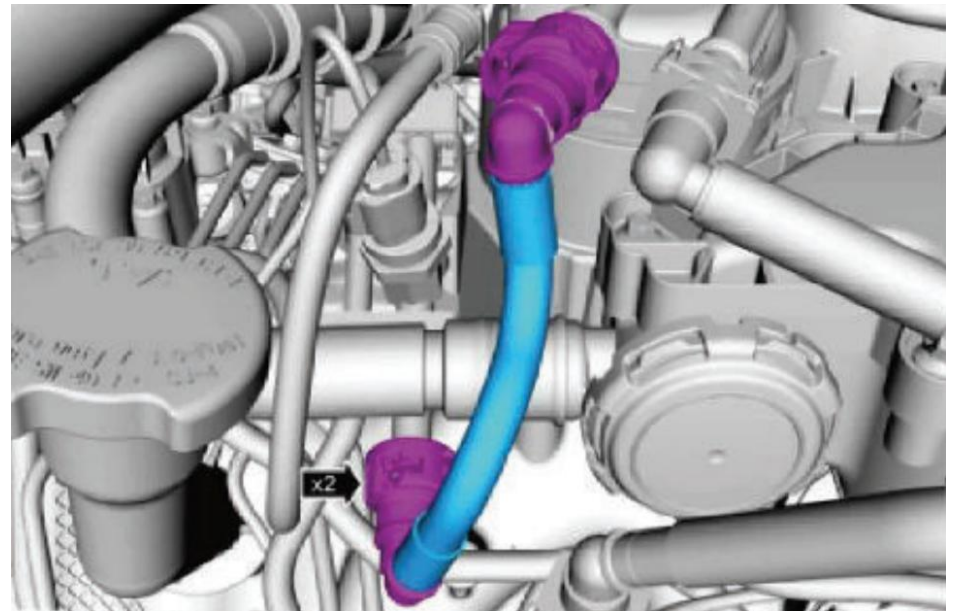
STEP 20

Connect the fuel filter inlet tube.



STEP 21

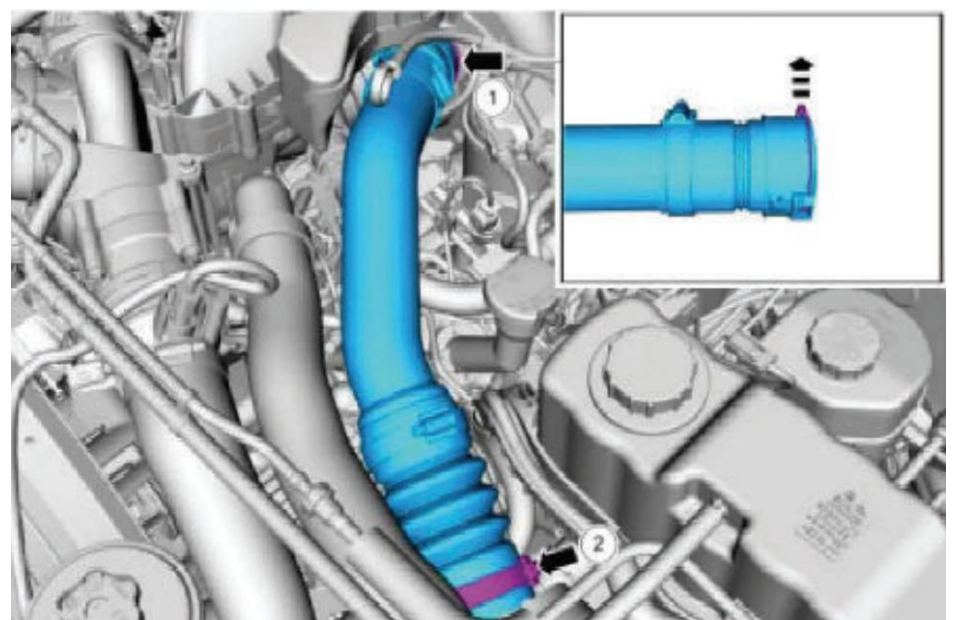
Install the fuel filter outlet tube.



STEP 22

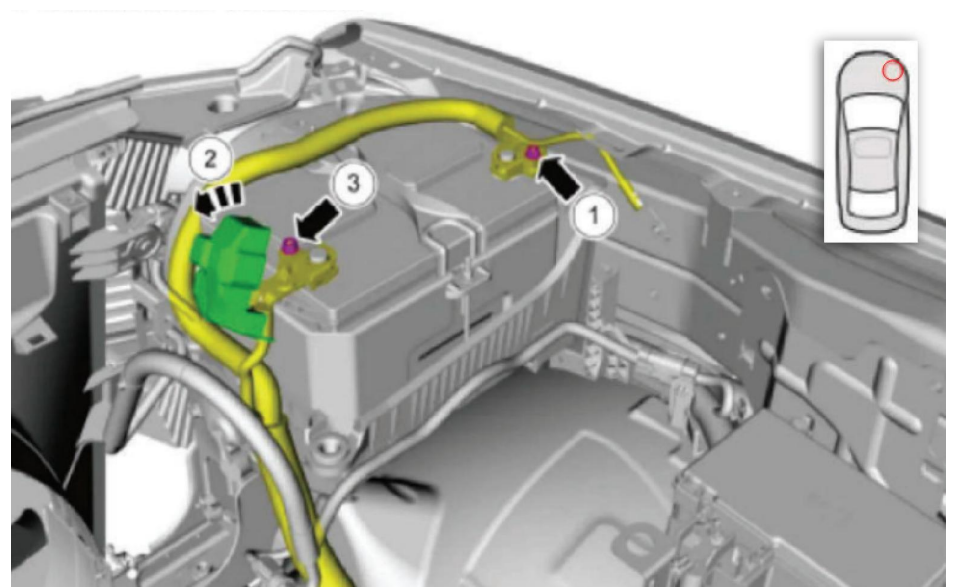
Install the Charge Air Cooler (CAC) intake pipe. Inspect the turbocharger and engine air intake system components and clean them if necessary.

Torque: 106 in-lb



STEP 23

Re-Connect the batteries.



STEP 24

Bleed the fuel system by cycling the ignition three times in the following sequence:

- (1) Turn the ignition key ON without starting the engine.
 - (2) Wait 30 seconds for the fuel pump and sender unit to operate.
 - (3) Turn the ignition key OFF.
- Repeat this cycle three times.



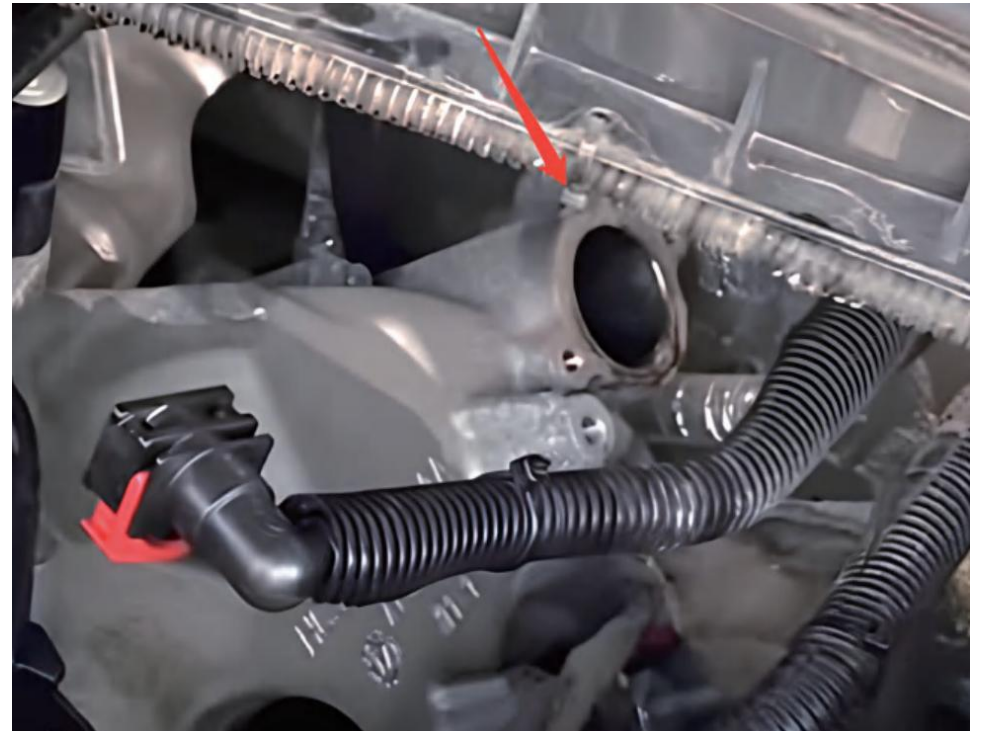
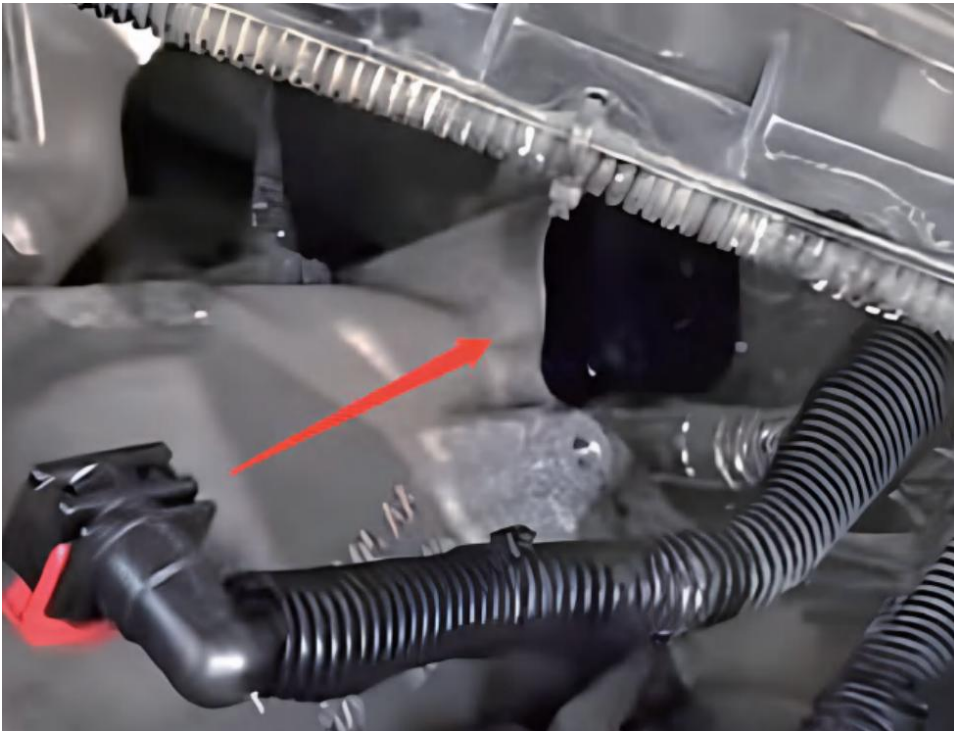
Note: Fuel injection components are manufactured to very precise tolerances and fine clearances. To prevent damage to the fuel system, it is essential to maintain absolute cleanliness when handling these parts.



CCV Internal Catch Can (ICC) Installation

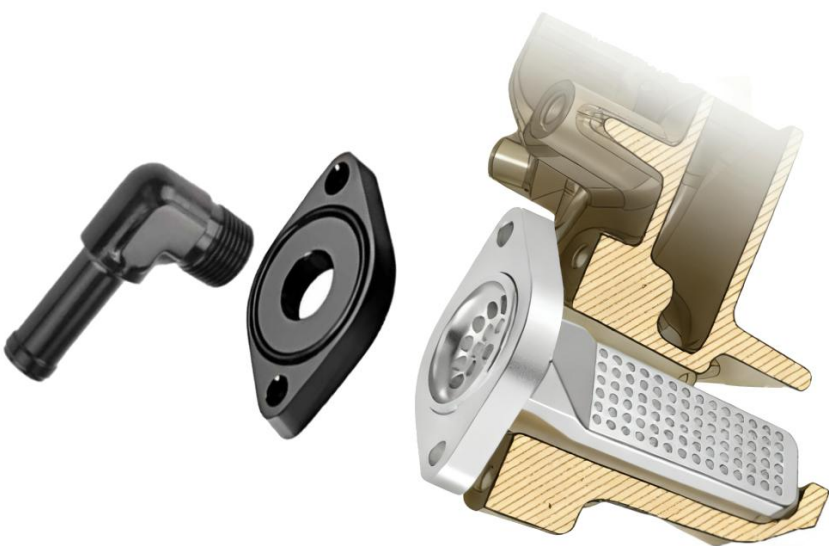
STEP 1

Remove the two-bolt CCV outlet hose flange from your vehicle.

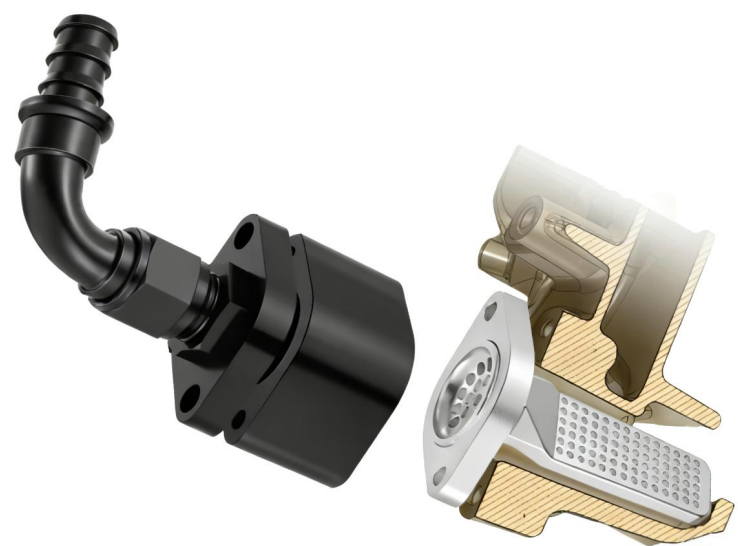


STEP 2

Install the ICC below the two-bolt flange. Install the O-ring and use the supplied longer hardware. Position the ICC toward the front of the vehicle and tighten the bolts.



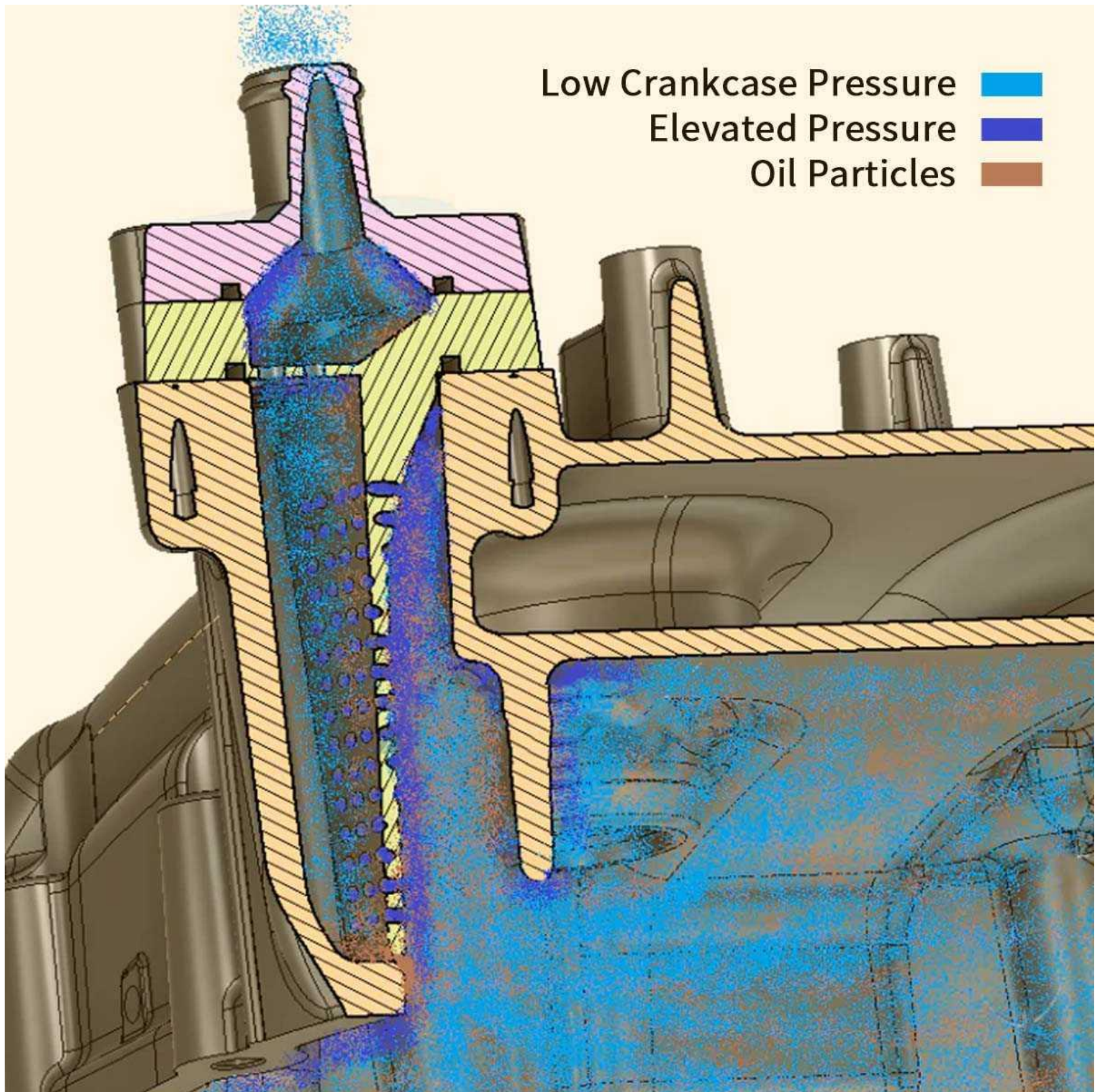
Standard · With Internal Catch Can



Functional · With Internal Catch Can



Note: It may be necessary to file or sand the edges to allow the baffle to drop fully into place. This is due to casting irregularities from Ford. Usually, only a minimal amount of material needs to be removed where rubbing occurs. Remember to remove small amounts at a time.



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