



Diesel Fuel System Maintenance – The Unfiltered Truth

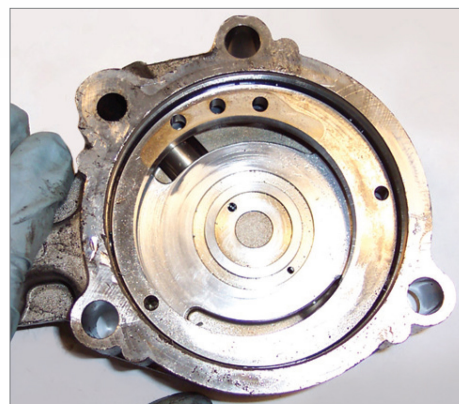
Hard working Ford Power Stroke® Diesel engines are built tough to get the job done. Keep yours in top shape with on-time maintenance to prevent damage to precision internal parts. Saturated fuel filters and undrained water separators allow contaminants into fuel intake areas where they can cause expensive damage that's not covered by the factory warranty.



Fuel Filter: A dirty, waterlogged fuel filter (pictured) that does not meet Ford Motor Company specifications can affect the fuel system's ability to separate water from fuel and result in damage that's not covered by warranty.



Secondary Fuel Filter Housing Damage: An undrained water separator allows standing water to corrode the secondary fuel filter housing. By draining the water separator monthly and whenever the WATER IN FUEL light illuminates, you will protect your factory warranty and help avoid expensive fuel system repairs.



Internal Transfer Pump Corrosion: When the water separator reaches capacity, water flows into the fuel system, causing components such as the internal transfer pump (pictured) to rust. This condition isn't covered under warranty.

In these situations, the solutions are simple: Install Motorcraft® replacement fuel filters and drain the water separator on time, every time.

Water Leaves You High and Dry

If the **WATER IN FUEL** warning light/message illuminates, act immediately to protect your warranty.

While you may not be able to control your filling station's diesel fuel quality, you can control the proper maintenance of your engine's capable defenses against water and metal debris. Water in the fuel reduces operating efficiency so be certain to keep filters changed and water separators drained (see Owner's Manual for drain valve location). This keeps the engine operating at peak power and protects you from non-warranted, out-of-pocket repairs.

Choose the Right Maintenance Schedule

How do you know which maintenance schedule is correct? Evaluate your operating parameters below, then consult specific maintenance intervals on the flip side of this piece:

Normal Operating Conditions: "General" vehicle usage for most on-highway operation in moderate temperatures, hauling moderate loads. If in doubt, choose the Special Operating Conditions schedule and you won't go wrong.

Special Operating Conditions: Specified for drivers who regularly give their trucks a workout. Extended idling, towing and dusty conditions on unpaved roads/off-road all qualify a vehicle for this schedule.



Power Stroke® Diesel Maintenance Intervals

F-250–F-550 and E-Series Diesel Vehicles

	7.3L Engine	6.0L Engine	6.4L Engine	6.7L Engine
Oil & Oil Filter				
Normal Operating Conditions	5,000 miles (8,000 km)	7,500 miles (12,000 km)	10,000 miles (16,000 km)	7,500-10,000 miles (12,000-16,000 km)
Special Operating Conditions	3,000 miles (5,000 km) or 3 months	5,000 miles (8,000 km), 200 engine hours or 3 months	5,000 miles (8,000 km), 200 engine hours or 3 months	5,000-8,000 km or 6 months
Fuel Filter(s)				
Normal Operating Conditions	15,000 miles (24,000 km)	15,000 miles (24,000 km), Every other oil change	20,000 miles (32,000 km), Every other oil change	15,000-20,000 miles (24,000-32,000 km)*
Special Operating Conditions	15,000 miles (24,000 km)	10,000 miles (16,000 km), 400 engine hours or 6 months	10,000 miles (16,000 km), 400 engine hours or 6 months	10,000-16,000 km or 6 months (Every other oil and oil filter change)
Air Filter Inspection				
Normal Operating Conditions	5,000 miles (8,000 km), Replace as needed	7,500 miles (12,000 km), Replace as needed	10,000 miles (16,000 km), Replace as needed	Check air restriction gauge at every oil change, Replace as needed
Special Operating Conditions	3,000 miles (5,000 km), Replace as needed	5,000 miles (8,000 km), Replace as needed	5,000 miles (8,000 km), Replace as needed	Check air restriction gauge at 7,500 miles (12,000 km), Replace as needed
Coolant Check/Change				
Normal Operating Conditions	15,000 miles (24,000 km)	Initial: 6 months/105,000 miles (168,000 km)	Initial: 6 months/100,000 miles (160,000 km)	Initial: 72 months or 105,000 miles (168,000 km)/ Subsequent: 45,000 miles (72,000 km)
Special Operating Conditions	15,000 miles (24,000 km)	45,000 miles (72,000 km) or 1,800 engine hours	60,000 miles (96,000 km) or 2,400 engine hours	Initial: 60,000 miles (96,000 km) or 2,400 engine hours / Subsequent: 45,000 miles (72,000 km) or 1,800 engine hours
Coolant Nitrite Strength Check				
Normal Operating Conditions	15,000 miles (24,000 km)	15,000 miles (24,000 km) or 600 engine hours	20,000 miles (32,000 km) or 800 engine hours	15,000 miles (24,000 km) or 600 engine hours
Special Operating Conditions	15,000 miles (24,000 km)	15,000 miles (24,000 km)	20,000 miles (32,000 km)	15,000 miles (24,000 km) or 600 engine hours
Diesel Exhaust Fluid (DEF)				
Normal Operating Conditions	–	Not Applicable	–	DEF tank to be refilled every oil change or as required
Special Operating Conditions	–	Not Applicable	–	DEF usage will increase

*Drain fuel filter/water separator monthly, or sooner, if the WATER IN FUEL light illuminates in the instrument cluster.

A complete maintenance schedule specific to your vehicle can be found in the diesel supplement of your Owner's Guide or at www.fordowner.com.



Visit PowerStrokeDiesel.com for additional information.