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Tier One will be closed Monday, May 26th for the Memorial Day Holiday. We'll be back May 27th Item In Cart 4R100 Stage 1 Transmission Rebuild Kit (0) pagination SORT BY: Featured Best Selling Name, A-Z Name, Z-A Price, low to high Price, high to low Date, new to old Date, old to new 54454545445 Quick View 98988989--- Replacement Transmission Filter Cartridge Replacement filter cartridge for 1064012, 1064013, 1064017 and 1064018 Transmission Filter Kits sold separately and included with many BD Dodge and Ford transmission packages. FEATURES Replacement filter cartridge for 1064012,... $5,196.80 Ships From Manufacturer. Average Time To Ship Is 15-20 Business Days Free Shipping! Transmission Pan Mishimoto MMTP-F2D-89 $378.95 Fits: 1994-2010 Powerstroke Filters Categories 1987 - 1996 F150 & Larger F-Series Trucks 1987 - 1996 Ford F-150, F-250, F-350 and larger pickups - including the 1997 heavy-duty F250/F350+ trucks Thread Starter | Senior User Joined: Oct 2015 Posts: 295 Likes: 0 Custom E-Fuel 7.3 Conversion Ok here's the E-Fuel Conversion System I came up with for my 95' F-350 Crew Cab Long Bed 7.3 Powerstroke. All around the whole system is AN-6 Fuel Lines. I bought a big 30 foot section of AN-6 Stainless Braided fuel line off Amazon For the lines from the tank selector to the valley and the regulator back to the selector. I got 30 feet because I never worked with stainless braided and knew I was going to wast a bunch of it just learning to use the stuff....this was true. I wasted a good 5 feet of the stuff before I found a system that worked good for me. I used NO TAPE while cutting, instead I zip tied a zip tie real tight on the line and cut the line with my dremel. Once I had the line cut I put the fitting on my tailgate and pressed the hose up against the fitting while having my buddy cut the zip tie off at the same time I pressed down. Not the most professional way to do it but it was the best way for me. Not sure what the deal was with the stuff but it worked better with certain fittings, like it worked GREAT with Russel fittings but terrible with Fragola and worked OK with ebay special fittings. Dunno don't care I figured out a way that worked for me so anyone who struggles with the stainless braided try that way and see how it works out for ya! Anyways so I went with a WIX Filters - 24916 Heavy Duty Fuel Manager Assembly off Amazon for my prefilter. It came with a Standyne 100 base (Even thought not advertised) which paired with the Stanadyne Fuel Manager FM100 Heater Kit I got from thdieselstore.com. From the prefilter takes me to my pump which is a Bosch 044. While not designed for Diesel I got it for only $90 off an amazon warehouse deal. From what I here they either work great or crap out within the first few miles with diesel so it is a risk worth taking over the 7.3 Superduty pump which was $300+ dollars. To hold the pump I just got a generic Chinese fuel pump holder designed for the Bosch 044 which was like $20 off amazon. Next is the secondary filter which is a Caterpillar 1R-0750 Advanced High Efficiency Fuel Filter on a NAPA Gold 4770 / WIX 24770 Filter Mounting Base. As a base for the filters and pump I used a cut out section of frame from a Dodge Ram....had a good time cutting that Dodge frame up When I got the frame back home I cut it up so basically it looked like and L instead of C channel, I then took a piece of angle iron and welded the two together so I could drill holes in the angle Iron and mount it on the inside of my frame. The filters just BARELY sit below the frame...you would only see them from a far. After I finished up my bracket and got everything situated I then went from the secondary filter to the engine valley to my air compressor 3 way set up. It's just an aluminum pnuematic 3 way coupler I got off Amazon for like $11 with two to the outlets having the AN-6 fittings for the fuel hoses that will feed the back of the heads and then in the 3rd port I got an Edelbrock Fuel Pressure Sensor rated at 30PSI. I got the sensor from JEGS and was the cheapest of the sensors they had available. Basically when fuel pressure drops below 30psi it closes the circuit and in my case I'm going to wire it in with the OEM wiring to trigger the Fuel Light to come on. I mounted it up by cutting out a custom looking plate out of diamond plate and mounted it to the old fuel bowl holes. To hold the 3 way coupler to the diamond plate I got something out of the plumping isle of Lowe's...I forget what they're called exactly but it was like $1. It's not centered I know but because of how the two lines are routed differently I had to mount it off center to keep the lines equally "stressed" I guess would be the word to use. I have feeding the heads some Nitrous Outlet 12" press-fitted hoses I got off Summit Racing. Had to call the manufacturer to ensure they will hold up to diesel and they will. They were expensive coming in at $30 a pop (4 in total) but really didn't want to take a chance on doing my own and having it leak fuel all over the down pipe or hot motor and catch fire. They also are A LOT more low profile then if I were to do my own homemade hoses with fittings which is good because I doubt I woulda been able to fit my own homemade lines in the rear anyways. For the rear Lines I also have them wrapped with DEI 010403 0.75" Aluminized Sleeving Heat Sheath - 3' to help them with the heat of the turbo and all being RIGHT THERE. I'm getting a turbo blanket for the turbo, which by the way is a Super Duty converted system with the GTP38R and wrapping the down pipe with some DEI exhaust wrap as well to help keep the heat down. For the fitting's going into the heads I changed them up a little compared to what came stock. For the passenger rear fitting I used a 45 degree fitting, for driver rear I used a 90 degree fitting, for driver front I used a straight fitting, and for passenger front I used a 90 degree fitting. Now for the front I had two more of the 12" prefabbed hoses coming out the front of the heads to the Aeromotive 13109 A1000-6 Injected Bypass Regulator I mounted above my HPOP Reservoir. I have a Marshall Instruments LB00100 Liquid Filled Fuel Pressure Gauge coming off the back of the Aeromotive regulator with a 45 and a 90 fitting mated together so the gauge faces somewhat forward instead of me needing a mirror to read the fuel pressure. From the regulator brings me back to my own homemade AN-6 Line all the way back to the tanks selector. Take note for this whole set up I pretty much robbed bits and pieces from other DIY E-Fuel threads and put my own spin on it. All in all a fun project, not exactly the cheapest DIY E-Fuel conversion but cheap wasn't my goal. I wanted a system that would look as good as it performs. I always loved the look of Stainless Braided lines on the cars at the car shows as a kid so it was cool that I got to use the Stainless Braided stuff and learn how it works. Now with any luck It won't leak once I put the motor back in the truck and test it for real when it's all completely assembled! Let me know what y'all think of the setup! I actually wound up redoing my original frame mount system. The one in all the pictures above is the system I currently have and the one below is the original system I came up with in my mind....the actual dimensions of my original design didn't materialize until I had it all done and mounted up and HATED IT The 180 fitting on the bottom of the pump stuck down farther then the big filter and just looked haneous and like a road debris could kick up and break it off. SO GLAD I changed it up. If you've added various performance modifications to your 1999-2003 Ford 7.3L Powerstroke, there's a good chance your transmission may struggle to handle the elevated horsepower and torque. That’s why we offer everything your transmission needs for reliable and consistent performance right here at Alligator Performance! Our selection includes transmission pans, torque converters, flex plates, clutch kits, and performance modules, along with complete transmission rebuild kits or fully rebuilt transmissions ready to bolt in and go to help your F250 or F350 handle the increased power. These upgrades ensure smoother shifts, better heat dissipation, and enhanced durability, giving your truck a brand-new feel every time you get behind the wheel. Whether you’re hauling, towing, or just cruising, our transmission upgrades will keep your 7.3L Powerstroke performing at its best. Read more Read less Welcome to The Garage – your one-stop shop for all your car care and maintenance needs. From premium oils and filters to top-notch car care products, we have everything you need to keep your vehicle running smoothly and looking its best. Whether you're a DIY enthusiast or a professional mechanic, our carefully curated selection of high-quality products will help you take care of your ride like never before. Thread Starter | Senior User Joined: Oct 2016 Posts: 215 Likes: 1 From: Near Rockford Illinois Auto Transmission Options for 7.3 Hey Fellas, Are there any aftermarket automatic transmissions available for the 7.3? Of course I currently have the 4R100 but i perfer more gears. Thank you, BBD Joined: Jun 2013 Posts: 5,498 Likes: 761 From: north of Minneapolis, MN Various builders supply 4R100's for these trucks....If you want an auto, you're getting a 4R100. More gears? Gear Vendors over/under drive. Thread Starter | Senior User Joined: Oct 2016 Posts: 215 Likes: 1 From: Near Rockford Illinois 5R110W or Allison So it does not sound like it is possible to put a 5R110W or an Allison in this truck? Thank you, BBD Fleet Owner Joined: Aug 1999 Posts: 24,144 Likes: 2,129 From: SE Florida Of course it's possible. If you have enough time and money ANYTHING is possible. Here's why it isn't practical. It's WAY harder to make software shift a TorqShift than a 4R100, due to the design of the two transmissions. The 4R100 is an all non-synchronous design. This means that for each upshift all that happens is a clutch is applied. All you need to do is control the pressure to the oncoming clutch and you're all set. The TorqShift is MUCH more complicated. The 1-2 and 5-6 shifts are the same, they are non-synchronous and all you need to do is control the pressure of the OD clutch. The other shifts are the problem. The 2-3 is a swap shift. This is a special category of difficult shift. I believe Ford is the only trans maker in the world that still does swap shifts. Others have put swap shift transmissions in production and then replaced them within a few years. To make a swap shift the TorqShift needs to release the OD clutch to downshift the OD gearset while applying the intermediate clutch to upshift the Simpson planetary gearset. This is an upshift and a downshift occurring at the same time in the same trans. From my experience these two shifts MUST complete within 30 milliseconds of each other or it's going to feel awful. If the OD releases too soon the engine speed will flare. The amount of flare is dependent on how much sooner it completes. If it completes before the intermediate has enough capacity the trans goes back to first gear! Then it has to make a 1-3 shift. A few WOT 1-3 shifts means the trans comes out to replace the intermediate clutch. Been there, done that. If the OD releases after the intermediate comes on you end up in 4th gear (1.09:1 ratio) then downshift back to third gear (1.54:1 ratio.) Either way it's really bad. Now if you made it though that you need to make a 3-5 shift. 4th gear is the 1.09:1 ratio that really isn't used. The 3-5 is a synchronous shift. It's timing requirements are about the same as the swap shift, but there is no downshift. To make the shift the intermediate clutch has to release while the direct clutch applies. If the intermediate releases too soon you get an engine speed flare. If the intermediate releases too late you get a tie up. A tie up is when all three pieces of the planetary gear set are held from turning. This means the output shaft of the trans STOPS. That's not a pleasant thing to have happen when you're at WOT making a 3-5 shift. You can lock the wheels on an upshift! I've done this, too. You can also break expen$ive parts doing a tie up. Been there, done that, too. Now start thinking of the combination shifts that can happen. How about cruising at 55 MPH behind some slow poke on a two lane road? A passing zone opens and you floor it. Now you may want to go from 6th to 3rd gear. You need to release the direct clutch and apply the intermediate. That's a synchronous shift in reverse. As you can see from just these few examples it isn't a trivial task to make one of these transmissions shift. It's what I did at Ford for quite a few years, three of them working on the TorqShift. I'd be really surprised if anyone makes a controller for the TorqShift that works really well. I think someone could make one that does some basic shifting, but getting one so that it shifts at least as well as a stock trans is going to be a HUGE task. And even before that you'll need to have an adapter made since the 5R110 was never made with a bolt pattern that will attach to the 7.3L. That's not going to be cheap. Thread Starter | Senior User Joined: Oct 2016 Posts: 215 Likes: 1 From: Near Rockford Illinois Super Moderator Joined: Dec 2011 Posts: 12,246 Likes: 4,938 Well that answers that! Thanks, Mark, for the insight on the 5R110W. There is an Allison transmission that will bolt up to a 7.3L (sans Ford's adapter). The AT545 was fitted behind the T444E in International's OEM builds of various medium duty chassis in the late 90's. But just because the AT545 has an Allison name, doesn't mean that it is a good transmission. And it doesn't offer any more gears than a 4R100. Thread Starter | Senior User Joined: Oct 2016 Posts: 215 Likes: 1 From: Near Rockford Illinois Thanks for the replys. When the time comes to rebuild my rear diff, I would like to go to 3.54 instead of the 4.10 ratio that I currently have. With extra gears and a lower 1st gear a 3.54 gear ratio would not be a problem. With the 4R100, I would most likely go with a 3.73 gear. BBD Super Moderator Joined: May 2004 Posts: 29,379 Likes: 107 From: Central Coast of CA Quote: Originally Posted by Big Black Dually When the time comes to rebuild my rear diff, I would like to go to 3.54 instead of the 4.10 ratio that I currently have. Why? Stewart Joined: Oct 2010 Posts: 259 Likes: 1 From: Powell, wy Mark, that was a great explanation on how the 5R100 works. That sounds like a very complicated transmission. I never realized it was that much different than the 4R100. Joined: Aug 2010 Posts: 710 Likes: 2 Quote: Originally Posted by Big Black Dually Thanks for the replys. When the time comes to rebuild my rear diff, I would like to go to 3.54 instead of the 4.10 ratio that I currently have. With extra gears and a lower 1st gear a 3.54 gear ratio would not be a problem. With the 4R100, I would most likely go with a 3.73 gear. BBD I'm just assuming you haul heavy and want to get moving easier without gaining RPM in OD? Do you have a tuner? Because from the little info we've got so far it sounds like a good tow tune (that controls the trans and converter lockup) would get you what you want for far less time and money. Thread Starter | Senior User Joined: Oct 2016 Posts: 215 Likes: 1 From: Near Rockford Illinois No tuner just a hypermax tune, 300 HP. I am leaning on getting a tuner. Is there one that can also read codes and tell me what the engine is doing? Like a built in scanner ? Thread Starter | Senior User Joined: Oct 2016 Posts: 215 Likes: 1 From: Near Rockford Illinois Quote: Originally Posted by Stewart_H A 5R110W with a 3.54 is a nice set up. Joined: Apr 2011 Posts: 4,744 Likes: 5 From: Earth Quote: Originally Posted by Big Black Dually Thanks for the replys. When the time comes to rebuild my rear diff, I would like to go to 3.54 instead of the 4.10 ratio that I currently have. With extra gears and a lower 1st gear a 3.54 gear ratio would not be a problem. With the 4R100, I would most likely go with a 3.73 gear. BBD if you are ok with a manual you could always get a trans with the 7 gears (6 "normal" and one granny low) granted its not an auto (and I think out autos have close to the same number??) but it would get you the "more gears" you want, however I don't see much benefit unless your towing real heavy and need a granny gear to get moving which would be a 1-5MPH gear then an immediate shift then 6-10 then another shift to 2nd just to get going...oh and they are typically found in the international box trucks/cab and chassis trucks... honestly I would just go either with a BTS or a John Woods trans and have them build it to suit your needs...it will be expen$ive but well worth the money spent...just my thoughts... Joined: May 2016 Posts: 717 Likes: 8 For an Automatic, the options are 4R100 or 4R100. When you decide which one, give A1 Transmissions in the Atlanta area a call. I have heard and seen excellent work from them (and the others as well). A1 Transmission (678) 891-9672 8661 Covington Hwy SW STE 107 Conyers, GA 30012-6464 Page 2 Super Moderator Joined: May 2004 Posts: 29,379 Likes: 107 From: Central Coast of CA Quote: Originally Posted by Big Black Dually A 5R110W with a 3.54 is a nice set up. Ah, ok, so you were saying you wanted that R&P gear ratio only if you could also use the 5R trans, got it. Stewart Thread Starter | Senior User Joined: Oct 2016 Posts: 215 Likes: 1 From: Near Rockford Illinois Thank you Appreciate all the advice fellas. BBD Joined: Sep 2011 Posts: 979 Likes: 4 From: Vancouver A big shoutout to Mark Kovalsky for his always informative answers. It takes time to write that brief dissertation about how the 5R110 shifts in language that can be even minimally understood. Thanks for helping us understand so much about auto trannys over the years. Joined: Sep 2010 Posts: 3,472 Likes: 2 From: Southern Cal Yes, thanks Mark for that shifting insight. I'm not sure about the rest of you 5r110 owners but it sure puts in perspective the precision that this tranny operates at and the possibilities for potential malfunction. Question...Mark, you said you've personally experience several of the shifting pitfalls as noted above. Was that from the development and testing at the factory to refine as a production model, rather then actual on road experiences? Fleet Owner Joined: Aug 1999 Posts: 24,144 Likes: 2,129 From: SE Florida Quote: Originally Posted by r2millers Question...Mark, you said you've personally experience several of the shifting pitfalls as noted above. Was that from the development and testing at the factory to refine as a production model, rather then actual on road experiences? Those were from development work. We broke a bunch of input shafts when I was working on the 5R55N for the Lincoln LS. We found a software error that was making the synchronous shift too fast, causing a tie up. Thread Starter | Senior User Joined: Oct 2016 Posts: 215 Likes: 1 From: Near Rockford Illinois Information Mark, Thank you for sharing your wealth of information and experience. BBD 2002 f-350 dually. Home / Shop / Ford Powerstroke Parts / 1999.5 - 2003 7.3L Powerstroke Parts / Transmission for 1999.5-2003 7.3L Powerstroke [custom_get_product_category_by_slug_shortcode cate_slug="ford" cat_id="44" title="MOST POPULAR – POWERSTROKE" title2="SHOP POWERSTROKE"] Thread Starter | New User Joined: Apr 2008 Posts: 4 Likes: 0 Excursion 7.3L Powerstroke fuel economy, Rear End Gears? New to the forum. My wife and I have 5 kids and so need a larger vehicle to transport our clan. We have an 8 passenger minivan that is going off lease (gets around 18-20mpg), and I was thinking of going with an Excursion with the powerstroke diesel. I also have a VW Jetta diesel that I am converting to run on veggie oil with a company called Greasecar. The company also has a kit for the powerstroke in the Excursion. We don't haul or tow anything except the family daily and some light camping gear once a year. I have some questions about the powerstroke 7.3 Excursion I was hoping some of you might be able to answer: 1. What is the lowest (highest?) rear end gear ratio available for the Excursion, can you get a 2.73 rear gear? Presumably this would help mileage by lowering RPM at speed. We're probably looking at a 2001-2003 Excursion 7.3L Powerstroke for reference. 2. Of the power chips out there, which is the best? With the "Economy" setting or chip choice, how much improvement can be seen in MPG, and how much does it effect power? Are there any chip comparison tests that list real world numbers on power and MPG between the different chips available for the Excursion 7.3L powerstroke? 3. Does anyone know of anybody running a 7.3 powerstroke Excursion on veggie oil? I imagine you can run a powerchip with it as I know people with a diesel jetta running on veggie oil that is also chipped. 4. How many passengers can it seat with 3rd row seating? And how accessible is the third row if there are kids in it, i.e. can you easily walk around the center row to get to the back row (i.e. to help kids buckle in car seat, get them out of car seat, etc.) With gas/diesel and grocery prices going through the roof, just trying to find an economical way to transport my family around. Any information or assistance will be appreciated, especially with information on what aftermarket rear end gears are available for the Excursion with the 7.3L powerstroke. Joined: Oct 2005 Posts: 12,237 Likes: 18 From: Florida I'll take a shot at #4...I know others will help with others... To get to the third row in my XLT which has the bench in the second row...you have to move/flip the seat up (not a big deal)...the buckets in the second row may provide more access to the third row but will lose a seating spot in the second row. One thing to note...neither the second or third row has a SHOULDER belt for the CENTER position...so with 5 kids ONE of them will be shoulder belt-less... Have you thought about a non-extended E350 with a PSD? I know it won't have 4x4 option but the passenger moving capability may be more in line with what you are looking for...PLUS you can still get a PSD option...just a thought. Good luck in your search. joe. Thread Starter | New User Joined: Apr 2008 Posts: 4 Likes: 0 Joe- Thanks for the information. Forgive me, but I don't know what a PSD is. When I found the Excursion diesel, I was actually looking for a van, so if the non-Extended E350 is available in diesel and would seat at least 7 with room to get to each row for the kids, it would be a good option. Shoulder-beltless for now wouldn't be bad, as we could just secure the one of the car seats in the center. Any info on the E350 and what a PSD is would be welcomed. Thanks! Joined: Oct 2005 Posts: 12,237 Likes: 18 From: Florida Hootie, PSD = Power Stroke Diesel...the name Ford (or International) gave their diesel motor...sorry... The E350 used to be availabe in the passenger trimmed version...so seeing as you are looking 7.3L diesel...I'd assume you were looking used... The only thing I am not 100% sure of is if the 7.3L was offered in the E350's...I KNOW the 6.0 diesels were. The new E350's with a diesel are only offered in a cargo (i.e. non-passenger trim). I said the non-extended only due to the number of people you were carrying and the inherent stability issues with the extended versions...I'm not a huge fan of the extendeds... I'll do a search after I post this to see if I can find any 7.3L passenger E350's out there... JUST FYI...I found a few with 7.3L in passenger trim...here's ONE example...I am not indictating I think this is a good deal...just giving an example of a passenger trimmed 7.3L out there. Click here for 2003 E350 7.3L Diesel Extended (I know I know) Joe. Thread Starter | New User Joined: Apr 2008 Posts: 4 Likes: 0 Joe- Thanks. I figured out the PSD acronym right after I hit post Seems like a tough animal to find, but there are some e350 passengers out there. Now to see if anyone out there has the answers to other questions like the rear end gear, etc. I did find something online about someone changing their rear end gear to lower rpm about 12%, I think they went from 4.10 to 3.73? Not sure if it was a ford or chevy, have to try and find the page again. Joined: Oct 2005 Posts: 12,237 Likes: 18 From: Florida Hootie, I went the opposite for my V10 since my Ex is primarily a tow vehicle. I pulled out my 3.73's and installed 4.30's...she pulls like a freight train and actually gets slightly BETTER mpgs...but that is because I roll down the road at 17,000#'s combined and with the 4.30's I can run OD much longer over my old 3.73's. I've got the front and rear 3.73's just sitting in the garage if someone is interested! With the diesel...I'd venture a guess that you can't go too high with the gearing (lower numbers) for fear of 'lugging' the motor Joe. Joined: Oct 2001 Posts: 18,308 Likes: 19 From: Washington State Highest ratio I have seen for the Sterling rear-end in our trucks is a 3.55. Truck should be a certified turd with those, especially running veggie oil. Unless you've got a boat, camper, ATV/snowmobile trailer etc. in tow, the Excursion isn't the best choice for family transport. It's a good choice, don't get me wrong. But the interior is far from family friendly. The E-series is just as bad unless it's a conversion. NO headrests, seats that don't recline and lap belts for all inboard passengers. Yuck. For sheer people moving (7-8) with safety, economy & convenience, it is tough to beat a minivan. FTE Leadership Emeritus Joined: Sep 2003 Posts: 12,041 Likes: 576 From: Houston, Texas Quote: Originally Posted by HootieMcGrudy 1. What is the lowest (highest?) rear end gear ratio available for the Excursion, can you get a 2.73 rear gear? Presumably this would help mileage by lowering RPM at speed. We're probably looking at a 2001-2003 Excursion 7.3L Powerstroke for reference. 2. Of the power chips out there, which is the best? With the "Economy" setting or chip choice, how much improvement can be seen in MPG, and how much does it effect power? Are there any chip comparison tests that list real world numbers on power and MPG between the different chips available for the Excursion 7.3L powerstroke? First and foremost welcome to FTE! 1. 3.73 is the best gear ratio for a stock Diesel Excursion, anything else (unless you're doing a lift with bigger tires) wouldn't work out too well in the mpg department. 2. Best (and I mean the best) chip hands down, is Jody Tipton's DP-Tuner. He knows the 7.3 inside and out and with his custom tuning, you'll notice a big difference in your truck. An intake and exhaust will definately help as a diesel engine is a big air pump; the more air you let in and the more air it lets out, the better and more efficient it runs. 20012003, 60, 73l, diesel, economy, end, excursion, excursions, ford, fuel, gas, gears, milesge, powerstroke, rear Thread Starter | New User Joined: Sep 2019 Posts: 13 Likes: 0 fuel return lines 7.3 idi I have leaky injector return lines...I was wondering, are there any special tools I need to do the job? Also. how long would/should it take to do the job? !st time diesel owner..long time back yard mechanic, thanks in advance. Joined: Mar 2005 Posts: 63,960 Likes: 4,695 From: Marlboro Mental Hospital. no special tools needed. just pay attention to what you are doing because it is easy to cross thread the line nut, or crack it if over tightened. as far as time, give yourself two hours to do the job. this should be plenty of time for a first timer. get a good return line kit, and use viton o rings. Fleet Mechanic Joined: Sep 2016 Posts: 1,519 Likes: 222 From: Nevada There is a ton of threads on the return line replacement. Caps leaking etc... I blow off the crap with a can of Carb Cleaner before starting to work on them. When you remove the Hard Line nuts be careful you don`t lift them too much to bend them. Just enough to remove the Cap`s. I usually cut the old hoses between the Cap`s and remove individually. Then pull off the old "O" Rings, I use one of those hook tools than come in a 4 pk from HF. Grease up the top of the injector, put the first ring on then roll the second over the first one. Put all the Caps together with the new Hoses and Clips, grease up the inside of the caps, and put them on as an assembly. Push down and they should snap in place. Easier than putting them on individually. Charlie Thread Starter | New User Joined: Sep 2019 Posts: 13 Likes: 0 Thanks guys, thats what I wanted to know, 2 hours aint too bad, just trying to plan my time for when I do the job. Joined: May 2018 Posts: 695 Likes: 18 Quote: Originally Posted by Bad arrow Thanks guys, thats what I wanted to know, 2 hours aint too bad, just trying to plan my time for when I do the job. And the 2 hours is refreshingly honest. Generally Keyboard Mechanics chime in with times ridiculous as 1/2 hour to change an IP (which I'd like to witness in person.) Personally I don't cut my old drainback hoses so I can use them to measure the new hose. Fleet Mechanic Joined: Sep 2016 Posts: 1,519 Likes: 222 From: Nevada Quote: Originally Posted by RaymondIV And the 2 hours is refreshingly honest. Generally Keyboard Mechanics chime in with times ridiculous as 1/2 hour to change an IP (which I'd like to witness in person.) Personally I don't cut my old drainback hoses so I can use them to measure the new hose. You are right to not cut the hoses and use them to cut the new hose to length.....if you are replacing just the hose from a long piece and using the old Caps. If you have a new Return Line kit with already cut to fit hose and some come that way, yeah then I cut the old hose and remove the Caps individually. But there could be a problem with that if one or more were cut too short. Last kit I used they were pre-cut to fit. This is a job I have to do today as one or two on the left bank in the front are weeping and making a mess. I have a length of new hose I picked up to install. I blew that side down with Carb Cleaner yesterday. This 5min job will probably take an hour.....HMMMM yeah, let`s see now where did I lay that piece of hose I just bought? And that bag of "O" Rings I just saw it a couple days ago and the damn wrench I just layed down on the fender... whered it go? .....Ok a good 4 hours...LOL Charlie Joined: Mar 2005 Posts: 63,960 Likes: 4,695 From: Marlboro Mental Hospital. lately my issue is spending 2 hours looking for my damn glasses. ..... only to realize i am wearing them. Joined: May 2019 Posts: 6,530 Likes: 18 Quote: Originally Posted by tjc transport lately my issue is spending 2 hours looking for my damn glasses. ..... only to realize i am wearing them. Oh yeah, I know that one Fleet Mechanic Joined: Sep 2016 Posts: 1,519 Likes: 222 From: Nevada Yeah, can`t see with them or w/o out them. Getting old ain`t for Sissies. Charlie Thread Starter | New User Joined: Sep 2019 Posts: 13 Likes: 0 Quote: Originally Posted by RaymondIV And the 2 hours is refreshingly honest. Generally Keyboard Mechanics chime in with times ridiculous as 1/2 hour to change an IP (which I'd like to witness in person.) Personally I don't cut my old drainback hoses so I can use them to measure the new hose. Ok that makes sense to me too, and yes, my kit is one long piece of hose. Thanks again. Joined: May 2019 Posts: 6,530 Likes: 18 I guess only "Real Diesel Mechanics" don't cut the lines, most the time when I replace the Return Cups I use the Late Model style to replace the older style and the Line size and length is a bit different, I try to avoid using the cloth braided lines but that I guess is individual Preference.... I find that new hose is pretty flexible and once you measure 1 line it's no problem to make more... but then again it is all 6 in one hand and half dozen in the other... basically whatever works for you is the best way. . Thread Starter | New User Joined: Sep 2019 Posts: 13 Likes: 0 2 1/2 hours to change the return lines, it took me 1/2 hour to find my glasses so I could find the o-rings, big difference in the running of the truck and no more fuel dumping on the engine. I also changed the fuel filter...this site is great, thanks again. Joined: May 2015 Posts: 2,036 Likes: 4 Nothing wrong with taking your time and ensuring it's done right. A lot of mistakes get made when in a rush, and it gets easier each time you do it. Glad you got it all fixed up. 7.3 IDI fuel leaks GoldyBolt 1987 - 1996 F150 & Larger F-Series Trucks 1 Apr 3, 2019 04:24 PM 7.3 diesel mixrdrivr Pre-Power Stroke Diesel (7.3L IDI & 6.9L) 5 Sep 5, 2007 03:01 AM Thread Starter | More Turbo Joined: Nov 2014 Posts: 618 Likes: 7 1991 7.3 Air Intake Duct I am needing to replace my air intake hose/duct as mine is worn out to the max and literally tearing apart. I replaced it with a universal duct I got from oreillys but it just isn't working out its too thin and cheaply made. I'm looking for an original one or close to original one. Like this: I was going to buy this (Dorman 696-202 Air Intake Hose cm_sw_r_awd_IXuTub03J8TVZ) but wasn't 100 percent on if it would fit or not and didn't want to pay so much for it not to work. If there is a part number I would appreciate it a lot as I am finding nothing thanks! Joined: Dec 2010 Posts: 1,155 Likes: 0 From: Las vegas nevada Like this or this??? I did both to see how it would hold up... might be something to look into Attached Images Thread Starter | More Turbo Joined: Nov 2014 Posts: 618 Likes: 7 Quote: Originally Posted by vfelix702 Like this or this??? I did both to see how it would hold up... might be something to look into I like the first and second options. What kind of systems are they and how much will the run me? Joined: Dec 2010 Posts: 1,155 Likes: 0 From: Las vegas nevada They are cold air intakes if you will... made out of a 5 to 4in. No - hub , 4in street 90,4, in abs to 4in duct work to a 4in. Cone filter... the 2nd one is all out of 4in abs pipe. All available at hardware stores. The most expensive part was the filter I think like 30 bux but it is washable and you can re oil it. Thread Starter | More Turbo Joined: Nov 2014 Posts: 618 Likes: 7 Quote: Originally Posted by vfelix702 They are cold air intakes if you will... made out of a 5 to 4in. No - hub , 4in street 90,4, in abs to 4in duct work to a 4in. Cone filter... the 2nd one is all out of 4in abs pipe. All available at hardware stores. The most expensive part was the filter I think like 30 bux but it is washable and you can re oil it. Pretty easy to make? Thread Starter | More Turbo Joined: Nov 2014 Posts: 618 Likes: 7 Quote: Originally Posted by vfelix702 They are cold air intakes if you will... made out of a 5 to 4in. No - hub , 4in street 90,4, in abs to 4in duct work to a 4in. Cone filter... the 2nd one is all out of 4in abs pipe. All available at hardware stores. The most expensive part was the filter I think like 30 bux but it is washable and you can re oil it. And which one do you recommend the most?