



The Unfiltered Truth

About Diesel Fuel System Maintenance

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) and even some competitors' new filters that don't 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 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 a Motorcraft replacement fuel filter and drain the water separator in time, every time.

Choose One:



Drain Your
Water Separator



Drain Your
Wallet

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 and decreases fuel economy, 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.



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Power Stroke® Diesel Maintenance Intervals

F-250 - F-550 & 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)	Check Message Center
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	Check Message Center
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)	22,500 miles (36,000 km) (Every 3rd oil change)
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	15,000 miles (24,000 km), or 600 engine hours
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 (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

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.

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