

# Plenum Reinforcing Inserts Kit

## Installation Instructions

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**IMPORTANT:** Before starting installation, please be sure that all items which were supplied with the kit are accounted for.

Two Anodized Plenum Inserts  
2 pages of Installation Instructions

### Necessary Tools:

- Standard Pliers
- Metric and SAE sockets & ratchet(s)
- Large & Long flat blade screwdriver
- Hammer
- Block of wood (2x4, approx 5-6" long) or a soft non-marring substitute



### OPTIONAL Tools/Supplies:

- Degreaser
- SS T-Bolt Replacement Clamps

**SUGGESTION:** Be prepared to tighten, or at least check the tightness of all hose/boot clamps while you're under the hood, especially the clamp around the downpipe connection on the discharge side of the turbo exhaust housing.

### Installation:

1. If present, remove Power Stroke cover (13mm deep-well socket).
2. If present, disconnect these items from the intake spider (compressor manifold):
  - a) Black rubber hose to MAP sensor
  - b) Exhaust Pressure Regulator
  - c) Red tube to Wastegate Actuator
  - d) Intake Manifold Pressure sensor connector



3. As indicated in the picture to the right, loosen the following clamps:
  - a) Hot intercooler tube boot (upper right)
  - b) Cold intercooler tube boot (upper left)
  - c) Manifold connection to Turbo



4. Loosen the four clamps on the two boots at the bottom of the spider where they connect to the intake plenums.
5. Remove the spider (it will take a little bit of wrestling, but be careful to not tear a boot in the process if you have stock boots).

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6. Take the plenum boots off (the ones from the bottom of the spider) and clean them out with degreaser (if they have oily residue in them).
7. To install the new inserts, the tapered end gets inserted into the plenum opening, and then you simply lay your block of wood across the top and tap in the inserts all the way in until the top lip is flush with the top edge of the plenum inlet tube. This top lip prevents the inserts from going too far.

***NOTE: Make sure that the block of wood is completely flat across the top of the insert, and tap it evenly so the insert does not go in crooked or cocked to one side. Also, while tapping in the insert, it will sound sort of like tapping on an empty soda can. Once the insert is completely seated, the sound of your tapping will change noticeably and will become much more solid sounding.***



8. Reverse steps 1-6, making sure to get all your clamps tight. T-Bolt clamps are suggested since you are now able to clamp aggressively on the Plenums.  
***SUGGESTION: Some people like to use some hair spray on the inside of the boots before clamping them down as a very light adhesive to minimize potential boost leaks. Hairspray is not necessary if you are running Aramid boots from Riffraff Diesel Performance.***
9. Make sure that you remove all your tools, rags, etc. from under the hood.
10. Double check your connections to make sure all sensors and clamps are securely connected.

Credit for pictures and information to Clay, Pete (F250\_), and the whole FTE crew. Thanks!

## DISCLAIMER

Proper service and repair procedures are vital to the safe, reliable operation of all motor vehicles as well as the personal safety of those performing the repairs. Standard safety procedures and precautions (including use of safety goggles and proper tools and equipment) should be followed at all times to eliminate the possibility of personal injury or improper service which could damage the vehicle or compromise its safety.

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