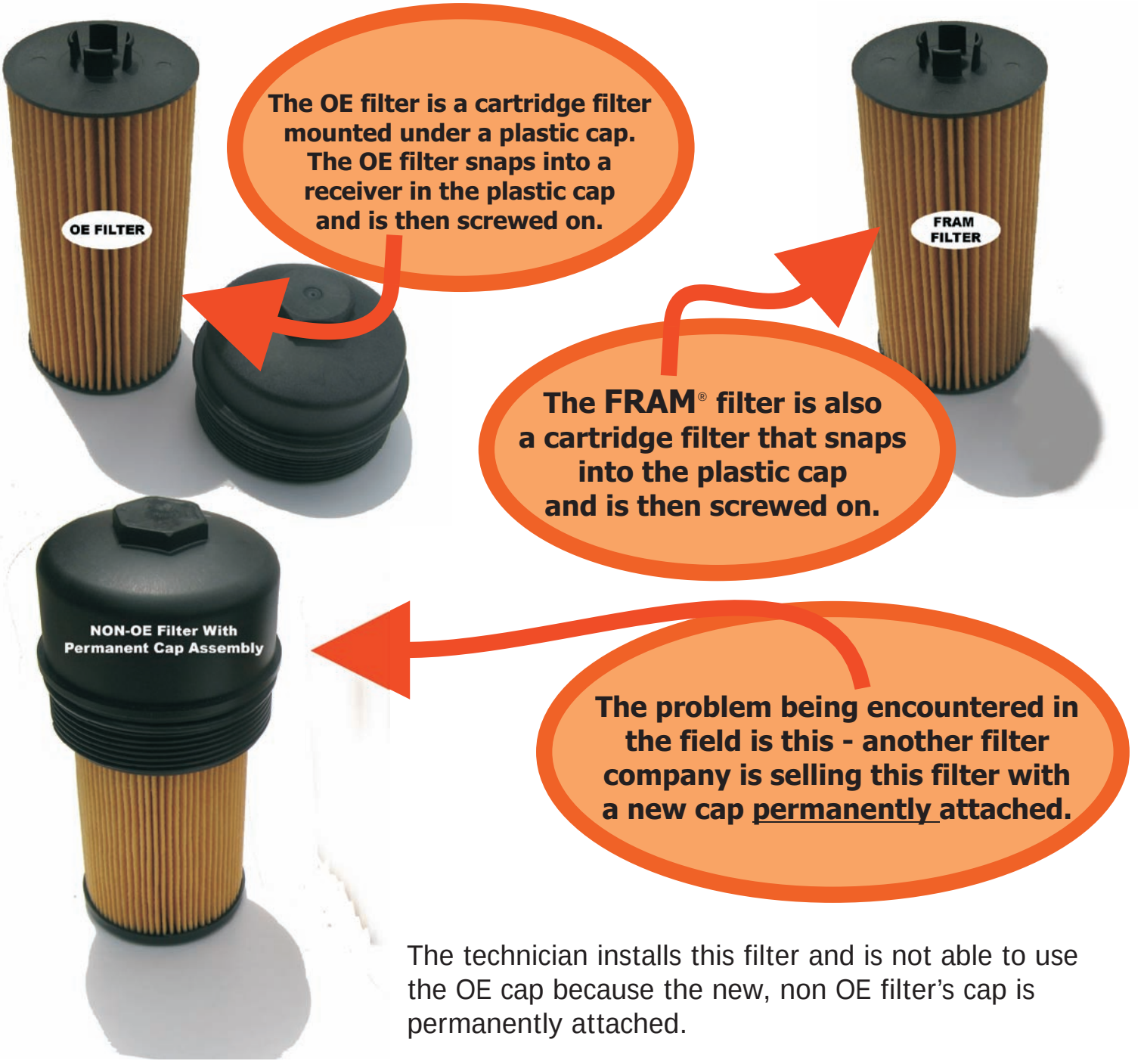
FRAM ADVANTAGE
THE POWER OF ORANGE.

TECHNICAL BULLETIN

Ford 6.0L Powerstroke Diesel filter CH-9549
06-05-2009

Ford 6.0L Powerstroke Diesel filter CH9549

It has come to the attention of the FRAM® technical training and quality claims teams that there is confusion in the field regarding changing oil filters on the 6.0L Ford Powerstroke diesel engine.



The technician installs this filter and is not able to use the OE cap because the new, non OE filter's cap is permanently attached.

This would be OK as long as the technician explained this to the vehicle owner and returned the OE cap to him or her. **An OE replacement cap retails Between, (US) $30 and $50!**

TECHNICAL BULLETIN

Ford 6.0L Powerstroke Diesel filter CH-9549
06-05-2009

What often happens is the technician discards the OE cap and does not tell the vehicle owner their oil filter system has been modified. When the next oil change occurs, another tech using an OE, FRAM® or other filter with the same OE design, encounters a problem. **The filter cap of the Non-OE filter with permanent cap assembly cannot be removed or reused.** This has caused phone calls to FRAM® tech lines asking why our filter does not fit this application. We then explain **our filter is the same design as OE and the OE cap must be used with our filter**.

As you can see, the Non-OE filter with permanent cap does not mimic the OE design and the FRAM® filter does in more ways than just the cap!

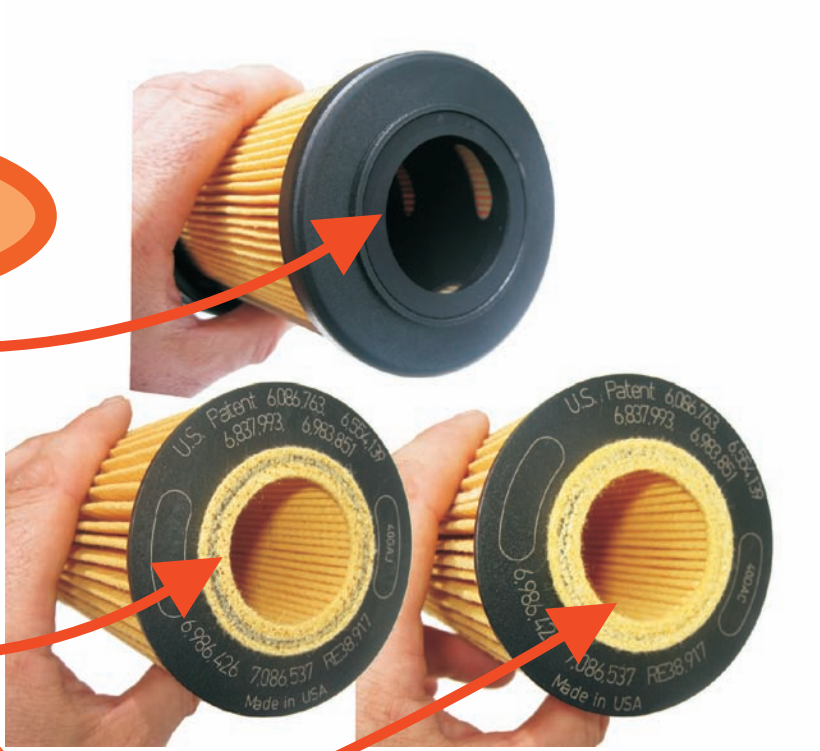
The following situation has also occurred- a tech will forcibly remove the cap from the Non-OE filter with permanent cap and try to install it on the OE or FRAM® filter, resulting in either a leak, crushing the filter or other problems because the non-OE filter cap does not fit properly. The OE manufacturer has released a video explaining why you should not use an aftermarket filter in this application that does not mimic the OE design.

Let's look at the inside of the filters

Inside of Non-OE filter with permanent cap assembly

Inside of OE filter

Inside of FRAM® filter



TECHNICAL BULLETIN

Ford 6.0L Powerstroke Diesel filter CH-9549
06-05-2009

Inside of Non-OE filter with permanent cap assembly.

As you can see, this filter has a plastic support structure and less filtering media.

The manufacturer of this vehicle very clearly states that using a filter that is not the same design as the OE filter can cause both **engine damage** and/or a **no start** condition.

Why? Because there is a drain valve at the bottom of the filter housing that allows the oil in the housing to drain when the filter is removed. If the replacement filter is shorter than the OE filter, this valve will not reset resulting in a leaking or bypass condition. Why the possible no start condition? Because this vehicle uses engine oil pressure to fire the injectors and a low oil pressure condition caused by the valve not seating can result in a no start condition.

The correct way to service the Powerstroke 6.0L engine is to remove the oil filter first, allow the housing to drain and then install the new filter. Then drain the oil pan. If you drain the pan first and reinstall the drain plug before servicing the filter, you will not be able to get all the dirty oil out of the filter housing.

If you service a lot of these vehicles, it would be wise to keep a replacement cap in stock. They are available from Ford; part number is **3C3Z 6766 CA**.

This cap retails for (US) $30 to $50 depending on location and discounts and is not included with the OE filter. When a tech installs the Non-OE filter with permanent cap, and discards the OE cap, they are doing a big disservice to the vehicle owner