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Ford 6.0 powerstroke parts diagram

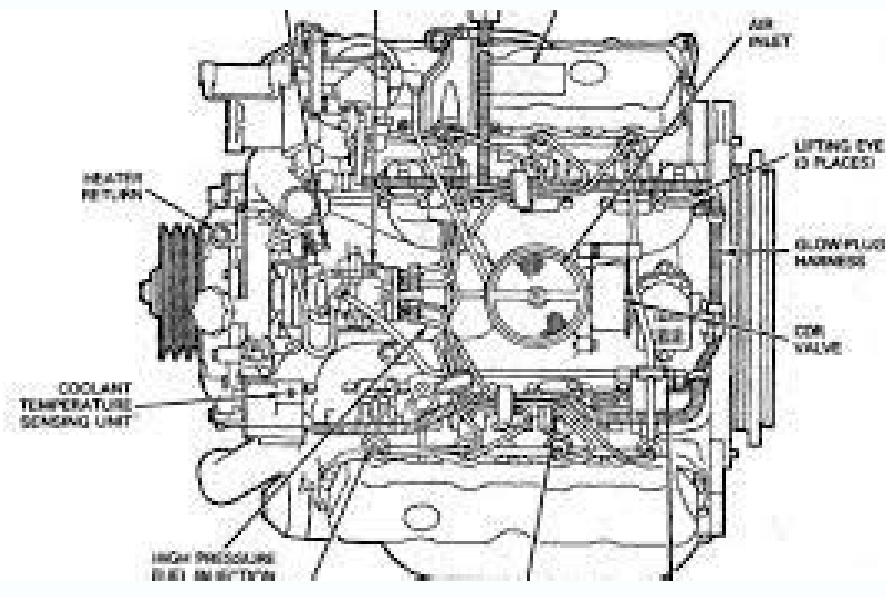
Trailer Thread Starter Join Date: Sep 2020 Posts: 21 Received 1 Like on 1 Post 6.0 Engine parts diagram in PDF for a 550 Hi, I have accessed the links I have found in this forum, but they are all in Pinterest and don't expand to a point where I can read the part names etc. I am a woman and trying to figure some things out about my 2005 F550 Lariat cab and chassis w 6.0L engine. Only has 76,000 miles on it too. Drives like a dream. Love this truck. I haul a VERY heavy, large Truck camper in the bed of this truck. Yes, a bed was added by the original owners.



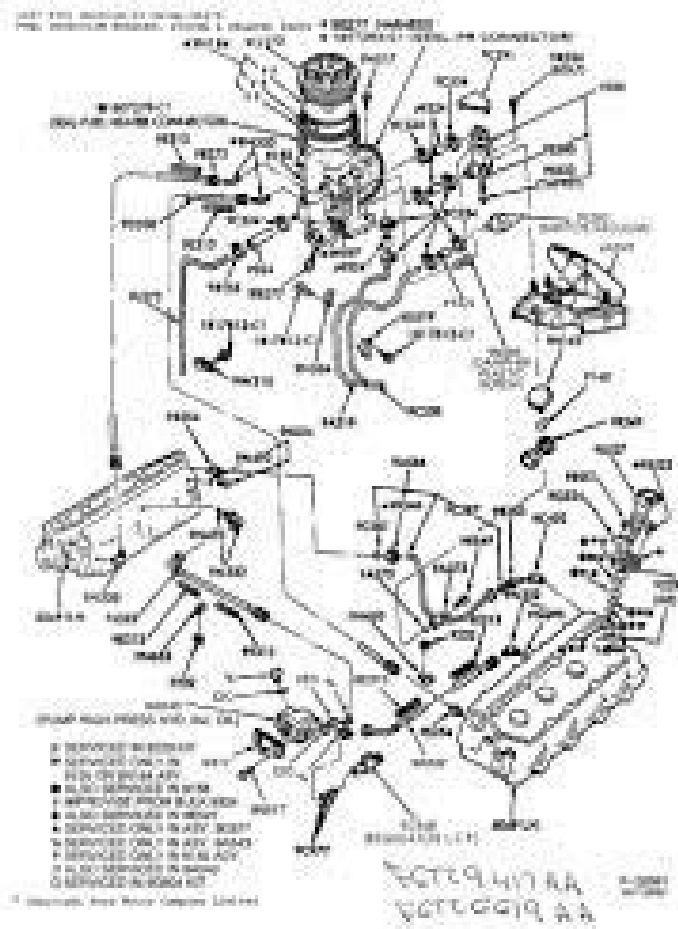
In the Tech Folder is an Index of manuals in PDF better than Pinterest... Any other questions about parts and numbers, just ask. The following users liked this post: Join Date: Jul 2014 Location: Houston, Texas Posts: 4,562 Received 482 Likes on 350 Posts SYK, Rayne, the 6.0 and 5110W transmissions don't change much between any of the Superduties, from F250-F550 for any year. There were some upgrades over the years that it was in production. Not sure what's in the Tech Folder for 550s, but I've had a couple and drive a 450, and bunch of other guys know everything about the drive trains. Just ask! The following users liked this post: Trailer Thread Starter Join Date: Sep 2020 Posts: 21 Received 1 Like on 1 Post Quote: Originally Posted by Maxium4x4 Welcome to FTE Rayne At the top of the forum we have a Tech Folder with any and all information you may ask about. In the Tech Folder is an Index of manuals in PDF better than Pinterest... Any other questions about parts and numbers, just ask. Hi John, so I checked out anything in the tech folder manual pdf's list for any engine diagrams, but found nothing useful to me.

So, I am trying to identify the vacuum hose line from the engine to the cab that provides the heat to the cab of my truck. I need to turn off the valve manually to help diagnose an issue with my A/C blowing hot air as my engine heats up, even when my A/C is on max and blasting away. So I really need an actual diagram just like the ones on Pinterest, but that I can enlarge and read what it is saying. Do you have any additional suggestions? Someone told me I can search PDF's but I don't know what the part I am searching for is called either. Any suggestion are appreciated. Note, while you may think this should just go into the shop to be diagnosed, first, I have already paid 2 different places a total of \$3,000 to diagnose/ repair this issue and they have not been able to duplicate what happens beyond when I first bring it in to them. I have to drive it about an hour or two and then idle it to make it happen completely. So, what my last mechanic thinks is happening is that as my engine heats up the heating system valve is not closed, so the cab heat is on at the same time my A/C is on and eventually the heat overpowers the A/C cooling. But my mechanic is in NY and I am now in the south so he wants me to find a diagram of the engine so he can walk me through shutting this valve off manually to drive it back to NY in the next few weeks. This will tell us for sure if this part is the issue we hope. Trailer Thread Starter Join Date: Sep 2020 Posts: 21 Received 1 Like on 1 Post So the link you included is to the valve photo? Quote: Originally Posted by Maxium4x4 In the engine compartment, right or passenger side, if you follow the heater hose on Crewcab trucks, you will see this valve. 4 Season Heater Control Valve which is normally open. hi, and thank you for the photo. Any chance you could mark which part of the photo is this valve I need to look at that is always open? much appreciated, Rayne Last edited by user 9287978329; 05-21-2021 at 08:02 AM. Reason: Change of info Trailer Thread Starter Join Date: Sep 2020 Posts: 21 Received 1 Like on 1 Post Awesome!!!, thank you so much. I have used twist ties and locked the valve closed for now to test it. Then I will know what needs to be replaced! And where to get the part thanks to you. This forum is awesome! Rayne Keep us informed how it works out Rayne The following users liked this post: Join Date: Jan 2019 Location: Southern California Posts: 249 Received 39 Likes on 31 Posts That valve is operated by vacuum, with the A/C control in MAX position you should have vacuum on the line to close the valve.

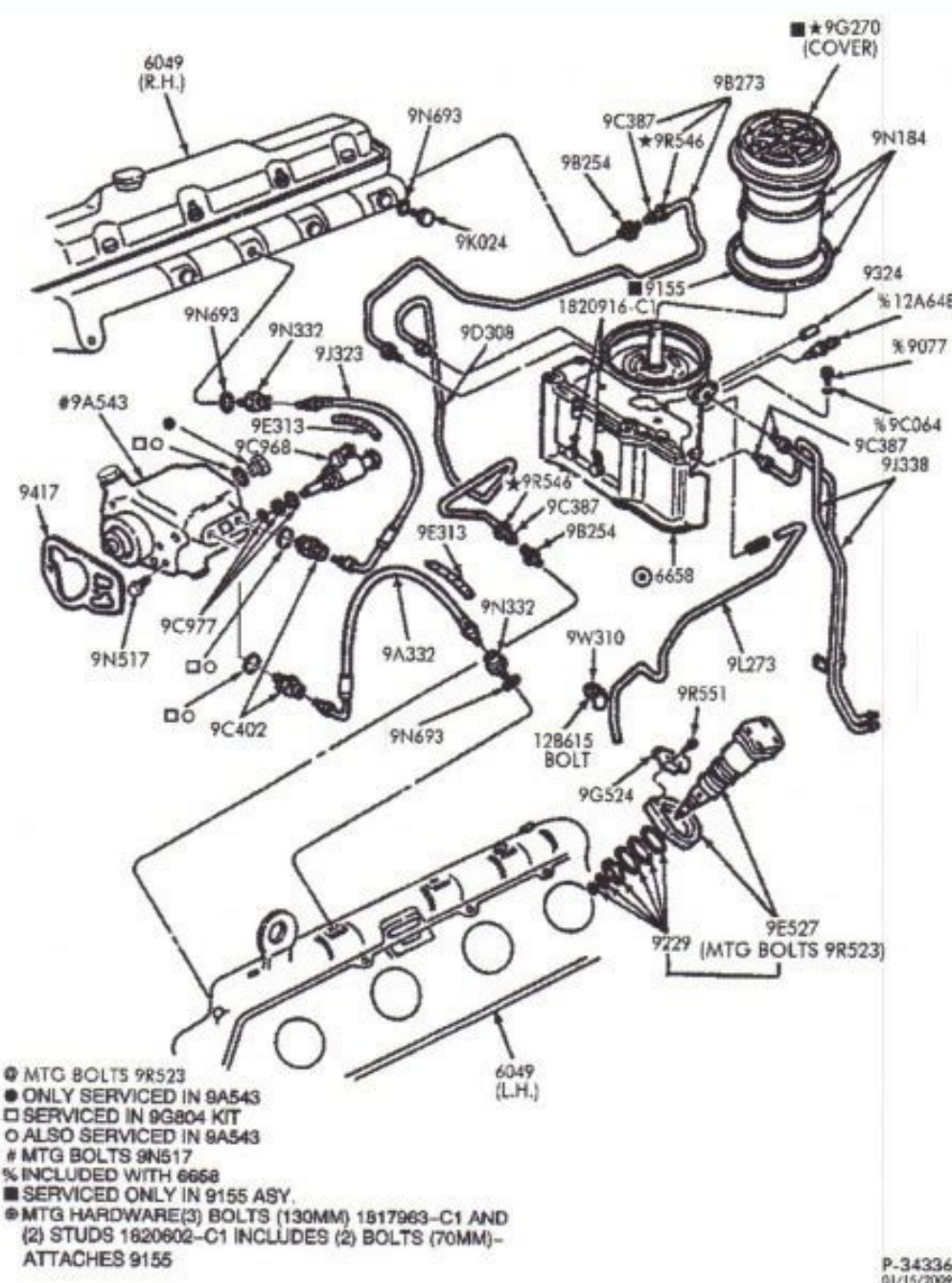
Does your vacuum pump operate? The vacuum pump and reservoir is next to the passenger battery. You can also check the valve vacuum motor with a hand operated vacuum pump available at most any auto parts store. The following users liked this post: FTE Chapter Leader Let me do some digging after I get home from work on Saturday. I have the 2005 year manual and I think it has the 550 in it. For some reason I think you may have a belt driven vacuum pump. Can you check and let us know if you do or if it electric. Trailer Thread Starter Join Date: Sep 2020 Posts: 21 Received 1 Like on 1 Post Vacuum electronic pump Quote: Originally Posted by Yahiko Let me do some digging after I get home from work on Saturday. I have the 2005 year manual and I think it has the 550 in it. For some reason I think you may have a belt driven vacuum pump. Can you check and let us know if you do or if it electric. Hello, and thank you. I have an electronically controlled vacuum pump. In a previous reply another member has a link in his reply to the exact part and photo's of the part in his truck. I ended up using zip ties to hold the malfunction cylinder closed so the hot air will not be able to get into my cab and mix with the cool ac air. Testing it all in a couple of weeks when I leave the south for a couple of months. Thanks though. Rayne Trailer Thread Starter Join Date: Sep 2020 Posts: 21 Received 1 Like on 1 Post update on AC Vacuum pump bypass experiment Quote: Originally Posted by Maxium4x4 Keep us informed how it works out Rayne Hi Everyone, well, I made it 200 miles this week in one shot and had decent AC the whole time except for one little hiccup that makes no sense to me. Curious if anyone has any thoughts on this.



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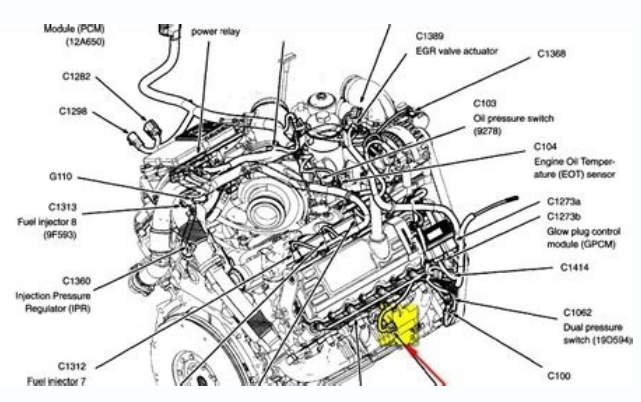


Love this truck. I haul a VERY heavy, large Truck camper in the bed of this truck. Yes, a bed was added by the original owners. Thanks for any help. Welcome to FTE Rayne At the top of the forum we have a Tech Folder with any and all information you may ask about. In the Tech Folder is an Index of manuals in PDF better than Pinterest... Any other questions about parts and numbers, just ask. The following users liked this post: Join Date: Jul 2014 Location: Houston, Texas Posts: 4,562 Received 482 Likes on 350 Posts SYK, Rayne, the 6.0 and 5110W transmissions don't change much between any of the Superduties, from F250-F550 for any year. There were some upgrades over the years that it was in production.



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Thanks for all you folks help. Houston, Texas Posts: 4,562 Received 482 Likes on 350 Posts Could be a few things. Maybe the engine's cooling fan is not working properly so that when you've parked not enough air is pulled through the radiator/condensor to cool the freon. Once you start driving, however, the wind does that and it cools back off. Could also be low on freon, which means a leak. There are also some shims in the AC compressor clutch that need to be adjusted after wearing out. Keeps the clutch from locking up at times. Sometimes, turning the AC off, waiting a minute or so, and turning it back on will make it work for a little while. Page 2 Good to hear... You can replace the vacuum pump located on the right fender, as far as everything else we would have to physically see the truck. Speculation or guessing is all we can do from a keyboard on the Freon or air and why it isn't blowing cold air at idle. Join Date: Jan 2019 Location: Southern California Posts: 249 Received 39 Likes on 31 Posts The value you zipped tied open is NOT the vacuum pump. The vacuum operated valve is to control the flow of hot coolant to the heater core. Before replacing the valve you need to check if the valve actuator is bad or if you are getting vacuum to it.

As for the issue with the AC not cooling at idle is probably the fan is not pulling enough air through the condenser to pull the heat from the refrigerant. Since the AC started working when you got back the road most likely is not low on refrigerant, probably wouldn't hurt to have it checked though. Trailering Thread Starter Join Date: Sep 2020 Posts: 21 Received 1 Like on 1 Post clarification re Quote: Originally Posted by Maxium4x4 The value you zipped tied open is NOT the vacuum pump. The vacuum operated valve is to control the flow of hot coolant to the heater core. Before replacing the valve you need to check if the valve actuator is bad or if you are getting vacuum to it. As for the issue with the AC not cooling at idle is probably the fan is not pulling enough air through the condenser to pull the heat from the refrigerant. Since the AC started working when you got back the road most likely is not low on refrigerant, probably wouldn't hurt to have it checked though. I did not zip tie anything open, I zip tied it closed so that the flow of HOT air from the engine block could not enter the cab and overpower the AC after a couple of hours on the road. The actuator has been replaced already. Also, it is now blowing cool air again when idling.

Go figure right? I think it has to do with whether or not I have the internal circulation button pushed or not. When pushed in/selected/at idle I have cold air now. Phew! Trailering Thread Starter Join Date: Sep 2020 Posts: 21 Received 1 Like on 1 Post All shims were checked and adjusted when this first started last summer. Rayne Join Date: Jan 2019 Location: Southern California Posts: 249 Received 39 Likes on 31 Posts Quote: Originally Posted by joyfulskip1 I did not zip tie anything open. I zip tied it closed so that the flow of HOT air from the engine block could not enter the cab and overpower the AC after a couple of hours on the road. The actuator has been replaced already. Also, it is now blowing cool air again when idling. Go figure right? I think it has to do with whether or not I have the internal circulation button pushed or not. When pushed in/selected/at idle I have cold air now. Phew! Sorry I should have re-read what I wrote before posting it. Trailering Thread Starter Join Date: Sep 2020 Posts: 21 Received 1 Like on 1 Post Another good point Quote: Originally Posted by 2004 F450 Sorry I should have re-read what I wrote before posting it. First, it happens. So no worries. I think it was you that brought up something I hadn't quite realized yet too.

So no worries. I think it was you that brought up something I hadn't quite realized yet too. So the vacuum pump is not what I closed. It is the valve I closed with the zip ties. So it is the vacuum PUMP I need to replace right? Okay. To my previous posters here that sent me photos of my valve, can you now send me a photo of this vacuum pump I need and where it is in my engine? Pretty please? thanks, Rayne Join Date: Jan 2019 Location: Southern California Posts: 249 Received 39 Likes on 31 Posts If the AC controls are working correctly I wouldn't change the vacuum pump. If yours is like my F450 the vacuum reservoir is next to the passenger side battery and the vacuum pump it next to it. Should look something like this. Attached Images The following users liked this post: Trailering Thread Starter Join Date: Sep 2020 Posts: 21 Received 1 Like on 1 Post Frustrating it is now blowing hot air at idle again! Grrrr. it is doing the hot air while idling again. And another weird thing happened today. I only took it to the dump station at the local waste water treatment plant, then another mile to fill fresh water then back to my boondocking spot. Well, when I was trying to get the truck back in a level spot, the darn engine overheated! It wasn't even that hot, nor was I even towing anything! Now what? Hotshot I believe Ron, in post 15, was the first to talk about the cooling fan not working. An overhear and AC not performing well would be the cause. A visual check of the fan's wires and monitored fan rpm would be the first check. Very nice! This is a great idea.

I have the 2005 year manual and I think it has the 550 in it. For some reason I think you may have a belt driven vacuum pump. Can you check and let us know if you do or if it electric. Hello, and thank you. I have an electronically controlled vacuum pump. In a previous reply another member has a link in his reply to the exact part and photo's of the part in his truck. I ended up using zip ties to hold the malfunction cylinder closed so the hot air will not be able to get into my cab and mix with the cool air. Testing it all in a couple of weeks when I leave the south for a couple of months. Thanks though, Rayne Trailering Thread Starter Join Date: Sep 2020 Posts: 21 Received 1 Like on 1 Post update on AC Vacuum pump bypass experiment Quote: Originally Posted by Maxium4x4 Keep us informed how it works out Rayne Hi Everyone, well, I made it 200 miles this week in one shot and had decent AC the whole time except for one little hiccup that makes no sense to me. Curious if anyone has any thoughts on this. So, I stopped at a rest area and the truck was idling to keep the AC going of course for the dogs. Then it started getting warm in the cab and nothing I did with the AC controllers worked to change the temp. Shut off the engine, opened windows and let the dogs out and back in. Started her up, still blowing hot air so I am thinking S#%s, etc. right. Well, within a few miles it began blowing cold again. YAY! Thank Heavens! I actually did have to stop 2 more times due to GPS flying off of my holder due to rough overpass and bridges on 85 and 95 North through NC and VA, and it didn't do the warm air again at all! Vacuum pump is still zip tied closed for the warm air access too. Thoughts? Also, is the Vacuum pump something I can do myself? Thanks for all you folks help.

100-A Slide Hammer F-250, 350 Super Duty 6.0L Diesel -----100-002 TOOL-4201-C Dial Indicator Gauge with Holding Fixture F-250, 350 Super Duty 6.0L Diesel -----303-017 T65L-6250-A Service Set, Camshaft F-250, 350 Super Duty 6.0L Diesel -----303-050 T70P-6000 Lifting Bracket, Engine F-250, 350 Super Duty 6.0L Diesel -----303-477 T94T-6002-AH Gauge, Keystone Piston Ring F-250, 350 Super Duty 6.0L Diesel -----303-591 303-591 Wrench, Fan Clutch Nut F-250, 350 Super Duty 6.0L Diesel -----303-625 303-625 Quick Disconnect Tool F-250, 350 Super Duty 6.0L Diesel -----303-755 303-755 Disconnect Tool, Quick-Release Coupling F-250, 350 Super Duty 6.0L Diesel -----303-756 303-756 Adapter, Oil Pressure Leak Test F-250, 350 Super Duty 6.0L Diesel -----303-757 303-757 Adapter, Compression Test F-250, 350 Super Duty 6.0L Diesel -----303-758 303-758 Adapter, Crankcase Pressure Test F-250, 350 Super Duty 6.0L Diesel -----303-759 303-759 Lifting Bracket, Cylinder Head F-250, 350 Super Duty 6.0L Diesel -----303-760 303-760 Remover, EGR Valve F-250, 350 Super Duty 6.0L Diesel -----303-761 303-761 Installer, Crankshaft Front Seal and Wear Ring F-250, 350 Super Duty 6.0L Diesel -----303-762 303-762 Remover, Crankshaft Front Wear Ring F-250, 350 Super Duty 6.0L Diesel -----303-763 303-763 Installer, Glow Plug Sleeve F-250, 350 Super Duty 6.0L Diesel -----303-764 303-764 Remover, Glow Plug Sleeve F-250, 350 Super Duty 6.0L Diesel -----303-765 303-765 Adapter, High-Pressure Pump Test F-250, 350 Super Duty 6.0L Diesel -----303-766 303-766 Adapter, High-Pressure Rail Test F-250, 350 Super Duty 6.0L Diesel -----303-767 303-767 Installer, Fuel Injector Sleeve F-250, 350 Super Duty 6.0L Diesel -----303-768 303-768 Remover, Fuel Injector Sleeve F-250, 350 Super Duty 6.0L Diesel -----303-769 303-769 Socket, Fuel Injector Pressure Regulator Valve F-250, 350 Super Duty 6.0L Diesel -----303-770 303-770 Installer, Crankshaft Rear Seal and Wear Ring F-250, 350 Super Duty 6.0L Diesel -----303-771 303-771 Remover, Crankshaft Rear Wear Ring F-250, 350 Super Duty 6.0L Diesel -----303-772 303-772 Alignment Tool, Camshaft F-250, 350 Super Duty 6.0L Diesel -----303-D027 D811-4201-A Feeler Gauge Set F-250, 350 Super Duty 6.0L Diesel -----303-D032 D811-6002-C Compressor, Piston Ring F-250, 350 Super Duty 6.0L Diesel -----303-D043 D83T-6000-B Lifting Attachment, Engine F-250, 350 Super Duty 6.0L Diesel -----303-D043-01 303-D043-01 Adapter for 303-D043 F-250, 350 Super Duty 6.0L Diesel -----303-D043-02 303-D043-02 Adapter for 303-D043 F-250, 350 Super Duty 6.0L Diesel -----303-D060 D86T-6701-B Remover, Oil Seal F-250, 350 Super Duty 6.0L Diesel -----310-9039 T90T-9550-S Disconnect Tool, Spring Lock Coupling #SP03 -----Autogeniunity Ford Powerstroke -----2003-07 6.0L Ford Powerstroke Tools and Diagnostics | AutoEnginuity 250-4202-----ARP Head Studs (2003/2004/2005/2006/2007)-----ARPDiesel.com | ARP Diesel Kit Selection 6763 -----OTC High Pressure Fuel Rail Adapters -----6766-----OTC Injector Release Tool -----Ford 6.0L Injector Harness Connector Release Tool OTC6766 - Mechanics Tools and Bits 6765-----OTC IPR Socket-----otc+ipr+s.....cf.osb&fp=b28bbc595eebe63&biw=1440&bih=770 6974-----OTC Fan Clutch Wrench-----otc+6.0+...on.2.or.r_gc_r_pw..cf.osb&fp=b28bbc595eebe63 14500-----Lisle Oil/Fuel Filter Socket-----otc+6.0+...cf.osb&fp=b28bbc595eebe63&biw=1440&bih=770 VC-9-----MOTORCRAFT COOLANT FLUSH-----Information.pdf C2610-----FLEETGAURD RESTORE-----Truck Parts for Semi,Trailer,Heavy Duty Trucks @ RyderFleetProducts C2638-----FLEETGAURD RESTORE +-----Cooling system cleaner restore plus, CC2638, Fleetguard Cummins - Ryder Fleet Products CAT ELC-----CAT ELC-----ZXED1/ZRXED1-----ZEREX ELC CAT EC-1-----Extended Life.pdf 550019853-----ROTELLA T6 5W-40 SYN-----Shell Rotella@ Products - Shell Rotella REVX-----REVX-----About | REV-X Products, Inc. NT-EGRC-1-----BULLETPROOF EGR COOLER-----BulletProof EGR Coolers SMC-EGRD-6.0-----Sinister EGR Delete-----EGR Delete Kit | Diesel Performance Parts | MKM Customs - Diesel Performance Products and Accessories SMC-COOLFIL-6.0-----Sinister Coolant Filtration-----2003-2007 6.0L Coolant Filtration Kit |MKM Customs CCV-----CV MOD-----solenoid60-----GO GO Direct Solenoid-----VPMAX IC Boots-----PowerStroke 6.0L 03-07 Intercooler Boot Kit w/ Spring Clamps RIFF RAFF DIESEL-----Riff Raff Diesel Performance Parts - OEM/Factory Parts PICO Electrical Connectors----- See less See more 1 Diesel Performance Products and Accessories SMC-COOLFIL-6.0-----Sinister Coolant Filtration-----2003-2007 6.0L Coolant Filtration Kit |MKM Customs CCV-----CV MOD-----solenoid60-----GO GO Direct Solenoid-----VPMAX IC Boots-----PowerStroke 6.0L 03-07 Intercooler Boot Kit w/ Spring Clamps RIFF RAFF DIESEL-----Riff Raff Diesel Performance Parts - OEM/Factory Parts PICO Electrical Connectors----- See less See more 1 6.0 parts from Tousey Ford and the intake gasket p/n has changed to 3c3z-9439-bj and the p/n 3c3z-9t514-ad is a turbo gasket kit if I understand them right. Might want to double check to be sure. Keep up the good work-this is the kind of stuff that really benefits us. Nice job- I just ordered some 6.0 parts from Tousey Ford and the intake gasket p/n has changed to 3c3z-9439-bj and the p/n 3c3z-9t514-ad is a turbo gasket kit if I understand them right. Might want to double check to be sure. Keep up the good work-this is the kind of stuff that really benefits us. are those the individual gaskets or the kit? 3c3z-9t514-ad ill look into thanks for the info Tousey says this: Part Number 3C3Z9T514AD Part Name KIT HDW TRBCH MTNG MSRP \$11.27 Core \$0.00 Online Price \$7.44 CC2610 FLEETGUARD RESTORE (LIST GALLON \$29.75) CC2638 FLEETGUARD RESTORE PLUS (LIST GALLON \$32.97) ZXED1 OR ZRXED1 ZEREX ELC CAT EC-1 CONCENTRATE (LIST \$19.99 X 4 GAL) NT-EGRC-1 BULLETPROOF DIESEL EGR COOLER, SQUARE, (LIST \$350 + \$50 CORE CHARGE) took that from celo, dually's bulletproofing thread here Chris | 2005 F-250 RCSB | "Ranger - Turbo Diesel V8" CED Compounds - Warren Hybrids - Supporting Mods got a link for the RESTORE products Super Diesel? Thanks good info man Sorry, I thought that was a NAPA Part#. I googled the part# and it took me to "finditparts.com" - here I'm guessing that's what he used for the Restore and ELCs :dunno here Chris | 2005 F-250 RCSB | "Ranger - Turbo Diesel V8" CED Compounds - Warren Hybrids - Supporting Mods