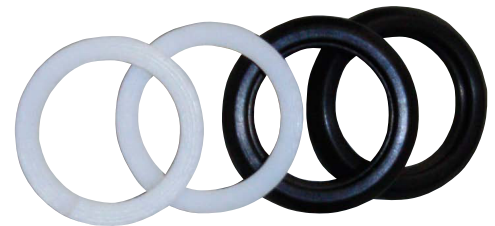
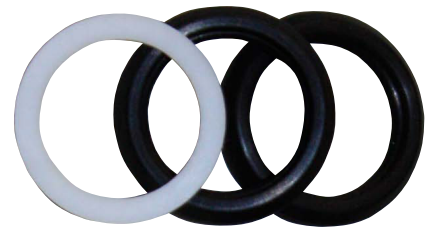


SUBJECT: AP0028 Stand Pipe and Front Port Plug Seal Kit | R-1

Ford® and Navistar® no longer offer the individual stand pipe and front port plug seals, requiring the purchase of new stand pipe and front port plug assemblies when the system is serviced. Alliant Power has introduced a seal kit, as an alternative to replace the stand pipe and port plugs, for use on 6.0 L and VT365 engines that utilize the wavy oil rail. This seal kit also applies to all 4.5 L, VT275 and MaxxFace 5 engines.

The AP0028 kit provides the seals and backup rings required for one stand pipe and one front port plug. Therefore, two kits are required to reseal all the stand pipes and front port plugs on one engine. Please refer to the table below for kit contents. The AP0028 kit will work for the one piece and two piece stand pipe configurations, as well as both the New and Old Style of stand pipes and port plugs. If the kit is being used on a two piece stand pipe, there will be one of the small D-rings left over. If the kit is used on the Old Style stand pipes the backup rings will not be used (see next page for proper identification). The AP0028 kit is not used for the straight rail configuration, as removal of the stand pipe is not required.

AP part number	Kit contents
AP0028	2 Small, 2 Medium, 2 Large High-Pressure D-rings 1 Large, 2 Medium Backup Rings



AP0028

Alliant Power recommends replacing the seals on the high-pressure oil stand pipes any time they are removed. As a preventive maintenance practice, Alliant Power also recommends replacing the seals on the high-pressure oil rail front port plugs any time the seals are replaced on the high-pressure oil stand pipes. Many high-pressure oil system leaks turn out to be the front port plug seals.

Installation

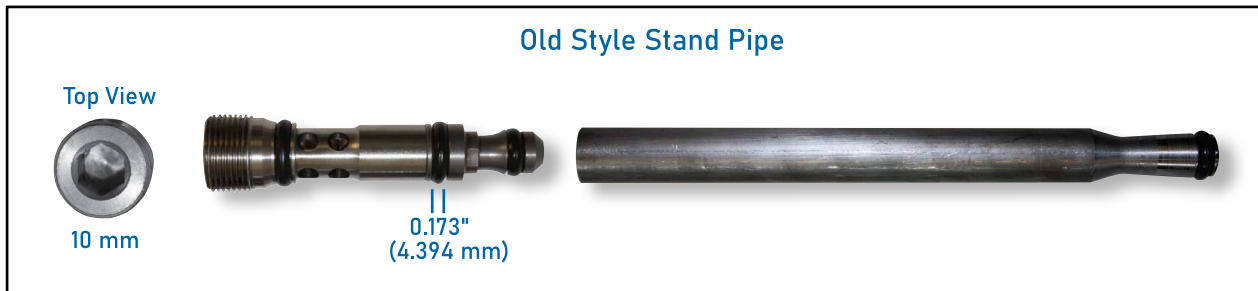
Apply clean engine oil to the D-ring seals and install onto the stand pipes and port plugs; install the backup rings in the necessary locations as needed (New Style Only). Once the new D-ring seals have been installed on the stand pipes and port plugs it is necessary to allow at least one hour for the D-ring seals to relax back to their original size before the tubes may be assembled and reinstalled. Failure to follow this procedure will lead to failure of the D-ring seals.

New and Old Style Stand Pipe Identification

The latest style of stand pipe uses one backup ring on the middle D-ring groove. This groove is wider than the earlier version that does not use the backup ring. All other D-ring grooves are the same for both styles and do not use a backup ring.



The top view of the stand pipe will also show if you have an Old or New Style stand pipe. The New Style takes a 12 mm Allen wrench to remove and the Old Style uses a 10 mm. When using the Old Style stand pipe, the backup rings provided in the AP0028 kit will not be used. The D-ring gap is too small for the backup ring to fit. Installation of the backup rings on Old Style stand pipes will cause D-ring failure.

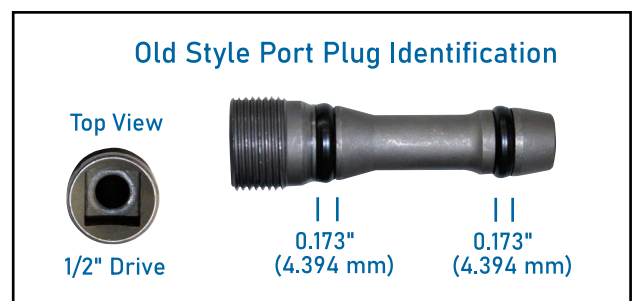


New and Old Style Port Plug Identification

The New Style port plug also uses larger D-ring grooves and incorporates a backup ring on both the top and bottom groove.

The AP0028 kit includes the backup rings for the New Style port plug. When using the Old Style port plug, the backup rings provided in the AP0028 kit will not be used. The D-ring gap is too small for the backup ring to fit. Installation of the backup rings on Old Style port plug will cause D-ring failure.

The top view of the port plug will also show if you have the Old or New Style. The New Style takes a 12 mm Allen wrench to remove and the Old Style uses a 1/2" square drive.



R1-Addition of Backup Rings and Stand Pipe Identification

For more information visit

AlliantPower.com