INSTALLATION GUIDE

Blue Spring Kit

2003-2007 Ford 6.0L Powerstroke



⚠ DISCLAIMER ⚠

1. Installation Risk & Responsibility
By installing this product, the purchaser and end user acknowledge and accept all risks associated with installation, use, and operation. Improper installation, modification, or use of this product may result in vehicle damage, personal injury, or loss of vehicle functionality.

2. Installation Responsibility
This product is intended for installation by individuals with basic to intermediate mechanical knowledge and proper tools. While professional installation is not required, the installer is responsible for following all provided instructions and verifying proper fitment and secure connections. Sinister Mfg Company, Inc. is not responsible for damage resulting from improper installation, incorrect torque procedures, or failure to inspect related components during installation.

3. Pre-Installation Inspection
Before beginning installation or dismantling any part of the vehicle or engine, the purchaser and end user must open the package, read all instructions in full, and verify that all components are present, undamaged, and correct for the intended application. Sinister Mfg Company, Inc. is not responsible for labor, downtime, or vehicle disassembly costs resulting from failure to perform this inspection prior to installation.

4. Vehicle Damage & Compatibility
It is the responsibility of the purchaser and end user to verify vehicle compatibility prior to installation. Sinister Mfg Company, Inc. is not responsible for damage to the engine, turbocharger, sensors, intercooler, throttle valve, clamps, hoses, or related components resulting from improper fitment, misuse, over-boost conditions, tuning-related issues, or failure to properly secure all connections.

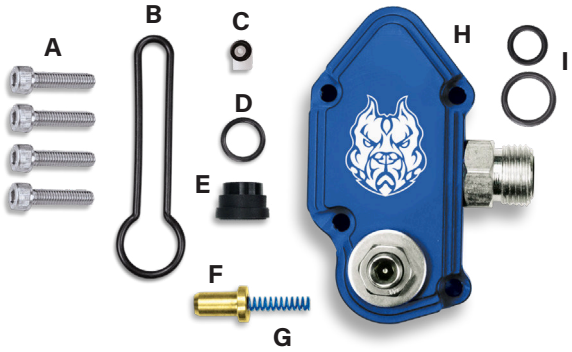
5. Post-Installation Inspection & Sensor Check
After installation, all clamps, couplers, fasteners, sensors, and sealing surfaces must be inspected and rechecked after the first heat cycle. Improperly secured connections, damaged sensors, pinched or missing O-rings, or improper seating of the charge pipe at the throttle valve may result in boost leaks, reduced performance, drivability issues, or a check engine light. If a check engine light occurs after installation, re-inspect all sensors, seals, and connections before further operation. Periodic inspection is recommended as part of normal vehicle maintenance.

6. Warranty Considerations
Installation of aftermarket performance parts may void or affect the vehicle manufacturer's warranty. Sinister Mfg Company, Inc. makes no guarantee regarding warranty coverage and assumes no responsibility for warranty denial or related costs.

7. Misuse & Modification
This product is designed for its intended application only. Any misuse, alteration, modification, or use outside of its intended purpose voids any product warranty and releases Sinister Mfg Company, Inc. from all liability.

8. **Limitation of Liability**
Sinister Mfg Company, Inc. shall not be liable for any direct, indirect, incidental, consequential, punitive, or statutory damages arising from the installation or use of this product, including but not limited to vehicle downtime, labor costs, loss of use, or repair expenses.

9. **Indemnification**
The purchaser and end user agree to release, indemnify, defend, and hold harmless Sinister Mfg Company, Inc. from any and all claims, damages, losses, injuries, or expenses arising from or related to the installation or use of this product.



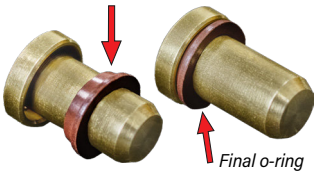
PART	DESCRIPTION	QTY
A	M5 Socket Head Cap Bolts	4
B	Regulator Cover Seal	1
C	Air Bleed Fitting	1
D	Spring Seat Sleeve O-Ring	1
E	Spring Seat Sleeve	1
F	Blue Spring Seat	1
G	Blue Spring	1
H	Regulator Cover (adjustable shown)	1
I	Threaded Fitting Seals*	2

**These o-rings are extra replacement seals and not required for initial installation.*

RECOMMENDED TOOLS

- 8mm Socket or Nut Driver
- 11mm Deep Socket
- 1/2" Extension and Ratchet
- 3/4", 13/16", 7/8" Open End Wrenches
- T-27 Torx Bit
- 5/32" Allen Wrench
- Adjustable Pliers
- Blue Medium Strength Thread Lock Fluid

**Please note the direction of o-ring for Blue Spring Seat (F)*



Final o-ring placement should look like this

⚠ IMPORTANT: Parts Inspection & Installation Support

Read all instructions prior to install. For installation questions or assistance, visit the Sinister Diesel Help Center by scanning the QR code provided.

HELP CENTER

Upon delivery, open the package and compare all received components to the bill of materials to verify that all parts are present, undamaged, and correct for your application.

If any parts are missing, damaged, or incorrect, do not begin installation. Contact the Sinister Diesel Help Center within 7 days of confirmed delivery for assistance. Phone support may direct customers to submit a Help Center ticket for documentation purposes. Failure to report missing or damaged items within this time frame may result in the claim being denied.



BLUE SPRING KIT
PARTS SCHEMATIC



CAUTION!!! Never work on a hot vehicle. Serious injury in the form of burns can result if the vehicle has been in use. Allow vehicle to cool prior to installation. Always wear eye protection when working on or under any vehicle.

IMPORTANT: ***Note: Block requires some disassembly of the fuel system. Take proper precaution to contain any spilt fuel. As a precaution it is good practice to disconnect any batteries on the vehicle before performing any work.***

Note: Adjustable fuel block requires some way to check fuel pressure. Fuel filter cap with pressure gauge is available from Sinister Diesel.

1 Using pliers, disconnect the top front line off of the degas tank. (Image 1)

2 Using an 8mm socket or nut driver loosen the front clamp on the air intake. Remove the air filter and front section of intake plumbing. Image shows the parts removed. (Image 2)

3 Using an 11mm deep socket loosen both of the driver side charge pipe clamps. Disconnect the charge pipe from the intake elbow and rotate it up out of the way. (Image 3)

4 Using a ½" ratchet and extension remove the fuel filter cap and filter. Remove all excess fuel from the fuel bowl with pneumatic vacuum if available. (Image 4)

5 Place rag under the fuel return line that is routed out of the factory fuel regulator cover. Using 7/8" and 13/16" combination wrenches disconnect the return line from the factory fuel regulator. (Image 5)

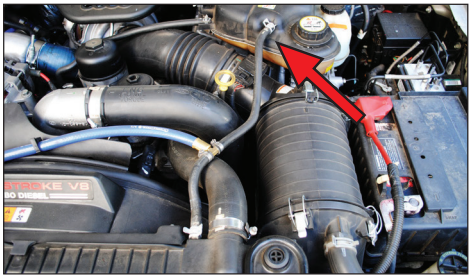


IMAGE 1

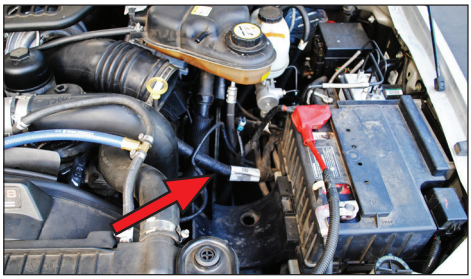


IMAGE 2

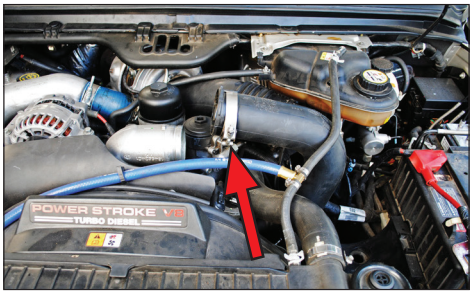


IMAGE 3

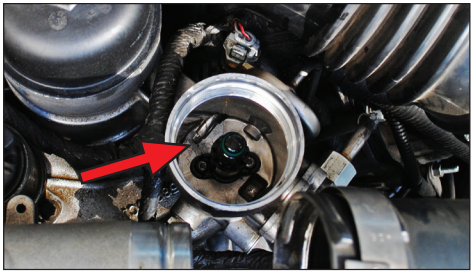


IMAGE 4

Note: Placing a zip tie on the line will keep the nut from falling way down on the tube.

6 Place a rag under the fuel regulator cover. Using a T-27 torx bit remove the factory fuel regulator cover. Note the cover is under spring tension and some fuel will leak out when removing the cover. There are small parts contained behind the cover be careful not to lose any parts. (Image 6)

7 Place the new O-ring into the Sinister diesel fuel block. (Image 7)

8 Replace all parts on the regulator with new supplied parts, including the blue spring. (Image 8)

9 Using a 5/32" allen wrench, install the Sinister Diesel Fuel block with the provided hardware. We recommend using some thread locker when installing new hardware. (Image 9)

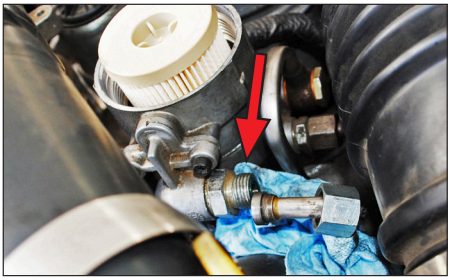


IMAGE 5



IMAGE 6

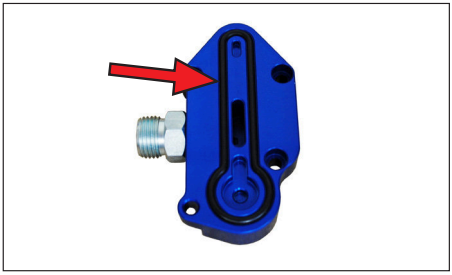


IMAGE 7

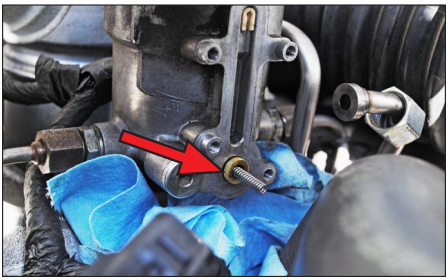


IMAGE 8

10 Using ¾" and 13/16" combination wrenches, reconnect the fuel return line to the Sinister Diesel Fuel Block. The adjustable fuel block is preset to be close to proper fuel pressure. (Image 10)

11 Reinstall the fuel filter and fuel filter cap. Reconnect the batteries and turn the key to the on position a few times to cycle fuel into the system. Do not run the engine at this time. If block is adjustable set pressure 55-68 psi and check to make sure there aren't any fuel leaks. (Image 10)

12 Reconnect the driver side charge pipe and tighten both of the clamps. If you have a factory plastic charge pipe using a ratchet strap will help to seat it onto the intake elbow. (Image 11)



IMAGE 9



IMAGE 10

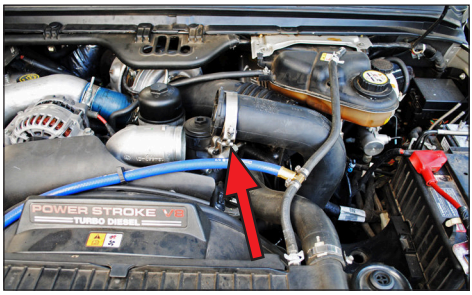


IMAGE 11

13 Reinstall the intake plumbing and filter. Tighten the hose clamp to secure the intake tube. Be sure to reconnect the MAF sensor and filter flow sensor. (Image 12)

14 Reconnect the hose to the degas bottle. (Image 13)

Note: Step 15 is for the adjustable fuel block

15 With the engine running do a final check and setting of the fuel pressure. Pressure should be between 55-68 psi.

Installation of your Sinister Diesel Blue Spring Kit is now complete.

*** E.O. identification label is required in passing the Smog Check inspection. The E.O. identification label must be placed on or near the device in the engine compartment.**

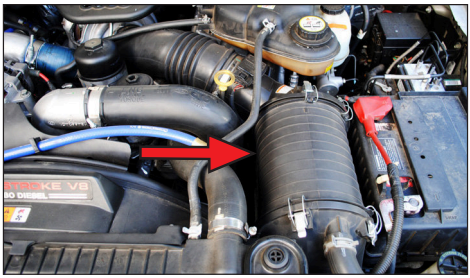


IMAGE 12

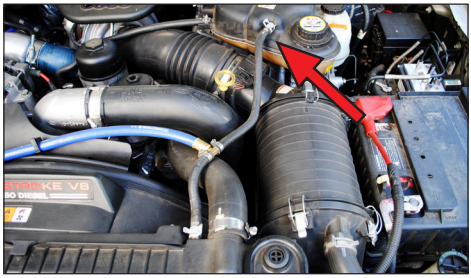


IMAGE 13



IMAGE 14

Note: As an option Sinister Diesel offers a fuel filter cap with fuel pressure gauge for checking fuel pressure periodically. (Image 14)

SD-FUELBLK-6.0-ADJ

SD-FUELBLK-6.0

2026

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