ALL DIESEL OWNERS SHOULD READ THIS:

Powerstroke 6.0 Cooling System Breakdown by Tom Georgalos

This specific problem is aimed at the 6.0 Powerstroke. Yet due to the bi-metal scenario in most diesel engines, good maintenance for all makes and models of diesels is essential.

Here is something that has been happening to 6.0 diesel Powerstroke owners. The coolant is ignored and it loses its ability to protect. The stock Motorcraft anti-freeze breaks down prematurely. The combination of bi-metals in the engine and cooling system play havoc. What happens to this vehicle is there is a cross contamination between the engine oil cooler and the cooling system which occurs due to corrosion. The fix is to take off the whole intake and top off of the motor so you can replace the very expensive engine oil cooler. The parts alone are around $1500.00 and the whole job at a repair shop will run about $3500.00.

6.0 Powerstroke has a 28-quart cooling capacity. 7.3 Powerstroke has a 32-quart capacity. Duramax has a 21-quart capacity. Cummins has a 23-quart capacity.

Solution & Prevention:

- 2 Bottles of Kool-It Radiator Flush (or equivalent)
- 1 Bottle of Motorcraft Diesel Cooling System Additive VC-8
- 3 - 4 Gallons of Amsoil (ANT) Propylene Glycol Antifreeze & Coolant (Long-life coolant; biodegradable)
- 1 Stant or Motorcraft radiator cap.
- Upper & Lower Radiator Hoses & Clamps
- G1165-EA Amsoil Coolant Test Strips
- Ohmmeter

1. Operate engine with 2 bottles of Kool-It Radiator Flush for 15 - 20 minutes
2. Drain radiator and flush with fresh water.
3. Further drain radiator.
4. Install new radiator hoses and clamps.
5. Pour in Motorcraft VC-8 product.
6. Pour in 3 - 4 gallons of Amsoil Antifreeze & Coolant (optimum mixture is 66%)
7. Fill balance of system with distilled water.
8. Install new Stant or Motorcraft radiator cap.
9. Test drive, let cool and check level of coolant.
10. Refer to owner's manual if bleeding is necessary.
11. In the future, use test strips to test PH level of coolant and condition.
12. An ohmmeter can also be used to test the condition of electrolysis in the coolant. Levels of 4.0 and higher should trigger radiator service.