

**LOW POWER—COLD SIDE CHARGE AIR COOLER (CAC) DISCONNECTED—OIL LEAK AT COLD SIDE CAC CONNECTIONS—6.0L ENGINE—VEHICLES BUILT 12/15/2003 THROUGH 4/1/2004**

**TSB 04-20-9**

**FORD:**

2004 Excursion, F-Super Duty

**ISSUE**

Some 6.0L equipped vehicles built 12/15/2003 through 4/1/2004 may exhibit an oil leak from the cold side charge air cooler (CAC) connections, or low power/low boost performance due to the plastic charge air cooler duct becoming disconnected (blowing off).

**ACTION**

Replace the CAC duct with a revised part that includes a T-Bolt Clamp. DO NOT replace the plastic CAC tubes with prior level aluminized tube and black silicone hoses. Refer to the following Service Procedure.

**SERVICE PROCEDURE**

**NOTE**

OIL FOUND IN 6.0L CAC SYSTEM MAY BE GREATER THAN AMOUNTS PREVIOUSLY FOUND IN THE 7.3L ENGINE, DUE TO HIGHER BOOST LEVELS. A RESTRICTED AIR FILTER CAN ALSO CONTRIBUTE TO GREATER AMOUNTS OF OIL IN THE CAC SYSTEM. ENGINE OPERATION WITH A RESTRICTED AIR FILTER INCREASES THE AIR FLOW THROUGH THE OIL SEPARATOR, LEADING TO GREATLY INCREASED OIL IN THE BLOW-BY GAS AND RESULTING IN OIL PUDDLING IN THE DUCTS. PROPER AIR FILTER MAINTENANCE IS IMPORTANT. DUSTINESS AROUND THE CAC DUCT CONNECTIONS IS CONSIDERED NORMAL.

1. Clean both connecting ports and the inside surface on both ends of the duct with Motorcraft Brake Cleaner (PM-4).
2. After reinstalling duct on both ports, position the internal bead of the duct into the groove in the engine elbow and torque the clamp to 12 N•m (106 lb-in).
3. Push the other end squarely and fully onto the CAC port and torque the clamp to 12 N•m (106 lb-in).

**CAUTION**

**DO NOT OVER-TORQUE THE CLAMP.**

PART NUMBER	PART NAME
5C3Z-6C646-BA PM-4	CAC Duct Brake Cleaner

**WARRANTY STATUS:** Eligible Under Provisions Of New Vehicle Limited Warranty Coverage

OPERATION	DESCRIPTION	TIME
042009A	Replace The Charge Air Cooler Duct (Includes Time To Remove And Install Air Filter)	0.4 Hr.

**DEALER CODING**

BASIC PART NO.  
6C646

CONDITION  
CODE  
42

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