



S&S DIESEL®
MOTORSPO

Ford 6.7L Dipstick Mount (DSM)

Vehicle Fitment: 2011-2026 Ford Super Duty equipped with 6.7L Power Stroke Diesel

Part Number:

6.7F11-LPK-DSM

2011 - Mid 2014 Dipstick Mount Kit



Mid 2014 - 2026 Dipstick Mount Kit



Ford 6.7L LPK Dipstick Mount (2011 - mid-2014): 6.7F11-LPK-DSM

QTY	Part Number	Part Name	Description	Use LPK Hardware	Tool Size	Torque Spec	
						Standard	Metric
1	6030220	Bent Dipstick Bracket	304 Stainless Steel				
1	8000191	P-Clip - 12mm	For the Engine Dipstick				
1	8000192	P-Clip - 18mm	For the Transmission Dipstick				
1	8000193	SH Allen Cap Screw	M6x1x20mm		5mm Allen	89 lb-in	10 Nm
1	8000140	Serrated Flange Nut	M6x1		10 mm	89 lb-in	10 Nm
1	8000100	Filter Head Bolt	M6x1x30mm	X	10 mm	89 lb-in	10 Nm

Ford 6.7L LPK Dipstick Mount (mid-2014 - 2026): 6.7F11-LPK-DSM

QTY	Part Number	Part Name	Description	Tool Size	Torque Spec	
					Standard	Metric
1	6030210	Flat Dipstick Bracket	304 Stainless Steel			
1	8000120	BH Allen Cap Screw	M6x1x30mm (Bracket to Filter Head)	4mm Allen	89 lb-in	10 Nm
1	8000130	BH Allen Cap Screw	M6x1x16mm (Bracket to Dipstick)	4mm Allen	89 lb-in	10 Nm
1	8000140	Serrated Flange Nut	M6x1	10mm		
1	8000004	Vibration Isolator	1/4"-20 studs			
2	8000017	Serrated Flange Nuts	1/4"-20 (QTY: 2)	11mm or 7/16"	89 lb-in	10 Nm

This kit is only required with aftermarket intake piping kits that push the dipsticks outboard and/or don't provide a bracket for mounting the dipstick tubes. OEM intakes do not require this kit.

Unboxing the S&S DSM:

1. This kit contains a dipstick mounting solution for both 2011 thru mid-2014 and mid-2014 thru 2026 model years.
 - a. During the 2014 model year, Ford added a welded tab to the upper portion of the engine dipstick tube as shown in Figure 1.
 - i. The 2011 – mid 2014 kit uses two P-Clips to secure the engine and transmission dipstick tubes due to the absence of the OEM welded tab.
 - ii. The Mid 2014 – 2026 kit attaches the OEM welded tab to the back of the S&S LPK filter head using the provided stainless steel flat bracket.
 - The rubber isolator is used to attach the transmission tube to the engine tube on mid-2014 – 2019 model years. 2020+ do not have a transmission dipstick.

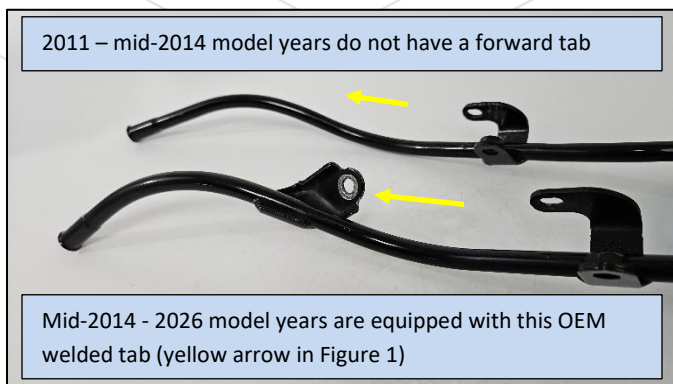


Figure 1: With vs Without welded tab on the engine dipstick tube

Install Instructions for 2011 – mid-2014

1. Remove the OEM bolt that connects the engine & transmission dipstick tubes at the back of the engine close to the firewall and discard as this bolt will not be reused.
2. **With the LPK filter head removed, route the engine oil dipstick under the transmission dipstick.**
 - a. The engine tube needs to move from the left to the right side of the trans tube.
 - b. See figures 4 & 5 on the next page.
3. Using the S&S LPK 10mm headed bolt, install the stainless-steel mounting bracket with the bend facing downward as shown in Figure 2. Torque to 89 lb-in.
4. Wrap the larger P-Clip around the transmission tube and the smaller one around the engine tube. Orient the P-clips such that the engine tube p-clip sits on top of the bracket and the transmission tube p-clip sits on top of the engine tube's p-clip (Figure 3).
5. Use the provided socket-head allen bolt (5mm allen) & nut (10mm hex) to attach the p-clip stack to the bracket as shown in Figure 3. Torque to 89 lb-in.
 - a. The dipstick tubes and/or the mounting bracket may need bent for proper fitment.
 - b. The OEM welded tabs at the back of the dipstick tubes should be oriented as shown in Figure 3. These are no longer used for mounting but they need to nest properly.
 - c. If the engine dipstick tube is pointed upwards and making contact with the hood, it may be necessary to bend the end of the engine dipstick tube downward after the p-clips are secured.



Figure 2: Downward bent mounting bracket

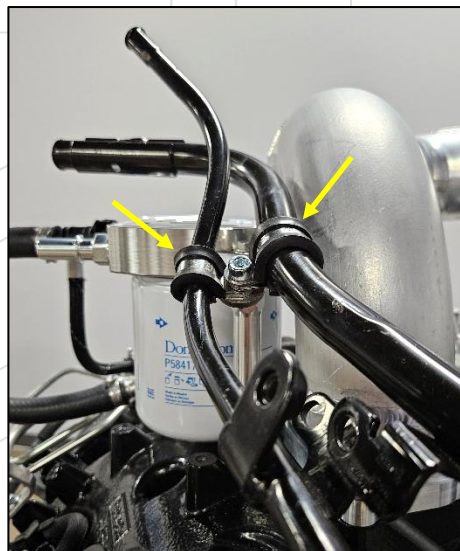


Figure 3: Engine P-clip below trans P-clip

Change Log:

- Rev 00 – Initial Release

Install Instructions for mid-2014 – 2026

1. Remove the OEM bolt that connects the engine & transmission dipstick tubes at the back of the engine close to the firewall and discard as this bolt will not be reused.
2. **With the LPK filter head removed, route the engine oil dipstick under the transmission dipstick.**
 - a. The engine tube needs to move from the left to the right side of the trans tube.
3. For mid-2014-2019, use the provided rubber isolator to attach the engine tube to the trans tube.
 - a. The isolator nuts are 11mm (7/16"). See Figure 8 for fitment details.
 - b. The engine and trans dipstick tubes may need bent slightly to use the rubber isolator.
 - c. An alternative to the rubber isolator is using a zip-tie to attach the trans to engine tube.
4. Install the filter head and the S&S mounting plate as shown in Figures 6 or 7 depending on MY.
 - a. Mid 2014-2019 should be installed where the mounting hole is furthest outboard (Fig 6).
 - b. 2020+ with only the engine dipstick can flip the plate over to set the hole more inboard.
5. Mount the plate to the back post of the filter head using the longer bolt (4mm allen @ 89 lb-in).
 - a. Bend the plate downward slightly if necessary for your application.
6. Use the shorter 4mm allen bolt & 10mm nut to attach the engine dipstick's welded tab shown in Figure 1 to the stainless-steel plate. (Torque all hardware to 89 lb-in).



Figure 4: OEM Dipstick Orientation



Figure 5: S&S LPK DSM Orientation

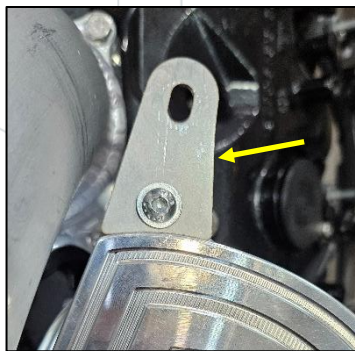


Figure 6: Mid-2014 - 2019

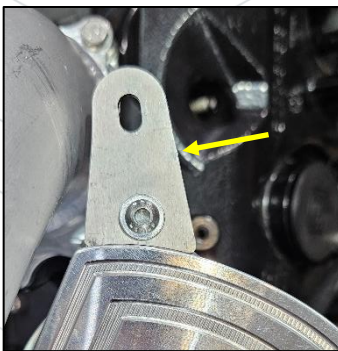


Figure 7: 2020-2026



Figure 8: Isolator Mount

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