

# COOLANT RISER DELETE KIT

## 2013–2018 6.7L Cummins

### Fitment:

2013–2018 Dodge Ram 2500/3500 — 6.7L Cummins Diesel  
Non-VGT turbo applications · Factory coolant tank retained

### PRODUCT OVERVIEW

- Eliminates the restrictive factory coolant riser system.
- Re-routes coolant flow using a simplified AN hose system.
- Maintains proper heater core and coolant tank function.
- Eliminates common leak and failure points.

### TOOLS & PREP

- Basic hand tools
- Hose cutters
- Coolant drain pan
- Hose clamp pliers
- Fresh coolant

# INSTALLATION

## STEP 1 REMOVE FACTORY COMPONENTS

- Drain the coolant below riser level.
- Remove all factory coolant riser and turbo coolant lines (passenger side).
- Leave the factory coolant tank installed.

## STEP 2 INSTALL BILLET LOWER COOLANT NECK

- Install the supplied billet adapter into the lower coolant housing (below the alternator).
- Secure with the supplied stainless hardware.
- Verify proper seating and seal.

## STEP 3 HOSE ROUTING OVERVIEW

This kit uses a T-fitting with two male ports and one female port. The hoses connect the new lower coolant neck to the coolant tank and to the heater core. The following steps walk through each connection in order.

## STEP 4 HOSE #1 — LOWER NECK TO T-FITTING

Using the supplied long hose:

- Connect the 90° end to the billet lower coolant neck.
- Connect the straight end to one of the male ports on the T-fitting.

# INSTALLATION (CONTINUED)

## STEP 5 T-FITTING TO COOLANT TANK

- Install the supplied hose barb into the female port on the T.
- Install the supplied silicone reducer boot.
- Connect to the lower large nipple on the factory coolant tank.
- Secure with the supplied hose clamps.

## STEP 6 HOSE #2 — T-FITTING TO HEATER CORE / FIREWALL

Using the supplied second hose (with 90° and 45° ends):

- Connect the 90° end to the remaining male port on the T.
- On the 45° end, install the supplied hose barb.
- Install the supplied silicone boot.
- Connect to the heater core at the firewall.
- Secure the hose along the firewall using the supplied P-clamp.
- Install hose clamps on all connections.

## STEP 7 CAP OFF FACTORY PORTS

- Cut the small upper hose on the coolant tank approximately 3" from the tank.
- Install the supplied plug and clamp.
- Install the supplied NPT plug in the top of the cylinder head.
- If applicable, install the supplied plug in the engine block.

# FINAL STEPS

## STEP 8 REFILL & TEST

- Refill the coolant system.
- Pressure test for leaks.
- Start the engine and bring to operating temperature.
- Recheck all fittings and connections.
- Perform a final inspection after a heat cycle.

## WHY THIS UPGRADE MATTERS

Eliminates restrictive factory coolant riser routing · Reduces leak points and long-term failure risk · Simplifies coolant routing for easier serviceability · Ideal for performance builds and non-VGT turbo conversions.

## NEED HELP?

**Call or text 908-223-9744. Send pictures or video and we'll walk you through it.**

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