

# REPLACING THE PCV VALVE

By Todd Zabbia

This Project will help you to replace the PCV valve on your ST or almost any 4.0 L SOHC Ford. I am rating this a 2 wrench project. It is relatively simple and requires simple tools.

TOOLS : 1 Pair of flat pliers.  
1 Pair of channel locks or some type of 90 degree pliers.

PARTS : 1 PCV valve from Ford. I used the Ford valve because it comes with the coolant line attached. The aftermarket ones I found did not.  
Part # EV-268 or 2L5Z-6A666-BA  
PCV with coolant line



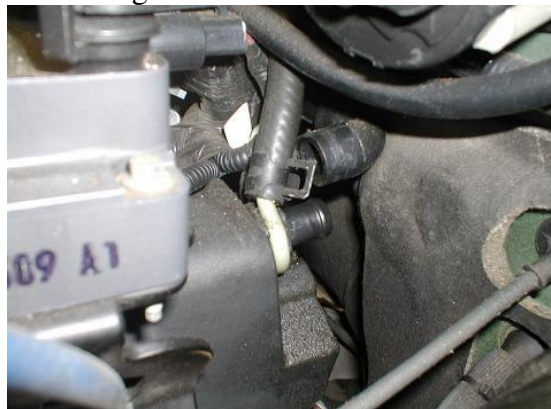
First make sure the truck is cool and there is no pressure in the cooling system. IF your sure the truck is cool and the cooling system has no pressure in it, remove the radiator cap, by pushing down and turning counter clockwise.



Locate the pcv valve. It is in the back of the drivers side valve cover. It faces the fire wall and has a large vacuum elbow on it and a metal coolant line wrapped around it.



Remove the vacuum elbow by pulling it toward the fire wall and then lift it up or push down on it to move it out of the way. IF you need some working room, Remove the vacuum line that goes into the brake booster. IT also just pulls out. IT will make a loud sucking noise. That is 100% normal.



Now grab the nipple end of the pcv valve and turn it counter clockwise to turn it out. IT does not slide in or out. There are 2 internal locking tabs that you need to unlock. I had to give a little force with the channel lock pliers. You turn the top of the valve toward you.

Once it is out it should look like this.



Now take the whole assembly and slide it up between the firewall and the spark plug wire connections to give you more room to work.



Using the flat tip pliers squeeze the spring hose clamps and slide them 3-4 inches down the hose out of the way and let them lock there.

Pliers on the clamp



Clamps moved out of the way



Pull the old pcv valve off remembering where the coolant lines went and then slide on the new one and using the pliers re clamp the coolant lines. It is ok if some coolant comes out.

Should look like this.



Feed the whole thing back down between the wires and fire wall back to its location.



Now while pushing the pcv valve into the valve cover (toward the front of the truck) turn it clockwise (opposite the way it came out).

**IMPORTANT :** There are 2 locking tabs that may not lock by you just turning it by hand.

I had to use the channel lock pliers and gently lift up on it to get it to lock in place.

Once it is locked in place you should not be able to take it out by hand.



Put the vacuum elbow back on. I zip tied the elbow on just because that's the way I am.



Put the radiator cap back on (and the brake booster line if removed) and start the truck.

I shook the old one and it did rattle but ever so lightly, but nothing close to the new one.

This is mine with only 40K miles on it.



Let the truck idle for a little bit and then take it for a test drive. Once it is warmed up just check for any coolant leaks and that the valve is still seated correctly.. ENJOY!!!