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This article may contain affiliate links where we earn a commission from qualifying purchases. Is the 7.3 IDI a good engine? Yes, the Ford (International/Navistar) 7.3 IDI is a dependable and robust diesel engine. With few generational problems, the IDI engine family is known for its long-lasting reliability. Although it lacks power, the 7.3 IDI will run
forever if taken care of. The Ford 7.3 liter IDI (indirect injection) diesel engine was produced between 1988 and halfway through 1994. The 7.3 LIDI was produced to replace the 6.9 LIDI, used by 3/4-ton and 1-ton Ford trucks from 1980 to 1987. The 7.3 LIDI was produced to replace the 6.9 LIDI, used by 3/4-ton and 1-ton Ford trucks from 1980 to 1987. The 7.3 LIDI was produced to replace the 6.9 LIDI, used by 3/4-ton and 1-ton Ford trucks from 1980 to 1987. The 7.3 LIDI was produced to replace the 6.9 LIDI, used by 3/4-ton and 1-ton Ford trucks from 1980 to 1987. The 7.3 LIDI was produced to replace the 6.9 LIDI, used by 3/4-ton and 1-ton Ford trucks from 1980 to 1987. The 7.3 LIDI was produced to replace the 6.9 LIDI, used by 3/4-ton and 1-ton Ford trucks from 1980 to 1987. The 7.3 LIDI was produced to replace the 6.9 LIDI was produced to replace the 
controlled (unlike the 7.3 PowerStroke) and relied on a simple and heavy-duty mechanical fuel pump. Early versions had no turbo, and produced relatively low horsepower but plenty of torque. These engines are considered 'medium duty' diesels, and were found in much larger dually box trucks and utility vehicles. Even 'heavy duty' pickup trucks are
still technically 'light duty vehicles' when compared to large box trucks, so the IDI was quite an engine for the F250. The Ford IDI diesel engine was designed by International/Navistar, and originally came without a turbo. In 1993, Ford added a turbo to the 7.3 IDI for additional power. Thread Starter | Junior User Joined: Feb 2012 Posts: 61 Likes: 1
From: Chaplin, Ky 7.3 IDI Pros and Cons I've recently bought a 93 IDI turbo and am still in the process of getting lined out after some apparent neglect of maintenance. I was wondering why you guys on here chose an IDI over other diesel engines; power, mileage, dependability? How do they compare to PSD, Cummins? Joined: Dec 2011 Posts: 751
Likes: 0 From: Kodiak, Alaska I like them. IDI's are mechanical injection, minimal electronics, easy to work on, pretty good on fuel (my 84 2x4 got 25 mpg), psd are very expensive to fix, the new psd's are impossible to work on and I'm poor and I like to fix my own stuff, cummins are cool but I wouldn't drive a dodge, I like Fords. Joined: Oct 2003
Posts: 135 Likes: 1 From: San Diego Simple and reliable. Parts are readily available and reasonably priced. Fairly reasonable at least, anything diesel is expensive. But you can replace the entire fuel injection system on an IDI for about what 2 injectors would cost on a PSD. Good power as well with a turbo, and they're fairly easy to turn up too. Maybe
not a much as a PSD, and you woln't get as much power full out, but you'll get enough to do most things. Cheap to buy too. A decent IDI truck can be had for under $2000 out here. Cummins trucks seem to all be over $3000. Joined: Mar 2005 Posts: 63,984 Likes: 4,707 From: Marlboro Mental Hospital. i bought my first diesel back in 86. after driving
a chebby with a 6.2 i knew that was never going to be one of those junkboxes in my driveway. even the 6.9 had more power than the 5.9 cummings pos. my stock 88 7.3 was 195 hp without a tubo. the 88 dodge diesel was either 165 hp or 175 hp with a turbo.after i put the turbo on and opened up the exhaust my 88 7.3 was twice the engine the
cummings was. and i proved all the naysayers wrong with my piece of junk ford that now has 493,000 miles on it and still runs like new. all the dodges that everyone swore would last forever are all melted down and made into japanese cars. Joined: Sep 2008 Posts: 1,840 Likes: 1 From: On the prairie I don't know how everyone else's trucks are, but I
absolutely love how mine starts in the cold. One night a couple of weeks ago was -10 here; I was too busy trying to thaw some of our trucks out and forgot to plug mine in-she fired right up. Joined: Mar 2005 Posts: 63,984 Likes: 4,707 From: Marlboro Mental Hospital. both the 88 and the 02 will crack rite off at -15F as long as the glow plugs are
working, the 88 has only failed to start twice, that was due to a few bad glow plugs each time the 02 needs a glow plug relay every year, i can tell when it is bad because it will not start twice. that was due to a few bad glow plugs each time the 02 needs a glow plug relay every year. i can tell when it is bad because it will not start twice. that was due to a few bad glow plug relay every year. i can tell when it is bad because it will not start twice.
Blitzcraig I've recently bought a 93 IDI turbo and am still in the process of getting lined out after some apparent neglect of maintenance. I was wondering why you guys on here chose an IDI over other diesel engines; power, mileage, dependability? How do they compare to PSD, Cummins? i thought a 7.3l was a 7.3l power stroke i dunno how i ended
up with this old school junk. seriously, i went looking for a diesel truck i could afford this meant completely making right, dependable again and transforming to my needs with never borrowing 1 penny.had i started with a psd truck, for the same $ it would have had 200-250k instead of 50k miles on it. i found a low mile idi truck well worth fixing for the
right money no regrets. Joined: Jan 2019 Posts: 40 Likes: 0 Quote: Originally Posted by Blitzcraig I've recently bought a 93 IDI turbo and am still in the process of getting lined out after some apparent neglect of maintenance. I was wondering why you guys on here chose an IDI over other diesel engines; power, mileage, dependability? How do they
compare to PSD, Cummins? Have the same in a van with a banks sidewinder.....lmk .....mines a lil Heavy with a Build Out n Fuel economy sucks .i get a tad bit spillage when i fill Up Hoses need to be fixed .....lmk probably do Myself....maybe lol ....big Long single tank in my Van Fleet Mechanic Joined: Jun 2009 Posts: 1,280 Likes: 314 From: San
Antonio, TX Already been said, but they're affordable, simple as it can get (i.e., no electronics) and unlike newer diesels, there aren't a half a dozen things that can - and will - go wrong with the engine that will leave you stranded. 2x4, 4x4, 73, 88, 93, banks, cluster, cons, diesel, engine, f350, ford, idi, pros, sidewinder, truck So I want to turbo my 92
idi but I don't want to spend a ton of money. So I was wondering what is my best option... finding a stock donor 7.3 idi turbo truck and using the the turbo parts from that or buying a remanufactured turbo and diy/custom Fab the piping?.....I am somewhat of a welder so I'm confident that with some knowledgeable input I could Fab the the
piping.....and my other question is for the turbo oil dump line.....if the line has to be installed where the oil pressure sensor is on my truck where do I relocate the sensor?...or is there a better place for the oil dump line to be located?.... Next question... Where is the best place to get the oil supply for the turbo? Here are some pictures of my
truck[emoji16] You must be registered for see images attach You mu
pressure sender, it is a pressured oil feed. That gets plugged with a pipe plug and the sender relocated. The oil feed line for my turbo is directly off the oil pump on my banks kit goes into the vally pan where the CDR was. I took the advice from lots of posts here and punched a few holes in the baffle in the vally pan where the CDR was. I took the advice from lots of posts here and punched a few holes in the baffle in the vally pan where the CDR was. I took the advice from lots of posts here and punched a few holes in the vally pan where the CDR was. I took the advice from lots of posts here and punched a few holes in the vally pan where the CDR was. I took the advice from lots of posts here and punched a few holes in the vally pan where the CDR was. I took the advice from lots of posts here and punched a few holes in the vally pan where the CDR was. I took the advice from lots of posts here and punched a few holes in the vally pan where the CDR was. I took the advice from lots of posts here and punched a few holes in the vally pan where the CDR was. I took the advice from lots of posts here and punched a few holes in the vally pan where the CDR was.
using a 90* fitting and a stainless steel flexible line up to the turbo. Not sure if all turbos are set up like mine but they will be close to it. Mine is a banks sidewinder non waste gated. It was already on the truck when I bought it, but I did find and download the installation from banks so I had reference. I am about to do this very thing - install a turbo
kit on my 1994 N/A 7.3. I bought factory turbo motor with the complete turbo setup, and had the turbo rebuilt. The rest of the parts were in good shape. When all is said and done, I will probably have about $1500 into it, but the turbo itself is better than new after the rebuild by Russ @typ4. Russ sells factory ATS turbo kits for these trucks, so you
might to contact him and see what a kit would cost. And if you are buying new(vs used/donor), check out car-part.com. Search for turbos for these truck years and you'll often find some in various wrecking yards. Sent you a PM. I might have what you need. Sent from my
iPhone using Tapatalk I'd go with used piping and hardware, reman or new turbo. Good luck. Last edited: Sep 12, 2018 Anyone out there want to buy my 88 F250:7.3 idi Na.? It's a 5 speedHas 2 wd.210 K. On it. Very good shape. Runs good, lots of preventive maintenance done. $3400. Obo. Kent. 702 508 1266. Text or call. for pics. You must be
registered for see images attachSent from my XT1710-02 using Tapatalk Since you hijacked the thread with your unsolicited post, I'm going to give you some unsolicited advice. First, don't hijack someone else's post. Second, that truck is maybe worth $1800 at best. It's a non-turbo, 2wd, 2-door, with almost a quarter million miles. You cannot dump
oil down into the gauge pressure sender, it is a pressured oil feed. That gets plugged with a pipe plug and the sender relocated. The oil dump on my banks kit goes into the vally pan for better drain back. Nostrokes advice is spot on. Use
the valley pan hole to drain back turbo oil. Here's a write up about how I punctured my valley pan baffles to increase flow, as Hypermax insisted in their manual. You must be registered for see images attach Since you hijacked the thread with your unsolicited post, I'm going to give you some unsolicited advice. First, don't hijack someone else's post.
Second, that truck is maybe worth $1800 at best. It's a non-turbo, 2wd, 2-door, with almost a quarter million miles. Didn't realize I was on somebodies post. Thx for your overrated opinion. Sent from my XT1710-02 using Tapatalk I can sell you a complete kit, or a reman turbo with a pedestal and oil feed line and you can fab from there. I can sell you a
complete kit, or a reman turbo with a pedestal and oil feed line and you can fab from there. How much would the complete kit cost...and how much is the reman with the oil linesSent from my moto g(6) play using Tapatalk 1850.00 shipped complete. shipping is 200
ish750.00 turbo with pedestal and oil line. What brand is the full kit? Sent from my moto g(6) play using Tapatalk Another option is that if you can find a complete truck in decent shape with a turbo, you could take all of the turbo parts for your truck and then resell the other one as a N/A truck to get back some of your cost. As for the oil pressure
sender, it depends which turbo you get. The Factory Turbo and probably the ATS 093 as well (can't remember) have the sil ports for both. The only thing
wrong with this spot is that it's a pain to get to with a turbo installed. If you do the installing before the turbo (mounted on top) is that if anything fails and you lose oil pressure to the turbo, you know it. No chance of starving the
turbo without knowing it. That being said, you only want a single sender mounted to the turbo or on your tee(due to vibration). Page 2 The
reason most turbos(all the kits I've seen so far) have the sender after the turbo, you know it. No chance of starving the turbo without knowing it. That being said, you only want a single sender mounted to the turbo, you know it. No chance of starving the turbo without knowing it. That being said, you only want a single sender mounted to the turbo, you know it.
should use a flexible line from the turbo port to the side of the engine where your senders are - too much weight up top can crack fittings at the turbo or on your tee(due to vibration). Very good points. And if you are buying new(vs used/donor), check out R&D idi performance. They are making new kits and parts. Best advise IMO (and because it's
what I did and I'm never wrong lol! Disclaimer: Ignore all my other posts where I'm incorrect). Really, I think R&D has are the best design out there with the powerstroke style up pipes and headers. Great quality as well. I bought the builders kits or whatever it's called but I had an existing turbo that had just been rebuilt. I did need to fab a down
pipe, but used a 94 powerstroke 3" down pipe. You just make one cut and turn - there's and article on here somewhere showing it. IF YOU CANNOT WELD do not go with a factory set up as mentioned. The actual turbo is a whole other can of worms on what to
It's a major piece of the puzzle. Don't over look the necessity of a good pyrometer when adding a turbo. Equally important is proper installation / location of the probe. Failing to keep exhaust temps below recommended max will quickly destroy your engine. Also suggest you know and understand boost limitations with and without studs prior to
making your purchase. If you buy used I highly suggest rebuild.Oh, and do an intercooler while you got it apart no matter what. There is a reason why most if not all modern turbo diesels are intercooled. It's a major piece of the puzzle. Yes
and yes! Don't over look the necessity of a good pyrometer when adding a turbo. Equally important is proper installation / location of the probe. Failing to keep exhaust temps below recommended max will quickly destroy your engine. Also suggest you know and understand boost limitations with and without studs prior to making your purchase. And
yes once again! 1850.00 shipped complete. shipping is 200 ish750.00 turbo with pedestal and oil line. Make your life easy - go with the full kit. I bought a full kit from Russ. Super high-quality, good support after the fact. Do yourself a favor get him to rebuild and upgrade the turbo to a 60 - 1 Hey y'all thanks for all the advice!! I really appreciate the
help!! But I have decided to sell my idi and buy a friend of mines built 95 7.3 PSD...is a lot better truck than mine with a Zf5...I've had the truck for 6 months and the man I bought it from had done the following to it.... New radiator, everything for the a/c
system is brand new, new heads and head gaskets, new injectors, new glow plugs and controller, new brakes, and a hypermax cowl intake kit.... I have put a a new alternator, new headlight lenses, extra marker lights here and there
about $600 even dry sell Interstate Batteries, a high-quality stereo system in it with an amp into 12-inch Subs that will go with the truck. Like I said my price is 5500 the lowest I will go is probably 5100. Sent from my moto g(6) play using Tapatalk Post a for sale ad in the marketplace along with all the details and plenty of photos. Good luck with you
sale! Hey y'all thanks for all the advice!! I really appreciate the help!! But I have decided to sell my idi and buy a friend of mines built 95 7.3 PSD...is a lot better truck than mine with a Zf5...I've had the truck for 6 months and the man I bought it from had
done the following to it.... New radiator, everything for the a/c system is brand new, new heads and head gaskets, new injectors, new glow plugs and controller, new Monroe heavy-duty shocks, a new gear reduction starter, headache rack with bed
rails, new headlight lenses, extra marker lights here and there, about $600 even dry sell Interstate Batteries, a high-quality stereo system in it with an amp into 12-inch Subs that will go with the truck You must be registered
for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach You must be registered for see images attach
$5100. . Good luck. That's a $2200 truck on its best day. I'm doing the same thing (adding a turbo to my '93 N/A 7.3). Today I picked up a mostly-complete factory turbo setup from member TurboSurge But the downpipe was in poor shape so that's missing. Also I didn't get the airbox/filter. Any recommendations here? I wasn't planning on getting fancy
with cold air intakes, sewer-sized downpipes, etc. I've read that a PowerStroke downpipe can be modified to fit. What should I use for an airbox - or just picked up a mostly-complete factory turbo setup from member TurboSurge But the
have OEM airboxes for sale, and sometimes they come up on ebay and CL too. I ordered the Banks down pipe (Summit Racing) for the OEM Ford kit I have, which has the band clamp attachment. If you have the ATS 093 kit, you will probably need to have an exhaust shop make up a down pipe for you since the down pipe fits into the exhaust elbow of
the turbo rather than clamping. You can also have Justin at R&D rework the turbo elbow so it will accept the PS down pipe. Downpipe upgrade.html Last edited: Sep 15, 2018 I sell a 3 bolt on downpipe for that turbo setup, and have an intake kit as well. You must be registered for see images attach You must be registered for see images attach I had
notable. The 7.3 IDI did not use sensors to regulate function (whereas the newer Powerstroke did). Essentially, the IDI worked using mechanical fuel injection in contrast with the power stroke, which uses electronic fuel injection. The Powerstroke did).
the older IDI (1988-1994). Both engines have very reliable track records, especially when preventive maintenance is involved. Powerstroke and IDI engines with over 350,000 miles (563,270 km) are not uncommon. Engine 7.3 IDI7.3 Powerstroke Production 1988-1994 1994-2004 Fuel Economy 12-13.5 MPG (5.1-5.7 Km/L) 15 MPG (6.4
many miles does the truck have on it already? How well has the truck/engine been cared for? Is the IDI engine naturally aspirated or turbocharged? Do those few extra miles in fuel economy bother you? If you expect to work on your enginewhether for modification or repairsthe IDI is the wiser choice. However, if youre looking for something more
modern and with more power, go with the Powerstroke. As long as the truck and engine have been properly cared for, youre unlikely to go wrong with either choice. Both engines are workhorses that owners are passionate about. This is one of those engines that will run practically forever when well cared for. The 7.3 Powerstroke was a turbo Diesel
Ford trucks seek out this engine. As with the IDI, Ford teamed up with Navistar International to develop the Powerstroke. This move was made primarily to keep pace with refined U.S. emission standards were changing, and
Ford needed to change with them). It put out 275 horsepower at 2800 RPM and had a peak torque range of 525 pound-feet (711.8 Nm) at 1600 RPM. IDI stands for indirect injection. Diesel engines with indirect injection do not have fuel injected directly into the combustion chamber. The 7.3 IDI is considered among the last of great non-sensor
by Ford from 1988 to 1994 (with a turbocharged version becoming available in 1993). This engine is among the final Diesel mechanical ones ever produced. It was built by International Harvester (which would eventually become Navistar) to provide Ford with a lightweight diesel engine and help the company keep pace with Dodge and General
the IDI very neatly. It put out over 60% more horsepower, providing about 15 miles per gallon (6.4 km per liter) compared to the outgoing engines 13.5 miles per gallon (6.7 km per liter). Still, it did have its drawbacks. Here are some pros and cons of the 7.3 Powerstroke. Powerful and dependable, with 50% of production units lasting over 350,000
miles (563,270 km) Low pressure throughout a power stroke (the point where the piston is propelled by expanding gas), which results in less stress on the engine Easy to accessorize and upgradeCan suffer from turbo lag A bit on the noisy side (especially when compared to its 6-liter counterpart) Cam position sensors fail too often for some drivers
Lets examine each of the above cons in turn to give you a better idea of what youll be facing with the Powerstroke and how it differs from the IDI cons coming up soon. Turbo lag is a condition where an engines turbocharger does not start doing its work until the inner turbine is spinning fast enough. As more air plumes pass through the intake, the
turbocharger warms up, and the turbine spins faster, providing the turbo boost for the vehicle. The Powerstroke powertrain control module (PCM) reduces turbo lag to sometimes be a problem at lower speeds. The 7.3 Powerstroke runs a bit
loud, and not just because its a diesel engine. These engines use an HEUI injection systemwhich stands for Hydraulically Activated Electronically Controlled Unit Injection. Without a pilot injection to reduce noise, Powerstroke drivers
mileage, begins to run erratically, and stalls at odd times. All of the above problems are common with the 7.3 Powerstroke, though they are not enough to detract from its overall critical praise. But does the older IDI engine do better or worse? While the IDI isnt as powerful or economical as its successor, fans speak fondly of its bulletproof
performance and friendly-to-work-on approach. More mechanical than electronic, making it easy to repair Non-turbocharged versions were especially tough, with many still working today Can run for half a million miles or moreIts an old engine, making spare parts a bit difficult to find. Is susceptible to cavitation Naturally aspirated versions tend to
with the IDI. Cavitation happens when vacuum bubbles are created in a liquid due to an external force. In the EDIs case, that force comes from the expansion and contraction of the fiercely-pressurized cylinder walls. As the cavitation reduces, engine coolant is allowed makes contact with the cylinder walls, causing damage. Coolant additives can
prevent this phenomenon and are recommended for all Diesel engines. Naturally aspirated engines like the older IDIs depend fully on atmospheric pressure for their air intake. With air pressure being much lower the higher you go, naturally aspirated engines like the older IDIs depend fully on atmospheric pressure for their air intake. With air pressure being much lower the higher you go, naturally aspirated engines like the older IDIs depend fully on atmospheric pressure for their air intake. With air pressure for their air intake.
 10,000 feet (3,048 m) results in very weak performance that alarms many drivers. The 7.3 Powerstroke and the 7.3 IDI have their differences in power output, mileage, and lifespan. Still, if you find one of these engines in good condition, youve pretty much hit the jackpot. Lovers of Ford trucks will debate to the moon and back which power plant is
betterand its been my experience that when debates like this happen, it means both are pretty great. Regarding the Powerstroke and the IDI, nothing could be closer to the truth. Thread Starter | Mountain Pass Joined: Aug 2020 Posts: 140 Likes: 22 From: USA 7.3 IDI turbocharged I'm looking at a 7.3 IDI with aftermarket turbo set up. How does IDI
respond to being turbocharged? Are there any reliability issues? What should I be looking out for? How will this set up respond to a tuner? - for argument's sake the turbo was properly installed. Fleet Owner Joined: Aug 1999 Posts: 24,155 Likes: 2,134 From: SE Florida Quote: Originally Posted by tirefriar I'm looking at a 7.3 IDI with aftermarket
turbo set up. How does IDI respond to being turbocharged? Are there any reliability issues? What should I be looking out for? How will this set up respond to a tuner? - for argument's sake the turbo was properly installed. I installed an aftermarket turbo on a '94 IDI van several years ago. It drove and towed SO much better! Any time you increased?
power you decrease reliability. I drove that van 100k miles and didn't have any reliability issues. It will totally ignore a tuner to? The IDI is mechanical, with no computer is if it has an E4OD transmission, there is a computer that runs the trans but does NOTHING to the engine. Thread Starter |
Mountain Pass Joined: Aug 2020 Posts: 140 Likes: 22 From: USA It's a '93 manual. Originally was in the market for a PS but the IDI is priced significantly less. Unfortunately I don't know much about the IDI is priced significantly less. Unfortunately I don't know much about the IDI. They appear to be reliable. The only serious issue that IDI has that I could find was head cavitation... Joined: Mar 2005 Posts: 63,984 Likes:
4,707 From: Marlboro Mental Hospital. cavitation is a non worry. if it was going to happened a long time ago. as for turbo reliability on the idi, my banks non wastegate turbo was put on basically when new. it currently has a little over 496,000 miles on it and has never been opened up. and i would not hesitate to drive it cross
country and back the only real worry issues with the IDI is the injection pump and injectors have a life expectancy of around 150,000 miles. and they only like motorcraft glow plugs. Logistics Pro Joined: Jun 2017 Posts: 3,543 Likes: 407 From: Edmond, OK Could be a good truck. Do you want a daily driver or a project? Thread Starter | Mountain Pass
 Joined: Aug 2020 Posts: 140 Likes: 22 From: USA Quote: Originally Posted by Olds64 Could be a good truck. Do you want a daily driver or a project? Looking for a daily driver. I do 60 miles round trip on a weekday and few hundred over the weekend. Logistics Pro Joined: Sep 2007 Posts: 3,680 Likes: 147 From: Western Mass Quote: Originally Posted
by tirefriar Looking for a daily driver. I do 60 miles round trip on a weekday and few hundred over the weekend. While I love my IDI, if I was driving 60 miles a day, and lots on the weekend, I'd look for a more fuel efficient vehicle unless I absolutely needed the bed space/load capacity and/or towing ability of a diesel pickup. Yes I love my truck, and
yes I need those features often, but I also love (and miss since its broken) the Subaru that a friend offered for a price I couldn't say no to.(side note, blew the head gaskets on the Subaru...) last fall, and due to remodeling our kitchen, trying to clean the garage, 3 year old daughter, budget constraints, redoing
our back storage yard, wandering priorities (ADD???) and now half breaking my leg, its still not fixing so I continue to have to pay too much for diesel, well not for another few weeks when I can use my leg and the clutch again) Anyway, my point is I love my IDI truck, but its not a commuter daily driver unless you're a contractor or something. Oh a
turbo helps a lot if you are loading and trying to reach the speed limit, especially if hills are involved. It may also help drain that fuel tank earlier the more your foot goes down. Thread Starter | Mountain Pass Joined: Aug 2020 Posts: 140 Likes: 22 From: USA Long story short, I had 3 vehicles (not counting the motorcycles). That's three insurance
coverages, three registrations, maintenance, etc. Sold the Saleen (driven on a rare occasion but insurance/registration were kept current), buddy's GF wanted the 7.3 PS for work. Liked that truck but it was quite c-rusty considering it was a Kansas truck before migrating to California. My daily driver is a VW TDI that already has buyers lined up. It's a
good little car but the keyword is little, as in not very safe compared to larger vehicles. I do miss the OBS the most. Went to look at what I can get new and nothing except a Wrangler Limited was even close to getting my attention, but even that would have to be special ordered with a manual trans. Still trying to justify getting into doing monthly car
payments plus the mileage is good but not great. Another option would be finding an OBS diesel with minimal rust. I'd prefer the Power stroke but anything near me in decent condition under 200k miles 4x4 manual is $20k+. So I happened on a boosted IDI with manual trans 4x4. Hopefully will get to see the truck this week depending on the seller's
schedule. I am not a contractor or in a business of carrying loads. Heaviest I haul is a track bike or two but I really like the OBS trucks for their sturdiness, safety, and decent comfort level. Logistics Pro Joined: Sep 2007 Posts: 3,680 Likes: 147 From: Western Mass I don't know what year VW TDI you have, but its most likely much safe than a 90's
pickup truck is most accidents. Yes trucks are bigger, but you may bounce around inside and get banged up pretty good. Modern car design sacrifices the vehicle to keep the occupants safer. Crumple zones and air bags work. I try to drive safely, but there are a lot of other
 idiots out there. I know what you mean about the comfort level, my wife has a double cab Tacoma. Its a tough little truck, but feels small inside. I honestly feel like there is more room in her TDI than the Tacoma, I know its designed to protect me much
better than an old F250. Your opinion may be very different, I guess getting married and having a daughter changed my perspective some. If you're a tall guy the car may be too small for you, I'm on the shorter end of things. My advice is get the truck for play, and keep the VW for daily driving. An older truck is cheaper on insurance, and the car will
save you some fuel, they may offset each other. Thread Starter | Mountain Pass Joined: Aug 2020 Posts: 140 Likes: 22 From: USA It's a 2003 TDi and it gets just under 50 mpg. My old Powerstroke 4x4 auto used to get 14 mpg. The iDI is manual, hoping for equal or slightly better mileage. I'm going to keep the VW for now and figure out the situation
with daily or semi daily driving the IDI. My constraint is that I need to pare downtown one vehicle which can also haul 2 bikes. I don't trust newer Ford diesels plus there's all the DEF and older do not require smog at all. At this point I'm more
concerned how the added turbo would affect the IDI. Joined: Mar 2005 Posts: 63,984 Likes: 4,707 From: Marlboro Mental Hospital. Added turbo will make it run better. Thread Starter | Mountain Pass Joined: Aug 2020 Posts: 140 Likes: 22 From: USA Quote: Originally Posted by tjc transport Added turbo will make it run better. Thread Starter | Mountain Pass Joined: Aug 2020 Posts: 140 Likes: 22 From: USA Quote: Originally Posted by tjc transport Added turbo will make it run better. Thread Starter | Mountain Pass Joined: Aug 2020 Posts: 140 Likes: 22 From: USA Quote: Originally Posted by tjc transport Added turbo will make it run better. Thread Starter | Mountain Pass Joined: Aug 2020 Posts: 140 Likes: 24 From: USA Quote: Originally Posted by tjc transport Added turbo will make it run better. Thread Starter | Mountain Pass Joined: Aug 2020 Posts: 140 Likes: 4,707 From: Marlboro Mental Hospital. Added turbo will make it run better. Thread Starter | Mountain Pass Joined: Aug 2020 Posts: 140 Likes: 4,707 From: Marlboro Mental Hospital. Added turbo will make it run better. Thread Starter | Mountain Pass Joined: Aug 2020 Posts: 140 Likes: 4,707 From: Marlboro Mental Hospital. Added turbo will make it run better. Thread Starter | Mountain Pass Joined: Aug 2020 Posts: 140 Likes: 4,707 From: Marlboro Mental Hospital Research Pass Joined: Aug 2020 Posts: 140 Likes: 4,707 From: Marlboro Mental Hospital Research Pass Joined: Aug 2020 Posts: 140 Likes: 4,707 From: Marlboro Mental Hospital Research Pass Joined: Aug 2020 Posts: 140 Likes: 4,707 From: Marlboro Mental Hospital Research Pass Joined: Aug 2020 Posts: 140 Likes: 4,707 From: Marlboro Mental Hospital Research Pass Joined: Aug 2020 Posts: 140 Likes: 4,707 From: Marlboro Mental Hospital Research Pass Joined: Aug 2020 Posts: 140 Likes: 4,707 From: Marlboro Mental Hospital Research Pass Joined: Aug 2020 Posts: 140 Likes: 4,707 From: Marlboro Mental Research Pass Joined: Aug 2020 Posts: 140 Likes: 4,707 From: Marlboro Mental Research Pass Joined: Aug 2020 Posts: 140 Likes: 4,70
wanted to know. Hoping to see the truck soon and that is as described. Joined: Mar 2005 Posts: 63,984 Likes: 4,707 From: Marlboro Mental Hospital. tell the seller you want to see it start ice cold.this way you can check the glow plug system and see how it starts. wait to start light should stay lit for around 15 seconds under 50 degrees outside temp.
and engine should start up withing3 seconds of cranking. very light whiteish smoke for a few seconds than clear up as when the injector pump and injector pu
I think I was seeing around 17-18mpg at one point. That would be a mix of around town and some highway. Pretty sure it dropped some after the turbo and upgraded pump/injectors.... but that's is most likely because the turbo and traveling more comfortably at 75ish
all the time on the highway instead of 65-70ish except up hills when it would drop some preturbo. If I kept the pedal stomping down it would do better, i'm just too impatient most of the time. Thread Starter | Mountain Pass Joined: Aug 2020 Posts: 140 Likes: 22 From: USA Quote: Originally Posted by tjc transport as when the injector pump and
injectors were last changed. they have about a 150,000 mile life expectancy. What would replacing these typically cost? Page 2 Thread Starter | Mountain Pass Joined: Aug 2020 Posts: 140 Likes: 22 From: USA Quote: Originally Posted by tecgod13 I don't always keep track of mileage with mine, but I think I was seeing around 17-18mpg at one point
I'd be ok with that mileage. Joined: Mar 2005 Posts: 63,984 Likes: 4,707 From: Marlboro Mental Hospital. Thread Starter | Mountain Pass Joined: Mar 2005 Posts: 63,984 Likes: 4,707 From: Marlboro Mental Hospital.
Hospital. same as factory with these two companies, around 150,000 miles. than there are the other "rebuilders", sometimes the "new rebuilt" is worse than the pump you took off. Thread Starter | Mountain Pass Joined: Aug 2020 Posts: 140 Likes: 22 From: USA The seller couldn't provide information on the injector pump and the injectors. In any
case seems like the truck found a new owner. Back to the drawing board... 7.3 litre Allstar11 General Diesel Discussion 1 Jul 1, 2010 07:03 PM Thread Starter | New User Joined: Jan 2006 Posts: 1 Likes: 0 Newbie question - Identifying 7.3IDI vs. 7.3IDI turbo vs. 7.3 Powerstroke? I'm starting to check out prices and info on F250 and F350 trucks from
V8 from another. If I'm wrong on the transition year please let me know. *** Edited to add the following: I googled up the following: I googled up the following info so please let me know if it is correct: 1983-1994 7.3L IDI non-turbo 1994-2003 7.3
PS. *** From a reliability standpoint is the PS or the IDI preferred? Thanks in advance for your help and advice. Last edited by Bitmap; Jan 6, 2006 at 09:13 AM. Site Administrator Joined: Jan 2003 Posts: 161,999 Likes: 74 From: 3rd Rock ... Welcome to Ford Truck Enthusiasts! We are happy you have chosen the best source for Fords! Enjoy FTE.... and
 some are turbo charged with aftermarket systems and usually indicate that on the air cleaner box and factory turbo system says ford turbo on the air cleaner box (unless someone has made a change in the air cleaner box and factory turbo systems are turbo charged with aftermarket systems and usually indicate that on the air cleaner box and factory turbo says turbo diesel on the side fender badge, the power stroke engines have inclosed fuel delivery systems
and are electronically controlled from the pedal to the engine via computer or ecm. they all use glow plugs to get the engine started when cold. the decision to buy any particular truck is totally up to you and your ability to examine the truck and components or have a mechanic do it for you. Good luck and enjoy the ride. Joined: Dec 2004 Posts: 172
the powerstroke. Also in 94 if its a automatic tranny, its got to be the idi as ford only put the 5spd behind the powerstroke in 94. In 95 they offered both behind the powerstroke in 94 idi turbo with the same results. Both are very good almost
bulletproof motors IMHO.... Last edited by ltfox; Jan 6, 2006 at 07:04 PM. Joined: Nov 2003 Posts: 21,285 Likes: 15 From: Nutter Fort, WV This is an IDI turbo motor. The black ATS air cleaner housing you can see the silver
injection pump. The injection pump and steel fuel lines to each cylinder is on all IDI motors. Power Stroke engines look entirely different. 73, factory, identifying, idi, powerstroke, turbo Hey guys just wanted to get some opinions. I decided against the power stroke for sure because i don't want to spend $350 a pop on an injector job. So basically I can
decide between a 1994 7.3l Idi Turbo or a 1994 Silverado 6.5l. I'm basically looking for a reliable engine with decent fuel economy that has at least some ability to make more power. Which is easier to mod etc.. and help its great thanks. the 6.5 you chose is one of the more unreliable versions.computerized 6.5's are very finicky to heat and fuel
                     iterized GM 6.2/6.5's are a better choice for fuel economy but the cooling systems must be upgraded or you will own a paperweight. the 6.5 you chose is one of the more unreliable versions. computerized 6.5's are very finicky to heat and fuel quality. non-computerized GM 6.2/6.5's are a better choice for fuel economy but the cooling
systems must be upgraded or you will own a paperweight. Thanks man you seem to always have good advice. and i'm sorry but who's the chick on your display pic lol doesnt the 6.5 use a timing chain also? i was thinking for awhile on trying to find a 90's diesel suburban to haul the herd around and started reading up on the 6.5. the computered
injector pumps are outrageously exspensive. the cooling system needs attention, then there is the module that needs the heat sink remounted just to get a little more life out of it. and still there isnt a whole lot of power there, i wouldn't mind a centerion f350...... doesn't the 6.5 use a timing chain also? i was thinking for awhile on trying to find a 90's
diesel suburban to haul the herd around and started reading up on the 6.5. the computered injector pumps are outrageously exspensive. the cooling system needs attention then there is the module that needs the heat sink remounted just to get a little more life out of it. and still there isnt a whole lot of power there. i wouldn't mind a centerion
        .... there's a solid timing gear upgrade to get rid of the timing chain setup. The 6.2/6.5s are great on fuel and cheap to fix, but won't win a power contest and Heath Diesel is making history by using one to run the Duramaxes down
on the Salt Flats. The 6.9/7.3 IDIs advantages, aside of the size, are that they have strong blocks and (to me anyway) gear driven camshafts. The fuel injection components are easier to get to, and you are starting with more power from the get go. In stock form they don't mpg as good as the GMs but with a well tuned pump and proper gearing they
can. Like the GMs, they don't like to be overheated. The head gaskets have a tendency to pop. the timing gear upgrade is about $500 and the cooling system uprade is about $450. and these are just to get it more reliable...... the name is Trina. She's a handfull of a customer. Lol a handful is right and hmm ya basically the chevy's are alot closer but i
think i'm going to call that guy in georgia with the 7.3l and offer him 3k 3.5k at the most and see what he says. If not i guess i'll either have to wait or make due with a chevy that is for sale closer. here's a confession from a hardcore GM nut. the computerized 6.5 is not going to do you any favors in the long run. If You are still looking for a truck with a
good reliable engine that Will make good power and be easy to work on then buy a 89-93 dodge, You won't be disappointed. I have a sentimental attachment to My 93 Ford so I swap the 1st gen engine in it. The 6.51 I know they yield good mpg but I'm not sure they have much power for a work truck. As EZ said don't discount the Dodge/Cummins
combo or stuffing a Cummins in anything else. Read Towkittens sig for my quote about my last truck (1995 Dodge 2500)... They are pretty bullet proof for me. But then again I wasn't shoving windshield washer fluid down her intake with a firehose though.... Now I won't steer you away from the IDI, I loved mine and will own another in the future, I
just won't try to make it into a sports car, I was doing things to it that really shouldn't be done or shall I say can be done but not with a mentality of "Some is good, more is better and most is best" The IDI is reliable, gets pretty decent fuel mileage and has decent pulling power - now they ain't gonna be first on race day but they will get there and back.
The IDI's are very simple to work on - I'm proof positive to that. If You are still looking for a truck with a good power and be easy to work on then buy a 89-93 dodge. You won't be disappointed. I have a sentimental attachment to My 93 Ford so I swap the 1st gen engine in it. The 6.51 I know they yield good mpg but
I'm not sure they have much power for a work truck. X2 on that. I had a 89 CTD dually and aside of the horrible ride, it was a great truck. Even my wife loved that one. I got over 20 mpg with a T flite and no overdrive with 4.10s; not speedy, but hey, wasn't meant to be. By the by, you don't necessarily have to go to a gear drive with the GM, a good
chain and gear set works fine. the 6.9/7.3 is about the most reliable diesel i've seen (reason why i chose it for the Scout swap). the cummins a close #2 the only problems it has is it's in a dodge and it's not IH.... the GM 6.5/6.2 doesn't even place! i've heard stories about low milage 6.5s numerously cracking heads and snapping cranks to the point
owners swapped a 350 in for better reliability, while i worked at the dealership i saw one come in after wiping out the main bearings, after a full rebuild 3 months later it came in on the hook with a broken crank, but hey it's your money... -Jon Page 2 the 6.5 you chose is one of the more unreliable versions, computerized 6.5's are very finicky to heat
and fuel quality, non-computerized GM 6.2/6.5's are a better choice for fuel economy but the cooling systems must be upgraded or you will own a paperweight right now waiting for this mangy ole dog catcher to relocate the IDM to the fender. But their
turbos seems to be bullet proof. Yes Calvin it is STILL going and not a lick of problems since!!! 6.5 Vs. IDI Owning a 95 K2500 6.5TD was one of the worst experiences of my life--seriously. I went through every known problem aside from a broken crank and I became very used to being under the hood. They can be a good engine, but there was not
one model offered (in GM light duty vehicles anyway) that wasn't a time bomb. Every year produced had desirable features so you could build a decent one with combined/mix matched parts. I don't mind the electronic years with a few upgrades and such they can be decent, but I would really search out a mechanical
injected model (92-3) as they had stronger blocks. Power wise mine was probably around 200 RWH which I never complained about, but if I worked it at all the tempurature would easily climb to an unsafe level. I could hit 25mpg with a couple performance upgrades and 4.10 gears. My 95 had 50K when I sold it and I was sure the bottom end would
let go (because everything else but that already had ). My brothers-also a 95 K2500-threw a rod at 550K (yes, five hundered fifty) with little mechanical problems. So you could say they are hit and miss As for the IDI's I have heard a few horror stories, but most are from very old age/high miles and neglect. A true work horse engine just my .02 My boss
has a 95 chevy 3500 with the 6.5td, the motors been rebuilt and it runs pretty decent. But even with the turbo my stock 6.9 will easily walk away from it with a trailer. The only time it has the advantage is on the highway. He can pull a loaded trailer at 75 while mines more comfortable at 65. im almost afraid to ask., then don't own a full-service auto
facility, she's a repair customer and a very fussy and demanding one to boot. TC, where do you come up with these beautiful women? then don't I own a full-service auto facility, she's a repair customer and a very fussy and demanding one to boot. I own a full-service auto facility, she's a repair customer and a very fussy and demanding one to boot.
service auto facility, she's a repair customer and a very fussy and demanding one to boot. Guess when you look like that, you can be fussy and demanding a repair customer and a very fussy and demanding one to boot. Guess when you look like that, you can be fussy and demanding one to boot. Guess when you look like that, you can be fussy and demanding a repair customer and a very fussy and demanding one to boot. Guess when you look like that, you can be fussy and demanding one to boot. Guess when you look like that, you can be fussy and demanding one to boot. Guess when you look like that, you can be fussy and demanding one to boot. Guess when you look like that, you can be fussy and demanding one to boot. Guess when you look like that, you can be fussy and demanding one to boot. Guess when you look like that, you can be fussy and demanding one to boot. Guess when you look like that, you can be fussy and demanding one to boot. Guess when you look like that, you can be fussy and demanding one to boot. Guess when you look like that, you can be fussy and demanding one to boot. Guess when you look like that, you can be fussy and demanding one to boot. Guess when you look like that, you can be fussy and demanding one to boot. Guess when you look like that, you can be fussy and demanding one to boot.
most of them come in to see my business partner. He's the silver-tounged devil. I get the likes of Big Jake and Drag Rag hanging out here as well as quite a few other regular lookin' bubba types. Here's another one she sent me via text.......if the wife sees it, I'm dead. I have spent time in the bay area, those are everywhere. I knew you called it a body
shop for some reason. lol you're a funny guy Seriously though, most of them come in to see my business partner. He's the silver-tounged devil. I get the likes of Big Jake and Drag Rag hanging out here as well as quite a few other regular lookin' bubba types. Here's another one she sent me via text...... if the wife sees it, I'm dead. she needs to send me
some texts... Um...ok...what was the topic here About the 6.5. I'll include some generally come with a GMC truck. My Dad has a 1993 non ECU turbo diesel 3500 (SRW) 4x4 and it seems to be a decent truck. The Short commings are; Generally Harder to work on, (access to
injection system is MUCH harder and you will have to pull the turbo and intake manifold before you can replace lines, injectors, or injector pump depending on what side of the engine you are working on) Cooling package is under designed. I nearly overheated the thing once because I was used to driving my F150 (302 needs to feel the floor before
responding when loaded). Luckilly I backed off before hitting the red. New head gaskets and quad core rad and it seems to be 4.10 gears with stock 245/75/16 tires) TURN RADIUS!!!!!!! for the same wheelbase, the
chevys of this era suck for manouvering compared to fords. Make sure you take this into account because this is one thing my dad hates about his truck. Rust around heat shields and exhaust manifolds. Can't be helped, it will happen eventually ABS sucks, Front wheel bearings are non adjustable throw away units, CV shafts instead of U joints on front
axle drive (4x4 only), but in fairness, I never replaced either of them. 4wd thermal expansion actuator is expensive, delays 4x4 engagement, and failure prone to fluid leaks Advantages are: Less prone to fuel system air leaks, smoother idle (if that matters
at all) 4L80E transmission. stock for stock compared to the E4OD, I consider the chevy to be slightly more reliable. Although once you start modding the engine all bets are off. Don't know how the manual transmissions compare but I believe chevy did use a DMF like ford. The 4L80 also doesn't have an overdrive cancel switch, but instead has a full
shift quadrant with OD, D, 2, 1. Its really a matter of preference though. The 4L80 also comes with 3/8" TRANNY COOLER LINES. HELL YEAH!!!! Access to the turbocharger is, yup you guessed it, its not hard to pull one compared to ford's setup, good glow plug system with
solid state controller that is not as expensive to replaced in seconds with one (1) tool, you don't even have to get it around the fan. Hydroboost comes standard on these years (I think) AC is very powerful and GM has been making better ACs
that ford for a long time (I am sorry to admit). Recently had to replace the compressor cycling switch and it still works like new. Page 3 I would give the 7.3 a shot way before a 6.5/6.2. My father had the same experiance as mentioned above take a look at the Dodge stuff, but dont limit your self to 93. I
have seen many cases where a decent first gen (88-93) Dodge will bring more money than a equaly clean and equiped second gen stuff better because of improved everything! In my opinion of course. Parts availability for the first gens is getting bad and will only get worse, other wise I
would most likely have one just because its a classic. Getcha a 80s Military M1009. They get 20-24MPG stock, some have govloks (think military spec detroits), 6.2L driptroit, automatic direct drive final, 208 transfer, solid front and rears with manual hubs, No frills but they work and sip fuel. Here's another one she sent me via text...... if the wife sees it,
I'm dead. Dang it Calvin! Now I just had to go in and wake up my wife and tell her to slap me for what I was thinkin' WOOO! But seriously here, You couldn't give me a GM diesel. I used to have one of their V6 4.3L chevy celebrity diesels. was a nice little car, but a slightest little overheat and the thing was history, stupid injection molded aluminum
heads could not be repaired, had to be replaced. $1500 each for new castings, way more than the car was worth. It went by-by. But even before that, it had a nasty habit of leaving us stranded. It always seemed to know when we were someplace really out of the way and it was Sunday. It got to the point where we were convinced the car had been
programmed by the motel industry. Talk about craptastic designing Hey guys just wanted to get some opinions. I decided against the power stroke for sure because i don't want to spend $350 a pop on an injector job. So basically I can decide designing Hey guys just wanted to get some opinions. I decided against the power stroke for sure because i don't want to spend $350 a pop on an injector job. So basically I can decide between a 1994 7.3l Idi Turbo or a 1994 Silverado 6.5l. I'm basically looking for a reliable engine with decent
fuel economy that has at least some ability to make more power. Which is easier to mod etc.. and help its great thanks. What part of KY are you in? I knew where there were a couple of good deals at, but they might be pretty far from
you. Northern Kentucky.. i haven't to many around here lately i just sold my car so i'm lookin for powerstrokes. Can you run 50/50 waste motor oil and diesel in a 6.2 or 6.5? I want to give it a shot in this Chebby I just bought. I heard the fuel lines were a little small was the problem. Can anyone confirm this? I want to give it a shot in this Chebby I just bought. I heard the fuel lines were a little small was the problem. Can anyone confirm this? I want to give it a shot in this Chebby I just bought.
trap wagon in this thing, you're a funny guy Seriously though, most of them come in to see my business partner. He's the silver-tounged devil. I get the likes of Big Jake and Drag Rag hanging out here as well as quite a few other regular lookin' bubba types. Here's another one she sent me via text...... if the wife sees it, I'm dead. Any chance of her
being there next Monday when I'll be trying to stop by? I can try and leave the wife somewhere..... She's going to be here this week to pick up her car. following week? i hope not. Can you run 50/50 waste motor oil and diesel in a 6.2
or 6.5? I want to give it a shot in this Chebby I just bought. I heard the fuel lines were a little small was the problem. Can anyone confirm this? I want to try running what I have in my trap wagon in this thing. that's news to me. yes, the feed line is 1/4" but that doesn't make it too restrictive for fuel. Well I guess I will give it a go then, thanks. When
you want me to bring the new 6.2 CC by so I can see what is in your lobby? nope. brand new Altima hybrid. eh. lost a little respect for her there.. figured she was one of those high maint girls with an expensive car.. does my mazda rx7 count as a hybrid with a mopar 360 in it? (good ice breaker, id just leave the big ass motor and no smog part out.)
you obviously don't know high maint.....one look at her and there's no doubt. Page 4 When you want me to bring the new 6.2 CC by so I can see what is in your lobby? drop by anytime. tuesday thru thurs is better though. mondays and fridays suck. thanks to this evening's pavement wetting, I should see an influx of work this next week. Oh ya, I was
cruising out in the valley when it started raining. I told the wife watch this, gave it a little and the tires spun. It was slick as hell on the road, my truck can't break the tires loose otherwise. She was surprised, I tired to use it as a teachable moment as Obama like to say, you obviously don't know high maint..... one look at her and there's no doubt. Shes
just a high maintenance tree hugger..aka shes prob turned off my diesel smoke.. *gasp* Shes just a high maintenance tree huggers don't look like her around here. they generally don't take care of themselves like she does. she's just high maintenance tree huggers don't look like her around here. they generally don't take care of themselves like she does. she's just high maintenance tree huggers don't look like her around here.
hugger..aka shes prob turned off my diesel smoke.. *gasp* Bzzzt wrong! The tree hugger chicks around there are more likely to be dressed in military surplus and have their hair in matted dreadlocks that haven't been washed in about 5 years. You can smell them coming about a half block off and it aint perfume
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