

EDIT Afterthought:

Don't turn the truck on without the PAD connected and the front electrical connection intact. If you do, you will get several error codes and a Check engine light.

I'm gonna try to document the entire process in one post, with pictures and 2 linked files.

Demco's install manual was pretty skimpy. E-Trailer (and others) have good videos as to how to take the fascia off, and the Demco install manual shows it pretty clearly. The manual online is from 6/23 and does not reflect some issues I and another brought to Demco during our September 2023 installs.

Demco does not mention the lower active-shutter vanes at all. I'll talk about them below. The shutter assembly is left intact, as the vanes remove without damage to them or the shutter system.

Demco does not show re-installation of the fascia at all, but there really wasn't anything odd except as noted below.

Here are my observations following the Demco Document Steps:

Step 1: Be sure you remove those 2 pushpins as well as the bolts. The fascia will pull past them and when they release with the two tabs (shown in Roadmaster videos), you might be taken off balance (ask me how I know). The fascia is surprisingly light.

Step 2: I do not remember doing this at all.

Step 3: Demco is clear and correct.

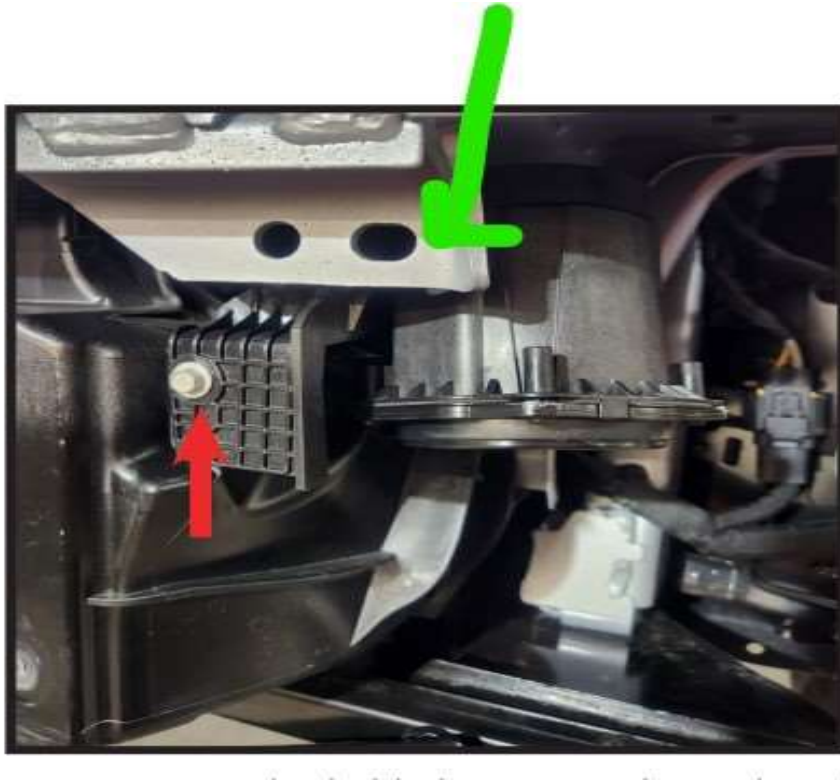
Step 4: Besides the 3 bolts and the pin at the outer edge, there is a clip between the 2nd and 3rd bolt that needs to be released with squeezing. See a youtube/etrailer video, it will be helpful. This was a little difficult for me to get it to release (on each side).

Step 5a: Take note that the two pieces are keyed together, so when you put the fascia back on later, it needs to be keyed back together before you push the fascia back on and the grill pieces into the headlights, or you might have a struggle.

Step 5B: Demco left out that the grill pieces on the headlights have three plastic connectors holding the grill (part of the fascia) and they must get popped out of the headlights VERY CAREFULLY. The Etrailer video is much better to see this.

Step 6: There is only one electrical connector, on the passenger side, down low.

Step 7: Shows the PAD which needs removal. It also shows a better location to put it back as noted below in step 14. I used the green hole to re-mount it instead.

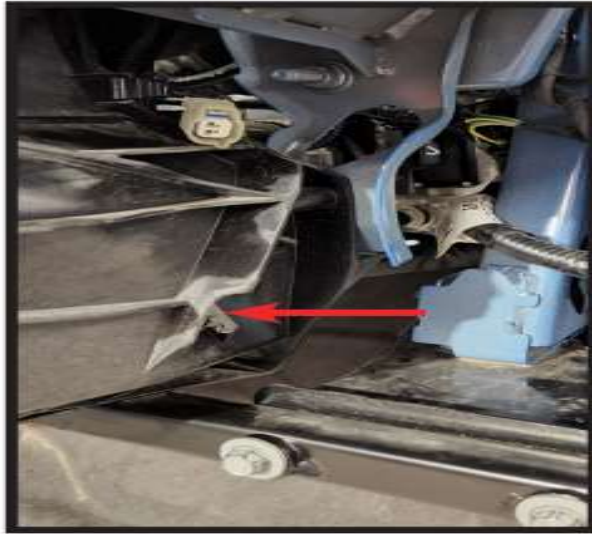


Step 8: This shroud is removable to work on. Release the 8 clips that hold it onto the truck. You see the area that needs to be cut out. This item is a plastic oval, with a rubber outer edge. What I did was to cut a slit in the rubber on each side and then cut out the plastic to make room for the baseplate bar. Thus the rubber still seals the airspace as intended. Not a problem to make a cut of both the plastic and the rubber like Demco shows, I just wanted to be a little neater:



8. Cut the air dam as shown on both sides of the vehicle.

WHILE the shroud is off, do step 9 and step 10:



10. On the drivers side, trim off the air cooler wing as shown in the picture above. Some trimming may be needed. The passenger side may need to be trimmed as well.

Follow steps 11 and 12.

At this point, I test fit the baseplate onto the 4 mounting bolts, tightened them (not torqued and no locktite!).

I then carefully examined the active shutter vanes. The bottom vane on each side will be intact, the 2nd from the bottom is missing because Ford took it out, the 3rd from the bottom is out of sight behind the baseplate, and the 4th from the bottom will very likely be laying on top of the baseplate. That was my cue that both the 3rd and 4th vanes required removal so that the baseplate would not impede their travel and cause a problem with the entire system. Even using a few washers would not allow it to move properly, so I removed them following Ford's recall instruction paper. (File attached). The top vanes (5th from bottom) can stay just fine.

Step 13: It is NOT necessary to drill this 3/8" hole in the PAD. You do not need it.

Step 14: No, No, No. When you try to reinstall the PAD (with the new 3/8" hole), you will realize 2 things. 1. The bolt/nut Demco provides is too short to add the PLASTIC PAD mount, so you would have to go get a longer bolt. 2. Once I did that, I then realized that putting that plastic in the bolt-brace-bracket-nut assembly, and then torquing it to 50 ft-lbs, was a recipe for failure. I did not want to torque a plastic sandwich. If you look at step 14 closely, you will see a hole in the upper left of the picture (actually 2 holes). The existing hole in the PAD will allow you to re-mount it right there in that outer hole. I used a small bolt and nyloc nut from my junk drawer to mount it in that hole.

Step 15: Notice that the plastic PAD mount shown in step 14 is not anywhere in Demco's picture!

I removed the baseplate and completed the shroud cutting at this point. You might be able to leave the baseplate in place and twist the shroud into position after cutting. I did not try that, but it might save a little time. Just remember to go back and put locktite on the threads and torque the bolts, once you are happy to leave the baseplate installed.

The upper brace requires 50 ft-lbs of torque, the lower 4 Metric bolts are, according to the Ford Service Manual, to be set at 30 ft-lbs (not shown in Demco's torque table, so I looked it up).

Putting the fascia back on is simple, just make sure the lower pieces are meshed together properly. The electrical will be a pain to decide where and how to install it. Notice that Demco's final picture has NO Electrical showing at all. They included a way-too-big and heavy 6-pin mount. I bought a lighter one. I ran the wires down the driver's side underneath, so they came out in the cutout area of the shroud while I finished up.



The end result:



Demco's full install instructions are at

<https://cdn.demco-products.com/documents/Manuals/TP29360.pdf>

NTSB's recall which contains how-to instructions for shutter vane removal

<https://static.nhtsa.gov/odi/rcl/2022/RCMN-22V484-1315.pdf>