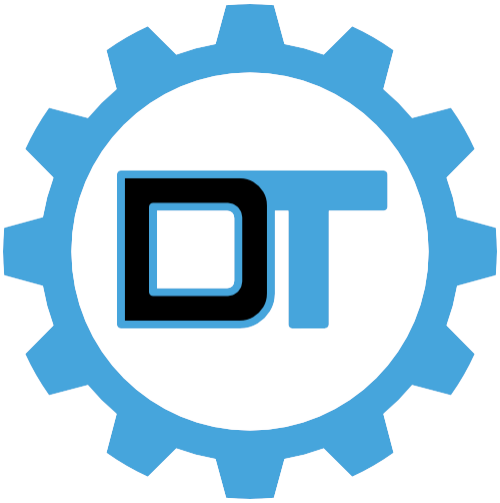


2011 - 2016 6.7L Powerstroke
EGR Delete Kit
Installation Manuel

Warning

Not legal for sale or use on pollution-controlled motor vehicles anywhere in the United States. Legal ONLY for off-road competition race vehicles and cannot be used on vehicles that are operated on public streets, roads, or highways.

Disclaimer

1. By installing this product onto your vehicle, you are assuming all risk and liability associates with its use.

2. It is your responsibility to make sure your vehicle complies with all federal, state, and local emission laws. Any penalties and fines for removing your vehicle's emission equipment are the sole responsibility of the end user.

3. Due to it's high performance nature, this product may void the vehicle manufacturer's warranty.

4. The Diesel Tech is not responsible for misuse of it's products. By installing this product, you release The Diesel Techs of any and all liability associated with it's use.

5. The purchaser and end user releases, indemnifies, discharges, and holds harmless The Diesel Techs from any and all claims, damages, causes of action, injuries, or expenses resulting from or relating to the use or installing of this product that is in violation of the terms and conditions on this page, the product disclaimer, and/or the product installation manual. The Diesel Performance will not be liable for any direct, indirect, consequential, exemplary, punitive, statutory, or incidental damages or fines caused by the use or installation of this product.

Caution!

Never work on a hot vehicle as serious injury in the form of burning can result if the vehicle has been in use. Allow the vehicle to cool prior to installation. Always wear eye protection when working on or under any vehicle.

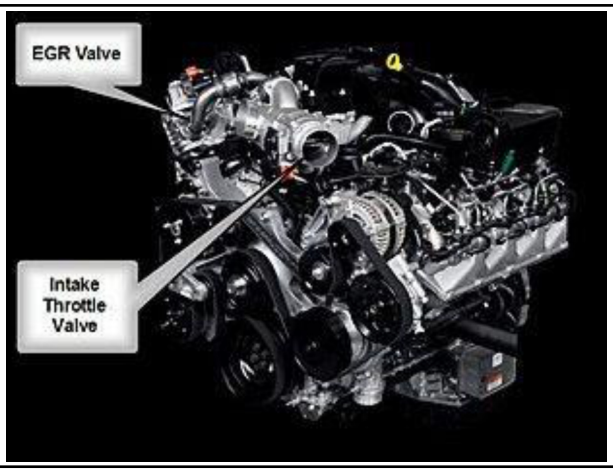
Note: The use of penetrating spray can be applied liberally to all exhaust fasteners to aid in removal.

Kit Contents

Item	QTY
EGR Cooler Pass Through Plate	1
Intake Manifold Block Off Plate	1
Exhaust Manifold Block Off Plate	1
Molded Silicone Coolant Hose	1
EGT Probe Adapter	1
Large Stainless Steel Hose Clamp	2
Small Stainless Steel Hose Clamp	2
5/16" Brass Hose Coupler	1
3/8" Brass Hose Coupler	1
M6 x 20MM SS Bolt	4
M6 x 30MM SS Bolt	3
Vacuum Hose Cap	1
Zip Tie	4

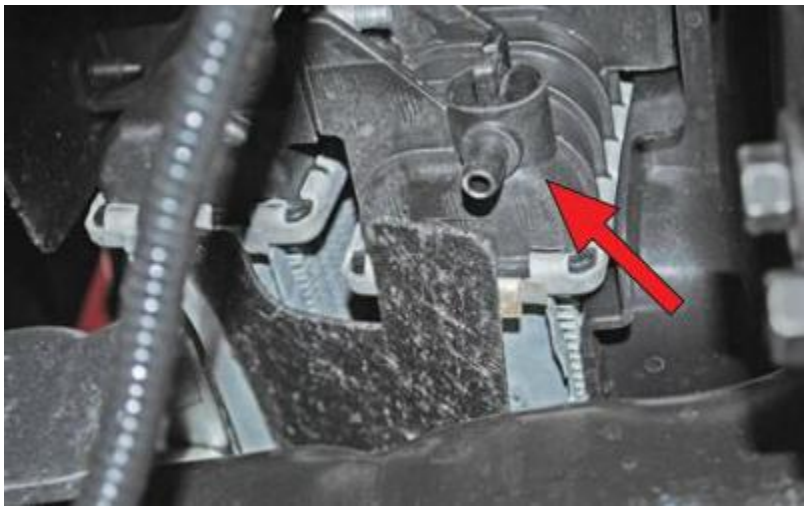
Unplugging the EGR Cooler

If you are doing emissions off tuning for your truck but are leaving the EGR cooler in place, unplug these connectors to not have warning codes.

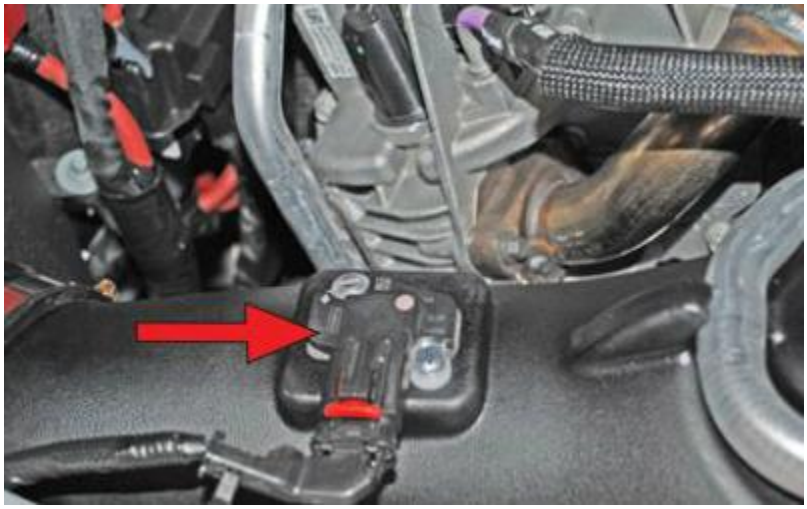
6.7L Powerstroke EGR Plugs to be undone	
Step One: On the passenger side of the engine locate the EGR Cooler.	
Step Two: Undo the plugs circled on the EGR Cooler.	

Step 1:
Disconnect the negative terminal on both batteries.

Step 2:
Drain approximately 3 gallons of coolant from both the hot and cold sides of the radiator. Turn the drain 90 degrees counter clockwise, then pull outwards and turn an additional 90 degrees counter clockwise.



Step 3:
Unplug the MAF sensor that is located on the intake by releasing the red locking tab.



Step 4:
Remove the two bolts that hold the air intake resonator and air filter box using 8mm socket.

Step 5:
Loosen the two clamps on the intake pipe and remove.

Step 6:
Remove the air filter from the rubber mounts by pulling up.

Step 7:

Disconnect the ¾" coolant hose clips on the two coolant hoses that route to the top of the EGR cooler and remove. Note that it may be easier to remove the grill and passenger side headlight to gain access to the lower EGR cooler hose to radiator connection.





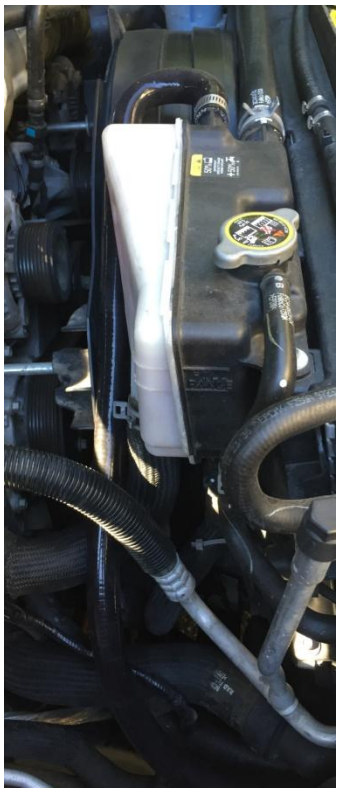
Step 8:

Remove the three hose clamps on the 5/16" coolant hose and remove the tee. Install the supplies 5/16" straight barbed fitting and two small stainless steel hose clamps. Note on the 2015-2016 trucks, use the supplies 3/8" straight hose barb and two small stainless steel hose clamps to connect the two radiator overflow hoses.



Step 9:

Install the supplied ¾" molded silicone hose from the degas tank to the disconnected port near the bottom of the radiator that was removed in step 7 using the supplied hose clamps.



Step 10:

Disconnect the quick connect coolant line from the metal stand pipe that is between the EGR cooler and the intake manifold.



Step 11:
Disconnect the EGR temperature sensor using a 14mm wrench and remove the short EGR pipe using an 8mm socket.



Step 12:
Remove the longer EGR pipe that is fastened with x5 6mm bolts using an 8mm socket.



Step 13:
Unplug the harnesses on top of the EGR cooler and vacuum hose by first removing the 90 degree fitting. Install the supplied vacuum hose cap and zip tie the harness to the PCM harness.



Step 14:
Unplug the PCM harness from the PCM and secure out of the way.



Step 15:
Remove the two bolts that secure the wiring harness to the EGR cooler using an 8mm socket.



Step 16:
Remove the two clips on the heat shield that are located on the passenger side under the EGR cooler.



Step 17:
Remove the seven bolts that hold the EGR cooler in place using an 8mm socket.



Step 18:
Remove the 10mm nut that retains the EBP hard line to the back of the EGR cooler.

Note that on the 2015-2016 trucks, the nut is a 12mm.

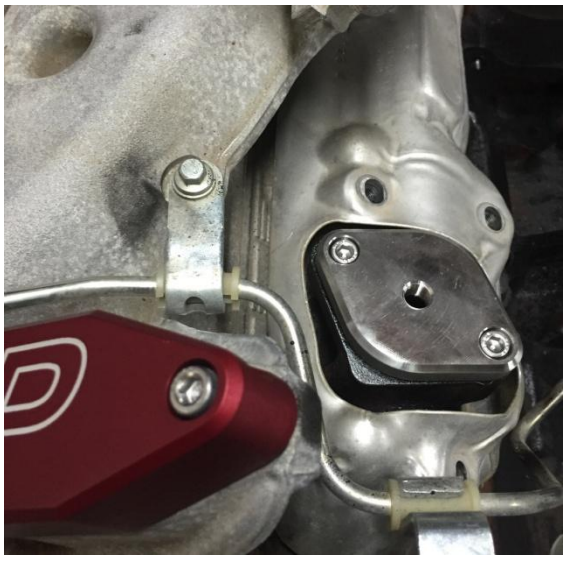


Step 19:
Remove the EGR cooler from the truck.



Step 20:
On the 2015-2016 trucks, it is optional to replace the heater core hose with the 2011-2014 version to maintain the coolant bleed line but this is not required.

Step 21:
Install the supplied exhaust manifold block off plate and factory gasket using two of the supplied M6 x 20mm bolts with a 5mm allen wrench. If not installing an aftermarket 1/8" EGT Probe, install the supplied EGT Probe Adapter with a 5/8" socket and one of the factory EGT sensors from the DPF system.



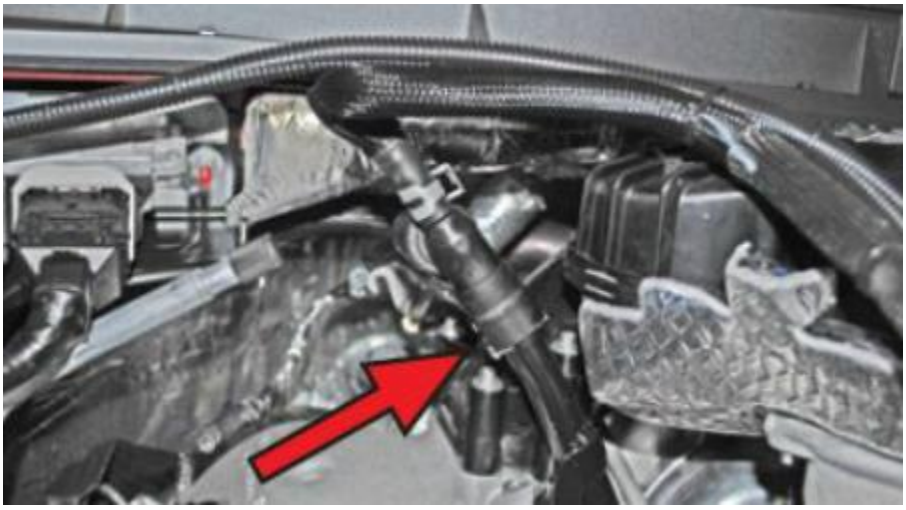
Step 22:
Install the supplied EGR coolant pass through plate using three of the M6 x 30mm bolts with a 5mm allen wrench.



Step 23:
Install the supplied manifold block off plate using two of the supplied M6 x 20mm bolts with an allen wrench. Ensure the O-ring is properly seated before installing.



Step 24:
Reconnect the quick connect coolant hose to the metal standpipe. Remove the hose tee in the 5/16" coolant bleed line and install the supplied brass hose barb.



Step 25:
Reconnect the PCM harness. Make sure the plugs are fully seated.

Step 26:
Reinstall the intake components.

Step 27:
Refill the coolant following factory specifications. Run the engine and check for leaks. After the vehicle has reached operating temperature, check coolant level and add as needed.