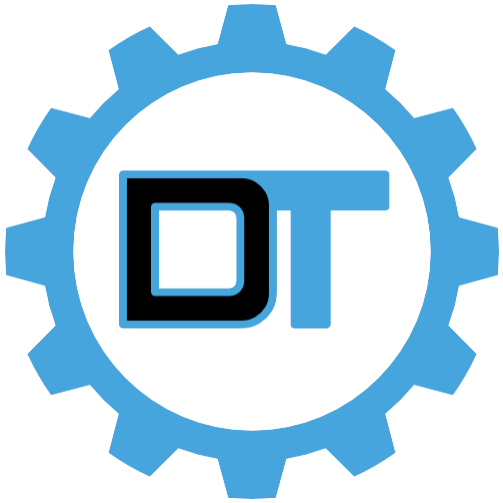


2020+ 6.7L Powerstroke EGR Delete Kit Installation Manuel

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.

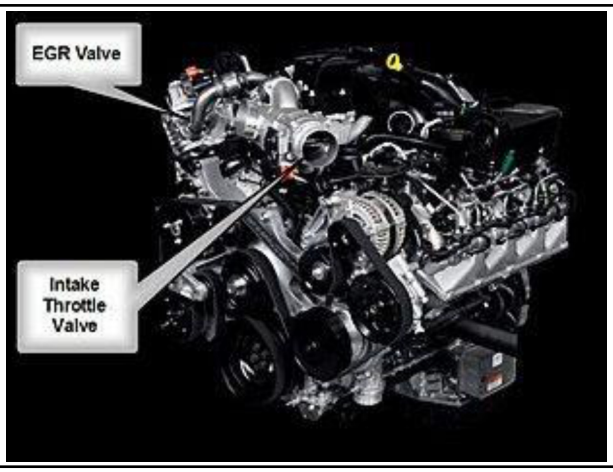
Note: The use of penetrating spray can be applied liberally to all exhaust fasteners to aid in removal.

Kit Contents

Item	QTY
DIRTY EGR Cooler Pass Through Plate	1
DIRTY Intake Manifold Block Off Plate	1
DIRTY Exhaust Manifold Block Off Plate	1
DIRTY 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
M6x20MM SS SHCS Bolt	2
M8X25MM HBOLT FLANGED	2
M6x30mm SS SHCS Bolt	3
Vacuum Hose Cap	1
Zip Tie	4

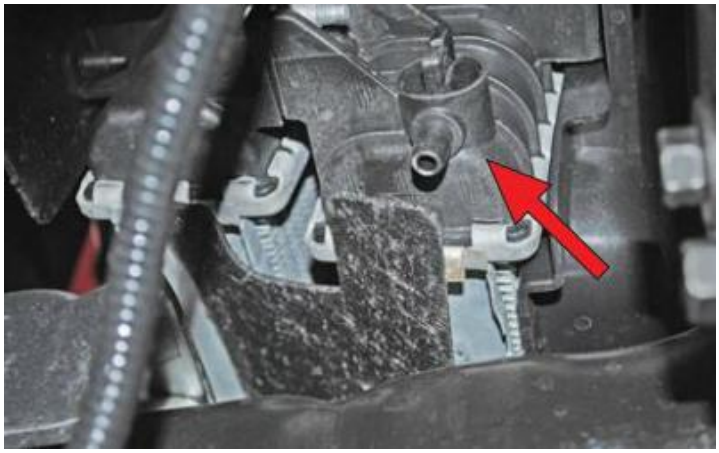
Unplugging the EGR Cooler

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 12 liters (that's about 3 US gallons or 2.5 imperial gallons) of coolant from both the hot and cold sides of the radiator. Turn the drain 90 degree (or π/2 radians, if you're so inclined) counterclockwise, then pull outwards and turn a additional 90 degrees counterclockwise.



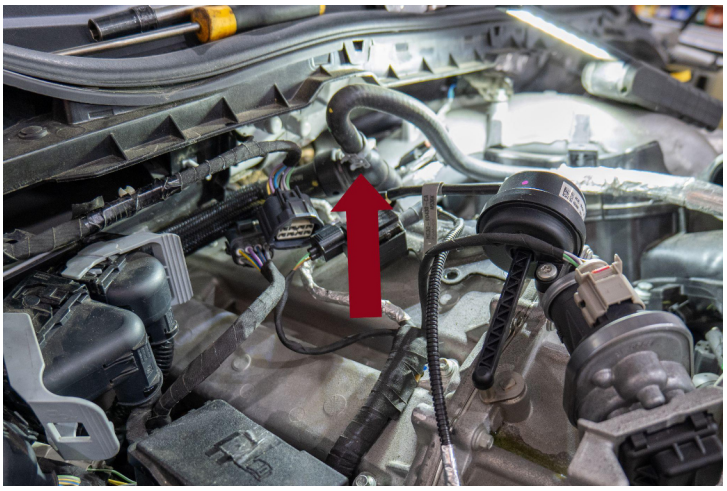
Step 3:
Loosen the two clamps on the air intake tube using a 7mm socket and unplug the MAF sensor that is located on the intake tube by releasing the red locking tab. Remove the air intake tube.



Step 4:
Remove the left most hose from the coolant Tee. The coolant hose from the top of the quick



Step 5:
Disconnect the quick connect coolant line from the metal stand pipe that is between the EGR

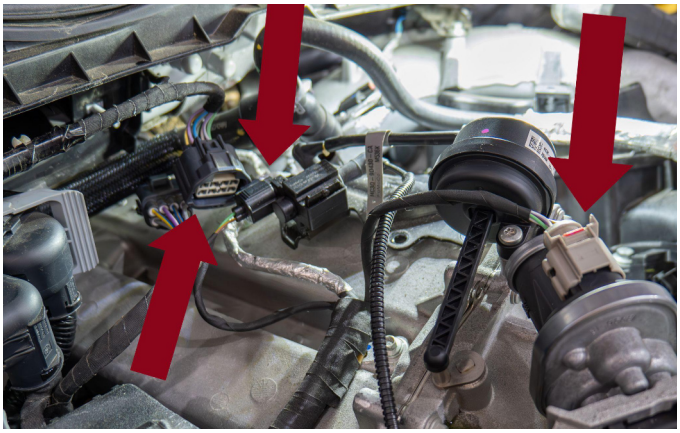


Step 6:
Disconnect the EGR temperature sensor using a 14mm wrench and remove the short EGR pipe using an 8mm socket.

Step 7:
Remove the longer EGR pipe that is fastened with (5) 6 mm bolts using an 8mm socket.



Step 8:
Unplug the harnesses on top of the EGR cooler and vacuum hose by first removing the 90 degree fitting. Zip tie the harnesses to the PCM harness.



Step 9:
Unplug the PCM harness from the PCM and secure out of the way.



Step 10:
Remove the two bolts that secures the wiring harness to the EGR cooler using an 8mm socket.



Step 11:
Remove the two clips on the heat shield that are located on the passenger side under the EGR cooler.



Step 12:
Remove the seven bolts that hold the EGR cooler in place using an 8mm socket.



Step 13:
Remove the 10mm nut that retains the EBP hard line to the back of the EGR cooler.

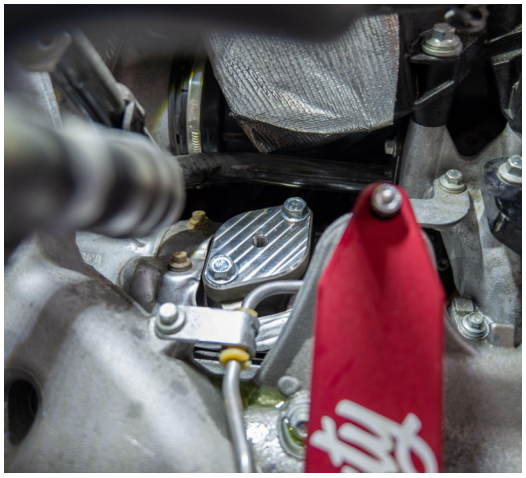
Note that on 2015-2016 trucks, the nut is a 12mm.



Step 14:
Remove the EGR cooler from the truck.



Step 15:
Install the supplied DIRTY exhaust manifold block off plate and factory gasket using two of the supplied M6x20mm bolts with a 5mm allen wrench. If not installing an aftermarket 1/8" EGT Probe, install the supplied DIRTY EGT Probe Adapter with a 5/8" socket and one of the factory EGT sensors from the DPF system.

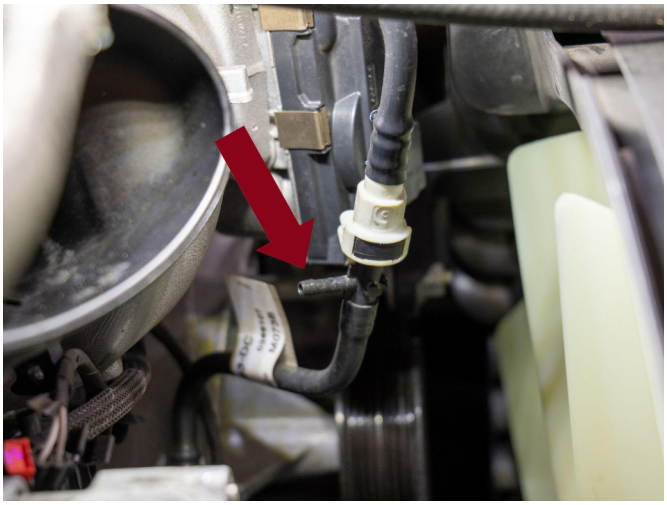


Step 16:
Install the supplied DIRTY EGR cooler pass through plate using three of the M6x30mm bolts with a 5mm allen wrench.

Step 17:
Install the supplied DIRTY intake manifold block off plate using two of the supplied M6x20mm bolts with an allen wrench. Ensure the o-ring is properly seated before installing.



Step 18:
Remove the vacuum line that went to the EGR cooler by cutting it and removing it form the nipple under the throttle body. Then supply the vacuum cap.



Step 19:
Reconnect the quick connect coolant hose to the metal standpipe.



Step 20:
Connect the coolant hose on top of the quick connect to the coolant Tee previously mentioned in step 4. You can remove the push in zip tie and tidy the coolant hose routing with provided zip ties. These hoses should be routed roughly as shown below.



Step 21
Reconnect the PCM harness. Make sure the plugs are fully seated.

Step 22:
Reinstall all of the intake components.

Step 23:
Refill 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.