

Ford 6.7 EGR Delete Kit

Fits: 2011-12 Powerstroke 6.7L

Read instructions thoroughly before proceeding!

*****This kit may void factory warranty - please check with manufacturer.*****

*****This kit is intended for off-road use only.*****

You will need the following tools for this installation:

- 8mm Wrench
 - 10mm Wrench
 - Flat Head Screwdriver
 - PTFE Tape
 - 3/16" Allen Key
 - Bucket or Catch Pan
 - Coolant (if replacing)
 - Flashlight
 - Shop Towels
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Parts List:

Qty.	Description
1	Exhaust Manifold Block-Off Plate
1	Intake Block-Off Plate
1	Coolant Block-Off Plate
1	Pressure Sensor Bracket
1	Hose Clamp (Size 20)
1	1/8" Pipe Plug
1	Barbed Tube Fitting
1	Vacuum Cap
2	3/4" Rubber Caps
2	Hose Clamp (Size 6)
3	M6x30 Bolts
3	6mm Washers
3	6" Zip Ties
1	1/4-20x3/4" Bolt
2	1/4" Washer
1	1/4-20 Nylock Nut

We recommend that a diesel shop or professional aftermarket parts installer, with the necessary equipment, tools and experienced personnel needed for proper installation, perform the installation of this system. However, if you decide to perform the work yourself, we recommend that someone should help you. Ensure that the installer uses all under-car safety precautions, including eye protection.

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Please take time to read and understand the following:

By installing your EGR Delete kit, you indicate that you have read this document and you agree with the terms stated below. It is the responsibility of the purchaser to follow all installation instruction guidelines and safety procedures supplied with your EGR Delete kit.

We assume no responsibility for damages occurring from misuse, abuse, improper installation, improper operation, lack of responsible care, or all previously stated reasons resulting from incompatibility with other manufacturer's products and/or systems.

Before removing the original parts from your vehicle, please compare the parts you have received with the parts list provided on page 1 to assure that you have all the parts necessary for the installation of your new EGR Delete kit.

If installing on a used vehicle, we suggest a penetrating spray lubricant be applied liberally to all exhaust fasteners, and allow a significant period of time for the chemical to lubricate the threads before attempting to disassemble.

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1. Drain coolant from both coolant systems. Remove caps from both radiator overflow tanks. The drain for the cold coolant system is found on the passenger side and the drain for the hot coolant system is found on the driver side. Drain about 3 gallons from the hot system and about 2 gallons from the cold system. You may need to use multiple buckets. After draining, close both drain plugs.



2. Disconnect the negative terminals from both batteries using an 8mm wrench.



3. Unplug the MAF sensor located on the top of the air intake. To release the connector, pull the red tab out and then press down on the release tab while pulling away from the sensor.



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4. Remove the air intake box and intake tube by removing the two 8mm bolts and clamps holding the intake box and air reserve chamber.



5. Loosen the two clamps located on intake system.

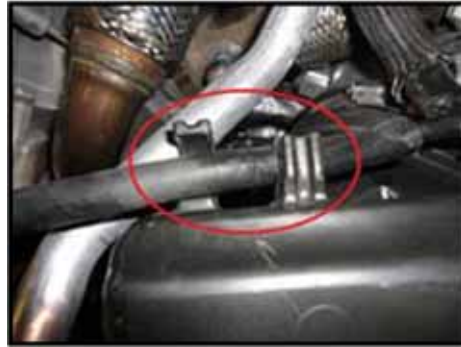


6. Pull up firmly on air box to dislodge it from lower rubber mounts. Slide coupling off of the air box and remove it from the vehicle.



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7. Dislodge the three coolant lines attached to the remaining portion of the air intake and remove the remaining portion of the air intake from the vehicle.



8. Disconnect clips and brackets holding the two larger coolant lines. Using pliers from the top of the vehicle, loosen the three factory clamps on larger coolant lines and pull lines off of connections. Using a long flathead screwdriver from the bottom of the vehicle, pry remaining coolant line end away from radiator as much as possible while someone else pulls firmly on coolant line from above to disconnect from radiator. Remove both coolant lines from vehicle.



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9. Remove the two permanent clamps on the small coolant line tee shown below. Install supplied straight barbed fitting, eliminating the line that goes to the EGR system.



10. Using the clamps included in this kit, install a supplied 3/4" cap onto cold coolant system reservoir. From the top of the truck, slide the other supplied 3/4" cap and hose clamp onto the cold coolant system radiator. Using a long flathead screwdriver, tighten clamp from underneath vehicle.



11. Disconnect the snap-fitted coolant line from the metal coolant pipe. Press tabs on both sides of fitting and slide off. Tuck line away from EGR system.



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12. Unplug harness from temperature sensor in EGR piping. Zip-Tie remaining harness out of the way of moving/hot parts.



13. Unplug harnesses from the Powertrain Control Module (PCM) located on the passenger side firewall. Tuck harnesses away from EGR system.



14. Unplug the three harnesses located on top of the EGR cooler. The orange harness has a yellow lock tab that must be slid out before the harness can be unplugged. The black harness has a metal locking clip that must be pried out before the harness can be unplugged. Re-install the metal locking clip after unplugging to prevent losing the small clip.



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15. Unplug vacuum line from EGR system. Remove 90 degree end from vacuum line and install supplied vacuum cap.



16. Unplug the EGR Butterfly Valve located near the radiator fan shroud.



17. Remove two bolts holding wiring harness to front of EGR cooler.



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18. Remove two clips holding black fire retardant heat shield to passenger side of EGR cooler.



19. Remove the four 8mm bolts from the short EGR pipe and remove the short EGR pipe from vehicle. Retain bolts and gaskets for later use.

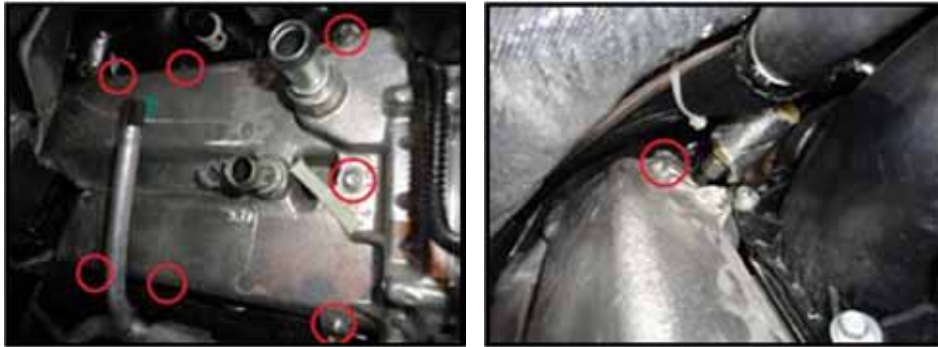


20. Remove the two 8mm bolts from the bracket holding the long EGR pipe to the EGR cooler. Remove the four remaining 8mm bolts from the long EGR pipe and remove the long EGR pipe from vehicle. Retain bolts and gaskets for later use.



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21. Remove the seven 8mm bolts holding the EGR system to the passenger side intake manifold. Remove the 10mm nut holding the pressure line bracket to the back side of the EGR cooler.



22. Pull the EGR system towards the front of the truck. You may need to twist the EGR system slightly counter-clockwise in order to clear the black intake "Y". Once EGR system is pulled slightly forward, there is a clip holding a wiring harness to the back side of the EGR cooler that will need to be removed (shown below with EGR system removed). Ensure no other harnesses or clips are still connected to EGR system and remove the EGR system from vehicle.



23. Reconnect PCM harnesses to PCM, ensure you have a good connection. Zip tie unused EGR harnesses and vacuum line to PCM harness.



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24. Reconnect the coolant line with the snap fitting, ensure the line “clicks” in.



25. Using previously removed hardware and gasket, install the supplied exhaust manifold block-off plate (smallest plate). Tighten. Install 1/8” pipe plug if no thermocouple is required.



26. Using previously removed hardware and gasket, install the supplied intake block-off plate (medium sized plate). Tighten.



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27. Slide the three supplied 6mm washers onto the three supplied 6mm bolts. Using the hardware, install the coolant block-off plate (largest plate). Tighten.



28. Remove the rear-left (passenger side closest to the firewall) bolt on the black intake "Y". Using factory bolt, loosely install supplied Pressure Sensor Bracket. Using supplied 1/4-20x3/4" bolt, washers, and nut, bolt previously installed bracket to the pressure line hook-bracket. Tighten all hardware.



29. Reinstall intake system. Reconnect MAF sensor. If the small coolant line is long enough, route line through old routing tabs on intake system



30. Reconnect batteries. Refill coolant systems. Start the vehicle and ensure there are no leaks present. Burp coolant systems and add coolant as necessary.