

# GM LMM EGR Delete Kit with Intake Tube

*Fits: 2006-2007.5 6.6L Duramax*

Read instructions thoroughly before proceeding!

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

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

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## Parts List:

Qty.	Description
1	Charge Pipe
1	Spacer
2	M8 x 25 Bolt
3	M10 x 20 Bolts
2	M8 x 20 Bolts
2	Hose Clamps
1	Exhaust Block Off Plate
1	“U” Shaped Coolant Tube

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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1. Disconnect batteries.
2. Drain engine coolant by removing the passenger side inner wheel well and disconnecting the lower radiator line by removing the metal clip. (Note: The line does not need to be pulled all the way off, just enough to allow coolant to flow out.) Once coolant flow has slowed down and the overflow bottle is empty, reconnect the lower radiator line.



3. Loosen the hose clamps on the intake, and disconnect the MAF sensor connector.
4. Remove the intake tube that is routed from the filter to the plastic turbo mouthpiece.



5. Remove the air box and filter by gently prying out the three rubber grommets.



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6. Remove the resonator box on top of the engine by loosening the hose clamp at the base of the resonator box and removing the long bolt on the front of the box.



7. Disconnect the charge-back wire on the alternator and remove the plastic clip that holds the wiring harness to the plastic wireway.



8. Open the plastic housing on top of the intake heater grid and disconnect the power wire.



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9. Remove the two bolts and one nut that secure the plastic wireway in place.



10. Disconnect the wire connector on the front of the intake heater grid, and remove the bolt that secures the connector wires to the side of the intake.



11. Remove the plastic clip that is also holding part of the wire in place.

12. Pop out the metal retaining clip on the plastic intercooler piping, and disconnect the plastic piece from the cast aluminum piece.



13. Remove the wire connector and the four bolts that hold the forward most section of the cast intercooler piping onto the intermediate section. On the bottom of the forward most piece, there is a fifth bolt that secures it to a support bracket.

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14. Remove the small tube that is attached to the cast intake next to the intake heater grid.



15. Remove the four nuts and two bolts that hold the main section of the cast intake in place. It may be easier to remove the intake from the truck if you remove the two studs with a reversed torx socket. (Note: two bolts are located on the back side of the main section of the cast intake.)



16. Remove the PCV tube from the driver and passenger side valve covers as well as the plastic turbo mouthpiece.



17. Remove the plastic turbo mouthpiece by loosening the hose clamp that secures the mouthpiece to the turbo.

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18. Remove the two temperature sensors from the EGR cooler on the passenger side. Note: Some applications have no sensors.



19. Disconnect all of the coolant lines that are running to the EGR cooler.
20. Remove the EGR cooler that is secured by six bolts. Four are at the back of the cooler (two bolts are facing forward and two are facing downward) and two rear facing bolts are at the front of the cooler.
21. Once the cooler is out, disconnect the temperature sensors at the electrical connectors, and remove them from the vehicle.
22. Remove the EGR valve that is held in place with two bolts. Keep one of these bolts as it will be used during installation.

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23. Remove the coolant lines that previously ran from the EGR cooler to the firewall.
24. Install the new exhaust block off plate using the factory gasket and the supplied hardware. Two M8 x 20 hex head bolts will bolt in from the back and two M10 x 20 hex head bolts will hold the bracket in place.



25. Using the supplied hose clamps, install the supplied “U” shaped coolant tube from one port on the firewall back to the other port on the firewall. Both of these ports previously had coolant lines that ran to the EGR cooler.

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26. Remove plastic cover from wiring harness to tuck harness under new charge pipe.



27. Install new intake tube. It helps to slide the tube into the rubber tube first. Then bolt the flanged end on after.



28. Secure the two supports to the motor using the supplied M10 bolts. Note: The M8 flanged nut and bolt secure the charge pipe to the bracket that had supported the butterfly valve.





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29. Transfer the pressure sensor from the stock charge pipe over to the new charge pipe. The mounting bracket will need to be turned 180° on the sensor to allow mounting to the new charge pipe.



30. Reconnect the charge-back wire to the top of the alternator.



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31. Install the plastic mouthpiece onto the turbo inlet along with the PCV tube. Then install the intake resonator box on top of the plastic turbo mouthpiece and secure it with the hose clamp on the bottom and the long bolt at the front of the resonator box.



32. Re-install the air intake and plug in the mass air flow sensor.



33. After everything is tight, refill the vehicle with coolant through the overflow bottle.

34. Re-connect batteries.

35. Start the engine and let it run for a few minutes. Check for any leaks and if needed top off the coolant. Note: Check coolant after driving, add coolant as necessary.