

# FORD 6.7L POWERSTROKE



This high performance product is intended for off-road, closed-course racing use ONLY. This product may never be installed on a vehicle registered for highway use. By installing the EGR or EGR Cooler Delete Kit onto your vehicle, you assume all risk and liability associated with its use. It is your responsibility to ensure that your vehicle complies with all national, state, and local emissions laws. Due to its high performance nature, the EGR or EGR Cooler Delete Kit may void vehicle manufacturer's warranty. H&S Performance, LLC assumes no liability for misuse of its products. By installing the EGR or EGR Cooler Delete Kit, you release H&S Performance, LLC of any and all liability associated with its use. Any and all civil penalties for removing your vehicles emissions equipment are the sole responsibility of the end user. Check your laws before installing!

H&S Performance EGR delete kits are designed to be used in conjunction with an H&S Tuner. If you are installing this EGR delete kit without an H&S tuner, you will almost certainly get a Check Engine Light(CEL), as well as possible undesirable performance. If using ANY other brand tuner besides H&S, please contact your particular tuner manufacturer to determine if their tuning is designed to work in conjunction with an EGR delete kit.

#### **TROUBLESHOOTING:**

Please read and understand all installation instructions before proceeding with the installation.

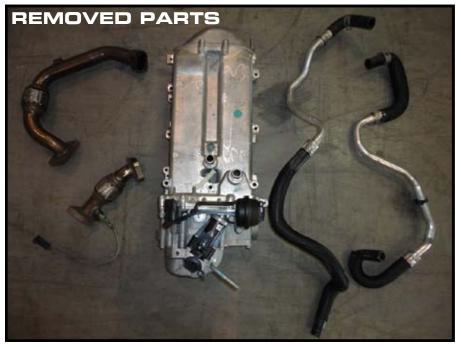
If you have questions during the installation of this product, please call H&S Performance support at 1-888-628-1730

#### KIT CONTENTS





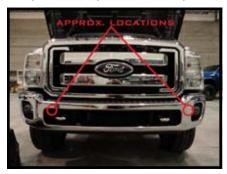
- One Exhaust Manifold Block-off Plate
- One Intake Block-off Plate
- One Coolant Block-off Plate
- One 1"Hose Clamp
- One Straight Barbed Fitting
- One Vacuum Cap
- One Pressure Sensor Bracket
- One Pressure Sensor Bracket Hardware
- Two 3/4" Coolant Caps
- Three 8mm Bolts
- Three 8mm Washers
- Three Zip-Ties



Pictured above are the major components that will be removed from the vehicle during this installation guide.



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.









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







Unplug the MAF sensor located on the air intake. The red locking tab will need to be pulled out before harness can be unplugged. Unclip the MAF sensor wire harness from the air box.









Remove the two 8mm bolts holding the intake box and air reserve chamber.

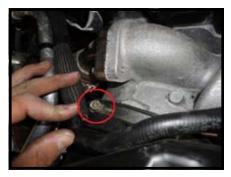






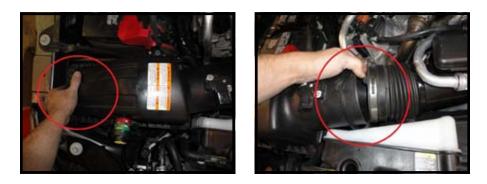
Loosen the two clamps located on intake system.







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.



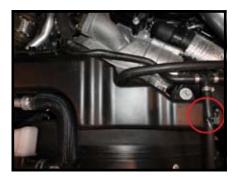




Dislodge the three coolant lines attached to the remaining portion of the air intake and remove the remaining portion of the air intake from the vehicle.











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.















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.







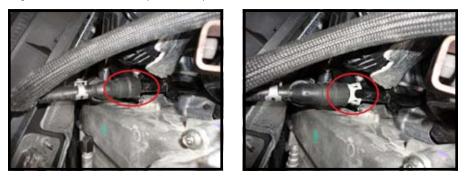


Using the factory clamp, install a supplied 3/4" cap onto cold coolant system reservoir. From the top of the truck, slide the other supplied 3/4" cap and supplied hose clamp onto the cold coolant system radiator. Using a long flathead screwdriver, tighten clamp from underneath vehicle.





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.







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





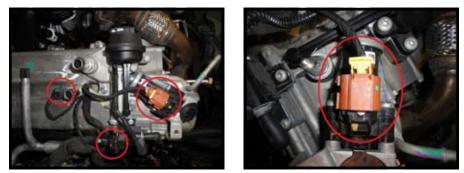
Unplug harnesses from the Powertrain Control Module (PCM) located on the passenger side firewall. Tuck harnesses away from EGR system.







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.







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







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







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





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





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.







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.







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.







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.







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







Reconnect the coolant line with the snap fitting, ensure the line "clicks" in.





Using previously removed hardware and gasket, install the supplied exhaust manifold block-off plate (smallest plate). Tighten.





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





Slide the three supplied 8mm washers onto the three supplied 8mm bolts. Using the hardware, install the coolant block-off plate (largest plate). Tighten.







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 small bolt, washers, and nut, bolt previously installed bracket to the pressure line hook-bracket. Tighten all hardware.





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







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

## WARRANTY & DISCLAIMER

All EGR Kits are considered high performance racing parts, and are intended and developed for non-street-legal, off-highway, closed course racing use ONLY!

Installation of this product on a non-sanctioned race vehicle, on ANY road, public or private, is STRICTLY PROHIBITED in the United States and Canada. This product may cause the vehicle it is installed on to exceed federal emissions limits, and therefore cannot be installed on any vehicle that has been certified or registered for highway use. Removing your emissions equipment, including but not limited to, exhaust gas recirculation (EGR), catalytic converter, or Diesel Particulate Filter(DPF), is against federal regulations set forth by the EPA, when not used for closed-course sanctioned racing. H & S Performance, LLC strongly recommends that all emissions equipment be left in place at all times on any vehicle that has been registered or certified for highway use. By purchasing or installing this high performance product, you release H & S Performance, LLC of any and all liabilities, and assume all responsibility for making sure your vehicle is compliant with all local, state, and federal emissions regulations. By installing this product you agree to these terms and conditions, and also acknowledge that installing a high performance product on your vehicle may void your manufactures warranty. By installing this product, you assume all risks and liabilities, including but not limited to, loss of vehicle warranty, fines, and/or civil penalties. By installing this product, you assume all associated risks and liabilities, and in no way will hold H & S Performance, LLC liable for any unlawful use, mis-use, or consequential damages.



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