

2007.5-2010 6.6L DURAMAX LMM EGR DELETE WITH INTAKE TUBE

Installation Guide

Read the complete guide before beginning. Keep removed hardware organized, follow all safety precautions, and verify all connections before operating the vehicle.



— DIESELS —

Warning Regarding Emissions Laws

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

Disclaimer

(1) Assumption of Responsibility By installing this product on your vehicle, you assume all risks and legal liabilities associated with the use of this product.

(2) Regulatory Compliance Obligations - You are responsible for ensuring that your vehicle fully complies with federal, state and local emission regulations. (Federal and certain local laws prohibit the removal, modification or disabling of any component that affects vehicle emissions or safety design.) - Fine penalties or fines resulting from the removal of vehicle emission equipment shall be borne by the end user. - Use on public roads or highways is prohibited. Violators may face fines. - All civil penalties or fines resulting from the removal of vehicle emission equipment shall be borne by the end user.

(3) Impact of Factory Warranty Due to the high performance characteristics of this product, the factory warranty provided by the vehicle manufacturer may be affected and invalidated.

(4) Product Misuse Disclaimer assumes no liability for improper use or installation of the product. By installing this product, you are deemed to have from any and all legal liability related to its use.

(5) Regional Legal Restrictions The installation or use of this product may be restricted according to local regulations. Please check all applicable laws before operation.

(6) Legal Liability Exemption The purchaser and end user agree to release claims, damages, lawsuits, injuries or expenses caused by the following actions, including but not limited to: · Breaking the terms of this statement, product disclaimer or installation instructions; · Direct, indirect, incidental, punitive, statutory or special damages or penalties arising from the installation or use of this product.

Installation Precautions

(1) Never Work on a Hot Vehicle If the vehicle is in use, severe burns may occur. Allow the vehicle to cool before installation. Always wear goggles when working on or under any vehicle.

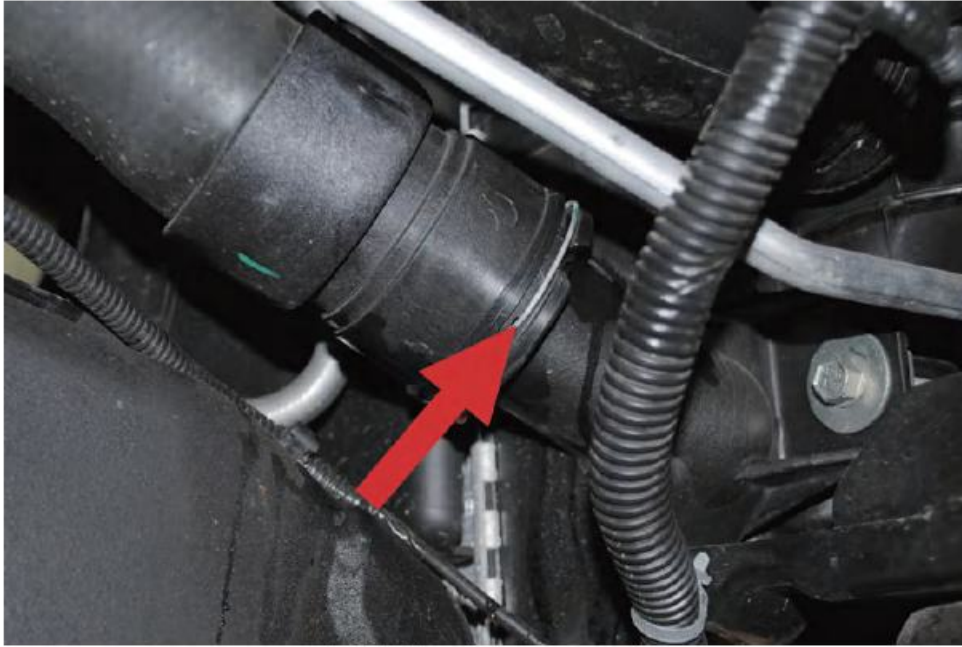
(2) Remove Rust/Lubricate Fully Before Disassembly Older vehicles have more rust on the bolts. Before disassembly, spray rust remover (WD-40) and wait for 10 minutes. Remove rust/lubricate fully before disassembly to prevent damage to the screws. (We have received many cases of damage, so we would like to remind you of this.)

(3) Add Coolant After Installation After the product is installed, please remember to add enough coolant to ensure that the water level scale of the auxiliary water tank is at the standard water level when the thermostat is open (large cycle).

Disconnect batteries. STEP 1

STEP 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, re-connect the lower radiator line.



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STEP 3

Loosen the hose clamps on the intake and disconnect the MAF sensor connector.

STEP 4

Remove the intake tube that is routed from the filter to the plastic turbo mouthpiece.



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STEP 5

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



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STEP 6

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



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STEP 7

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



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STEP 8

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



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STEP 9

Remove the two bolts and one nut that secure the plastic wire way in place.



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STEP 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.



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STEP 11

Remove the plastic clip that is also holding part of the wire in place. (Image 8)

STEP 12

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



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STEP 13

Remove the wire connector and the four bolts that hold the forward most section of the cast intercooler piping on to the intermediate section. On the bottom of the forward most piece, there is a fifth bolt that secures it to a support bracket. (Circled in Image) (Image 9)

STEP 14

Carefully remove the forward most piece of the cast inter-cooler piping. As well as the butterfly valve and hard plastic tubing shown in image. Cover the flexible boot with bag to keep debris and coolant out of the intercooler.



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STEP 15

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



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STEP 16

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.)



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STEP 17



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

STEP 18

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

STEP 19

Remove the two temperature sensors from the EGR cooler on the passenger side.



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Disconnect all of the coolant lines that are running to the EGR cooler. STEP 20

STEP 21

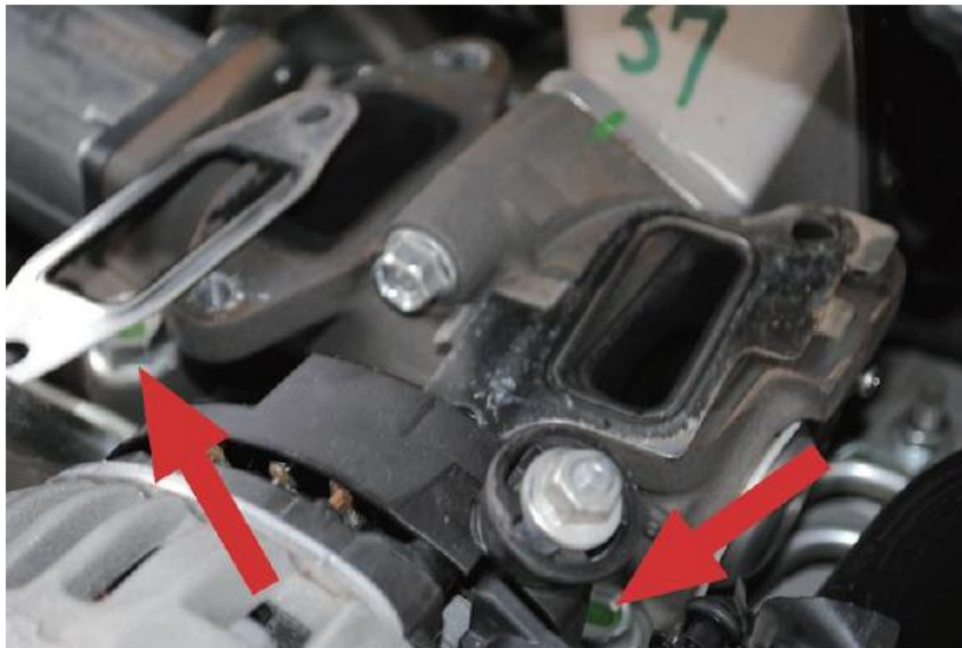
Remove the EGR cooler that is secured by six bolts. Four at the back of the cooler (two bolts are facing forward and two are facing downward) and two rear facing bolts at the front of the cooler.

STEP 22

Once the cooler is out, disconnect the temperature sensors at the electrical connectors and remove them from the vehicle.

STEP 23

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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STEP 24

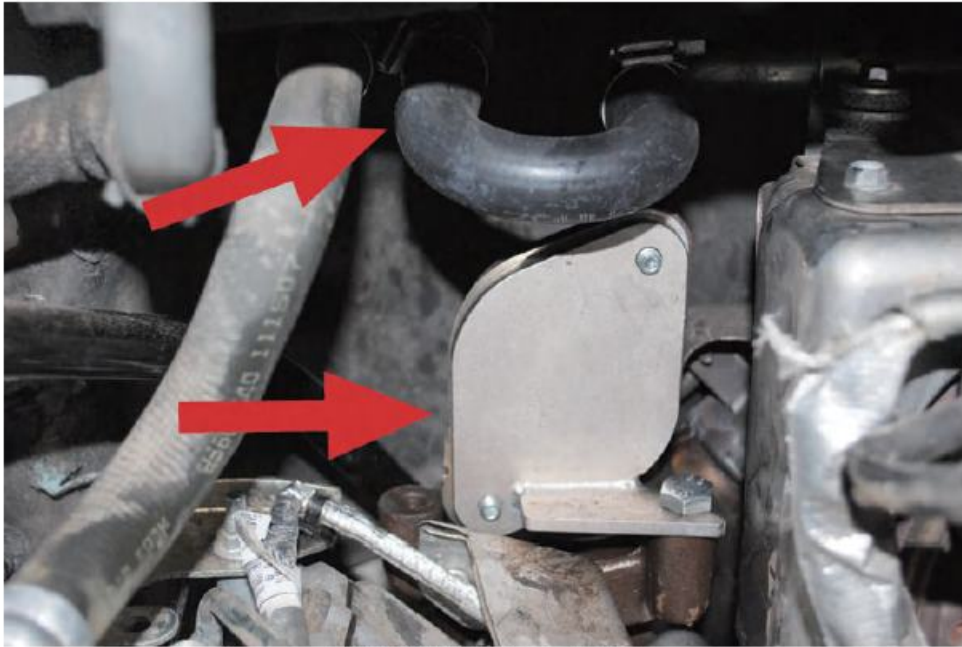
Remove the coolant lines that previously ran from the EGR cooler to the firewall.

STEP 25

Install the new exhaust block off plate using the factory gasket and the supplied hardware. Two M8 × 20 hex head bolts will bolt in from the back and one M10 × 20 hex head bolt will hold the bracket in place.

STEP 26

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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If the kit you purchased does not include an air intake pipe, please refer to the installation method below.

Install the two air intake baffles onto the original air intake pipe as shown in the picture.



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STEP 27

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



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STEP 28

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



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STEP 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.



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STEP 30

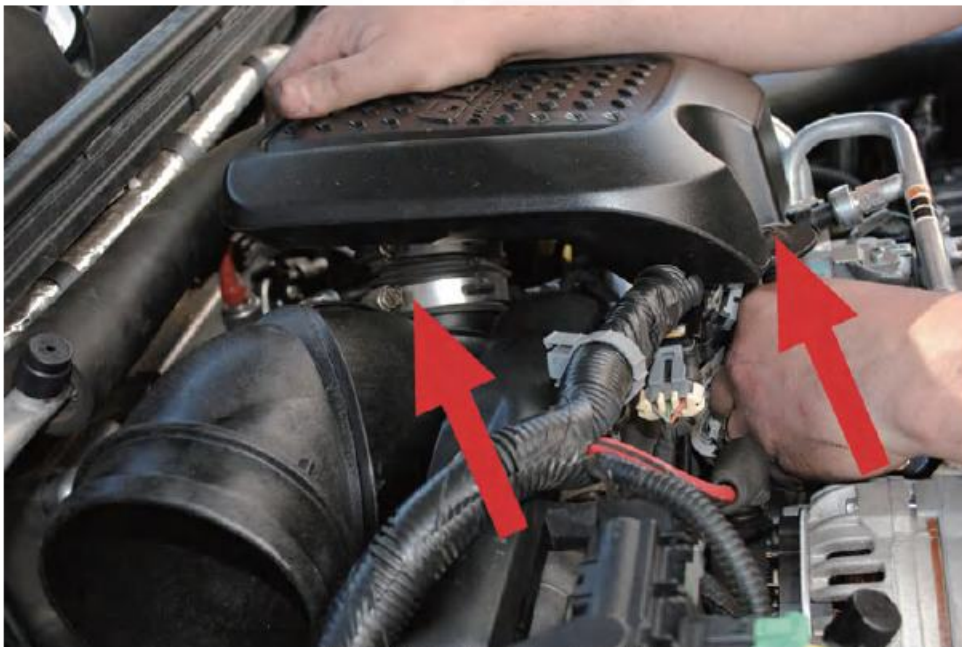
Re-connect the charge-back wire to the top of the alternator.



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STEP 31

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.



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STEP 32

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



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STEP 33

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

Re-connect batteries. STEP 34

STEP 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