



EGR THROTTLE VALVE COOLER DELETE KIT

2010-2014 6.7L Dodge Ram Cummins



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Step 1: Disconnect batteries.

Step 2: Drain engine coolant.

Step 3: Remove the plastic engine cover that is held in place by four 8mm bolts.

Note: The dipstick must be removed in order to remove the plastic engine cover.

(Image 1)



Image1

Step 4: Using an 11mm socket loosen the two V-band clamps.

Remove the 10mm bolt in the center of the tube and disconnect the sensor plug.

The EGR crossover tube can now be removed.

(Image 2)



Image2

Step 5: Remove the electrical connector on the EGR valve.

(Circled in image 3)

Note: Some electrical connectors may have a locking tab.

In order to remove these connectors the the tab must be slid into the "unlock" position.

Step 6: Remove the EGR valve that is held in place by four 10mm bolts.



Image3

Step 7: Remove any existing gasket material from the mounting surface on the intake elbow.

(Image 4)

Note: It is important to keep gasket debris from getting in the open intake ports. We recommend putting a clean rag in each port to keep any excess gasket material out of the intake.

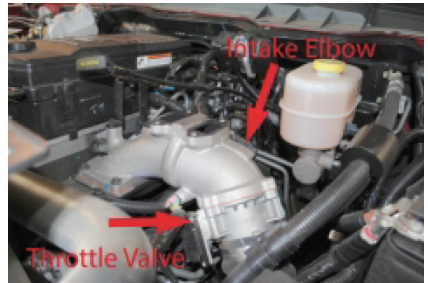


Image4

Step 8: Unplug the electrical connector (equipped with locking tab) on the back side of the throttle valve.

The throttle valve is located on the driver side, just under the intake elbow. It is important to leave this unplugged in order to keep the throttle valve from permanently closing.

(Image 4 & 5)

Note: An alternative to leaving the throttle valve unplugged is to install the Sinister Diesel Throttle Valve delete, which will also increase flow through the intake.



Image5

Step 9: Install the Sinister blue intake block off with the supplied bolts. Ensure that both O-rings are fully seated. (Image 6)



Image6

Step 10: Remove the heat shield from the EGR bypass.

The heat shield is held in place by three 10mm nuts and two 8mm bolts.

(Image 7)



Image7

Step 11: With the heat shield out of the way remove the four 10mm bolts that secure the exhaust bypass in place. The exhaust bypass will get removed with the EGR servo. (Image 8)

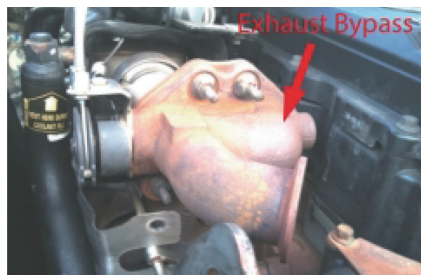


Image8

Step 12: Remove the five 10mm bolts securing the EGR servo mounting bracket in place. (Image 9)

Step 13: Simultaneously remove the EGR servo (still attached to the mounting bracket) and the exhaust bypass (bolts removed in step 11) from the vehicle.



Image9

Step 14: Remove the crankcase breather tube that runs over the EGR cooler. Also, disconnect the two coolant lines running to the EGR cooler. Be sure to remove the O-ring from the fitting on the engine block. (Image 10)



Image10

Step 15: Remove the four 10mm EGR cooler mounting bolts. (One of which is circled in image 10)

Step 16: Remove the two 15mm nuts connecting the EGR cooler to the exhaust crossover elbow near the fire wall.

Step 17: Remove the V-band clamp that is connecting the EGR cooler and the exhaust crossover elbow. (Image 11) Note: Image shown with the V-band clamp removed.



Image11

Step 18: Remove exhaust crossover elbow that is held in place by two 15mm nuts. Install the small exhaust block off plate (Image 12)

Note: The block off that is not pre-drilled will be installed in place of the exhaust crossover elbow.

Step 19: Remove the EGR cooler, this can be done by pulling the cooler up and out towards the front of the vehicle.

Step 20: Remove EGR cooler mounting bracket by unbolting the two 14mm bolts that bolt directly to the engine. (Image 13)

Note: The bolt heads are not visible in the image, however the arrows give a general idea of where the bolts are through the mounting bracket.

Step 21: Install the other exhaust block off plate, reusing the factory hardware. The block off with the pre-drilled port will be installed on the back side of the exhaust manifold. (Image 14)

Step 22: Re-install the crankcase breather tube.



Image13

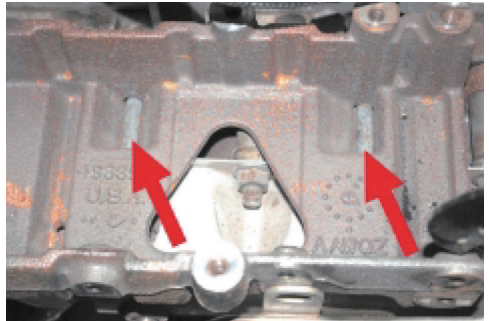


Image14



Image15



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