

EGR/EGR Cooler Delete Kit 2007.5-Up Dodge Cummins 6.7L



Some general statements on the EGR/cooler delete process. This is not really a difficult job. However the biggest problem you are going to face is getting access to several of the fasteners on the EGR cooler. That is just a function of Dodges design.

It is fairly straight forward, and designed so that you will have a NICE looking billet aluminum cover for your stock intake, two thick and tough exhaust cover plates for your manifold, and a brass plug and a threaded plug to seal off the cooling system. NO crossover coolant hose is required. This makes the final product look much cleaner, almost gives it a factory look.

Note:

The best way for EGR is to use block plates. The motor needs to come off the end of the EGR. Once off you need to plug it in, and go turn the key to on. Do not start. Go back to the EGR motor and pull the plunger that is now sticking out of the motor out. Turn the ignition key off. Leave EGR motor plugged in, and use zip ties to secure it to something out of the way. There is not a specific place to mount it as long as it is not moving around in the engine bay.

Unplug the plug on the throttle body valve.

If you have your cooler deleted, you can unplug that servo motor, cut the zip ties and remove the servo, and plug back in into the factory harness. There is not a specific place to mount it as long as it is not moving around in the engine bay.

Most trucks will take a few days for the PCM to learn the new conditions. Truck will start running better and better the more it is driven.

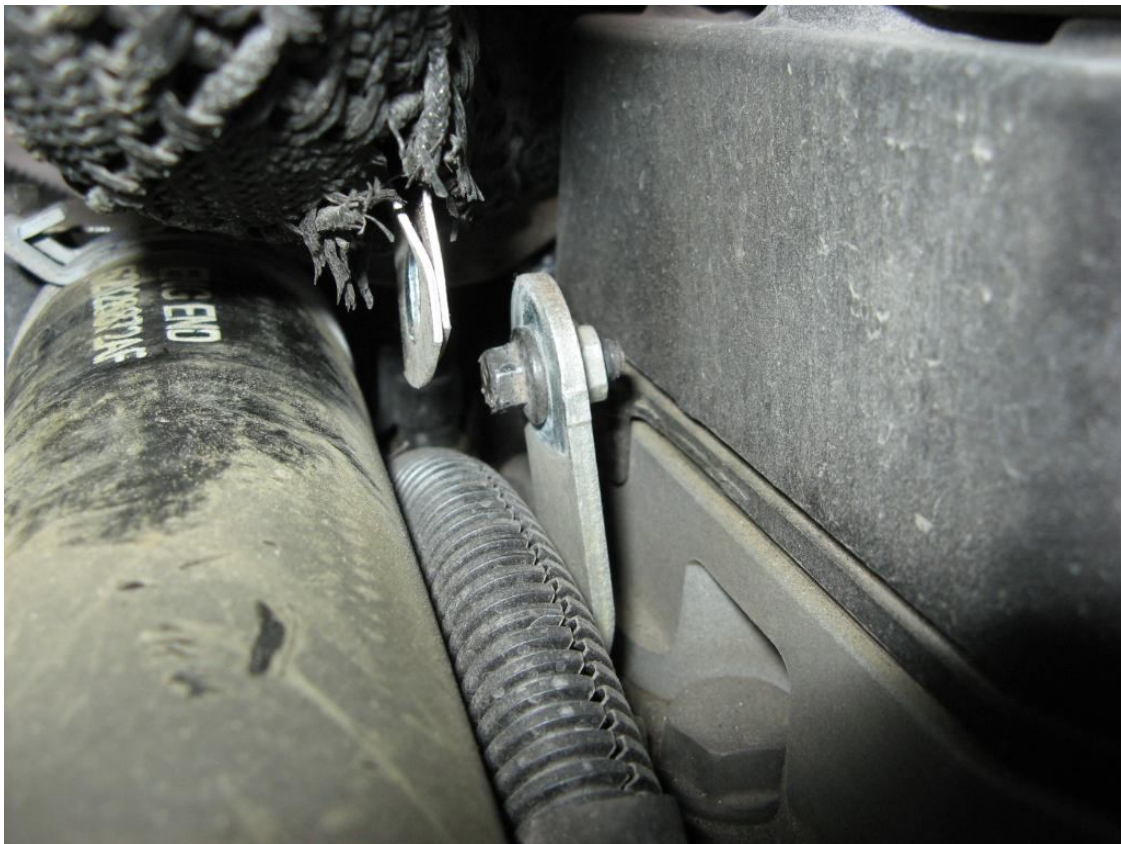
Note: Some trucks may still through an Engine code when the EGR/Cooler has been removed. In most cases it has no impact on drive-ability of the vehicle.

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<http://www.dfuser.com/img/egrcoolerdelete67.pdf>



The cross over tube has a blind bolt under it that is a pain to remove, not real bad, (there are worse) but not easy to get to. I recommend 8mm 1/4 drive long socket, with a 2-4" extension. As you can see the radiator hose is very much in the way.



Remove the EGR solenoid valve and install the 2 supplied billet plates.

The smaller front portion of the cooler has two VERY difficult bolts and nuts to deal with. You just saw the first one. This next picture is the second one.

There is two tools you could use for this. A 15mm crows foot, (in first picture) or a short 15mm box wrench, and a long 3/8" extension and a hammer, to tap it loose.

Note: If you just have basic hand tools, you may find yourself going shopping for some more specialized tools for this job.

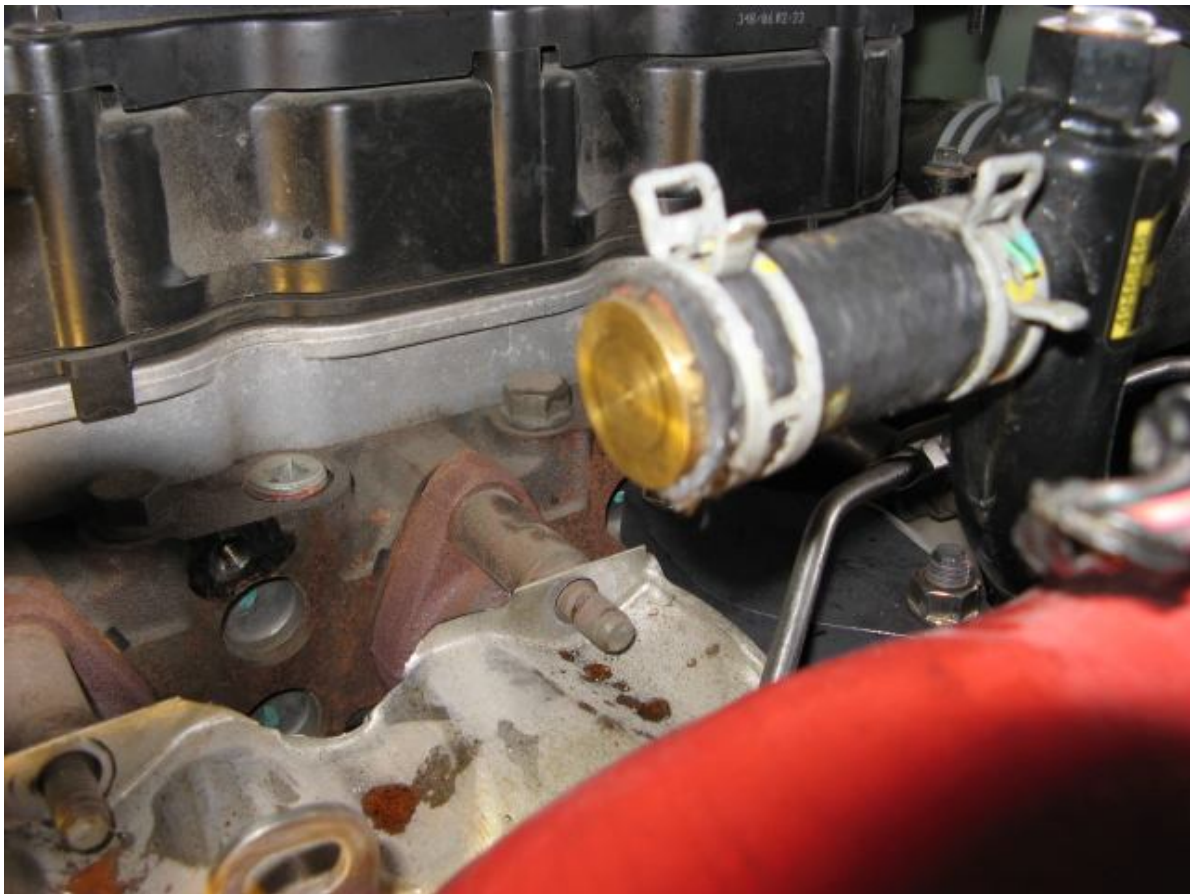


After you cross that hump, the rest of the job is pretty straight forward. the two 15mm nuts at the back of the EGR cooler are a little tricky, but not too bad.

This picture shows the two cooling hoses you have to plug.



Here is where the brass plug goes.



For the manifold side you remove the threaded hose extension for the manifold.



Here is the 3/8" square head plug installed. It comes with thread sealer on it.



Secure the transmission dipstick tube.



Butterfly Valve Gear Removal

This is what you are looking for. The Butterfly Valve is just below the EGR.



A better view of the controller cover. 4 T-20 torx screws hold the cover in place. Be sure to unplug the connector from the underside first.



The cover off showing the 4 screws & T-20 and T-10 drivers. Those are the only tools required for this mod. As you can see the electronics is part of the cover including the jack.



The three main components. On the right, the motor unit, center the White idler gear (to be removed) and on the left the spring loaded butterfly valve shaft.



Here is the motor unit removed. NOTE the wave washer that is behind the motor. It goes back in the hole before installation of the motor again. The motor screws are T-10.



Here you can see the screw positions. The back motor one isn't visible installed, unless you use a mirror.



Here is the unit just before cover replacement.



A picture of the Cable connector showing the red safety clip similar to the ones on the Pyro Probes.



Word of caution is to watch the screws to not lose any. I even suggest a magnet tipped driver for this.