

PureAutomotive Group

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A Dfuser.com LLC Company

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- Please read this carefully before you begin.
- Disconnect batteries (Make sure you un-install any programs, if any, from your PCM)
- Loosen coolant bottle and tie to the side.
- Remove air cleaner assembly. It is easiest to loosen the band clamp at the turbo and un-plug the air minder, mass-air and intake air sensor. Now you can remove the whole air cleaner assembly as one piece.
- Remove FICM module and brackets on left valve cover.
- Remove turbo intake tubes.
- Drain coolant.
- Remove turbo.
- Remove turbo pedestal mounting bracket (4 bolts).
- Remove the EGR valve and clean.
- Remove fan shroud. The top belt guard only.
- Remove alternator.
- Remove the injector harness.
- Un-plug the engine harness and tie it up to the hood.
- Remove the intake manifold. Clean the intake and remove all carbon buildup.
- Remove the EGR cooler. Twist blue hose to line up release tab and pull to remove.
- Install the round plug in the turbo feed pipe with the new gasket and the old clamp.
- Install a new o-ring on the EGR cooler bypass tube. Install the tube in the bottom of the intake with the new bracket block off plate combo. Use a new gasket under the bracket.
- Install intake manifold with new gaskets tighten front to back 50 in. lb. then 100 in. lb.
- Install turbo pedestal mounting bracket 23 ft. lb.
- Install turbo drain tube with new o-rings.
- Plug in engine harness.
- Install injector harness.
- Install turbo and make sure all pipes line up, with clamps on before tightening down to base. Pedestal mounting bracket (3 bolts) 18 ft. lb.
- Install alternator, fan shroud, intake tubes, FICM etc.
- Install coolant bottle and fill with coolant.
- Install air cleaner assy.
- Reconnect batteries.
- Start and check for leaks.
- 29. Test drive and recheck coolant level.



Here we go! (Intake and Elbow removed)



There are 3 bolts that hold the Turbo in place onto the Pedestal. The rear is the one that typically gets stuck and most of the time has to be cutoff.

Remove the down-pipe V-clamp, and looses the down pipe from the bottom to move it out of the way.

Remove the up-pipe bracket from the turbo.

Remove the oil lines from the Turbo.



Remove the alternator. Intake elbow and throttle body removed. Insert a rag in the intake to keep debris out.



Label all my connectors with tape and mark them accordingly. This will make it easier for you to re-install. Remove the fuel lines to the fuel bowl. The line on the front of the bowl needs to be removed with 2 wrenches other wise you may pinch the line. Remove all fuel lines on the back side. Use zip ties here to hold them in place.



Fuel lines: Notice the line in the front (this is the one that required 2 wrenches)



Remove the star bolts out of the oil/fuel filter housing. After you get them off just pull up and the housing comes off (remember to loosen the oil filter cap due to the check valve other wise you will have oil all over the place)



Then it was time to attack the pedestal (4 10mm bolts), there are 2 that are in the journal next to the EGR cooler there very hard to spot.



Turbo and Pedestal removed.



Here is a few of the parts that was removed before the cooler could come off:
Left to right (Intake Elbow, Turbo Bracket, Turbo Oil Line, Throttle Plate, Coolant over fill, Oil and fuel filter housings)



This is a picture of the bolts that were removed. Label the bags for ease of identifying where everything goes.



Here you can see the engine harness zip tied out of the way for easy access to the intake plenum.

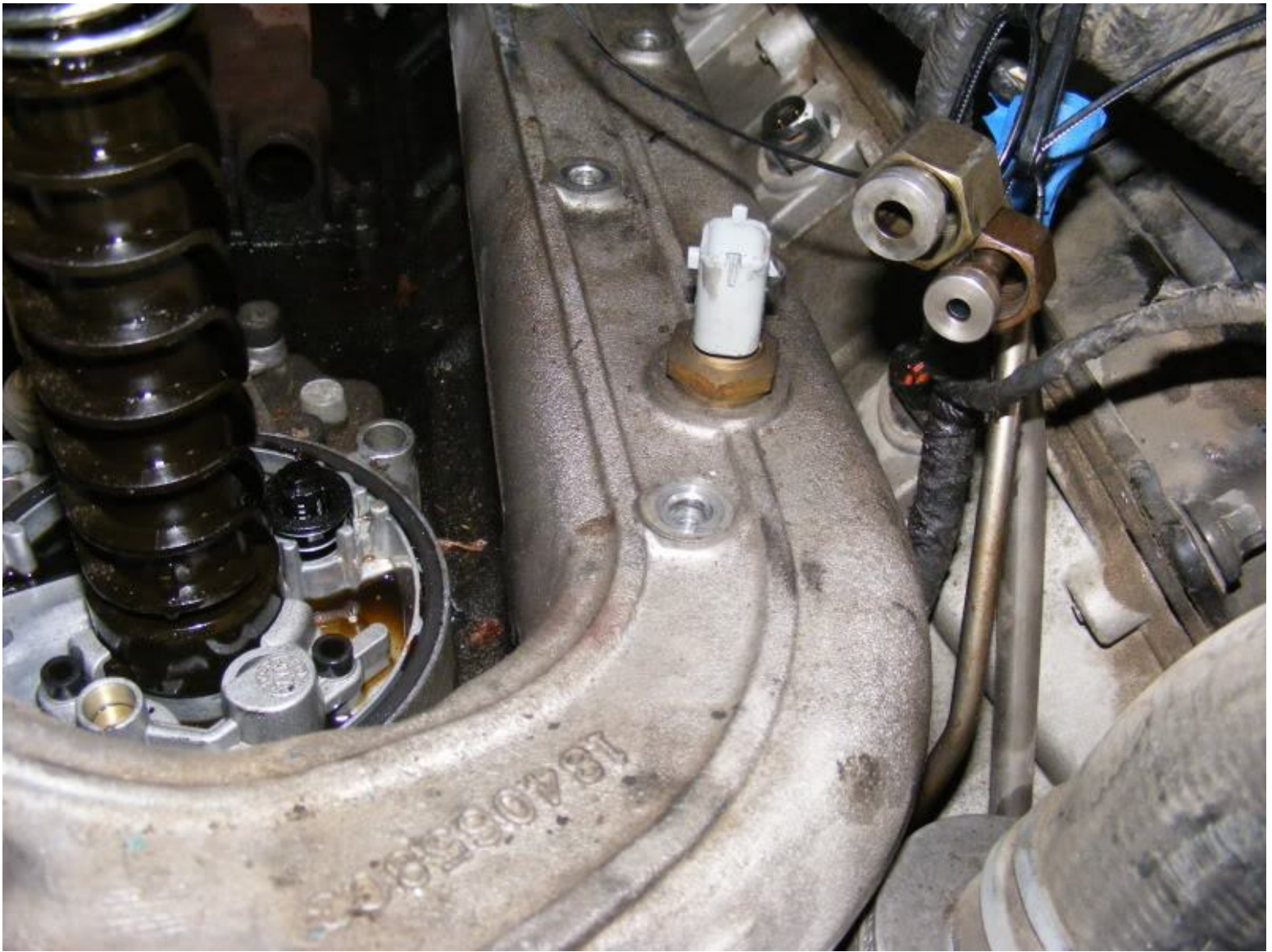


When removing the injector harness be careful with the plugs!! Use a pick to remove the retainer clip and put them in a bag. These little buggers like to fly so take your time!!



Finally Its time to start unbolting the intake manifold!! There are 24 yes **24**,Bolts/nuts that hold this thing in place. 2 of which are in the fan shroud area (15mm)

(Passenger Side picture)



(Driver Side picture)



Remove the v-band clamp in the very back you have to pretty much take it apart to loosen it up for the removal.

Use a small pry bar to break the cooler free so you could pull it out the gaskets caused it to stick in place pretty bad. You may need to wiggle it for quite some time before it came free.

Pull it toward the front of the truck while lifting up and it will come right out.



Clean the Intake plenum. It will be full of Diesel soot.

Use a shop vacuum to remove the coolant and other debris around the intake ports.

Install the new supplied EGR Up-pipe Puck, and tighten the V-Clamp to factory spec. (Pictures below)

Install the J-Pipe to the intake with the supplied fork type bracket.

Start the re-assembly process.



Install the new supplied EGR Up-pipe Puck, and tighten the V-Clamp to factory spec



Use the SS Fork with new seal to hold the J-Coolant bypass tube to the intake plenum.

**Questions: Send email to Support@dfuser.com
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Please note that installing this System on a vehicle designated for the street is illegal and in violation of the EPA and other federal laws.

Document location: <http://dfuser.com/img/egr-cooler-delete-6litre-complete.pdf>