

EGR Cooler Block-Off Kit 6.4L Powerstroke

In internal combustion engines, **exhaust gas recirculation (EGR)** is a nitrogen oxide (NOx) emissions reduction technique used in most gasoline and diesel engines.

EGR works by recirculating a portion of an engine's exhaust gas back to the engine cylinders. Intermixing the incoming air with recirculated exhaust gas dilutes the mix with inert gas, lowering the adiabatic flame temperature and (in diesel engines) reducing the amount of excess oxygen. The exhaust gas also increases the specific heat capacity of the mix, lowering the peak combustion temperature. Because NOx formation progresses much faster at high temperatures, EGR serves to limit the generation of NOx. NOx is primarily formed when a mix of nitrogen and oxygen is subjected to high temperatures.

Eliminating the EGR/Cooler will generally:

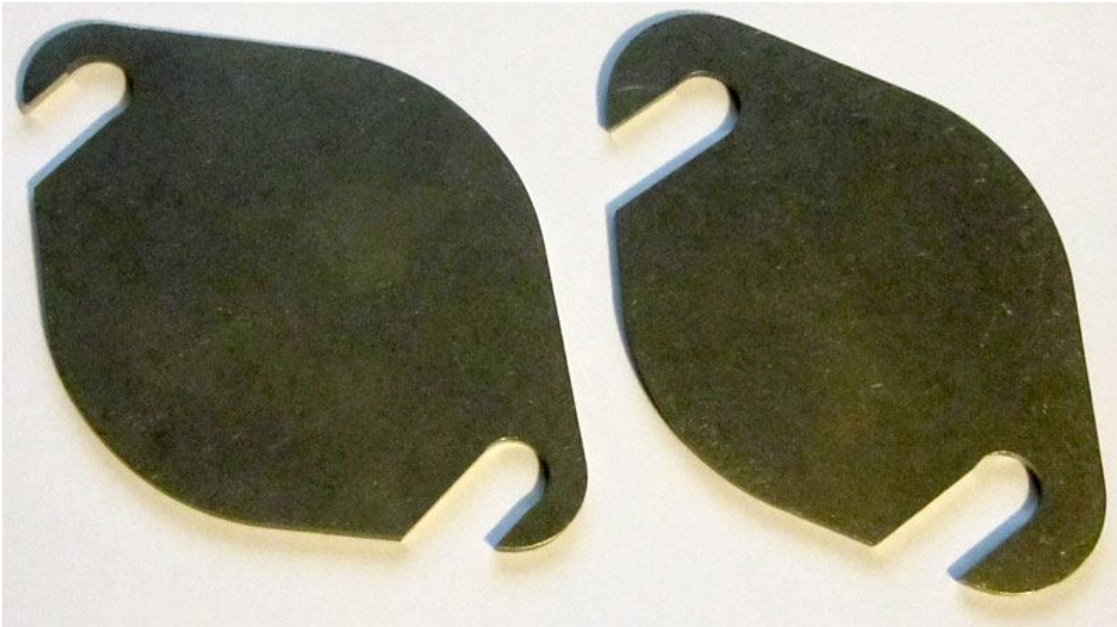
- Provide cooler exhaust gas temperatures (EGTs)
- Create better/more low end power
- Lower coolant temperatures
- Reduced black smoke emission
- Eliminates EGR cooler failure

Note: Install this kit only if you are utilizing a tuner that disables the EGR circuit system.

Parts list:

Upper EGR slide-in block off Stainless steel plate Qty 1

Lower EGR slide-in block off Stainless steel plate Qty 1



Here is the driver side where you have to install the horizontal Lower cooler Block off plate.



Remove your wheel/tire off (Not required, however it sure makes it easier to access).

Remove the fenderwell.

Use a strap to hold back some wiring out of the way. Some wires will tuck up without a strap.



Remove the two flange bolts, that holds the cooler to the exhaust manifold pipe. They should come loose after a few rounds, and then you can use your fingers for the rest of the way.

Loosen the two nuts that clamp the cooler down. This will allow the cooler to move a little easier. They're a little hard to get to, and you may need to use an extension and a deep socket.

You have to create a very small gap in the flange to install the plate. You can use a screwdriver. There is an exhaust gasket in the gap. Install the Lower plate between the cooler and the Gasket. The gasket does have to go toward the rear of the truck from the plate you're about to install.

Reinstall the flange bolts and re-tighten to factory specifications.

Re-tighten the Cooler clamps.

The gasket/plate/flange need to be lined up when putting the bolts back in. Helpful tip: Line up the top bolt holes inside the flange, go ahead and get the top bolt started, then push the plate/gasket down until it lines up with the bottom. Tighten down the two bolts real tight so you won't have an exhaust leak, however be careful not to break them off. Tighten down the two nuts that you loosened earlier that secure the cooler. Here is the plate installed. Remember, plate on the left, gasket on the right.



This is a view from the top for the Lower Cooler flange.



There are three clamps that secure the EGR cooler to the Engine, loosen all those (blue Circle in picture below). They can all be reached with an Extension and a deep socket.

Use a 12 point 8mm socket to loosen the left bolt (red in the picture). Make sure not to fully remove it.

Use a 13mm socket to remove two nuts off the right stud (yellow in the picture).



Create a gap to slide the plate in.

Make sure the gasket is on the engine side of the plate.

Install the left bolt, right stud, and the two nuts on the right stud.

Tighten them down good to prevent exhaust leaks, but be careful not to over tighten.

Tighten up the three nuts to secure the cooler.

You have now completed your install.

Questions: Send email to Support@dfuser.com

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AFTERMARKET PRODUCTS AND YOUR VEHICLE'S WARRANTY

Many of our customers ask, "Will your product void my vehicle manufacturer's warranty?" While the answer is straightforward from a legal standpoint, we also want to educate our customers (and aftermarket Consumers) on some industry realities and offer some common sense precautions to minimize your risk.

Consumers of aftermarket products are protected by The Federal Magnusson-Moss Warranty Act. The Act states that if something breaks on your car and you take it in for warranty repair, the dealer must honor your warranty unless they can prove that whatever modifications you have added to your car actually caused the problem.

While as a consumer, you have strong legal protection with regards to your vehicle's warranty, there is also a practical reality that different automotive manufacturers and dealers have greatly varying views on aftermarket products, in particular those that produce horsepower, such as performance enhancement chips, modified intake manifolds, or aftermarket exhaust systems. There are dealers and manufacturers out there that will use the presence of a horsepower upgrade to void your vehicle's warranty. They will do this regardless of whose product you are using. Any aftermarket company that does not acknowledge this is misleading you.

The bottom line is that while the law protects the consumer and provides for enforcement of the warranty, it is very difficult for most people to hire an attorney and fight a voided warranty. Dfuser.com recommends that you always disconnect and remove your module and monitor when you take your vehicle to a dealer for warranty work in order not to interfere with Diagnostic equipment.