



213000

INSTALLATION MANUAL

FLO~PRO

PERFORMANCE EXHAUST

EGR & Cooler Delete for 2007.5-2016 6.7L Cummins

WARNING

ONLY install this kit if you are using a tuner that disables the EGR sensors & circuit system. Any product that requires the removal of ANY emissions control device is strictly prohibited and is intended for closed course racing only for non-registered vehicles.

EGR Race Kit Will:

- Allow removal of the EGR assembly
- EGT solution for monitoring temperatures
- Clean up the engine bay
- Remove unnecessary heat retention under the hood
- Re-route coolant with provided hose

Your Kit Includes



A (1) Dipstick Bracket

B (2) Exhaust Block-Off Plates

C (1) Coolant Hose

D (1) Coolant Hose Connector

E (1) 2013+ Crossover Retainer

F (1) 2007-12 Crossover Retainer

G (1) Intake Block-Off Plate

H (2) Coolant Hose Clamps

I (5) M8 x 20mm Socket Cap Screws

(1) M8 Flat Washer & (1) M8 Lock Washer

J (1) M5 x 10mm Socket Cap Screw

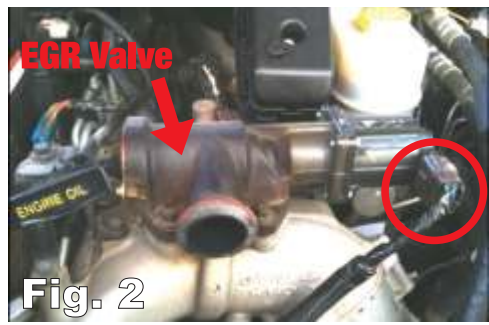
(1) M5 Flat Washer & (1) M5 Lock Washer

K (1) 1/4" x 1/2" Hex Head Bolt

(2) M6 Flat Washer & (1) 1/4" Nyloc Nut

Preparation

- STEP 1:** Un-hook negative battery terminals & drain engine coolant.
- STEP 2:** Remove the plastic engine cover by removing the four 8mm bolts as well as the dipstick.
- STEP 3:** Loosen the two V-Band clamps and remove the 10mm bolt in the center of the tube. Then disconnect the sensor plug and remove the EGR crossover tube. (Fig. 1)

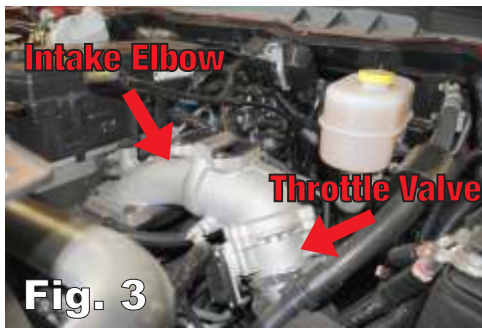


- STEP 4:** Remove the electrical connector on the EGR valve (Circled in Fig. 2) then remove the EGR valve itself which is held in place with four 10mm bolts.

Blocking the Intake

STEP 5: Ensure the mounting surface on the intake elbow is clear of any gasket material.

STEP 6: Unplug the electrical connector from the backside of the throttle valve. The throttle valve is shown in Fig. 3.



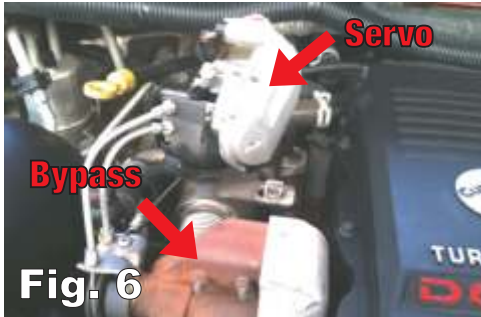
STEP 7: Install the intake block-off (G) with supplied bolts. (Fig. 4) Ensure both O-Rings are fully seated.

STEP 8: Remove heat shield from EGR bypass. This is held in place by three 10mm nuts and two 8mm bolts. (Fig. 5)



Removing Bypass/Servo

STEP 9: Now that you've removed the heat shield, remove the four 10mm bolts holding the exhaust bypass in place. The bypass will be removed with the servo in the next steps.



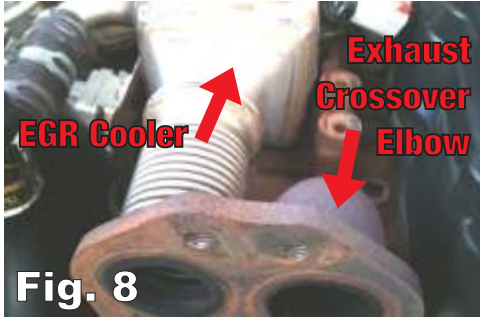
STEP 10: Remove the five 10mm bolts securing the EGR servo mounting bracket in place. Simultaneously remove the EGR servo & the exhaust bypass from the vehicle. (Fig. 6)

STEP 11: Remove the crankcase breather tube that runs over the EGR cooler. Also, disconnect the two coolant lines that run to the EGR cooler. Be sure to remove the O-Ring fitting from the engine block. (Fig. 7) Remove the four 10mm EGR cooler mounting bolts (Circled Fig. 7).

STEP 12: Remove the two 15mm nuts connecting to the EGR cooler to the exhaust manifold near the fire wall.

Removing EGR Cooler

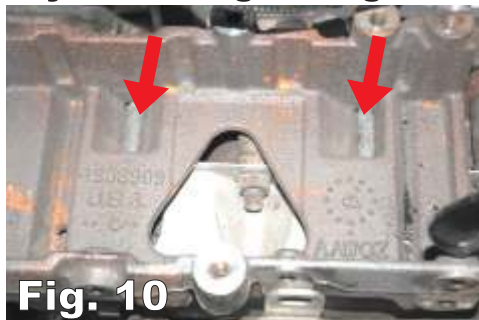
STEP 13: Remove the V-Band clamp that is connecting the EGR cooler and the exhaust crossover elbow. (Fig. 8)



STEP 14: Remove the exhaust crossover elbow that is held in place by two 15mm nuts. Install the smaller of the two exhaust block off plates. Location noted in Fig. 9.

STEP 15: Remove the EGR cooler by pulling up and out towards the front of the vehicle.

STEP 16: Remove the EGR cooler mounting bracket by unbolting the two 14mm bolts that bolt directly to the engine. Fig. 10



Block EGR & Reassemble

STEP 17: Install the other (ported) exhaust block-off plate on the back side of the exhaust manifold. Be sure to reuse the factory hardware. (Fig. 11)



Fig. 11

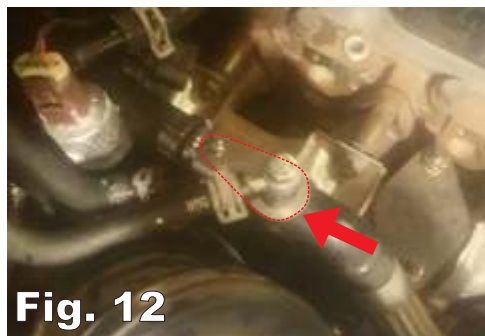


Fig. 12

STEP 18: Re-install the crankcase breather tube. Using the new supplied coolant hose (C) and adapter (D) on the head using one of the provided hose clamps (H). Coolant hose (C) may need to be trimmed to length. Attach the opposite end of the hose to the crossover adapter (D). Using the last hose clamp and insert into the coolant riser pipe. Next, remove the coolant overflow hose and banjo bolt on top of the coolant riser pipe. Using the coolant crossover retainer (F if 2013+) (E if 07.5-12). Using the supplied M5 hardware to screw the coolant crossover adapter to the retainer.

Install Bracket & Test

STEP 19: This step is for trucks equipped with 68RFE transmission only! If you don't have a 68RFE, skip this step. Using supplied dipstick support bracket (A), and supplied M8 hardware (I), mount the dipstick using the threaded hole in the head located between cylinders 3 & 4. Now, using the supplied 1/4" hardware (K), attach the transmission dipstick to the supplied bracket. Ensure the dipstick has enough spacing off the exhaust manifold. You may need to put a slight bend in the dipstick tube to avoid contact.



STEP 20: Installation is now complete. Refill the coolant system to factory specs and allow the truck to return to operating temperatures. Check for leaks. If you find any leaks, ensure you allow the truck to cool down and depressurize before attempting to tighten any of the fittings.

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