

Safety Recommendations:

- Safety glasses and gloves should be worn during the service.
- Keep loose clothing and/or tools secured while engine is running.
- Use in well-ventilated area.

PSK54083



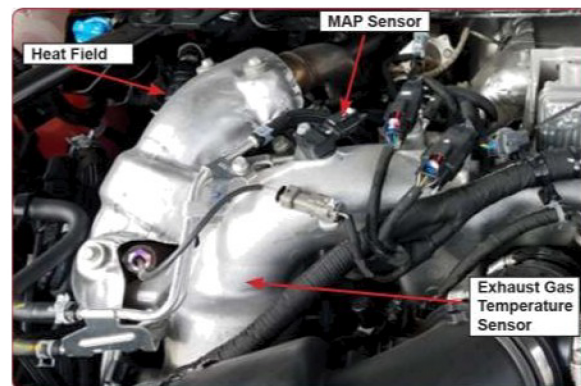
Adapters Required for Diesel Induction & EGR Service:

- #AS21013 - GM Duramax 6.6L Block off Plate
- #ZW21117 - GM Duramax 6.6L Intake Adapter
- #ZW21003 - GM 6.6L Duramax Exhaust Adapter
- #ZW21001 - EGR Manifold Assembly



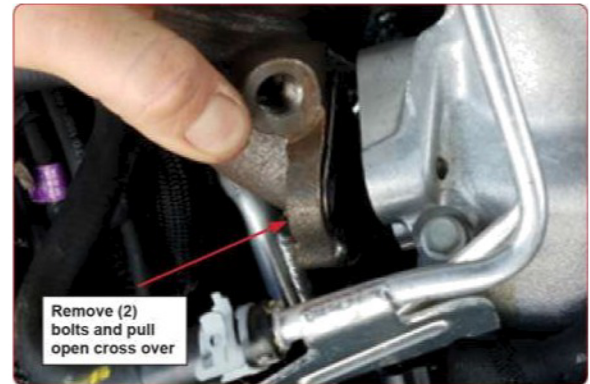
Preparing the Vehicle:

- Remove {3} bolts to remove heat shield.
- Remove MAP sensor and install GM Duramax 6.6L Intake Adapter
- Remove Exhaust Gas Temperature Sensor and install GM 6.6L Exhaust Adapter (#ZW21003).



Preparing the Vehicle (continued):

- Remove (2) bolts from crossover pipe, pull flange from intake manifold and insert GM 6.6L Block off Plate (#AS21013).
- Re-install crossover pipe bolts and tighten snugly.
- Attach EGR Manifold Assembly (#N21001) to Intake and Exhaust Adapters.
- Connect the EGR64 Diesel Induction & EGR Service Tool (#ZW21000) to EGR Manifold Assembly (#ZW21001).
- Add tank additive to vehicle's fuel tank.



Preparing the EGR64 Diesel Induction & EGR Service Tool:

- Insure EGR64 Diesel Induction & EGR Service Tool is depressurized, remove fill cap and fill with Dynamic Diesel Extreme IE Cleanup #PSK54083
- Unless the cooler is frequently cleaned, two (2) 32oz. (950 ml) bottles are recommended.
- Reinstall the fill cap and hang the tool from the hood latch. Insure both valves on the tool are closed and EGR Manifold assembly is positioned to "OFF". Attach shop air and set pressure on the EGR64 Diesel Induction & EGR tool to 50-60 psi.



Performing the Diesel Induction & EGR Service:

- If the engine is Hot, EGR cooler should be cooled before starting the service.
 - With the engine on, open air valve (an regulator side) and allow air to flow through cooler for 2 minutes then Close the air valve.
 - Command the EGR Valve Open (using scan tool).
 - Disconnect the electrical connection to the EGR by-pass valve to position it closed, directing flow through the cooler.
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Performing the Diesel Induction & EGR Service (continued):

- Start the engine and turn the EGR Manifold Assembly (#ZW21001) to "EXHAUST", Open the air valve (regulator side) and re-set the regulator to 50-60 psi.
- Open the fluid/cleaner valve (pressure gauge side) and allow the cleaner to flow through the cooler.
- Run 8oz. Of cleaner. then close cleaner valve for 2 minutes and allow air flow through the cooler to evaluate loose deposits/liquids into the exhaust.
- Continue until 320z. Of cleaner has been used.
- Close the fluid/Cleaner valve (pressure gauge side) for 2 minutes and allow air flow through the cooler to evacuate loose deposits/liquids into the exhaust.

Performing the Diesel Induction & EGR Service:

- Switch the EGR Manifold Assembly (#ZW21001) to "INTAKE"
- Increase engine to 1200 RPM for best service.
- Open the fluid/cleaner valve (pressure gauge side) and allow the cleaner to flow into the intake until cleaner has reached 0oz

Caution: If the engine begins knocking at any time during the induction service, close the cleaner valve for 2 minutes to allow all the fluid to evacuate the engine, then open the cleaner valve and continue until the cleaner reaches 0 oz

Completing the Diesel Induction & EGR Service:

- Allow the vehicle to run for 5-10 minutes after all of the fluid/cleaner has been consumed
- Rev the engine several times to help clear any remaining deposits/ fluid
- Return EGR Manifold Assembly (#ZW21001) to the "OFF" position, close the fluid/Cleaner and air valves and rotate pressure regulator to 0 psi and disconnect shop air.
- Turn vehicle's engine Off.

Completing the Diesel Induction & EGR Service (continued):

- Remove Intake Adapter, Exhaust Adapter and reinstall components.
- Remove Block Off Plate from crossover pipe connection and re-install Crossover Pipe
- Re-install heat shield.
- Road test vehicle to ensure all carbon and cleaner has been fully evacuated.
- Check and clear any engine codes set during the service.
- If equipped with a DPF, a manual regeneration may be required to clear any accumulated carbon evacuated by the EGR service.

