

# 2013 -2018 Dodge Cummins Pick Up Egr Delete Instructions

**Step 1:** Disconnect batteries.

**Step 2:** Drain engine coolant.

**Step 3:** Remove the plastic engine cover that is held in place by four 8mm bolts. *Note: The dipstick must be removed in order to remove the plastic engine cover. (Image 1)*



Image 1

**Step 4:** Using an 11mm socket loosen the two V-band clamps. Remove the 10mm bolt in the center of the tube and disconnect the sensor plug. The EGR crossover tube can now be removed. (Image 2)



Image 2

**Step 5:** Remove the electrical connector on the EGR valve. (Circled in image 3)

*Note: Some electrical connectors may have a locking tab. In order to remove these connectors the tab must be slid into the "unlock" position.*

**Step 6:** Remove the EGR valve that is held in place by four 10mm bolts.



Image 3

**Step 7:** Remove any existing gasket material from the mounting surface on the intake elbow. (Image 4)

*Note:* It is important to keep gasket debris from getting in the open intake ports. We recommend putting a clean rag in each port to keep any excess gasket material out of the intake.



Image 4

**Step 8:** Unplug the electrical connector (equipped with locking tab) on the backside of the throttle valve. The throttle valve is located on the driver side, just under the intake elbow. It is important to leave this unplugged in order to keep the throttle valve from permanently closing.

(Image 4 & 5)

*Note:* An alternative to leaving the throttle valve unplugged is to install the Sinister Diesel Throttle Valve delete, which will also increase flow through the intake.



Image 5

**Step 9:** Install the intake block off plate with the supplied bolts. Ensure that both O-rings are fully seated. (Image 6)



Image 6

**Step 10:** Remove the heat shield from the EGR bypass. The heat shield is held in place by three 10mm nuts and two 8mm bolts. (Image 7)



Image 7

**Step 11:** With the heat shield out of the way remove the four 10mm bolts that secure the exhaust bypass in place. The exhaust bypass will get removed with the EGR servo. (Image 8)

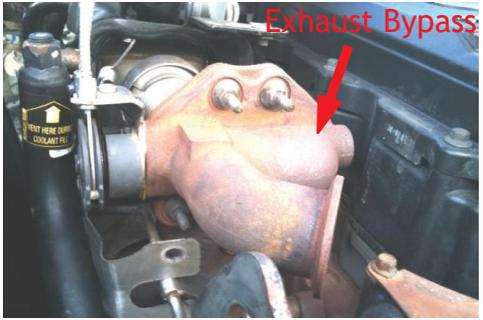


Image 8

**Step 12:** Remove the five 10mm bolts securing the EGR servo mounting bracket in place. (Image 9)



Image 9

**Step 13:** Simultaneously remove the EGR servo (still attached to the mounting bracket) and the exhaust bypass (bolts removed in step 11) from the vehicle.

**Step 14:** Remove the crankcase breather tube that runs over the EGR cooler. Also, disconnect the two coolant lines running to the EGR cooler. Be sure to remove the O-ring from the fitting on the engine block. (Image 10)



Image 10

**Step 15:** Remove the four 10mm EGR cooler mounting bolts. (One of which is circled in image 10)

**Step 16:** Remove the two 15mm nuts connecting the EGR cooler to the exhaust manifold near the fire wall.



Image 11

**Step 17:** Remove the V-band clamp that is connecting the EGR cooler and the exhaust crossover elbow. (Image 11) *Note: Image shown with the V-band clamp removed.*

**Step 18:** Remove exhaust crossover elbow that is held in place by two 15mm nuts. Install the small exhaust block off plate. (Image 12)

*Note:* The smaller block off plate that is not pre-drilled will be installed in place of the exhaust crossover elbow.



Image 12

**Step 19:** Remove the EGR cooler, this can be done by pulling the cooler up and out towards the front of the vehicle.

**Step 20:** Remove EGR cooler mounting bracket by unbolting the two 14mm bolts that bolt directly to the engine. (Image 13)

*Note:* The bolt heads are not visible in the image, however the arrows give a general idea of where the bolts are through the mounting bracket.

**Step 21:** Install the other exhaust block off plate, reusing the factory hardware. The block off plate with the pre-drilled port will be installed on the back side of the exhaust manifold. (Image 14)

**Step 22:** Re-install the crankcase breather tube.

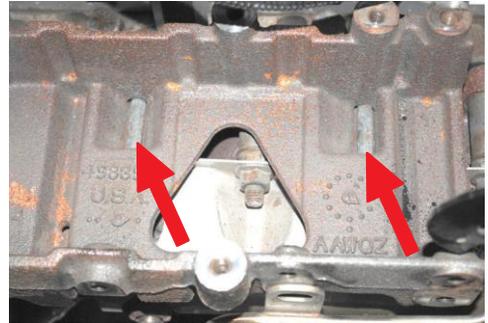


Image 13



Image 14



**Step 23:** Using the new supplied coolant hose and hose adapter, connect the two coolant ports that previously went to the EGR cooler. Secure the hose with the supplied hose clamps. (Image 15 and 16)



Image 15

**Step 25:** Replace the manifold bolt with the supplied stand-off bolt. The bolt will be the third one in from the back of the motor. The nut on the stand-off bolt should be used as a jam nut to secure it in place. Do not tighten the stand-off bolt by the hex bar. (Image 17)



Image 16

**Step 26:** Mount the supplied support bracket as seen in image. A M10 bolt will screw into the stand off bolt. Use the 1/4-20 bolt, nut, and washer to secure the transmission dipstick to the bracket. (Image 18)



Image 17

**Note:** The bracket will hold the coolant hose connector in place.

**Step 27:** Refill the coolant to factory specifications.

**Step 28:** The installation of the Sinister EGR delete kit is complete and ready for testing. Start the engine and run until coolant circulates. Top off coolant system as necessary and make a close inspection for any leaks.



Image 1

On the 13-18 Pickups it will be required to remove the CCV hose and do a  $\frac{3}{4}$  inch Blow by Tube or S&B Crank Case hose delete.  
(S&B Part # 77-1000)



(3/4 inch plug on stock intake)



*S&B 77-1000 shown below will work with stock air intakes and aftermarket intakes*



*You can also run 3/4 inch heater hose for a blow by tube from the valve cover over to the ac line and zip tie along the way and drop the 3/4 hose down to the frame and zip to to break lines*



The Exhaust break sensor (EBP) with the brown plug can be clocked back toward the fire wall and reattached to the back bolt of the egr delete mounting kit. Depending on which egr delete kit you purchased you can also just reposition the (EBP) sensor to where ever you want and drill a new attach hole in the main mounting bracking.

