

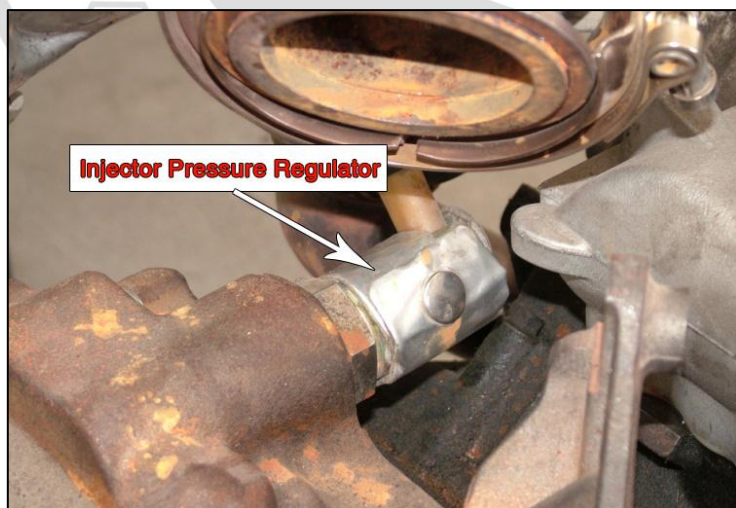
TECH TIPS FOR INSTALLATION OF THE BULLET PROOF DIESEL EGR COOLER UPGRADE

Tech Tip #1: Use silicon sealer on the intake to the EGR cooler flange gasket. This helps prevent small exhaust leaks.



Tech Tip #2: Turbo charger mounting bolts should not be re-used. Almost every 6.0L we have replaced the EGR cooler on came in missing one or more of these bolts. If this is the case for you as well, make sure to check the threads in the turbo charger and pedestal mount. Use new bolts when re-installing the turbo charger and torque to factory specifications. If the bolts come loose, the turbo charger will vibrate on the turbo charger pedestal mount. This could cause a noise that resonates in the exhaust system and damage to the turbo charger. Upgraded titanium bolts are available at BulletProofDiesel.com

Tech Tip #3: Clean the Injector Pressure Regulator screen. The IPR is located at the back of the engine underneath the turbo. While you still have it all apart, inspect this screen (see picture). If it is blocked by debris carefully remove it before reinstallation. If the screen is damaged, in any way, replace the screen now. Replacement screens and o-rings are available at BulletProofDiesel.com.



Tech Tip #4: To make installation easier, loosen the up-pipe to exhaust manifold bolts during disassembly (see picture below). After the new EGR cooler has been installed, DO NOT tighten the band clamps on the up-pipe. After the turbo charger has been mounted, lightly snug the band clamps on the EGR cooler and turbo charger, but do not tighten. Make sure all surfaces are flush mounted under the band clamps and then tighten both band clamps evenly. After the band clamps are properly torqued, then retighten the up-pipe to exhaust manifold bolts.

On occasion, we have found it may be necessary to loosen the turbo charger mounting bolts prior to clamping the band clamps to make a better seal at the turbo charger flange.

