Includes:
1. Upgraded Tube Type EGR Cooler
2. Silicone Hoses
**CAUTION:** Never work on a hot vehicle. The hot exhaust system or hot engine can cause serious injury in the form of burns. If the vehicle has been in use or the engine was running and the exhaust system or engine is hot, allow the engine to cool for a minimum of one hour prior to starting the job. Always wear eye protection when working on or under the vehicle. Before removing any of the original parts from your vehicle, please compare the parts you have received with the picture and parts list of the kit you ordered. This assures that you have all the parts necessary for the installation. Prior to disassembly, we suggest applying penetrating fluid, such as PB-Blaster™ or JB-80™ to all exhaust fasteners. Before working on the vehicle, be sure it is parked on a level surface and is chocked to prevent the vehicle from rolling. Please also be sure the keys are removed from the vehicle for your safety.

1: Disconnect the batteries.

2: Drain engine coolant by removing the passenger side inner wheel well and disconnecting the lower radiator line by removing the metal clip. The line does not need to be pulled all the way off, just enough to allow coolant to flow out. Once coolant flow has slowed down and the overflow bottle is empty, reconnect the lower radiator line.

3: Loosen the hose clamps on the intake, and disconnect the MAF sensor connector.

4: Remove the intake tube that is routed from the filter to the plastic turbo mouthpiece.

5: Remove the air box and filter by gently prying out the three rubber grommets.
6: Remove the resonator box on top of the engine by loosening the hose clamp at the base of the resonator box and removing the long bolt on the front of the resonator box.

7: Disconnect the charge wire on the alternator, and remove the plastic clip that holds the wiring harness to the plastic wireway.

8: Open the plastic housing on top of the intake heater grid and disconnect the power wire.

9: Remove the two bolts and one nut that secure the plastic wire way in place.

10: Disconnect the wire connector on the front of the intake heater grid and remove the bolt that secures the connector wires to the side of the intake.

11: Remove the plastic clip that is also holding the wire in place.

12: Pop out the metal retaining clip located on the front passenger side of the plastic intercooler piping, and disconnect the plastic tube from the cast aluminum intake manifold.

13: Remove the wire connector and the four bolts that hold the forward section of the cast intercooler piping onto the intermediate section. On the bottom of the front piece, there is a fifth bolt that secures the intake to a support bracket.

14: Carefully remove the forward piece of the cast intercooler piping along with the plastic intercooler piece that connects to it.

15: Remove the small tube that is attached to the cast intake next to the intake heater grid.

16: Remove the four nuts and two bolts that hold the main section of the cast intake in place. Two bolts are located on the back side of the main section of the cast intake.
17: Remove the PCV tube from the driver and passenger side valve covers as well as the plastic turbo mouthpiece.

18: Remove the plastic turbo mouthpiece by loosening the hose clamp that secures the mouthpiece to the turbo.

19: Disconnect the coolant lines that are running to the EGR cooler. Then remove the coolant lines.

20: Remove the EGR cooler, secured by five bolts. Three are at the back of the cooler. Two bolts are facing forward holding the EGR cooler to the turbo up pipe and one support bolt holds the EGR cooler to the engine. There are also two rear facing bolts are at the front of the cooler. Be sure to save the exhaust up pipe gasket for installation.

21: Remove the EGR valve from the EGR cooler, then install the new EGR cooler to the EGR valve. (red RTV or new gaskets may be necessary if the factory gaskets are worn.)

22: Bolt the new EGR cooler and EGR valve back in place using the factory hardware removed earlier. Note: When bolting the EGR assembly to the turbo up pipe and air intake, red RTV or new gaskets may be necessary.

23: Fasten the cast aluminum intake tube back to the engine in reverse order from removal. Be sure to torque the hardware to factory specifications.

24: Re-install the plastic mouthpiece to the turbo and the PCV tube.

25: Reconnect the charge wire to the top of the alternator, and use the plastic clip to hold wiring harness to the plastic wireway.

26: Install the intake resonator box on top of the plastic turbo mouthpiece, and secure it with the hose clamp on the bottom and the long bolt at the front of the resonator box.
27: Re-install the air intake and plug in the mass airflow sensor.

28: Make sure everything is tight and reinstalled. Now refill the vehicle with coolant. Then reconnect the batteries.

29: Start the engine, and check for leaks. If no leaks are present, let the engine run until the coolant circulates. Then top off the coolant as needed.

Congratulations on your installation!
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