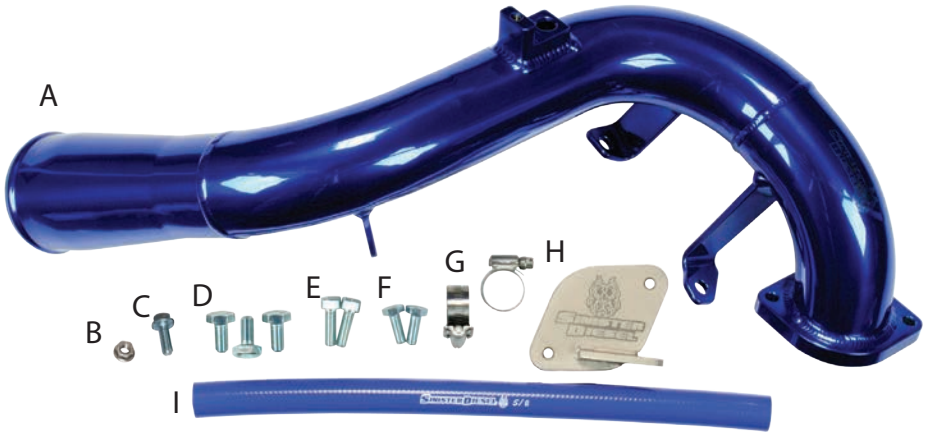


SINISTER DIESEL



**2006-2007.5 GM
6.6L DURAMAX LBZ
EGR DELETE W/ INTAKE**

Duramax LBZ EGR Delete



PACKING LIST:

<u>Part#</u>	<u>QTY.</u>	<u>Description</u>
A	1	Sinister Diesel Charge Pipe
B	1	M8 Flange Nut
C	1	M8x25 Flange Hex Bolt
D	3	M10 x 20 Hex Head Bolts
E	2	M8 x 25 Cap Head Bolts
F	2	M8 x 20 Hex Head Bolts
G	2	Hose Clamps
H	1	Exhaust Block Off Plate
I	1	Blue Coolant Tube

Read all instructions prior to install.

Note: *Prior to installation, please compare the parts that you have received with the bill of materials provided on this page to assure that you have all the parts necessary for the installation.*



CAUTION!!! Never work on a hot vehicle. Serious injury in the form of burns can result if the vehicle has been in use. Allow vehicle to cool prior to installation. Always wear eye protection when working on or under any vehicle.

Note: With a used vehicle, we suggest using a penetrating spray lubricant to be applied liberally to all exhaust fasteners. When doing so allow a significant amount of time for the chemical to lubricate the threads before attempting to disassemble.

Step 1: Disconnect batteries.

Step 2: Drain engine coolant by removing the passenger side inner wheel well and disconnecting the lower radiator line by removing the metal clip. (**Note:** 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. (Image 1)

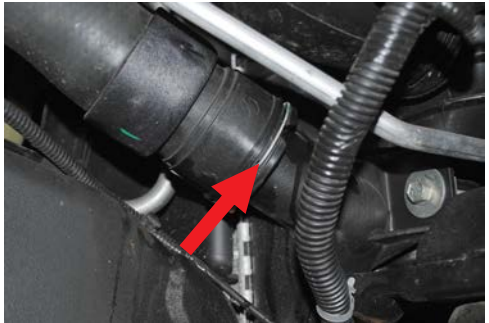


Image 1

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



Image 2

Step 4: Remove the intake tube that is routed from the filter to the plastic turbo mouthpiece. (Image 2)

Step 5: Remove the air box and filter by gently prying out the three rubber grommets. (Image 3)



Image 3

Step 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. (Image 4)



Image 4

Step 7: Disconnect the charge-back wire on the alternator, and remove the plastic clip that holds the wiring harness to the plastic wireway. (Image 5)

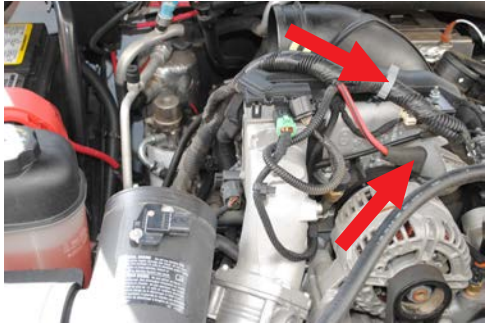


Image 5

Step 8: Open the plastic housing on top of the intake heater grid and disconnect the power wire. (Image 6)



Image 6

Step 9: Remove the two bolts and one nut that secure the plastic wire way in place. (Image 7)



Image 7

Step 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. (Image 8)

Step 11: Remove the plastic clip that is also holding part of the wire in place. (Image 8)

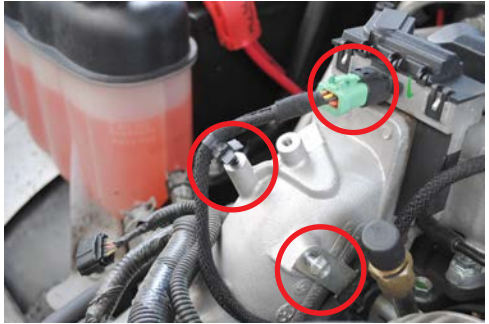


Image 8

Step 12: Pop out the metal retaining clip on the plastic intercooler piping, and disconnect the plastic piece from the cast aluminum piece. (Image 9)

Step 13: Remove the wire connector and the four bolts that hold the forward most section of the cast intercooler piping onto the intermediate section. On the bottom of the forward most piece, there is a fifth bolt that secures it to a support bracket. (Circled in Image 9)



Image 9

Step 14: Carefully remove the forward most piece of the cast intercooler piping along with the plastic piece that connects to it. (Image 10)

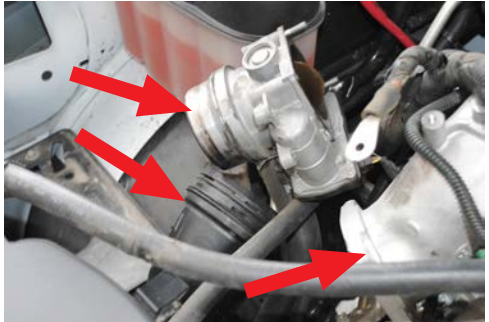


Image 10

Step 15: Remove the small tube that is attached to the cast intake next to the intake heater grid. (Image 11)



Image 11

Step 16: Remove the four nuts and two bolts that hold the main section of the cast intake in place. It may be easier to remove the intake from the truck if you remove the two studs with a reversed torx socket. (**Note:** two bolts are located on the back side of the main section of the cast intake.) (Image 12)



Image 12

Step 17: Remove the PCV tube from the driver and passenger side valve covers as well as the plastic turbo mouthpiece. (Image 13)



Image 13

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

Step 20: Disconnect all of the coolant lines that are running to the EGR cooler.

Step 21: Remove the EGR cooler that is secured by five bolts. Three are at the back of the cooler (two bolts are facing forward and one one facing downward) and two rear facing bolts are at the front of the cooler. Be sure to save the exhaust gasket for installation.

Step 22: Remove the coolant lines that previously ran to the EGR cooler.

Step 23: Install the new exhaust block off plate using the factory gasket and the supplied hardware. Two M8 x 25 hex head bolts will bolt in from the back and one M10 x 20 hex head bolt will hold the bracket in place. (Image 14)



Image 14

Step 24: Using the supplied hose clamps, install the supplied hose from the port on the firewall back to the port near the thermostat housing. Both of these ports previously had coolant lines that ran to the EGR cooler.



Image 15

Step 25: Remove plastic cover from wiring harness to tuck harness under new charge pipe. (Image 15)

Step 26: Install new intake tube. It helps to slide the tube into the rubber tube first. Then bolt the flanged end on after. (Image 16)



Image 16

Step 27: Two M10 bolts secure the other two support mounts on the charge pipe to the motor. (Indicated in Image 17)

Note: The M8 flanged nut and bolt secures the charge pipe to the black bracket that had supported the butterfly valve.



Image 17

Step 28: Transfer the MAP sensor from the stock charge pipe to the new charge pipe. The mounting bracket will need to be turned 180° on the sensor to allow mounting to the new charge pipe. *(Image 18)*

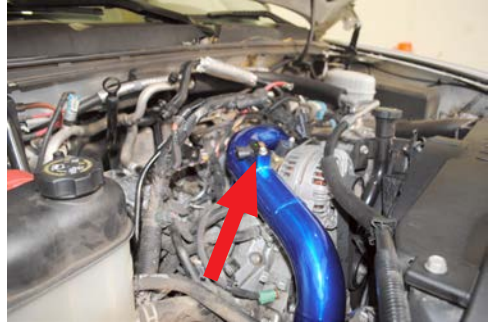


Image 18

Step 29: Re-install the plastic mouthpiece to the turbo and the PCV tube.

Step 30: Reconnect the charge-back wire to the top of the alternator, and use plastic clip to hold wiring harness to the plastic wireway. *(Image 19)*



Image 19

Step 31: 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. *(Image 20)*

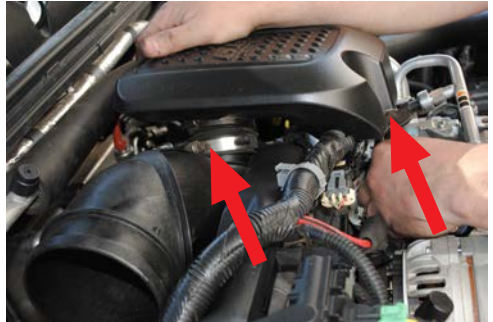


Image 20

Step 32: Re-install the air intake and plug in the mass airflow sensor. (Image 21)

Step 33: After everything is tight, refill the vehicle with coolant through the overflow bottle.

Step 34: Reconnect batteries.

Step 35: Start the engine, and let it run for a few minutes. Check for any leaks, and if needed, top off the coolant.

Note: Check coolant after driving, add coolant as necessary.



Image 21

SINISTER DIESEL



SINISTER APPAREL AND DIESEL PRODUCTS



AR Exhaust Tip



Fuel Rail Race Valve



Solid Center Link



Fuel Tank Sump