EGR Delete

OK, you've already done the PCV bypass, now you want to delete the EGR too? As we said in the PCV bypass, this is for off-road or non-emissions use only. While the PCV bypass is pretty simple, the EGR delete is a little more difficult mainly because the computer must have the EGR controls and sensors turned off. If you already have a chip, you'll need to send it back for reprogramming. If you don't already have a chip, you'll need one for this mod.

OK, first, disconnect the battery. Disconnect the two rubber lines and the electrical connectors from the DPFE. Remove the red and green plastic vacuum lines from the DPFE, the EGR valve, and the intake manifold. Be careful with these lines because they are brittle, you may want to reinstall this equipment later on. Unbolt the DPFE from the upper intake manifold, its attached at 2 places, and remove it. Cap the now open vacuum port in the upper intake manifold. Loosen the big nuts which are used to attach the EGR tube at the header and at the EGR valve at the upper intake manifold. Remove the EGR tube with the DPFE's rubber hoses still intact. Unbolt the EGR valve and remove it.

Now, physically block off the EGR ports in the header and the upper intake. Clamp the EGR tube in a vise and hack off the header side flared end about 2 inches from the end. Now slip the nut off and have the hole welded closed. Thread it back onto the header port and tighten it. Alternatively, if you don't have it welded shut, leave the nut on it and you can squeeze the 2" long end shut in a vise, then fold it over in the vise to seal it off, then thread that back on. OK, at the upper intake, fabricate a block-off plate the same size and shape as the EGR valve flange. You can use the EGR valve gasket as a template. Bolt the template in place with the EGR gasket. If you can't fabricate a block-off plate, simply hack off the end of the EGR tube and do it just like you did down at the header, then reinstal that on the EGR valve, and reinstal the EGR valve. The valve will still be there but will otherwise be blocked off.

With that done, send the chip back for reprogramming to turn off all EGR functions, the DPFE, and the EVR. If these functions are not turned off in the computer, you'll immediately set several nasty MIL codes because key emissions equipment sensors are disconnected.