

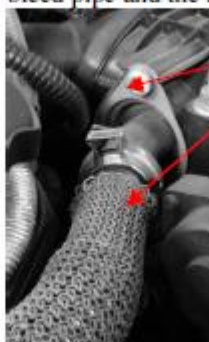


**Note: This kit is only suitable for TDV6 engines using chassis numbers 5A & 6A.**

1. Unscrew oil filler cap and remove engine cover, Egr pipes which are to be removed are indicated below.



2. Each pipe is secured to the inlet chamber with two T27 Torx screws. The lower screw on either side is awkward. The left due to the proximity of the water bleed pipe and the right due to poor access.

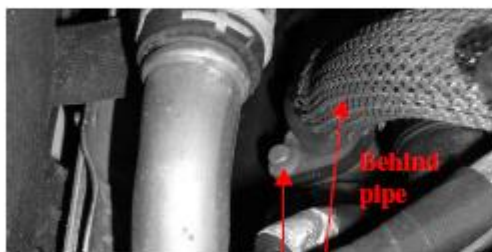


RIGHT SIDE



LEFT SIDE

3. The other end of each pipe is secured to the EGR valve with two 8mm headed bolts. These must be removed with care as they can easily drop into the lower engine bay and are difficult to recover. We suggest using a magnet to assist..



Right bank EGR bolts



Left bank EGR bolts.

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TFEGRV6



4. When removing the bolts on the right bank access is difficult, it is easier to unlatch the pipe clip, allowing access with a socket extension

5. Carefully remove the EGR pipes ensuring you catch the gasket which goes between the pipe and the valve



6. Fit new plate ensuring the gasket is fitted between the new plate and the valve. If using the original bolts it may be necessary to add some M6 washers to pack out the bolt head as the original bolt is around 4mm too long leaving the plate loose.



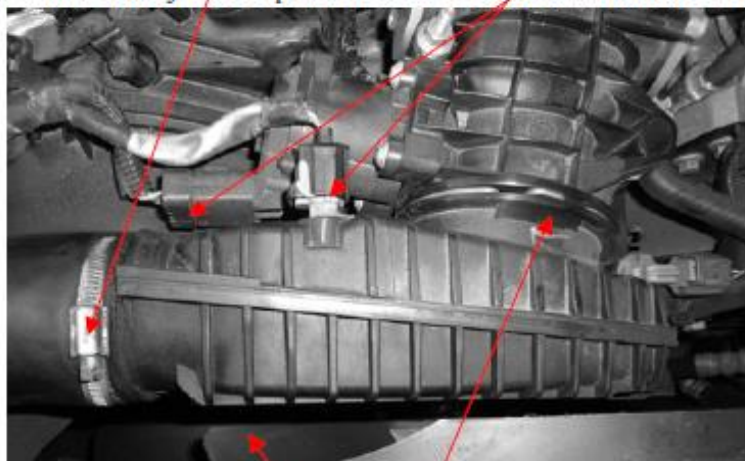
Right blanking plates



left blanking plates

All EGR pipe apertures are now successfully blanked off.

7. Next you need to remove the EGR flap situated inside the intake plenum. Failure to do this will starve the engine of air.
8. Unscrew the jubilee clip and electrical connections as indicated below.



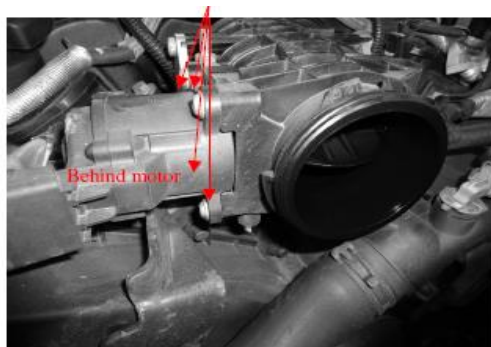
9. Remove the 10mm headed securing bolt (being careful not to drop it). Then unclip the retaining clip and removed

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10. now remove the four Torx screws holding the EGR flap motor in place



11. With the motor removed extract the butterfly spindle. Usually a pair of needle nosed pliers will detach this.



Discard the butterfly unit.



12. Put the spindle back in place (green tick above). And bolt the motor back in place.



13. Reassemble the intake manifold, making sure all electrical connections are re-attached.



14. Reassemble the vehicle and test.

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