

# Ford 6.0L

## BG DIESEL EGR SYSTEM SERVICE INSTRUCTIONS



Wear safety goggles to protect your eyes.



Wear Nitrile,<sup>®</sup> Neoprene<sup>®</sup> or PVC gloves to protect your hands.



Wear a long-sleeved shirt to protect your arms.

**IMPORTANT!** Read product Safety Data Sheet before handling any BG product.

### Adaptors required:



BG EF380 EGR Ford 6.0L  
valve adaptor  
PN E101-1646



BG EF399 EGR manifold  
PN E101-1645

### Tool required:

- BG 64 Diesel VIA<sup>®</sup> supply tool, PN E101-1642

*continued*



## Ford 6.0L *continued*

### **EGR system consists of:**

- Cold side EGR valve (after EGR cooler) which allows for proper emissions control of NO<sub>x</sub> gases
- EGR cooler (controls temperature of exhaust gases to the air intake to the engine)
- EGR temperature sensor (measures EGR cooler exhaust temperature and efficiency)

These components are critical for proper emissions management control and must be cleaned on a regular basis for optimum efficiency.

### **Location of EGR valve**

EGR valve



*continued*



### EGR inspection

Before starting the EGR cleaning service, inspect the EGR components for severe deposits or clogging. Manual cleaning may be required (by scraping, sucking, wiping, etc.) before performing the service.

### Service procedure

1. Add BG 245 Premium Diesel Fuel System Cleaner, PN 245, to vehicle's fuel tank.
2. Remove plastic engine cover.
3. Remove EGR valve (two bolts). Do not disconnect EGR valve electrical connector (Figure 1).
4. Install BG EF380 adaptor in place of the EGR valve (Figure 2).



**Figure 1**



**Figure 2**

5. Attach BG EF399 manifold to the BG EF380 adaptor. Attach the BG 64 Diesel VIA® supply tool to the BG EF399 manifold. Ensure that the air valve and fluid valve on the supply tool are closed (see supply tool instructions).
6. If the engine is hot, the EGR cooler must be cooled before treatment can start. Ignition must be off for the EGR system to be cooled. Open supply tool air valve, keeping the fluid valve closed. Turn the valve on the BG EF399 manifold to "EXHAUST" (Figure 3) and flush cooler with air for two minutes.



**Figure 3**

*continued*



## Ford 6.0L *continued*

7. Unscrew fill cap and fill supply tool with 64 oz. (1.8 L) of BG Diesel EGR System Cleaner, PN PD10.
8. Reinstall the fill cap and hang supply tool from the hood latch. Connect shop air. Set air pressure on supply tool to 40–50 psi.
9. Start the vehicle engine. Ensure the BG EF399 manifold is set to exhaust.
10. Open the air valve on the supply tool. Adjust the regulator to maintain the initial pressure of 40–50 psi. Then open the supply tool fluid valve.
11. After  $\frac{1}{4}$  of the fluid has been dispensed, close the fluid valve and let the air flow for an additional two minutes to flush deposits into the exhaust stream.
12. Repeat steps 10 and 11.
13. Turn the BG EF399 manifold to “INTAKE” (Figure 4). Open supply tool fluid valve and continue service until the supply tool is empty.

**NOTE: If at any time during the intake service you hear a diesel knock sound, turn the BG EF399 manifold to “OFF” for two minutes. After two minutes, turn the BG EF399 manifold to “INTAKE” and continue service.**



**Figure 4**

14. When supply tool is empty, let the vehicle operate for an additional five minutes and rev the engine several times to clear all residual fluid.
15. Repeat steps 7–14 using 32 oz. (946 mL) of BG Diesel EGR System Rinse, PN PD11.
16. Turn the fluid and air valves on the supply tool to the closed position. Turn the vehicle off. Detach shop air line and depressurize the supply tool by rotating the regulator knob counterclockwise.
17. Disconnect the EGR valve electrical connector and clean the EGR valve using BG Diesel EGR System Cleaner. The cleaner can be saved for use on other EGR components if required.
18. Remove adaptors and reassemble vehicle components in the reverse order of removal.
19. After service, reset any engine codes. The vehicle should then be set to run a manual regeneration cycle. If that is not possible, the vehicle should be driven at highway speeds (or in the case of non-highway equipment operated under a load) for approximately 30 minutes. This is necessary to remove all of the residual fluid from the passages and cooler(s) and to combust any material that has reached the diesel oxidation catalyst (DOC) and diesel particulate filter (DPF). **This should be done as soon as possible after the service.**

