



*Thank you for purchasing a Sinister Manufacturing Company EGR delete kit. Precision manufactured using aircraft quality 304 stainless steel and billet aluminum; this EGR kit is designed to endure years of heavy use. Installing a Sinister EGR kit with up-pipe on your vehicle will eliminate the restrictive design of the stock up pipe, allowing your turbo to get more air while preventing coolant from leaking into the intake. The result is a slight gain in horsepower and longer engine life. These installation instructions have been written to help you in the installation of your Sinister EGR kit. Please read it completely before installing your kit.*

*This Kit has been designed for:  
2003-2007 Ford F250/350/ crew cab, long bed, short bed, and Excursion equipped with  
a 6.0L V8 Power stroke turbo diesel engine and automatic or manual transmissions*

*This kit may void factory warranty please check with manufacturer.*

*This kit is intended for off-road use only.*

Sinister Manufacturing Company recommends that a diesel shop or professional after market parts installer, who has all the necessary equipment, tools and experienced personnel needed for proper installation, should perform the installation of this system. However, if you decide to perform the installation, we recommend someone should help you. Ensure the installer uses all under car safety precautions including eye protection.

*Please take time to read and understand the following...*

By installing your Sinister EGR kit, you indicate that you have read this document and you agree with the terms stated below. It is the responsibility of the purchaser to follow all installation instruction guidelines and safety procedures supplied with your Sinister EGR kit.

Sinister Manufacturing Company assumes no responsibility for damages occurring from misuse, abuse, improper installation, improper operation, lack of responsible care, or all previously stated reasons resulting from incompatibility with other manufacturer's products and/or systems.

Included with your Sinister EGR kit is a warranty card. Please read it carefully before you begin any work on your vehicle. If you should have any questions regarding our warranty policy, installation, or any other matter pertaining to your new Sinister EGR kit, please give us a call at the number provided on the warranty card.

Please call us at 877-692-4110 Mon-Fri 8am-5pm  
if you need any additional assistance.

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2025 Opportunity Drive Ste 7, Roseville, CA 95678

# Sinister Mfg. Company Diesel EGR bill of materials



## PACKING LIST:

### QTY. DESCRIPTION

2	5/16 NC X 1.25" 12 Point Bolts
2	5/16 NC X 2" 12 Point Bolts
4	5/16 NC Serrated Flange Nuts
2	Worm Drive Hose Clamp
1	3/4" Silicone Hose
1	304SS Up-Pipe Assembly
1	Ford Factory Up-Pipe Gasket
1	Billet EGR Block-Off Plate with O-Ring
1	Billet EGR Cooler Block-Off with O-ring and
1	180 Degree Stainless Steel Coolant Tube

*Caution!!! Never work on a hot exhaust system. Serious injury in the form of burns can result if the vehicle has been in use and the exhaust system is hot, allow vehicle to cool for at least 1 hour. Always wear eye protection when working under any vehicle.*

*Note: It is our recommendation that you use a hoist or hydraulic lift to facilitate the installation of your new Sinister EGR Delete Kit (for exhaust removal).*

*Note: Before removing the original parts from your vehicle, please compare the parts you have received with the bill of materials provided on this page to assure that you have all the parts necessary for the installation of your new Sinister EGR kit.*

*Note: With a used vehicle, we suggest a penetrating spray lubricant to be applied liberally to all exhaust fasteners and allowing a significant period of time for the chemical to lubricate the threads before attempting to disassemble.*

## Original EGR System Removal

Step 1: Disconnect Batteries

Step 2: Drain coolant

Step 3: Remove clips for plastic wire way located above turbo. Fold to windshield of truck.  
figure 1.0

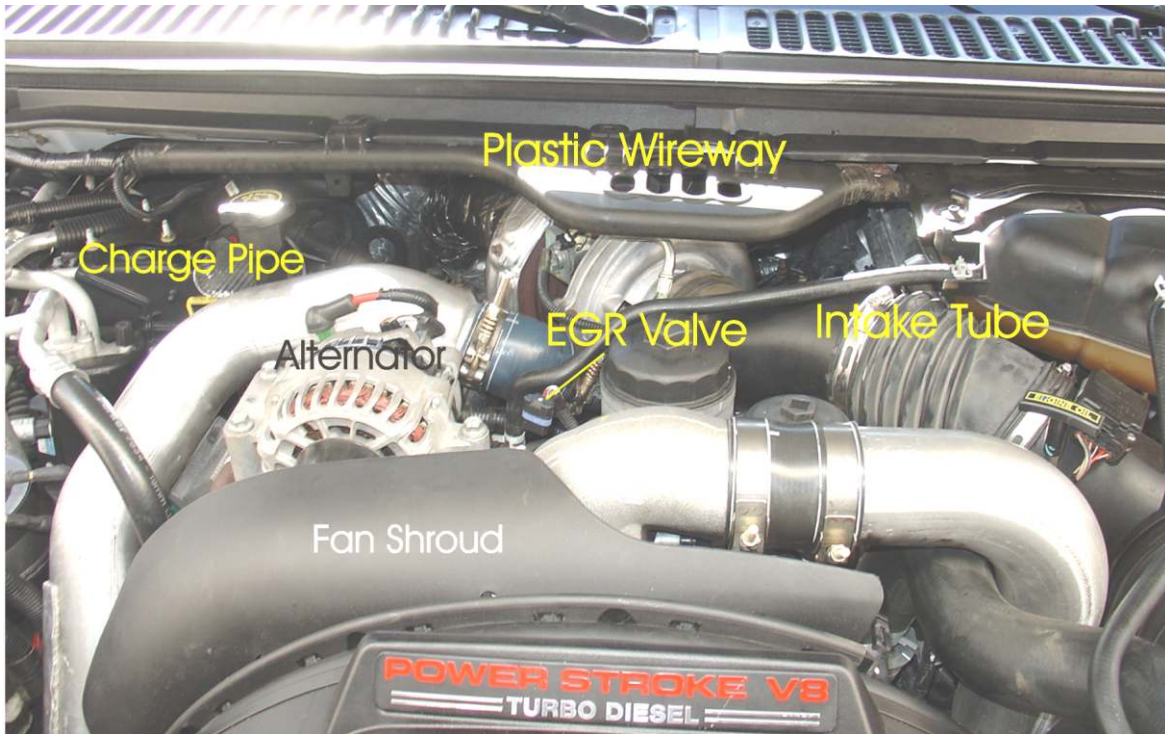


Figure 1.0

Step 4: Remove upper fan shroud by prying away from radiator through slots figure 2.0/2.1



Figure 2.0



Figure 2.1

Step 5: Loosen hose clamps and remove intake tube figure 3.0. Then unscrew bolts and remove turbo inlet tube and PCV Valve figure 3.1



Figure 3.0



Figure 3.1

Step 6: Loosen clamps and remove charge pipe figure 4.0. Unbolt alternator and disconnect wires figure 4.1, then tilt towards front of vehicle. *Note: it is not necessary to loosen belt tensioner.*



Figure 4.0



Figure 4.1

Step 7: Disconnect downpipe by removing v-clamp from back of turbo figure 5.0 and remove the 2 bolts from the catalytic converter figure 5.1.

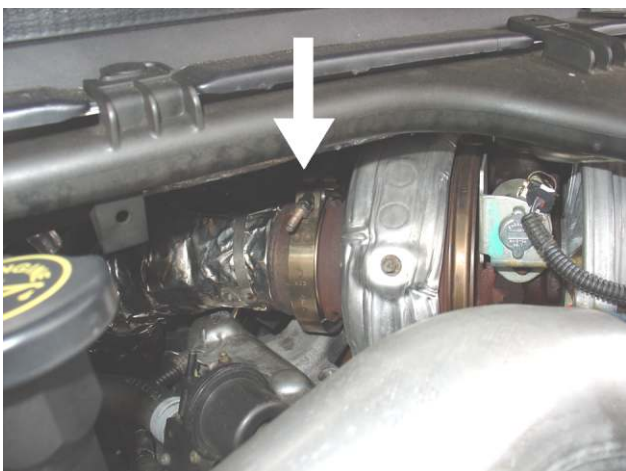


Figure 5.0



Figure 5.1

Step 8: Remove turbo charger. This is done by removing the two oil feed line bolts, VGT actuator wire, Up-pipe v band clamp, and the three turbo mounting bolts. It is strongly recommended to use penetrating oil on all turbo bolts, exhaust up pipe bolts, and pedestal bolts. Once these parts are removed the turbo will roll toward the passenger side of the truck and out of the pedestal. Figure 6.0

Step 9: Remove the turbo mounting pedestal, Remove the oil drain tube from the H.R.O.P cover figure 6.1



Figure 6.0



Figure 6.1

Step 10: From under the truck loosen and remove the exhaust manifold to passenger side up-pipe bolts figure 7.0. Discard these bolts new bolts are provided and should be used during reinstallation.

Step 11: Loosen driver side up pipe bolts to exhaust manifold figure 7.1. *Note: It is not required to remove driver side up-pipe, it will make passenger side easier to remove.*



Figure 7.0

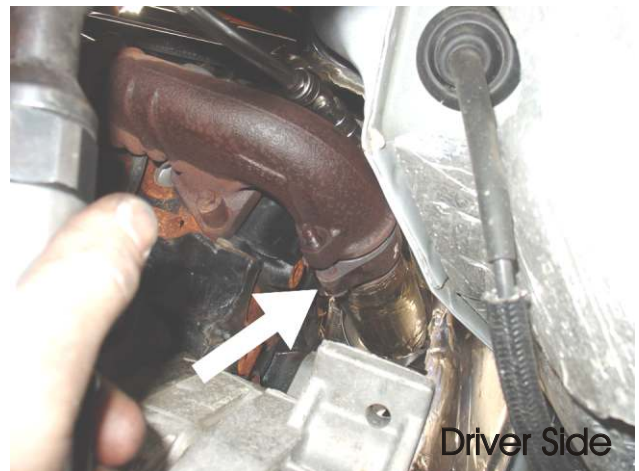


Figure 7.1

Step 12: From the topside of the engine loosen and remove bolts attaching factory up-pipe to y-pipe figure 8.0. Remove y-pipe, this will give you access to remove and replace the factory up-pipe. Figure 8.1



Figure 8.0



Figure 8.1

Step 13: Unbolt up-pipe from EGR cooler and remove up-pipe figure 9.0/9.1

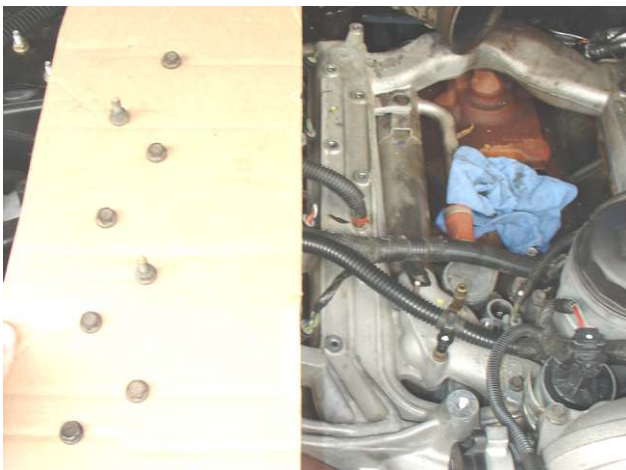


Figure 9.0



Figure 9.1

Step 14: Loosen do not remove the intake manifold bolts on the drivers side. Completely remove the intake manifold bolts from the passenger side and note their location using a piece of cardboard figure 10.0 Remove the two bolts that go through the inner fan stator (located under the shroud) 10.1



6 Figure 10.0



Figure 10.1

Step 15: Remove the bolt that is used to stiffen the heater tube to the manifold (located below alternator). Bend this tab upward figure 11.0

Step 16: Remove EGR cooler mounting bolts (3 total) figure 11.1



Figure 11.0



Figure 11.1

Step 17: Lightly push down on the EGR cooler while pulling up on the intake manifold to disengage from the manifold figure 12.0

Step 18: While holding the manifold up with a small pry bar move the cooler toward the back of the engine. Continuing to hold the manifold up, lift and remove the cooler through the front of the engine. Be sure that all gaskets and o-rings are removed with the cooler figure 12.1



Figure 12.0



Figure 12.1

Step 19: Replace intake manifold bolts and torque to 120inlbs

Step 20: Install the 3/4" silicone hose, 3/4" 180 degree Stainless steel coolant tube provided, and the worm drive hose clamp rings loose on the hose

Step 21: Grease the Sinister billet adapter o-ring. Place into intake manifold bore. Finger tighten the two longer factory cooler mounting bolts. The third smaller bolt can be discarded figure 13.0

Step 22: Tighten billet adapter bolts to 120inlbs, while tightening make sure the o-ring stays in place and alignment is correct. Be sure not to over torque the bolts. Slide hose over the oil cooler nipple and tighten both hose clamps figure 13.1



Figure 13.0



Figure 13.1

Step 23: Remove factory EGR Valve from intake manifold and install Sinister billet block off plate figure 14.0. Torque bolts to 120inlbs. *Note: If vehicle throws a code or check engine light consider leaving factory EGR valve in place or install a tuner with egr delete code.*

Step 24: Install Sinister 2" up-pipe using provided hardware and OEM gasket provided figure 14.1



Figure 14.0



Figure 14.1

Step 25: Reinstall turbo, all intake and exhaust tubes including down pipe, alternator, shroud, wires etc.in reverse order from steps 3 to 17

Step 26: Refill with new coolant, use manufacturer recommended and mix according to label

Step 27: You are ready to test the Sinister delete kit. Start engine and run till coolant circulates. Top off coolant system if needed. Make a close inspection for any coolant leaks or oil leaks.