

Blocker Plate Install & FAQ's

(LLY Engine LBZ similar)

Installation by you is done at your own risk. Any manufacturer can not and will not be responsible for any damages, real or perceived, to you, your truck, or your marital life in whole or in part. Same goes for these installation directions. Read all these directions before installing. Ask questions first, install second.

What is it?

The "Blocker Plate" is just as the name implies. It is an after market, machined plate made to slide into the EGR exhaust connection flange to block off the flow of emission gases to the EGR.

Will installing the blocker plate cause DTC codes and a Service Engine Soon light?

Installing a Blocker Plate alone will cause the PCM to display EGR related DTC error codes due to the lack of airflow to the EGR. On vehicles with Federal Emission standards, the SESlight usually will not illuminate. On vehicles having CA and Northeast emission standards chances are the SESlight will illuminate. The Finger Stick can be installed to prevent DTC's and SESillumination.

Additional Comments

The first time you do the install it may take 15- 20 minutes, as the bolts might be tight. If additional leverage is needed, you can always remove the air intake tube (or disconnect one end of it and slide it up out of the way) and/or remove the big black cover on the top of the engine that says" 6.6 Turbo Diesel" on it. After the intitial install, removing the plate and installing it again only takes about 5 minutes.

Where to Install the Plate?

The **first photo below** is that of a blocker plate . Current plates may look different. The plate is designed to slide into place. Your's may or may not have the finger hole so that you can grab on to it.



The **second photo** is of the general area of the engine where the blocker plate is installed.



The **third photo** is a more specific location of where the plate is installed. It installs in the flange that connects the exhaust to the EGR (silver horizontal tube). The flange is located near the firewall to the driver's side of the transmission dipstick / beneath the two rubber hoses that come out of the firewall.



How to install the plate:

Loosen the two (2) 12mm nuts on the firewall side of the flange. You do not need to remove the nuts.

Only loosen them enough to allow the flange to be pried apart to allow the blocker plate to be slid in place. Wrench room is tight but you can get a 3/8" ratchet in the space using a 12mm deep socket or a short socket with a short extension. Be careful not to drop your socket down the back of the engine because it will disappear in the shield back there forever! You may want to stuff a rag in the opening below the flange to prevent this. See the **forth photo** below.



Once the nuts are loose, pry the flange apart. You can use the handle of the ratchet to keep it apart if needed.

Slide the blocker plate in place. It will slide down over the flange bolts. Make sure it is down all the way. See the **sixth photo** below. There is already a metal type gasket in the flange. Some people choose to install a second gasket on the other side of the plate (you can buy one from the dealer or cut your own out of high temperature gasket material using the plate as a template). Some choose to not install any secondary gasket and this seems to work fine also. If possible, before sliding the plate in place, slide the existing OEM gasket back so that it is on the firewall side of the plate. This is the pressure side and should seal things up nicely without a second gasket.



Once the plate is in place, retighten the nuts. Start the engine and feel with your fingers to make sure you don't have an exhaust leak (do this before the engine gets too hot).