⚠️ **IMPORTANT FITTING ADVICE FOLLOWS** ⚠️

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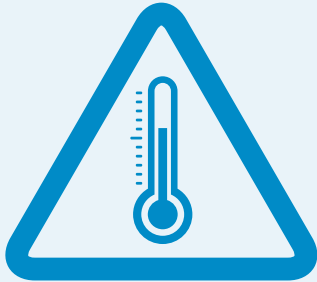
ENSURE ENGINE IS COOL BEFORE STARTING
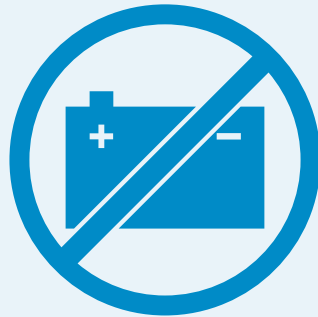
DISCONNECT BATTERY

ALWAYS REFER TO MANUFACTURERS INSTRUCTIONS

1. **Before replacing the EGR valve ensure that the system is cleaned. This step is commonly overlooked and a clean EGR valve is put on to a dirty system. The existing carbon deposits quickly recontaminate the valve causing premature failure. We recommend using an EGR/Turbo cleaning aerosol to clean the combustion chambers and ducting to the EGR valve. Always follow the instructions given on the cleaning product. Variable-geometry turbocharger systems should also be cleaned as carbon fouling here can also contaminate the EGR valve. Heavily contaminated systems would benefit from a more thorough clean using a Terraclean or similar system.**

2. **Once the system is clean, the new EGR valve can be fitted.**

3. **Reset the ECU. This will ensure that the ECU recognises the new component and that it operates correctly.**

IF FAULTS PERSIST A PARAMETER RESET MAY BE REQUIRED. PLEASE SEE NEXT PAGE

XEVO

After replacing engine management components, many vehicles will require a reset of the parameters to tell the ECU that a new part has been fitted. Without this, the ECU will believe that the engine is still running with faulty sensors and will default back to data already received before the replacement. This causes the vehicle to run poorly, normally with the Malfunction Indicator Lamp on and the fault code still logged in memory.
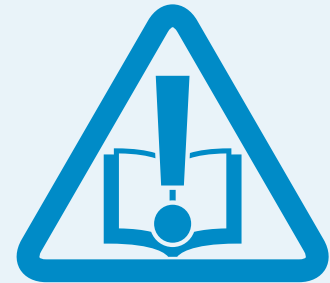
ALWAYS REFER TO MANUFACTURERS INSTRUCTIONS

Reset parameters as follows

1. **Firstly, reset the vehicle using diagnostic tools.**

2. **If the fault code persists, perform a manual reset according to the manufacturers instructions, commonly as follows:**

3. **Carry out 3 drive cycles:**
   A. Turn ignition on, turn ignition off
   B. Turn ignition on, turn ignition off
   C. Start the engine.

4. **An extended road test, normally around 20 miles is then required to provide the ECU with enough data to allow the sensor to function correctly.**

TECH**ASSIST**

"Fitting aftermarket sensors is similar to plugging an aftermarket device into a PC or laptop – the PC will recognise the new device, then find and install the drivers it needs to operate correctly. The vehicle's ECU is very similar, it simply needs to calculate how best to use the newly fitted component."