



**TFEGR01: EGR VALVE REMOVAL KIT – DEFENDER / DISCOVERY 2 – TD5 ONLY**

Remove the engine acoustic cover, held in place by 3 bolts.

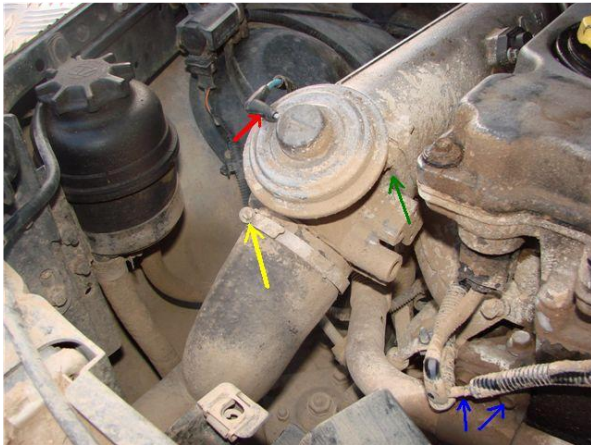
Remove the cooling fan cowl held in place by 4 large Phillips head fastenings.

Disconnect the vacuum hose(s) from the EGR valve, red arrow in photograph, then blank it/them off (a small self-tapping screw is ideal), and finally tie up out of the way. A good idea is to cable-tie the vac hose(s) to the new EGR body.

Remove the 4 x 8mm bolts, one of which is marked by the green arrow, holding the EGR valve to the inlet manifold.

Remove the 2 x 8mm bolts, marked in blue, from the EGR re-circulation pipe, where it fastens to the front of the cylinder head. (EU2 models only).

Loosen the jubilee clip, marked by yellow arrow, and release the engine air intake hose from the EGR valve.



Remove 2 x 5mm Allen bolts securing the EGR valve re-circulation pipe to exhaust manifold. These are marked by red arrow in photo below.



**NOTE:** These two bolts will heat harden with age, and there is a real risk of at least one of them shearing off when you try to undo it.

This is however quite rare, but can happen, so please ensure you have the facility available to drill the sheared bolt out should this happen.

Shearing is more common on older or high mileage vehicles. To help make things easier, Ensuring the exhaust manifold is cold, Apply liberal amounts of freeing oil (WD-40 etc. ) to the bolts, well before attempting to undo them.

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**TFEGR01  
90/110/130  
D2**



The EGR assembly can now be removed as a complete assembly (early EU2 type shown Below).



The exhaust blanking plate is simply attached to the exhaust manifold with the 2 Allen bolts. No gaskets are required for this, as both are machined flat surfaces, and will seal well. Just take care to nip the blanking plate up evenly on both sides.



The new EGR Body is bolted to the intake manifold with the 4 bolts. Prior to fitting, please ensure that the pipe is clean, and free from any metal fragments left from manufacturing, and the mating face of the inlet manifold is clean. Use the new gasket (supplied) to seal the joint. The intercooler air hose can then be reconnected and the jubilee clip tightened. Refit the engine cover. Note that sometimes these jubilee clips can fail, and so will need to be replaced. Please ensure you have a spare 80mm jubilee clip to hand just in case this happens to you!

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It is recommended that you disconnect the electrical connector(s) from the EGR modulator(s), to prevent vacuum from being applied to the now redundant vac hose(s). The engine management will then sense there is no EGR system fitted, so will disable any attempts of EGR operation. The modulator(s) are located on the right hand inner wing. Early models have just one, and later (EU3) models have two. Unplug the electrical connectors only from the modulators. Leave all vac pipes in situ, attached to the modulators and brake servo pipe! This is for your safety, as the brake assistance could be severely compromised by incorrect or inadequate fittings.

Discovery, early (EU2) model modulator shown below left, with plug removed. The EU3 model has two of these, so disconnect both plugs.

Defender early (EU2) model modulator shown below right. The EU3 model has two of these, so disconnect both plugs.



**Note:** Your EGR system was fitted to your car to reduce harmful emissions. At present, the MOT test looks for exhaust gas opacity (smoke density) only, but there is speculation that this may change in the coming years, and there will be tests for EGR operation and also to check the presence of diesel catalytic convertors where fitted. For this reason, we strongly suggest you keep all removed items in a safe place, so they can be refitted easily should legislation change in future.

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