

EGR Blanking Module A01 Installation Guide



Benefits:

- Cleaner engine oil, helping to give longer engine life
- Quicker Turbo spooling
- Reduces carbon build up in intake manifold Better fuel economy
- Less particulate matter expelled on acceleration
- Blocking the EGR is a performance modification for use in off-road vehicles.
- If fitted to on road vehicles they may not comply with vehicle emissions regulations or vehicle warranty.

Volkswagen Amarok 2.0ltr I4 TDI 400 and 420 4 cylinder Diesel 2010 – Current

Please note: We do not recommend the fitment of an EGR blanking plate as well as this module. Doing so may cause an engine warning light to come on.

We will not accept responsibility for damage to your vehicle as this modification in itself cannot damage any component due to the way it works. A failure in the item or incorrect installation will only result in the orange engine management light appearing on the dash and an error code of "sensor failure" but will not impact any other components or cause any damage if it fails.

If the engine light is already on, this module will not fix the issue. You MUST fix the cause of the engine light being on before fitting in this module.

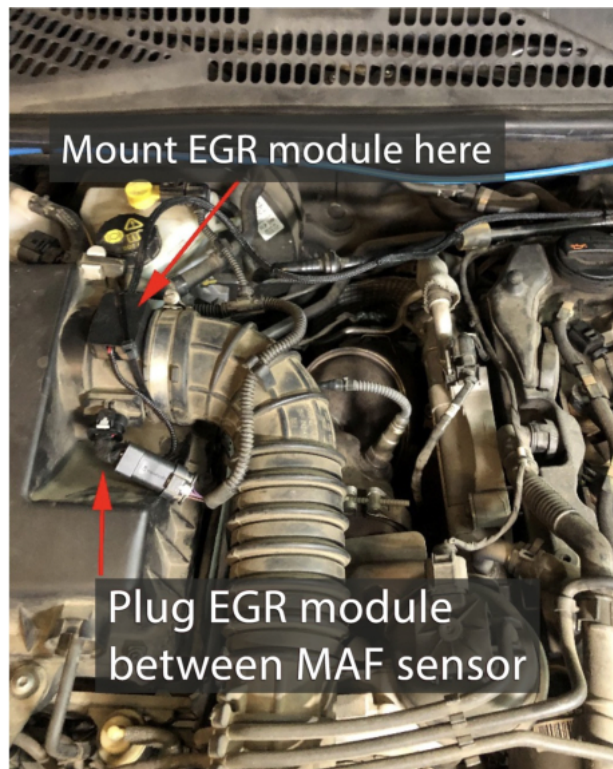
The fitment of this Module is very easy and can be performed by most people at home with just basic tools. The hardest part of the installation is actually unplugging the EGR plug. This is located right hand side of the engine directly below the oil dipstick. We have done our best to explain the best way to unplug the EGR plug later in these instruction.



STEP 1

Mount the EGR module box to the top of the air inlet pipe using the cable tie supplied. Plug the EGR module between the MAF sensor and plug back into the MAF

***TIP* ensure you have left enough cable from the module to reach the EGR valve plug**



STEP 2

Now for the final and more difficult part, unplugging the EGR plug.

To give yourself a bit more room to get to the plug 1st unbolt the intercooler pipe with the two Torx screws top and bottom. Next undo the "worm clamp" and pull apart the hose from the pipe.



You should now be able to push the intercooler pipe down a bit in order to squeeze your hand in to grab the EGR plug.

STEP 3

Squeeze your hand in above the intercooler pipe so you can depress the little plastic tab on the EGR plug. This is a tight squeeze but can be done. You will find once the plug tab is pushed in the plug can be wiggled off. We used a flat blade screwdriver to aid the process by levering the plug till it came loose.



When you release the plug, simply plug the end of the EGR module into the released plug and tuck it back under the oil dip stick. Run the cable as per the below picture, cable tying it as you go.



STEP 4

Finally with the supplied cable ties secure the module cable to other wire looms running along the fire wall.

Reconnect the intercooler.

NOTE*

If you have an early 2010 - 2012 400 series Amarok you have a different EGR valve position on your engine. The good news is the plug is very easily accessed as shown on the below picture. The MAF sensor is in the same position so all you have to do if you have the early 400 series is coil the excess wire and cable tie it as shown below.

2012 400 series Amarok only

