

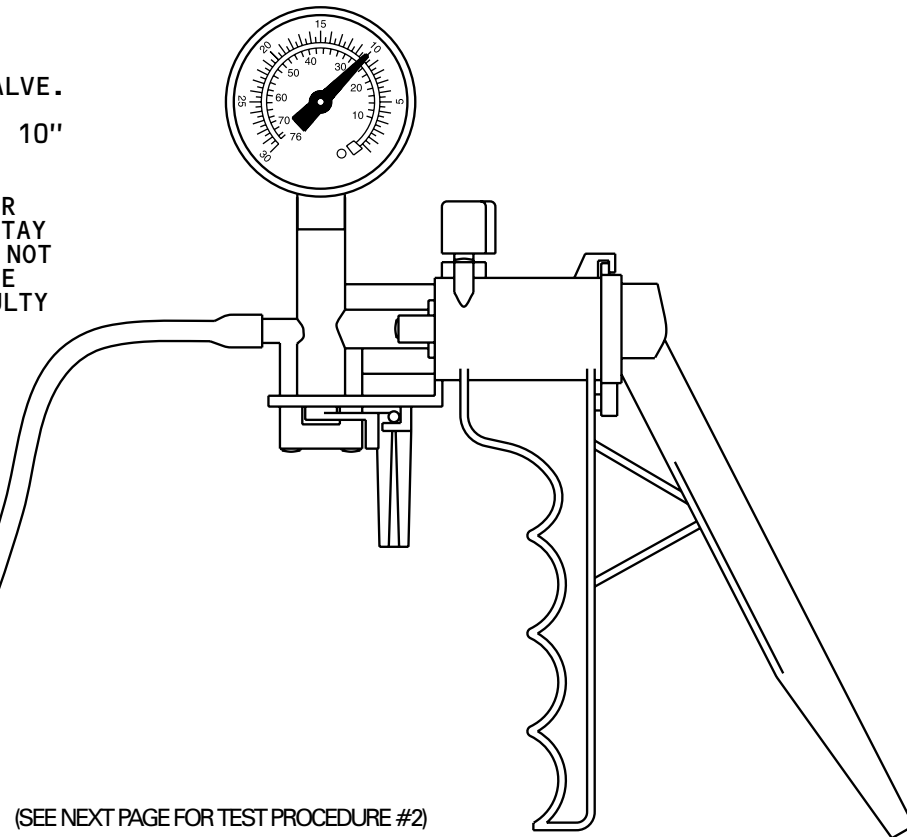
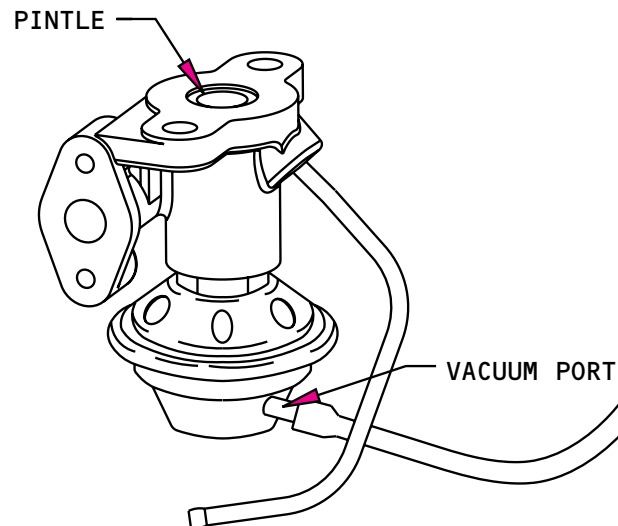
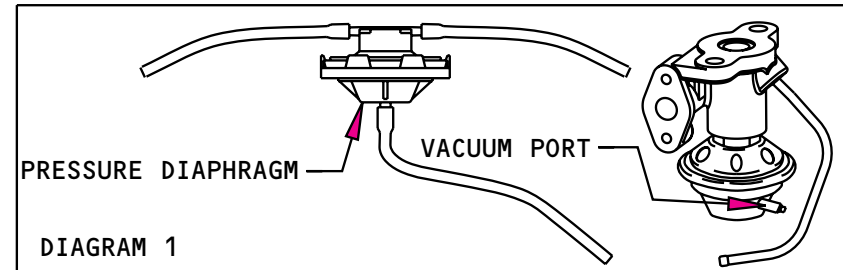
CONVENTIONAL EGR VALVE (WITH PRESSURE DIAPHRAGM)

TOOLS REQUIRED:
- VACUUM PUMP

2 TEST PROCEDURES REQUIRED

TEST PROCEDURE #1 EGR VALVE PRESSURE

1. DISCONNECT HOSES AND PRESSURE DIAPHRAGM FROM EGR VALVE. (SEE DIAGRAM 1)
2. VISUALLY INSPECT EGR VALVE FOR EXCESSIVE CARBON DEPOSITS.
3. ATTACH VACUUM HOSE TO THE VACUUM PORT ON THE EGR VALVE.
4. HOLDING EGR VALVE UPSIDE DOWN (BASE SIDE UP), APPLY 10" OF VACUUM TO THE EGR VALVE.
5. THE PINTLE (PLUNGER) SHOULD MOVE FREELY INTO THE EGR VALVE BASE WITHOUT BINDING OR STICKING AND SHOULD STAY THERE AS LONG AS VACUUM IS APPLIED. IF VALVE DOES NOT HOLD VACUUM OR IF PINTLE STICKS (PINTLE STAYS INSIDE THE BASE WHEN VACUUM IS RELEASED), THE VALVE IS FAULTY AND SHOULD BE REPLACED.



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TEST SHEET EGR5

CONVENTIONAL EGR VALVE (WITH PRESSURE DIAPHRAGM)- CONT'D

TEST PROCEDURE #2 PRESSURE DIAPHRAGM TEST

1. REMOVE HOSE FROM PRESSURE DIAPHRAGM AND CONNECT VACUUM PUMP AS SHOWN.
2. APPLY 10" OF VACUUM TO THE PRESSURE DIAPHRAGM.
3. IF THE PRESSURE DIAPHRAGM DOES NOT HOLD PRESSURE FOR AT LEAST 10 SECONDS, IT IS FAULTY AND SHOULD BE REPLACED.
4. IF PRESSURE DIAPHRAGM IS NOT FAULTY, REASSEMBLE PRESSURE DIAPHRAGM AND EGR VALVE. IT IS RECOMMENDED THAT YOU THOROUGHLY CLEAN PINTLE AREA ON EGR VALVE WITH CARB CLEANER BEFORE REINSTALLING VALVE AND CHECK EGR VALVE PASSAGE IN THE INTAKE MANIFOLD AND CLEAR BLOCKAGE IF ANY IS PRESENT.

