

DPF delete instructions

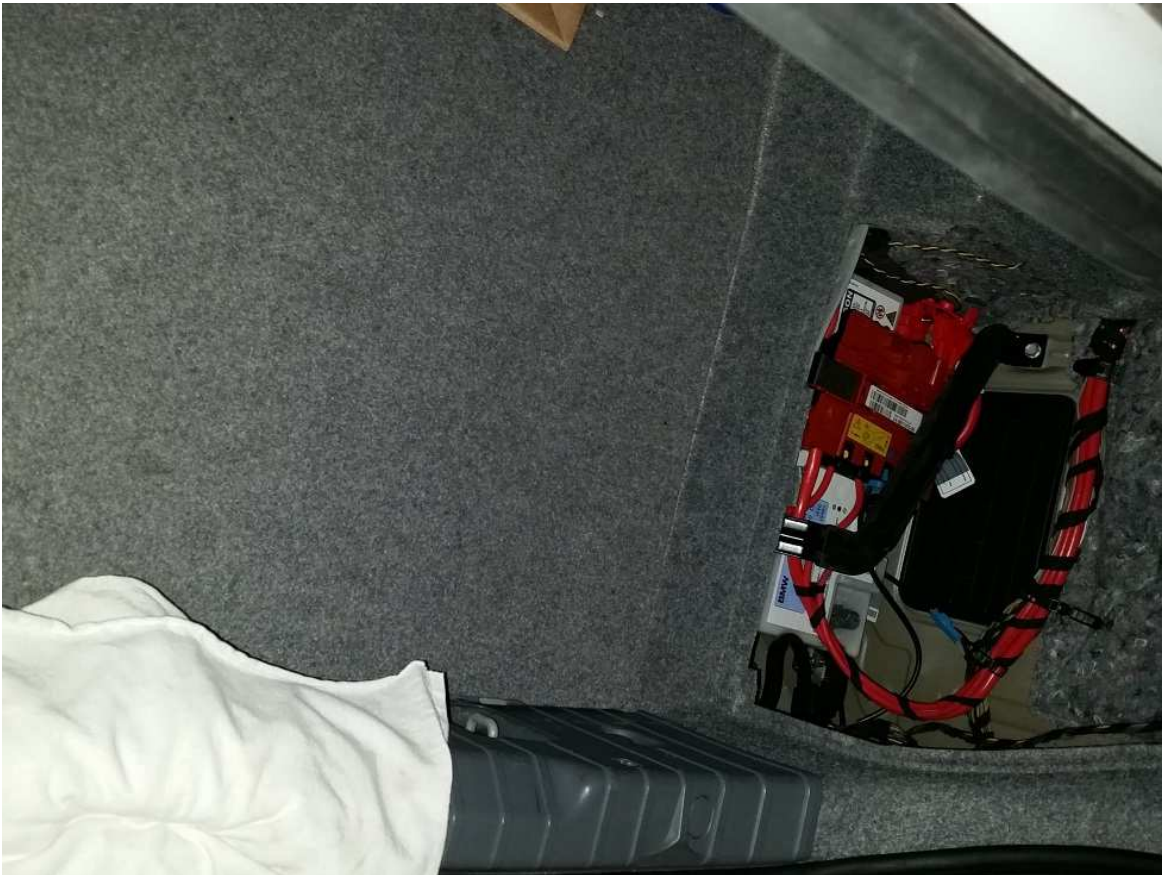
A picture story by Mik325tds

Assembled by Chief Orman

E90 Thread:

<http://www.e90post.com/forums/showthread.php?s=94e3226c5618cd0c73582dc901024c7b&t=1089933>

1. Disconnect the battery and make sure to place a towel over the latch so the trunk lid won't close. Since the lock unlocks electrically, it would be a pain to get it back open again without battery.



2. Detach the pre-oxidative catalyst temp sensor and O2 sensor from the DPF (see below). The NOx sensor, post DOC and post DPF temp sensors can stay in the old DPF.



This trick helped in removing the temp sensor without stripping the nut:



3. The passenger side engine mount will have to be removed in order to slide out the DPF. Removing the metal panel under the engine mount exposes the vacuum line which needs to be disconnected (see pictures below)... Important - Do not loosen the DPF from the turbo until the motor mount is out of the car.

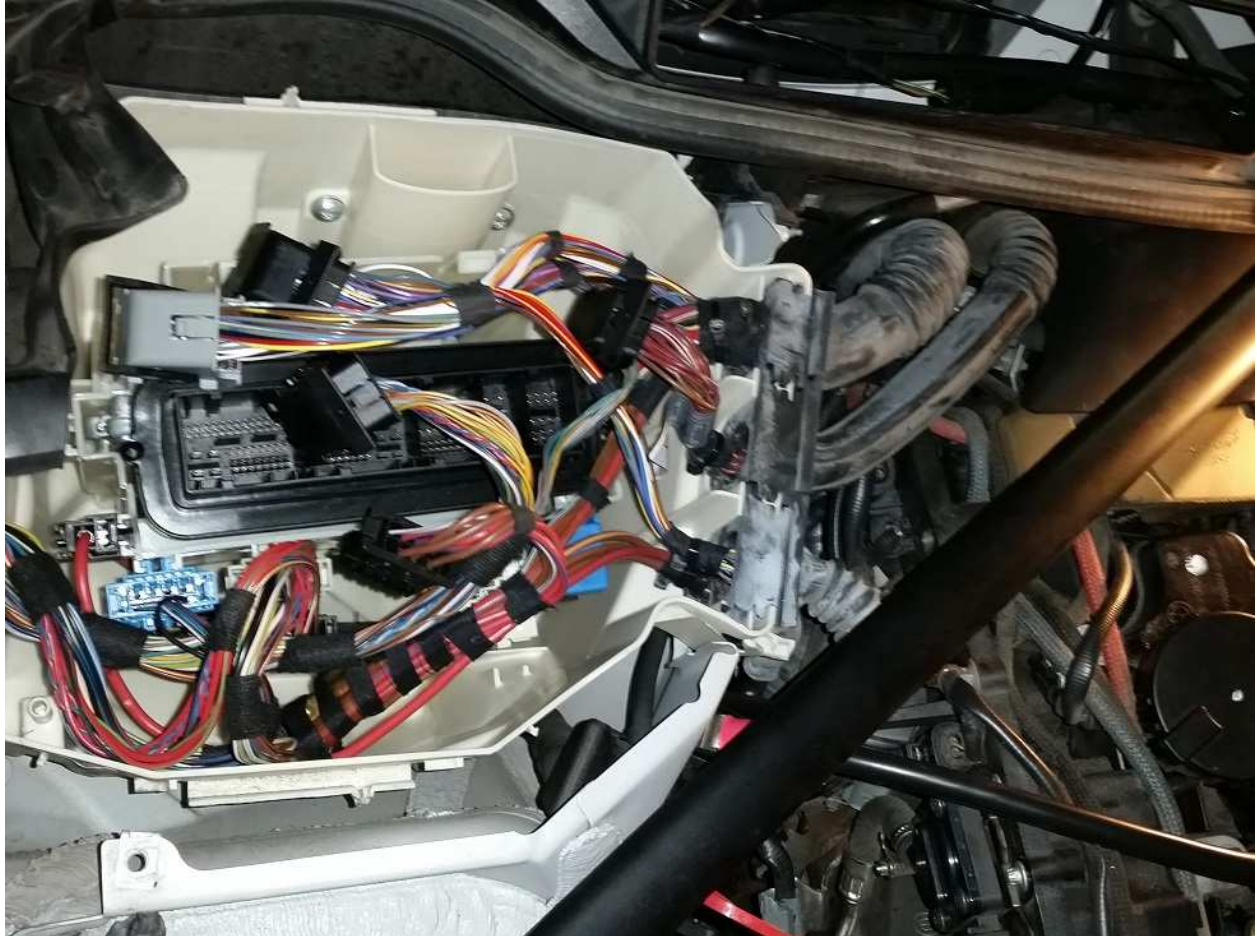




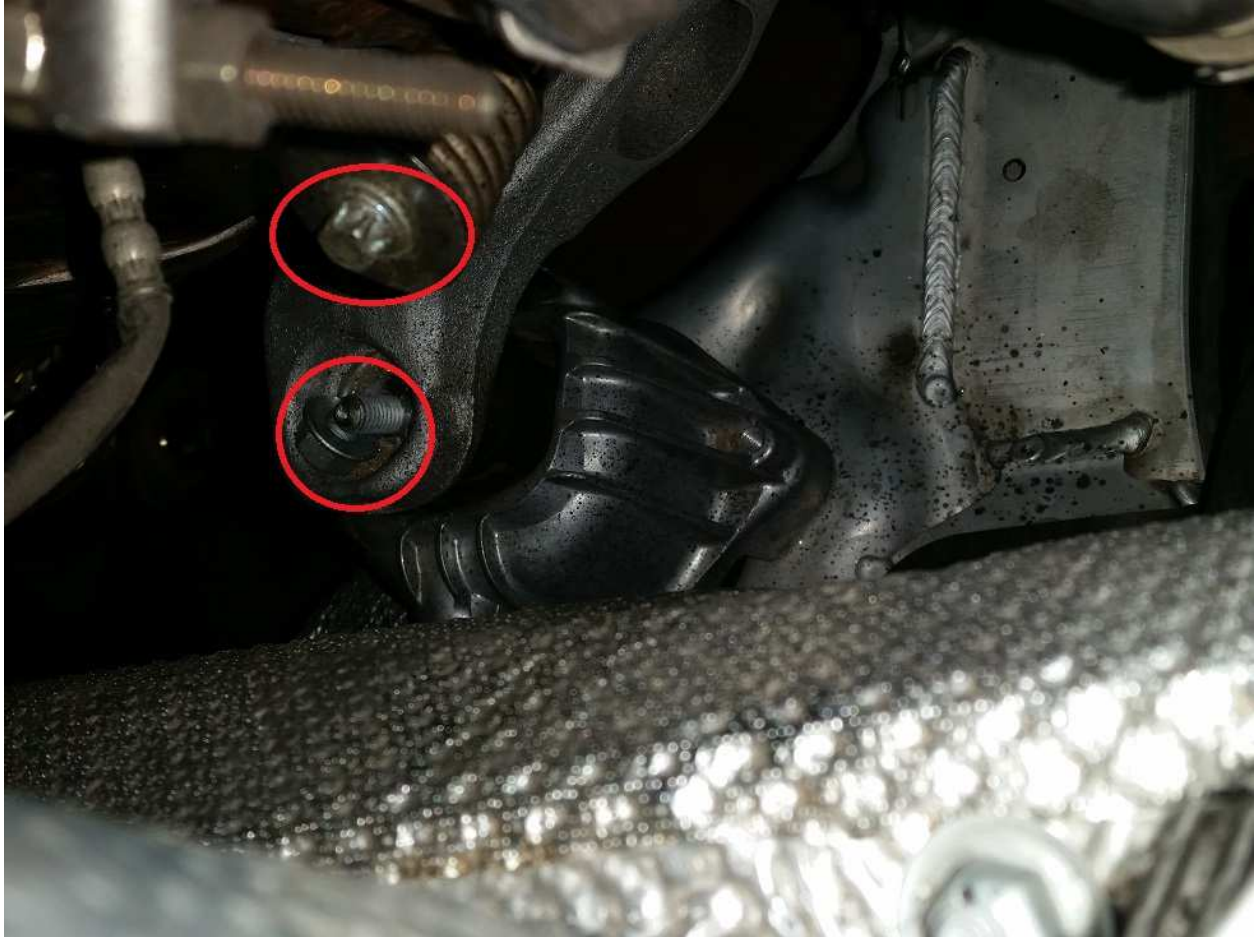
4. Next, I removed the SCR metering unit (see below):



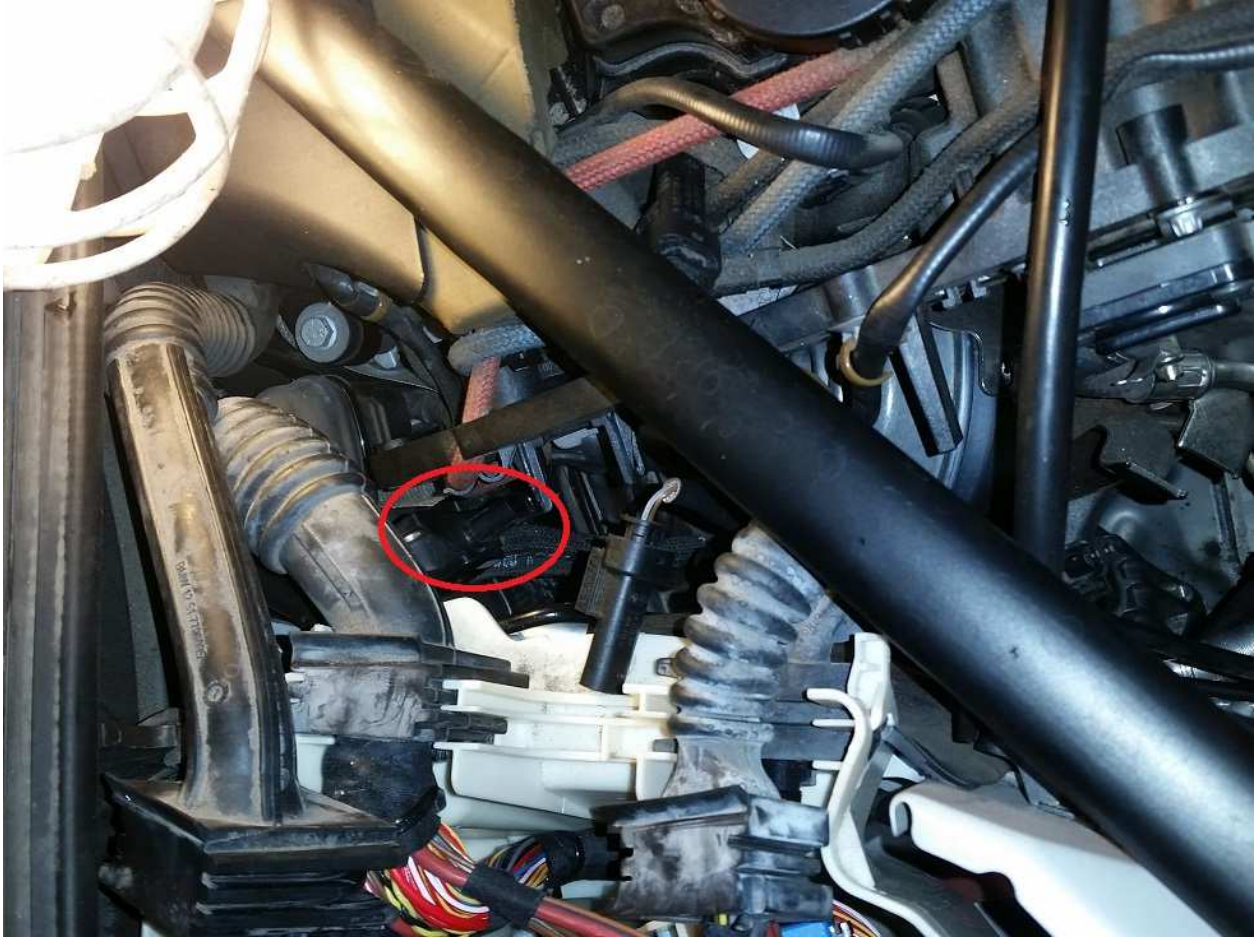
5. After removing the engine cover, air filter housing and cabin air filter with panel I opened the white box and disconnected the engine control unit (ECU). This is Bosch's DDE7.3 or EDC17CP09 which is upgraded from the European version in order to deal with the additional input for DPF and SCR system and associated CPU utilization (see below).



6. Using multiple extensions I was then able to remove the nut which connects the engine mount with its damper. The V-band clamp which connects the DPF with the upper exhaust manifold is also accessible from here with an E10 Torx (see below).



7. Next, I disconnected all sensors going to the DPF. The worst one was getting to the differential pressure sensor which is used by the DDE to judge the soot level of the DPF. I wanted to completely remove it, but others might choose to just disconnect the hoses from the DPF, plug them shut and leave the sensor in the car (see below).



8. Now the tricky part. How to support the engine in order to remove the engine mount? I supported the engine at the flat spot that connects the AC compressor with the engine block. I used a sign post and some wood pieces to distribute the weight evenly and adjust length. I then lifted the car slightly to slide in the post and settled the car back on the jacks which lifted the engine about 3/4".





9. Remove engine mount (4x E12 torx), unbolt the DPF from the rest of the exhaust, remove DPF support and top screw and slide out the DPF. It was quite tight so I needed to unbolt (E14 torx) a mount that holds a cable clip (see first of two pictures below).





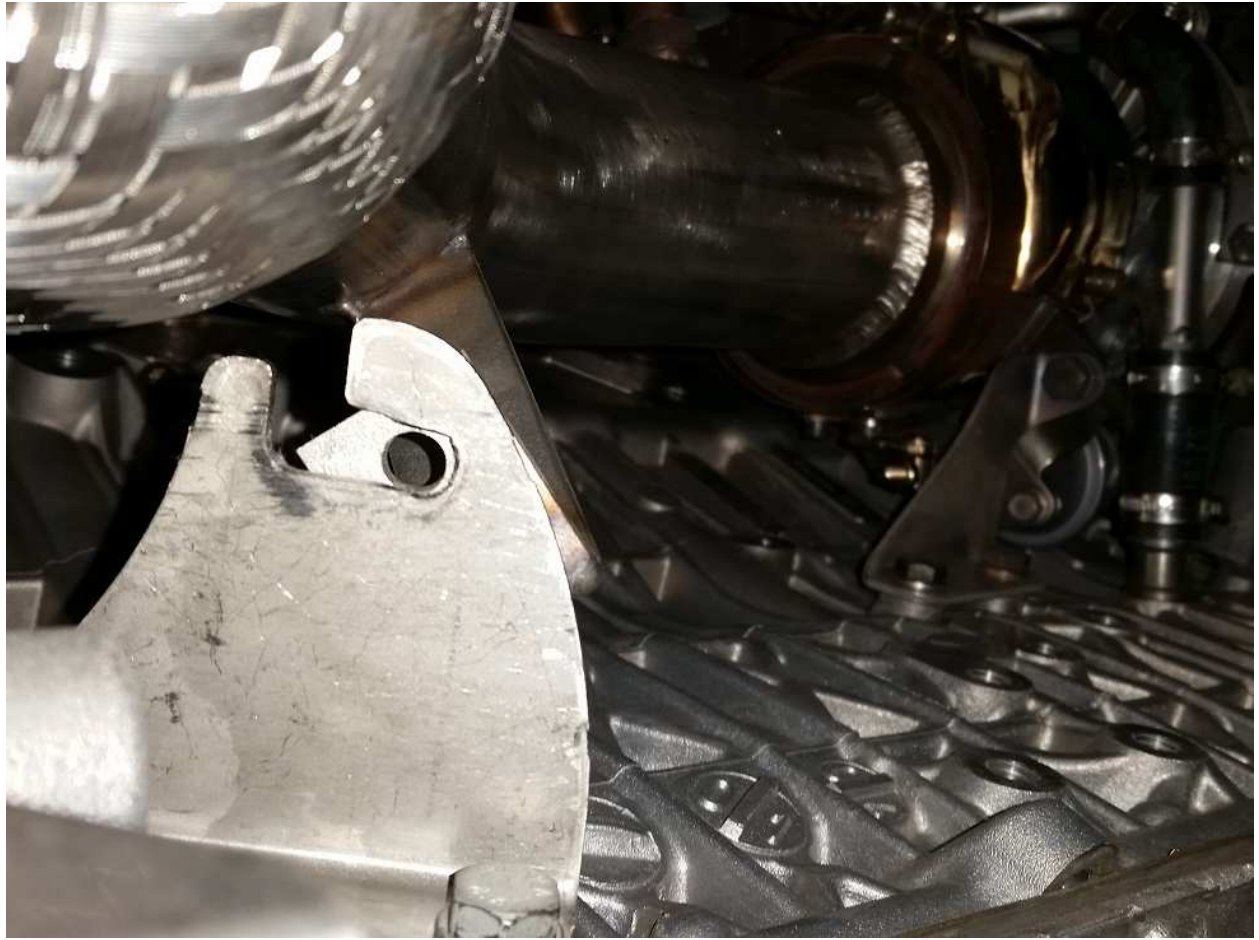
10. Here's the prepared downpipe ready to be installed. The sensors are easier to manipulate if heated up a bit.



11. Next, installing the downpipe. Before starting this one needs to buy two stainless steel bolts (M8x35mm or 5/16"x1.25 or 1.5"). Hand tighten the V-band clamp first then install the bolts and align the exhaust. Then tighten down the V-band and bolts. Sometimes it is necessary to adjust



the mounting hole of the bracket that supports the downpipe.



12. Here's a picture of the installed downpipe and reinstalled motor mount (see below).



13. Video link below for removing DDE

<https://youtu.be/jl3zx-UZxG8>

14. Dealing with fuses and the new tune (see below):



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-The only sensors required to be installed are #1 EGT and the #1 O2 sensor.

-Disconnect Adblue injector located post DPF

-Disconnect (2) NOx sensors with the modules

-Remove Fuse #58 - Located in the glove box (5amp)

-Remove Fuse #F05 - In engine bay next to ECU (10 amp)

-Remove Adblue bottom tank cover to expose a T hose connection, disconnect and drain the fluid

15. DDE Installation and troubleshooting:

- a. Install the DDE in the slot that it belongs in
- b. Take the DDE connectors in your hand and open them 100% so that they can not be in any more of an open position.
- c. Plug one connector in at a time and close the latches.
- d. Try to start the car
- e. You can plug the connectors in with the latch mostly open and it will latch but that doesn't matter because the flip latch doesn't just "click and secure it". The latch has cams built into the pivots and if it's not 100% open when you plug it in, the cam will prevent it from going down far enough
- f. See image below:



Cam Gears that make or break a good connection



