

Diesel services incompatible with 2013 and newer 2.0 VW TDI

February 22, 2016 || 16-400

Starting in 2013, some Volkswagen vehicles with the 2.0 TDI engine are equipped with a cooler that connects directly to the throttle body. This cooler makes the BG DPF & Emissions System Restoration Service and the BG Diesel Induction Service very difficult. At this time, BG does not recommend that these services be performed on 2013 and newer Volkswagen 2.0 TDI. BG is currently working on a solution and we will make an announcement when it's available.

Contact your local BG Sales Rep with questions.

Cummins ISX15 Intake Adaptor Assembly

October 19, 2012 || 12-353

The Cummins ISX15 Intake Adaptor Assembly, PN 9255-045, is now available. This adaptor is used to perform intake services on Cummins ISX15 engines in over the road trucks, as described in [Diesel Induction Service Instructions, PN 9255-609](#).



If you have any questions, please contact BG technical department.

Jet Body w/ Check Valve

October 19, 2012 || 12-352

On certain applications, the current Jet Body w/ Check Valve (90-degree), PN 9255-033, does not allow for a convenient hookup due to limited clearance. The Jet Body w/ Check Valve (Straight), PN 9255-054, allows a configuration option that may be more convenient. The 9255-054 will now be included with Ford 6.4L EGR System Service Adaptor, PN 9255-048.



If you have any questions, please contact your local BG Sales Rep.

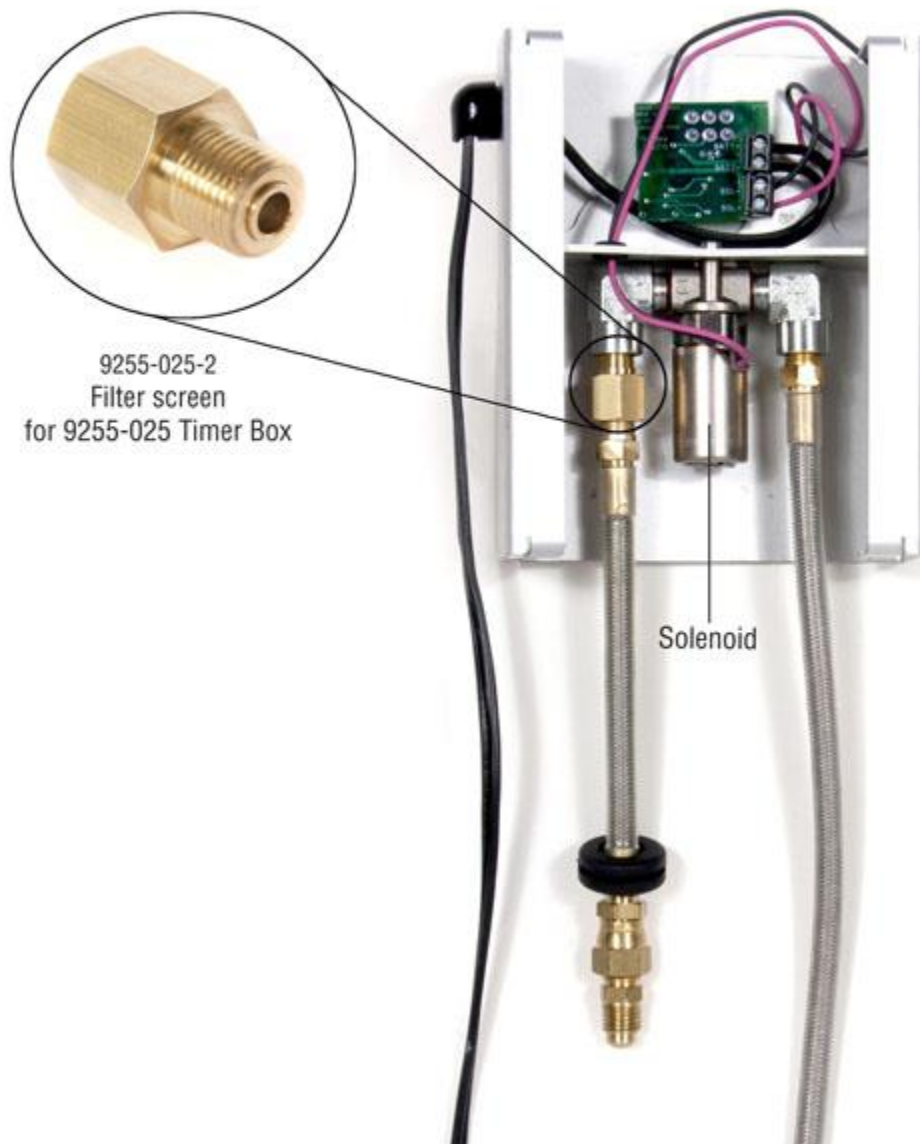
Timer Box filter screen

May 8, 2012 || 12-341

The BG Diesel Induction Service Set, PN 9255-550, Timer Box, PN 9255-025, has a solenoid that is designed to allow fluid flow when energized (functions like a check valve). If the solenoid becomes contaminated, it will not close, creating a continuous fluid flow. The solenoid can be disassembled and cleaned, as shown in this video: <http://bit.ly/TimerBox>.

BG is installing an inline filter screen for the 9255-025 Timer Box, PN 9255-025-2, to prevent contamination from reaching the solenoid. This filter screen can also be retrofit to existing Timer box/atomizer assemblies (see photo below).

Caution: The filter screen may become plugged if a large amount of contamination enters the system. If fluid isn't spraying from the nozzle, remove and clean filter screen.



Ford 6.7L EGR system service adaptors

January 24, 2012 || 12-339

Ford 6.7L EGR system service adaptor, PN 9255-049, and Ford 6.7L EGR system service plug, PN 9255-050, are in stock and now available. These adaptors are used to perform an EGR Service on Ford 6.7L diesel engines. Both are required to do the service. The [Diesel Induction Service Operating Instructions for Ford PowerStroke 6.7L DI, PN 9255-608](#), can be found on the Dashboard.



9255-050

9255-049

BC Diesel Induction Service
Operating Instructions for Ford Powerstroke 6.7L DI
 Ford EGR System Service Adaptors, PN 9255-049 and 9255-050

Always clean EGR passages before cleaning air intake. For use with BC Diesel Induction Service Box, PN 9255-508.

1. Add one quart (946 ml) of BG 244, PN 24495, to fuel tank.
2. Check computer for diagnostic codes and record them. Clear the codes.
3. Locate and remove the exhaust manifold to EGR tube. This tube delivers exhaust gases to the EGR Valve.
4. Bolt the BG Ford 6.7L EGR system service plug, PN 9255-050, on the exhaust manifold where exhaust manifold to EGR tube was removed. The EGR system service plug will keep exhaust gases from coming out of exhaust manifold.
5. Bolt the BG Ford 6.7L EGR System Service Adaptor, PN 9255-049, to the EGR. The EGR system service adaptor will allow the BG IQ VIA™ supply tool and injector assembler to be attached to the EGR valve.
6. Locate the connection in the air tube that runs from the turbo to the plenum. Separate the tube and install the BG Universal Diesel Intake Adaptor. Center the adaptor using the thumb screws. Insert aluminum plug assembly, PN 9255-054. Remove your plug. **Important! Do not skip this step!**
7. Install the BG Injector Assembler to the BG EGR system service adaptor. The adaptor that is bolted to EGR valve.

Install BG Universal Intake Adaptor and BG Injector Assembler

8. Close all valves on the BG IQ VIA™ supply tool. Fill the supply tool with one quart (946 ml) of BG Diesel IQCP PN 29530. Close fill cap securely and connect the supply hose from the supply tool to the bottom of the BG Throttle Box. Connect supply tool to air supply and set regulator pressure to 50 PSI.
9. Make sure the switch on the BG Throttle Box is set to "OFF". Connect to 12-volt DC power supply. Many clients are 24-volt systems, be sure you have a 12-volt source.

WARNING! Always EGR cable clamp is connected to positive (+) battery terminal and IMACS cable clamp is connected to negative (-) battery terminal. Improper use will result in engine failure!

10. Start engine and bring to full operating temperature. Use throttle depressor to set RPM between 900-1000. Use diagnostic scan tool to command the EGR valve open. Open ball valve on supply tool and run

Install BG EGR Service Plug in Exhaust Manifold

Revised as of 07

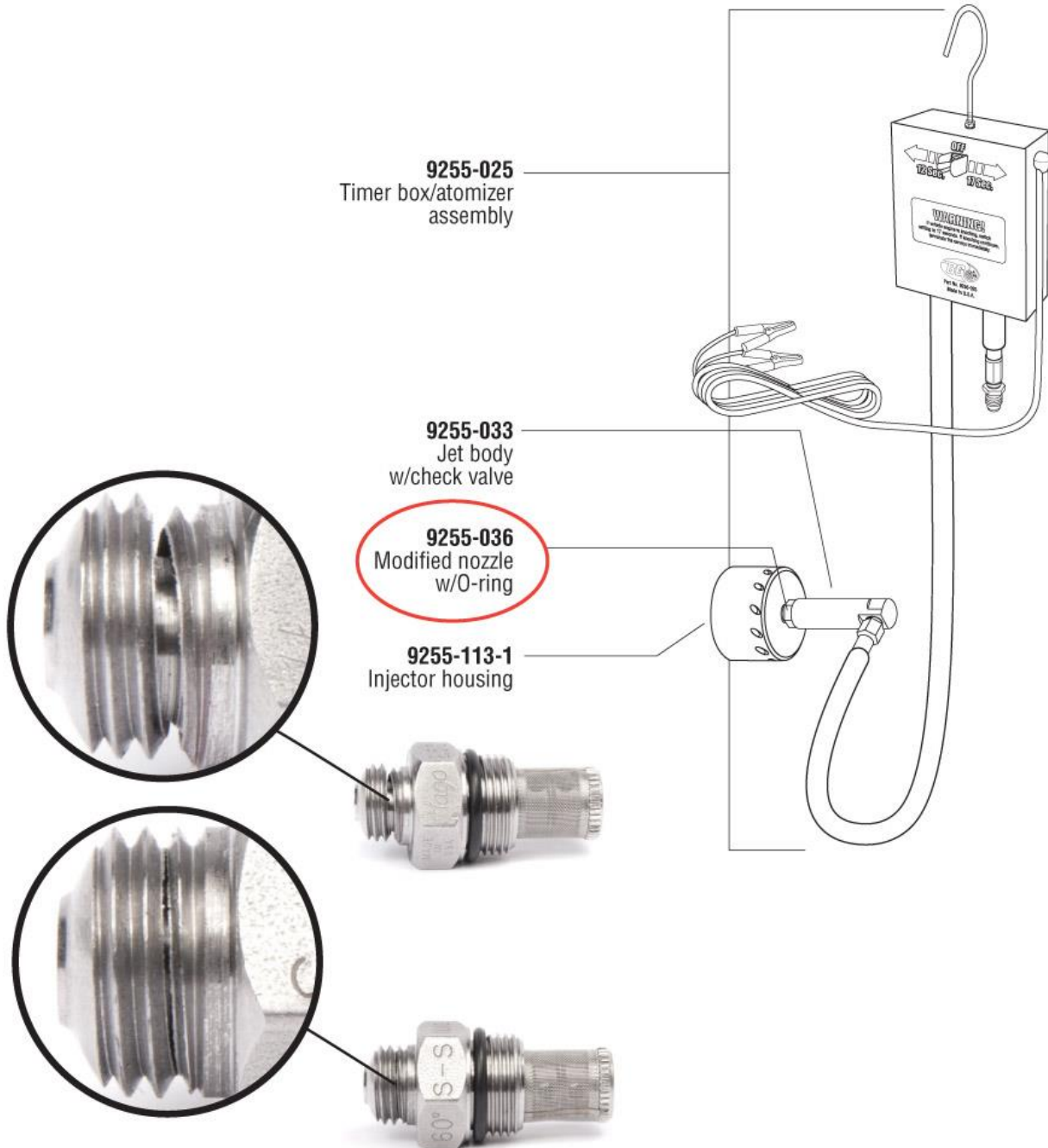
9255-608

Cracked 9255-036 spray nozzles

November 8, 2011 || 11-334

Please examine ALL 9255-036 spray nozzles (part of the 9255-025 Timer Box assembly in the BG Diesel Induction Service Set, PN 9255-550) in your inventory to make sure that the threads are not cracked (see photos). If spray nozzle is cracked, it can cause product to be delivered at an extremely fast rate and possibly cause catastrophic engine damage.

If you find any cracked spray nozzles, please contact BG Customer Service.



Examples of cracks in the threads of the 9255-036 spray nozzles

Loose jet inserts in 9206 and 9255-550 spray nozzles

October 18, 2011 || 11-333

We recently discovered a small number of 9206 and 9255-550 spray nozzles have loose jet inserts. This allows the product to be sprayed at an accelerated rate of delivery, which could cause catastrophic hydro-locking of the engine. At this time, it's important that you go through your inventory and remove the filter screen to tighten the jet insert (see photos) on the following part numbers: 9206, 9206J, 9206RKL, 9207JS, 9245-002, 9245J, 9255-025, 9255-036, 9255-550 and 9255-550-01.

We have already checked our inventory and corrected nozzles are currently being shipped. We greatly appreciate your help in this matter. Contact BG technical department with questions.



[Ford 6.4L EGR Service](#)

June 14, 2011 || 11-329

Ford 6.4L EGR service adaptor, Part No. 9255-048 (includes three different parts), is now available. This adaptor is used to perform EGR cleaning services on Ford 6.4L diesel engines. Instructions for installation and use are included with parts.



[BG Timer Box](#)

May 31, 2011 || 11-327

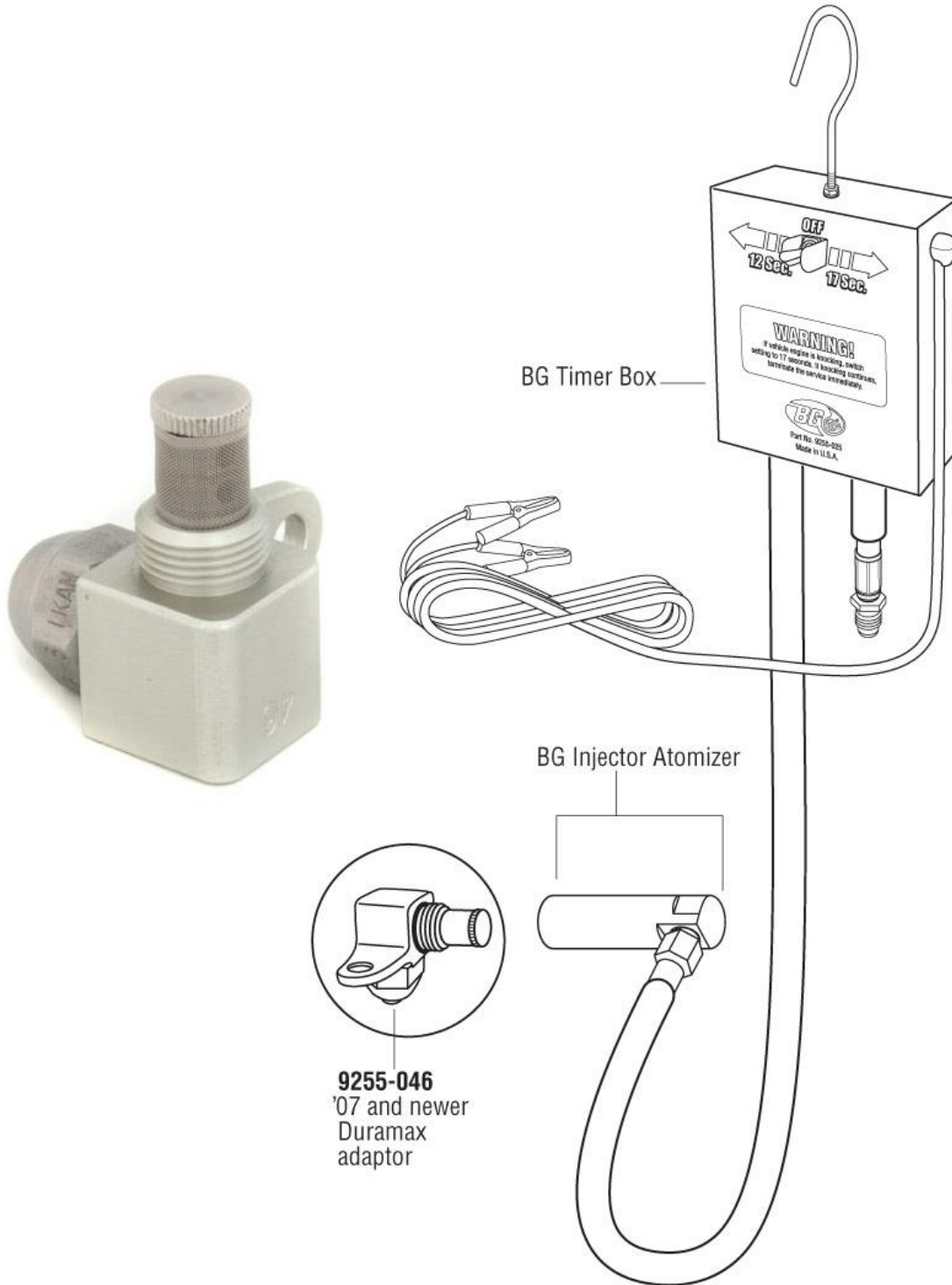
The BG Timer Box, Part No. 9255-004, and BG Timer Box/Atomizer Assembly, Part No. 9255-025, are designed to be powered by 12-volt DC current. The RED cable clamp is to be connected to the positive (+) battery terminal and the BLACK cable clamp is to be connected to the negative (-) battery terminal. Improper use will result in engine failure.

If the red and black cable clamps are switched—red to negative (-) and black to positive (+)—the BG Timer Box will energize allowing product to flow continuously.

Duramax adaptor for Diesel Induction Service

November 2, 2010 || 10-317

Duramax EGR service adaptor, Part No. 9255-046, is now available. It is compatible with new Timer Box/Injector Atomizer Assembly, Part No. 9255-025, which is contained in the BG Diesel Induction Service Set, Part No. 9255-550.



[Dodge Sprinter/Freightliner Diesel Induction Service](#)

March 26, 2010 || 10-308

BG now offers adaptors that will allow the BG Diesel Induction Service to be performed on '07 and newer Dodge

Sprinter/Freightliner V6 Mercedes engines. Please refer to BG Diesel Induction Service Instructions Part No. 9255-041INST, available on BG Nexus.

Both Dodge Sprinter/Freightliner Intake Adaptor, Part No. 9255-042, and Dodge Sprinter/Freightliner EGR adaptor, Part No. 9255-041, will be needed to perform this service. These adaptors are available as optional adaptors only.

ATTENTION: This service cannot be performed properly or safely with only one of the adaptors.



9255-041
Dodge Sprinter/Freightliner
EGR Adaptor
(bolts included)



9255-042
Dodge Sprinter/Freightliner
Intake Adaptor

[Diesel Induction Service for 6.6L Chevy Duramax](#)

October 29, 2009 || 09-302

Duramax EGR service adaptor, Part No. 9255-038, is also now available as an optional adaptor.

[Diesel Induction Service operating instruction sheet for Duramax 6.6L DI, Part No. 9255-606](#), is packaged with the adaptor and is also available for download on BG Nexus.



Updated aluminum plug

May 22, 2009 || 09-296

The aluminum plug, included in the BG Diesel Induction Service Set, Part No. 9255-500, has been updated. The plug now has a calibration cap and hole.

Some vehicles have had problems not starting or producing excessive black smoke during the BG Diesel Induction Service. This is because the engine isn't getting enough air due to severely carboned intakes and/or high altitude.

If the above situation occurs, simply remove the calibration cap to allow the engine to get more air.

The old aluminum plug, Part No. 9255-010, is replaced by Part No. 9255-034.



New Diesel Air Intake adaptor for Dodge Sprinter

May 22, 2009 || 09-297

The BG Diesel Induction Service is now BG-approved for use on 2001–02 Dodge Sprinters. New EGR Adaptor, Part No. 9255-019, is required to service the Sprinter. It is available as an optional fitting, not included in the Diesel Air Induction Service Set.

Instructions to service the 2001–02 Sprinter can be found on BG Nexus, [Part No. 9255-603](#).



DPFs and BG Diesel Services

May 22, 2009 || 09-298

A DPF is a device designed to remove unburned particulate matter, or soot, and other solid matter from the exhaust stream of a diesel engine before it exits the vehicle tailpipe. By trapping and physically holding this matter within the DPF, the exhaust smoke emitting from a diesel tailpipe is reduced to a clean stream of hot gases, and becomes almost invisible. Once the DPF collects enough diesel particulate matter to become sufficiently restricted. Most often, a small amount of diesel fuel is injected into the exhaust stream to burn off the excess soot (regeneration).

Although the DPF is designed to self-clean, there are a few problems that disrupt its ability to do this. One such problem is caused by extensive low speed driving, which loads excess soot onto the DPF and creates more soot accumulation than the filter was designed to hold. This eventually plugs the DPF, which can result in automatic power reduction and the need for required service at the dealership level.

Another problem arises with ash from the engine oil making its way to the DPF. Ash is not burned off during the regeneration process. It is very important to use API CJ-4 engine oil. This is the current category of heavy-duty engine oil, and it's formulated with these emissions devices in mind. Also, regular use of BG 109 will keep the ring land area free from deposits allowing the rings to function at full potential. This will reduce the amount of ash getting to the DPF.

Currently, we do not have a product formulated to clean the DPF on a diesel system. However, through a series of steps, the BG diesel fuel/air induction services can diminish the tendency for the DPF to load with excess soot, and also enable it to self-clean more effectively. BG diesel products, such as PNs 227, 229, 230, and 244, play an important role in keeping the fuel system clean, especially the fuel injectors. Poor injector function is the beginning of a chain reaction resulting in premature plugging of the DPF. The principle is to keep the induction system as clean as possible, which in turn allows a more complete optimized system operation. This reduces the tendency for soot production and DPF plugging.

Recommendations for cleaning:

- Hook a scan tool to the vehicle and force DPF regeneration by way of the computer BEFORE performing an air intake/EGR service. DPF operating temperatures can be monitored through the use of an OBD II scan tool, which can prevent DPF overheating.
- Perform the service with adequate ventilation or with the vehicle stationed outside

Benefits of cleaning fuel/air induction system:

- Combustion function is restored, optimizing fuel economy.
- Prolongs the life of the DPF due to decrease in regeneration cycling

The BG Diesel Induction Service for Sprinter and Duramax

March 11, 2009 || 09-291

The BG Diesel Induction Service, formerly approved for use only on Ford 6.0L PowerStroke® engines, is now BG-approved for use on 2003–06 Dodge Sprinters and 2001–06 Chevy Duramax engines. EGR adaptor, Part No. 9255-008, is not required to service the Sprinter and Duramax.

The BG Diesel Induction Service Set, Part No. 9255-500, will no longer contain the EGR adaptor, Part No. 9255-008. It will be offered as an optional adaptor (please note the new part no.): EGR adaptor, Ford diesel assembly, Part No. 9255-037.

BG Diesel Induction Service, coolant in the intake

February 29, 2008 || 08-272

The BG Diesel Induction Service Set, Part No. 9255-500, will not clean an intake that has coolant leaking into it. The EGR cooler on the Ford 6.0L Powerstroke has a history of cracking, allowing coolant to leak into the air intake. The coolant changes the make-up of the carbon in the intake. BG Diesel Induction System Cleaner, Part No. 25532, has little to no effect on cleaning the coolant-soaked carbon. When examining the EGR port, a coolant-soaked deposit will have a wet and shiny or greasy appearance. Unfortunately, the deposit can also have this appearance if engine oil is present in the deposit. This makes it difficult to determine a coolant leak. EGR cooler leakage may be determined by the loss of coolant and/or visible signs in the EGR port. (Remove EGR to visually inspect EGR port)

If it has been determined that the EGR cooler is leaking, the intake must be removed to replace the EGR cooler.

BG Throttle Body & Intake Cleaner and the BG Diesel Induction Service Set

August 15, 2007 || 07-261

Attention: Do not spray BG Throttle Body & Intake Cleaner, Part No. 406, into the EGR port.

From the BG Diesel Induction Service Set, Part No. 9255-500, instructions: Step 4.

Use BG Throttle Body & Intake Cleaner, Part No. 406, to pre-clean the EGR port holes for easier installation of EGR adaptor, also use the BG Throttle Body & Intake Cleaner to clean the EGR valve.

Revised Step 4.

Use BG Throttle Body & Intake Cleaner, Part No. 406, to clean the EGR valve and to pre-clean the EGR O-ring surfaces. *Do not spray BG Throttle Body & Intake Cleaner into the EGR port.* Spray BG Throttle Body & Intake Cleaner on a towel and wipe O-ring surfaces clean for easier installation of the EGR adaptor. Once again, do not spray BG Throttle Body & Intake Cleaner into the EGR port *as there is a risk of ignition which can blow the aluminum plug out of the adaptor causing damage and/or personal injury.*

If you have any questions, please contact your local BG Sales Rep.

BG Diesel Induction Service Set tips and suggestions

July 23, 2007 || 07-260

The BG Diesel Induction Service Set, Part No. 9255-500, is designed for the Ford 6.0L diesel engine only. If this service set is used on any other diesels, BG will not accept liability for engine failure.

Clearance issues

There have been some clearance issues with the standard knob screw, BG Part No. 9250-018, on the EGR adaptor. This screw can simply be removed and saved for future use. Don't worry; the vacuum created during the service will keep the injector adaptor or aluminum plug in place.

Check codes first

Check all engine codes before performing the service. There may be other issues that need to be addressed before the service can be performed. Do not assume that the code is an EGR code.

Eliminate heavy black smoke

The accelerator depressor, BG Part No. 9250-014, must be used to raise the idle of the engine during the service. If the accelerator is pushed too far and the RPM does not increase, too much fuel is being added and the result is black smoke from the tail pipe. If the engine is allowed to run too long, it will die and not restart. The oil will be diluted with diesel fuel causing the injectors to malfunction. If this happens, change the oil before restarting the vehicle.

Note: The Ford scan tool cannot be used because it will put the engine into a second enrichment mode, which will cause the engine to run rich and expel black smoke.

If all the above items have been checked and black smoke is still visible from the tail pipe, you may need to adjust the idle. If the idle is too high, the engine will run rich during the service causing the heavy black smoke. Adjust the idle down until the black smoke is eliminated.

Attention: The engine will not stop expelling heavy black smoke

Oil is used to fire the injectors on the 6.0L Ford PowerStroke®. Poor oil quality will cause the injectors to malfunction and the engine to run poorly, expelling heavy black smoke. If all the above items have been checked/adjusted and black smoke is still present, change the oil before performing the BG Diesel Induction Service.

Note: Vehicles with aftermarket adjustable engine performance modules need to be adjusted to the lowest setting. This will keep the engine from running rich during the service.

If you have any questions, please contact your local BG Sales Rep.

BG Diesel Induction Service Set tips and suggestions

June 8, 2007 || 07-260

The BG Diesel Induction Service Set, Part No. 9255-500 is designed for Ford 6.0L diesel engines ONLY. If BG Diesel Induction Service Set is used on any other diesel engines BG will not accept liability for engine failure.

Check all engine codes before performing the BG Diesel Induction Service. There may be other issues that need to be addressed before the service can be performed. Do not assume that the code is an EGR code.

There have been some clearance issues with the standard knob screw, Part No. 9250-018 on, the EGR adapter. This screw can just be removed and saved for future use. The vacuum created will keep the injector adaptor or aluminum plug in place.

The accelerator depressor, Part No. 9250-014, must be used to raise the idle of the engine during the service. The Ford scan tool cannot be used because it will put the engine into a second enrichment mode, which will cause the engine to run rich and blow black smoke. If the engine is allowed to run too long in this mode, it will die and will not restart. This is due to the oil, being diluted with diesel fuel, not allowing the injectors to function properly. If this happens the oil will have to be changed to get the engine running again.

Vehicles with aftermarket adjustable engine performance modules need to be adjusted to the lowest setting. This will keep the engine from running rich during the service.

If all the above items have been checked and there is still black smoke, adjustment of the idle may be necessary. If the idle is too high, the engine will run rich during the service causing black smoke. Adjust the idle down until black smoke goes away.

If you have any questions, please contact your local BG Sales Rep.