

Hydra Dissolvit – Two Different Cleaning Procedures

REMOVAL OF DPF FROM VEHICLE – Cleaning Procedure

Unbolt the DPF from your car's exhaust system, remove sensors and place it into a large enough container that it can be completely submerged. Seal end of filter and any openings where sensors were removed.

Wearing gloves and eye protection, fill the container with HYDRA DISOLVIT. Flush and ensure that it has circulated throughout the filter.

Leave to soak for 90-120 minutes. Heavily contaminated filters leave to soak for up to 8 hours.

Filter can be occasionally gently agitated to aid cleaning cycle.

Once it has had adequate time to penetrate throughout the honeycomb fully, stand the filter upright and pour some fluid through to rinse out any remaining material. Completely empty the filter of cleaning solution

Rinse the filter with clean water from both sides with warm clean water. Ensuring that any contaminant flush is drained from the filter and continue until the water runs clear through all openings

Shake the filter out and allow it to dry using low pressure air, from airline before returning it to your cars exhaust system as it was.

LEAVING DPF ATTACHED TO VEHICLE – In-Situ Cleaning Procedure

When the DPF is close to the engine, the DPF is positioned vertically in the engine bay, and cannot be removed easily without dropping the sub-frame. An alternative cleaning procedure is listed below.

There is an exhaust joint at a few feet after the DPF.

1. Release exhaust clamp from DPF to Turbo so DPF can be pulled away from the turbo. Using the correct size bung, block the DPF intake. (a disposable rubber glove can be well adapted to stop fluid escaping from the DPF).
2. Remove Pressure sensor from top of DPF.
3. Remove Pressure sensor 2 from lower section in exhaust at exit from DPF. Seal the location with suitable material such as a disposable rubber glove.
4. Release exhaust clamp from downpipe to main exhaust and pull apart sufficiently to install the correct size bung. (Again, a disposable rubber glove, fitted over the end, and tightly secured around the pipe may be sufficient)

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5. Through the opening for the top pressure sensor, wearing gloves and eye protection. use a funnel, fill DPF until fluid can be observed in the funnel spout.
6. Leave for 90-120 minutes, observing periodically if the level drops in the funnel, topping up as necessary so fluid is just visible in the spout of funnel ensuring DPF element or core is always covered by fluid.
7. Remove bung or seal from lower end of exhaust and allow the exhausted fluid to drain into a suitable 10 litre or larger container. A white plastic mixing bucket will enable you to easily observe the sediment. You should expect to see two types; a mud brown or beige sediment which is ash and black particles which are soot.
8. Flush until the water runs clear through the DPF. It is recommended to adapt a hose pipe to fit the top pressure sensor orifice, and this will facilitate easy and complete flushing.
9. It may be necessary to make multiple applications of product on heavily soiled DPF repeating steps 5-8 inc.
10. Flush repeatedly until water runs clear. Periodically you may collect and check the flush water to observe the clarity. Continue until no further ash continues to be expelled. Do not point a high-pressure wand directly at the core of the DPF.
11. Blow through with low pressure air (from an airline if available) to expel excess fluid out of the DPF core.
12. Removing bung or seal at free exhaust end, let remaining fluid escape, as in step 8, and reconnect exhaust and tighten fully.
13. Removing temporary seal reinstall lower exhaust O₂ sensor.
14. Remove bung or seal from top of DPF to Turbo and reconnect and tighten V clamp
15. Reinstall upper O₂ sensor.
16. Start engine and allow to idle until warm. Do not rev the engine to avoid hot gas boiling water remaining inside DPF and causing a shockwave in the core.
17. After fully warmed up, Turn off engine and allow to sit overnight.
18. Thereafter drive gently for a few miles gradually increasing throttle.
19. Check any warning lights and clear DTC error codes as necessary.

It may be possible to inject air into the DPF through suitable rubber hose pushed into the top O₂ sensor position with a chicken baster, forcing the fluid in the DPF to be moved if not circulated.