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BD Iron Horn Series

Dodge 6.7L T4 Turbo Kit

104529X

Dodge 2007.5-2018

******Tuning Required******

PLEASE READ ALL INSTRUCTIONS BEFORE INSTALLATION

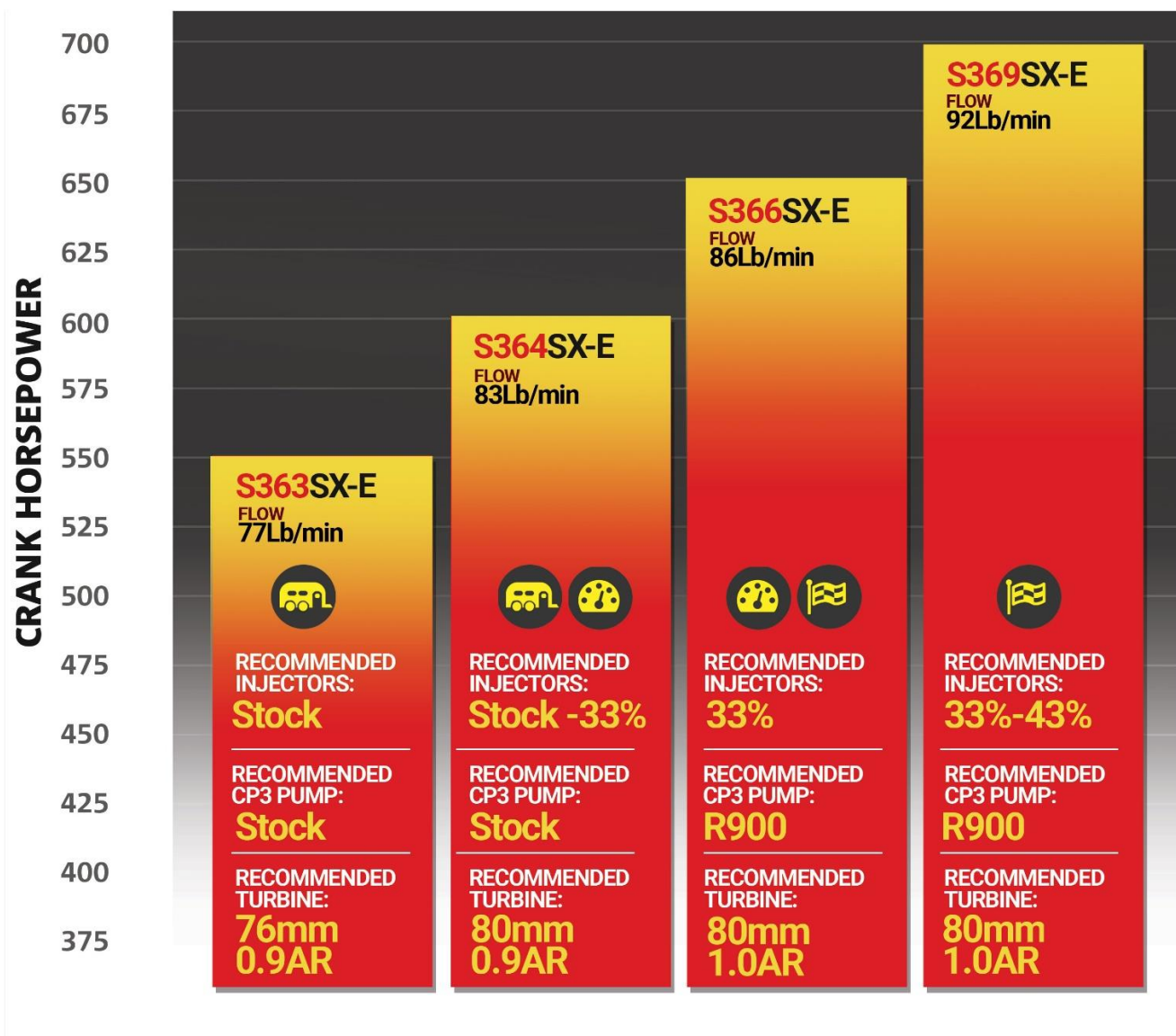
BD ENGINE BRAKE, INC.

Plant Address: 33541 MacLure Rd, Abbotsford, BC, Canada V2S 7W2

US Shipping Address: 88-446 Harrison St, Sumas, WA 98295 | US Mailing Address: PO Box 231, Sumas, WA 98295

Phone: 1-800-887-5030 | Fax: 604-853-8749 | Internet: www.dieselpowerformance.com

6.7L IRON HORN SERIES



BD Part Number	Compressor Wheel Inducer Size	Turbine Wheel/ Housing AR Ratio
1045292*	63mm	76mm - .91AR
1045293	63mm	80mm – .91AR
1045294*	64.5mm	80mm – .91AR
1045295	64.5mm	80mm – 1.0AR
1045296	66mm	80mm – .91AR
1045297*	66mm	80mm – 1.0AR
1045298	69mm	80mm – .91AR
1045299*	69mm	80mm – 1.0AR

* BD's recommended turbine sizes

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Please be aware that non-wastegated turbochargers are extremely sensitive to overspeed failures. Turbocharger must be sized correctly to match our horsepower and boost goals. Do not exceed the recommended turbo wheel speed. Compressor outlet pressure can be used to estimate turbo wheel speed. A boost leak will cause higher wheel speeds at a given boost pressure. The below table is rated at a maximum rpm of 3000.

Whether you are towing, at high altitude, or at WOT, high Exhaust Gas Temperature (EGT) is a sign you are operating outside the intended purpose of the turbocharger.

Engine: Dodge Cummins 6.7L ISB			
Turbocharger	Max Compressor Outlet Pressure	Max Shaft Speed	Max Crank Horsepower
S363/80	36 psi	126,000 RPM	550
S364.5/80	40 psi	126,000 RPM	600
S366/80	42 psi	126,000 RPM	650
S369/80	46 psi	126,000 RPM	700

Overspeed can result in turbine wheel separation, worn/damaged journal bearings, thrust damage, and split compressor wheels. Using a correctly sized turbocharger will reduce the chances of failure.

- Note you can always overspeed a turbocharger. Play it safe, there are no warranties for overspeed.
- Factory intercooler can have a 5psi pressure drop, i.e. 45psi manifold pressure = 50 psi compressor outlet pressure.
- All out testing is done at the standard RPM range of the engine. If you exceed this RPM, your turbo speed will also increase.
- Extended injector duration will contribute to turbo over speed.



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Kit Contents:

Please check to make sure that you have all the parts listed in this kit **before** you start the disassembly of your truck.

Turbo Kit		
Turbo	1401589	
		
<i>Turbo</i>	<i>Plug; ORB M16x1.5</i>	
Qty: 1	Qty: 2	
148062	1453152	FT-110120342
		
<i>Gasket; Oil Drain</i>	<i>Fitting; 1/4MNPTxORFS (-6)</i>	<i>Bolt; Hex 3/8"-16x3/4"</i>
Qty: 1	Qty: 1	Qty: 2
1045965-T4		1045992-T4
		
<i>T4 Manifold Kit</i>		<i>T4 Gasket Kit</i>
Qty: 1		Qty: 1

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Introduction

The BD Turbo kit is an economical solution to have a S300 kit on your Cummins. This kit includes a non-wastegated T4 Turbocharger, high performance EGR compatible manifold. The kit retains stock downpipe and intake. This is great for those looking to upgrade their VGT without breaking the bank.

Required Tools

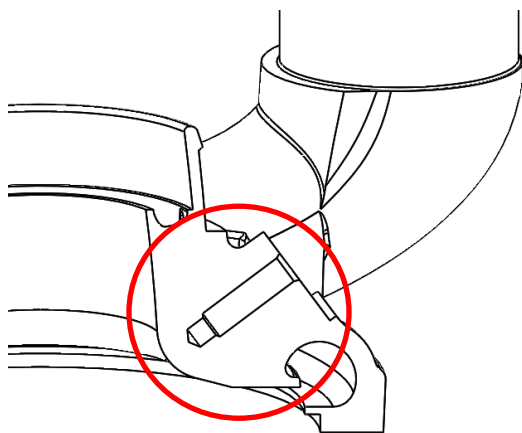
- 8mm-22mm Metric Socket and Wrench Set
- Hose Clamp Plier
- Torque Wrench
- 8mm Allen Socket

Optional Accessories

- | | |
|--------------------------------|----------|
| • BD Flow-Max fuel lift pump | 1050312D |
| • Throttle Sensitivity Booster | 1057712 |
| • X-Intake Elbow | 1041566 |

ATTENTION

Please note that speed sensor port on the compressor cover is **NOT** drilled through.



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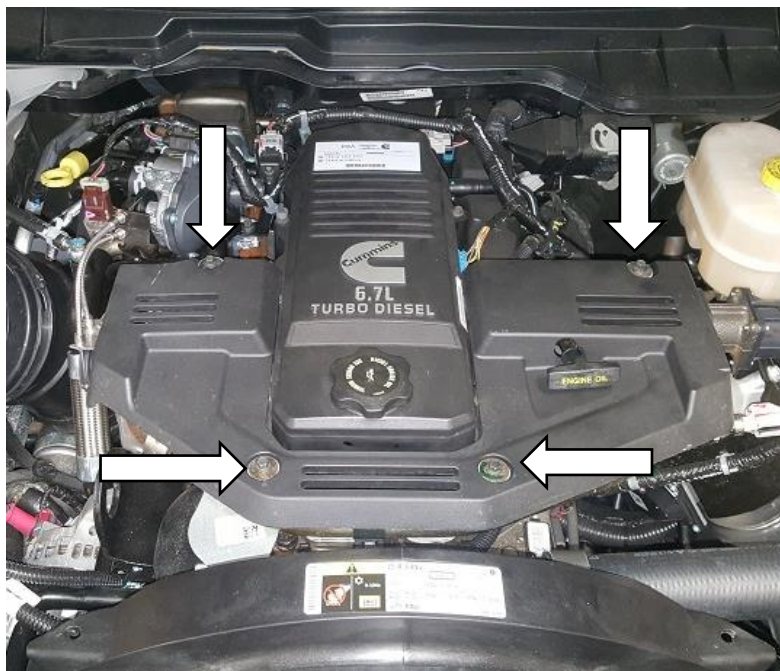
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Removal**VEHICLE SHOULD BE SAFELY SECURED BEFORE INSTALLATION.**

1. Drain Coolant. Disconnect batteries and raise vehicle.
2. Remove passenger side front fender and wheel.
3. Remove engine cover (4 bolts).



4. Disconnect sensors and remove the air box and intake hose. Remove the air filter inlet hose from the turbo inlet.



5. Remove the EGR cross over tube by removing the two clamps.



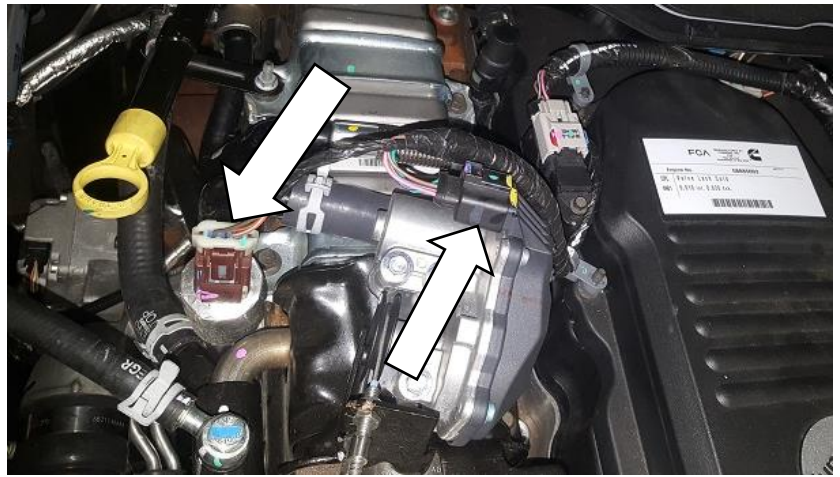
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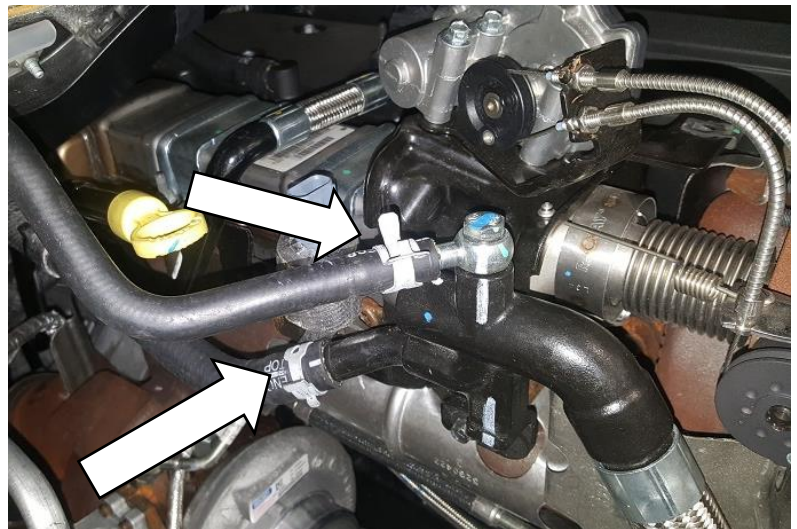
6. Disconnect the two sensors.
Note: 2013+ Truck shown.



7. Disconnect the hose clamp and
remove PCV hose assembly.



8. Disconnect the two coolant
lines at the coolant stand pipe.



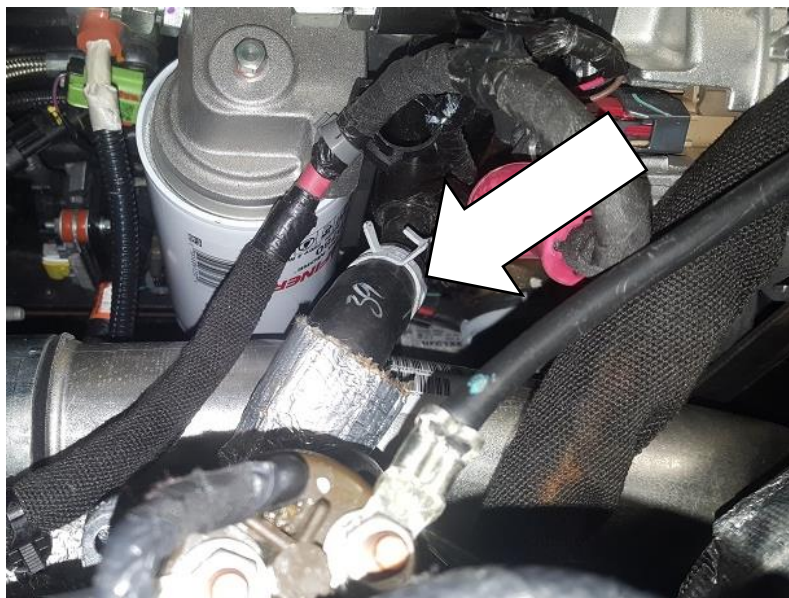
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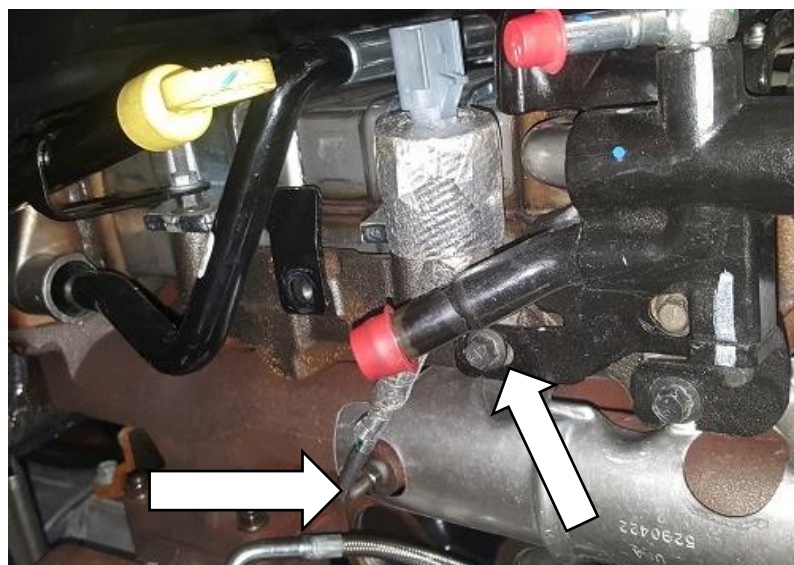
9. Remove the bottom degas bottle hose from bottom of coolant stand tube.



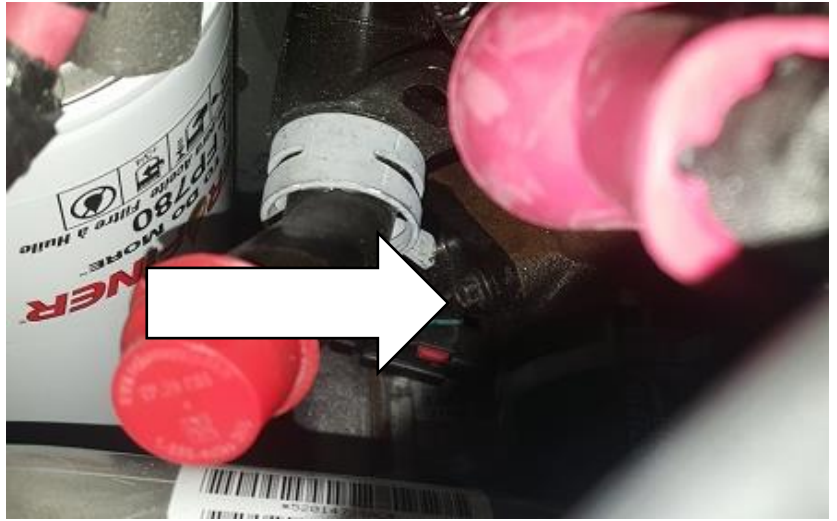
10. Remove the upper turbo coolant line from turbo and engine.



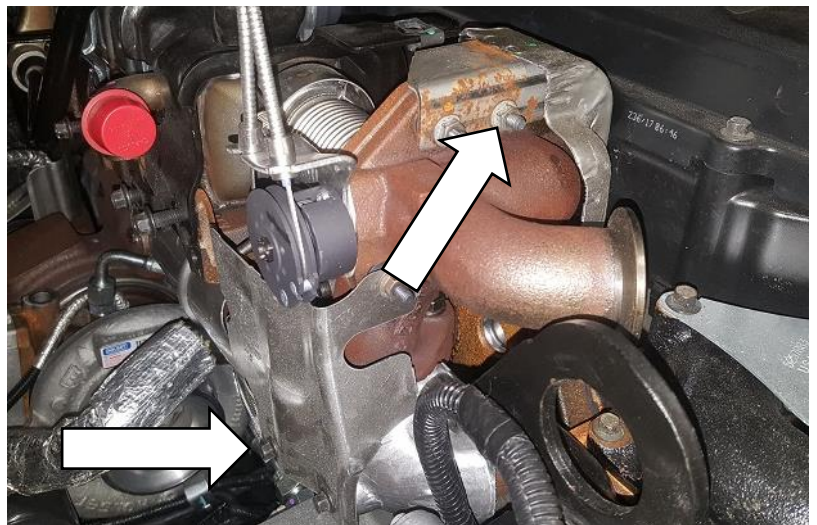
11. Remove the EBP sensor.
Note: 2013+ truck shown.



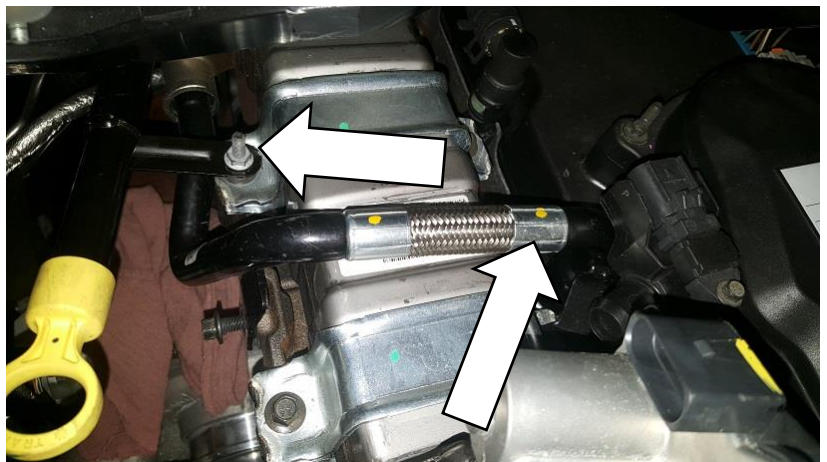
12. Remove the two remaining bolts on the coolant stand at the top and one bolt at the bottom and remove the coolant stand tube.



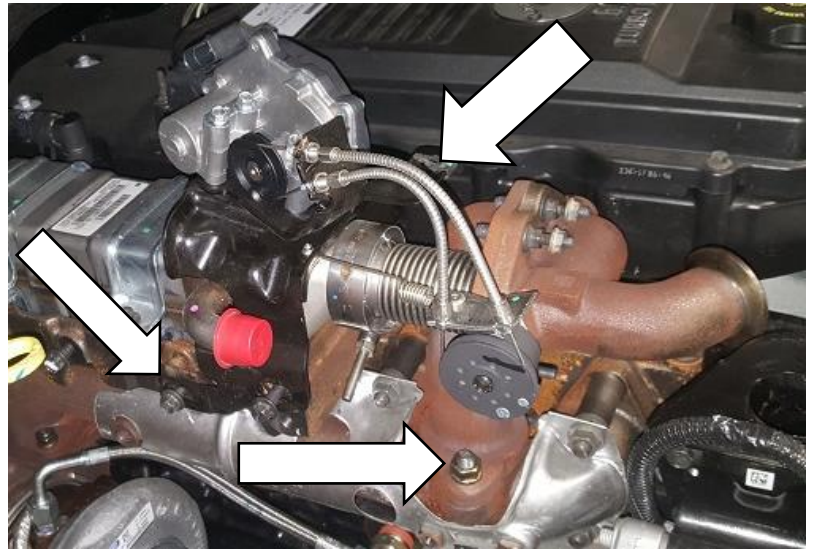
13. Remove the upper and lower EGR heat shields by removing the two nuts on the upper heat shield and 3 bolts on the lower heat shield.



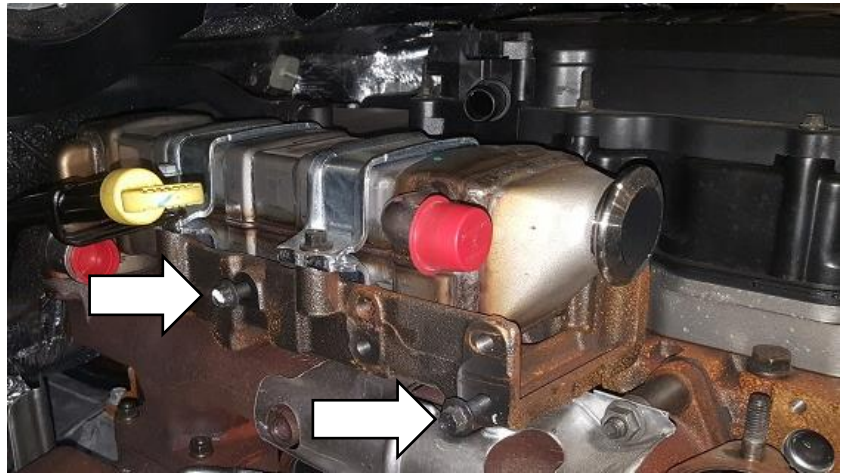
14. Remove the trans tube bracket and the coolant hose.



15. Remove the EGR valve assembly by removing the two bolts on side of EGR cooler, two on top and two nuts on the manifold flange.



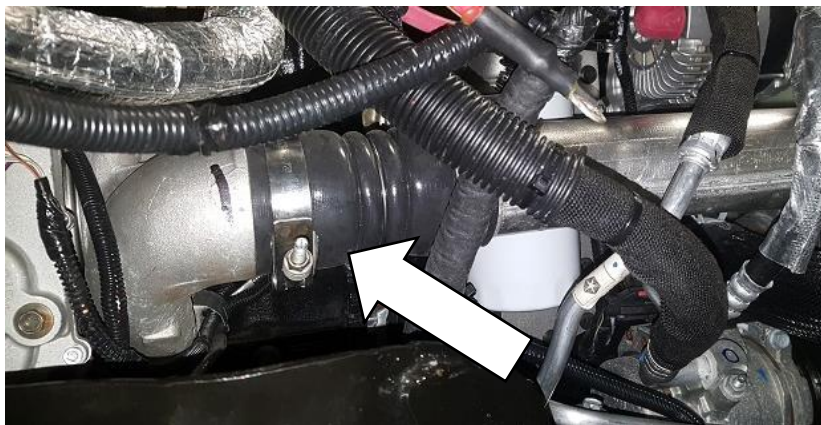
16. Remove the EGR cooler by removing 2 bolts shown and 2 nuts at the rear securing the cooler to the manifold.



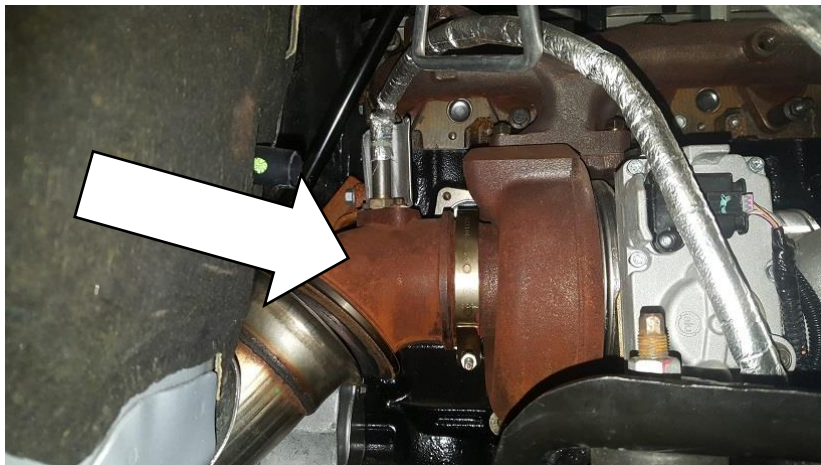
17. Remove the battery box and grid heater relay.



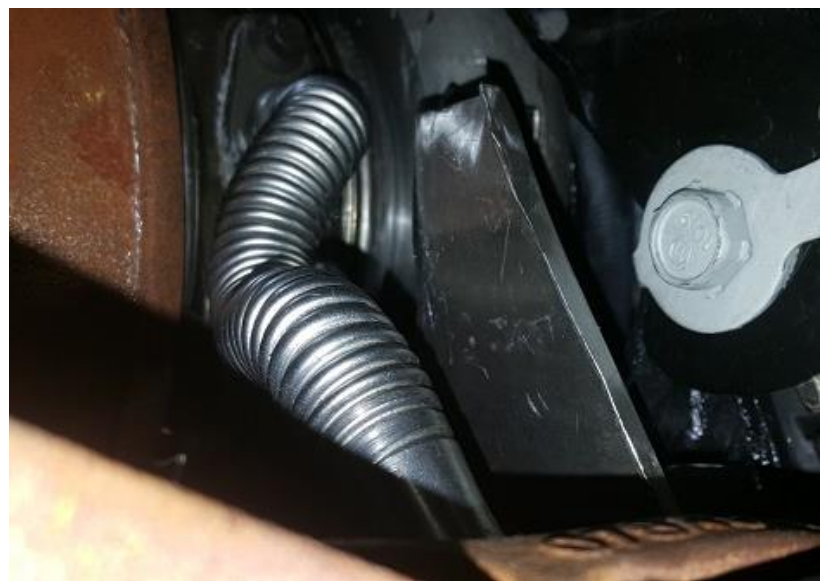
18.Remove the CAC pipe from turbo outlet.



19.Remove downpipe and exhaust outlet casting.



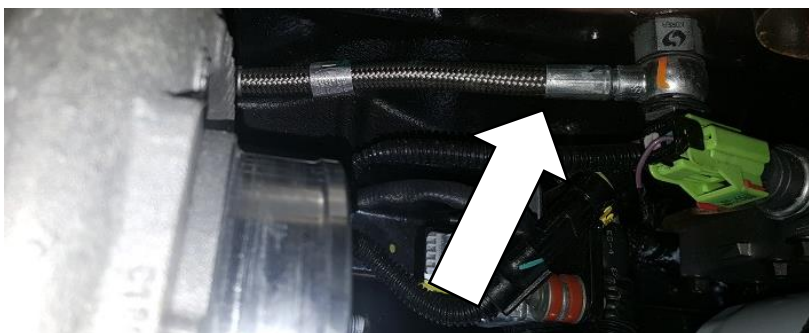
20.Remove the oil drain from the bottom of the turbocharger.



21.Remove the oil feed line



22.Remove the lower turbo coolant return hose assembly.



23.Remove the four nuts securing the turbocharger to the manifold and remove the turbocharger.



24.Remove the heat shield from the exhaust manifold.



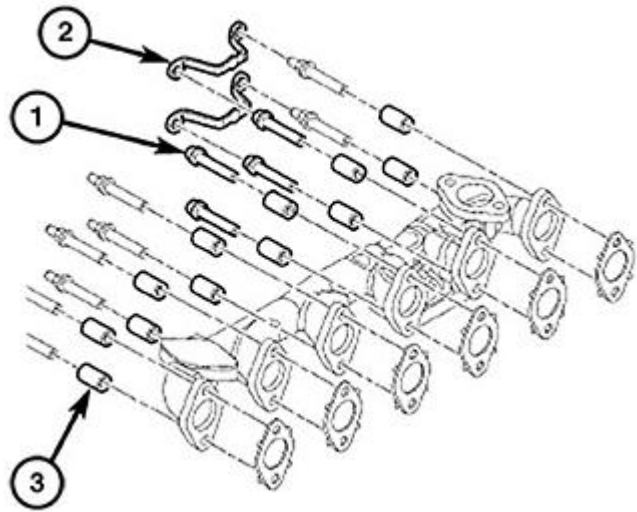
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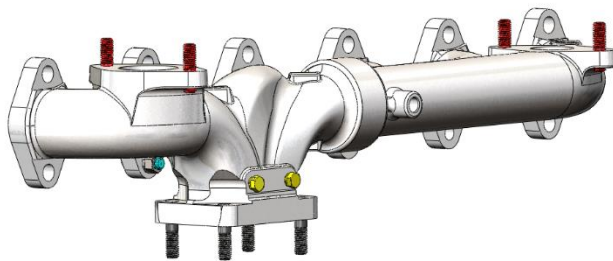
25. Remove the rear two exhaust manifold bolt lock plates (2). Remove bolts and spacer to remove exhaust manifold.



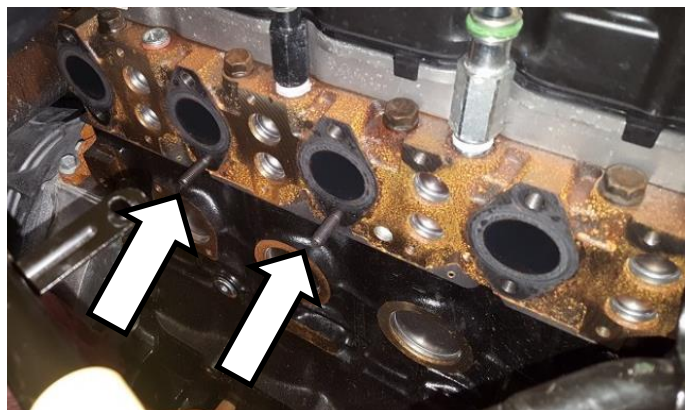
Installation

VEHICLE SHOULD BE SAFELY SECURED BEFORE INSTALLATION.

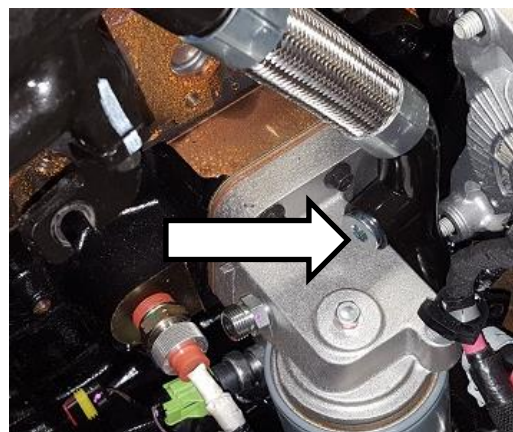
1. Install the 25mm M10 studs onto the EGR Ports and T4 flange. Use the 1/8NPT plugs to block the ports on the manifold.



2. Install 2 30mm M10 studs in the lower position of Cylinder 4 and 5 exhaust ports. Make sure the mating surface between the manifold and cylinder heads is clean.



3. Install the 2 coolant plugs. One on the block. Second on the EGR Coolant line.



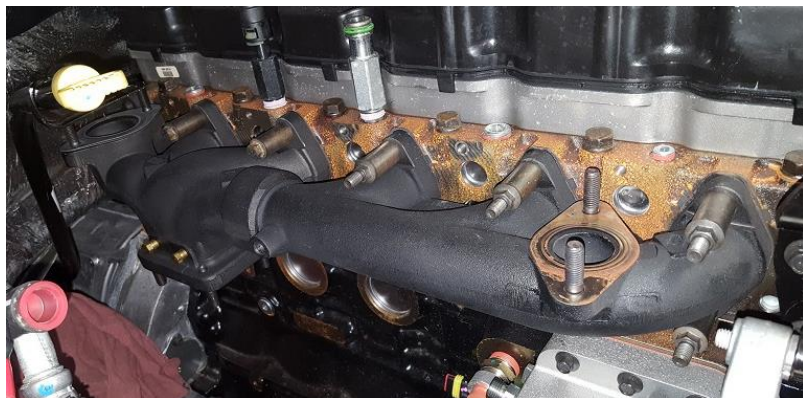
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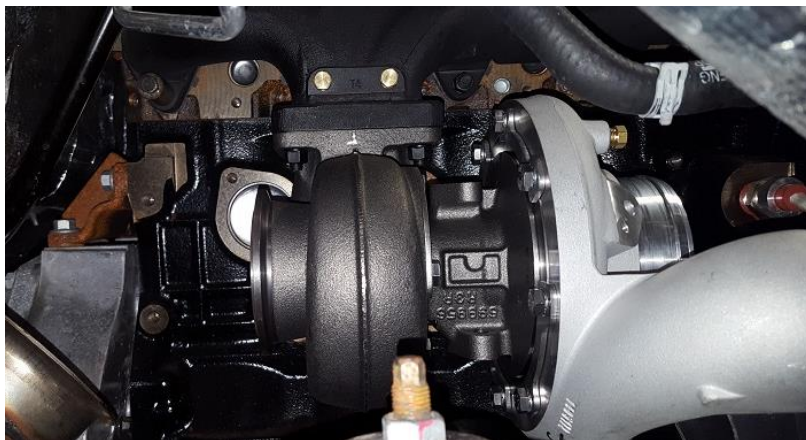
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4. Install the Manifold using the supplied gaskets. Starting from the center and moving in an outwards pattern, tighten the manifold nuts and bolt to 53Nm (39ftlbs).



5. Install the turbo onto the manifold. Use the supplied gaskets and nuts.

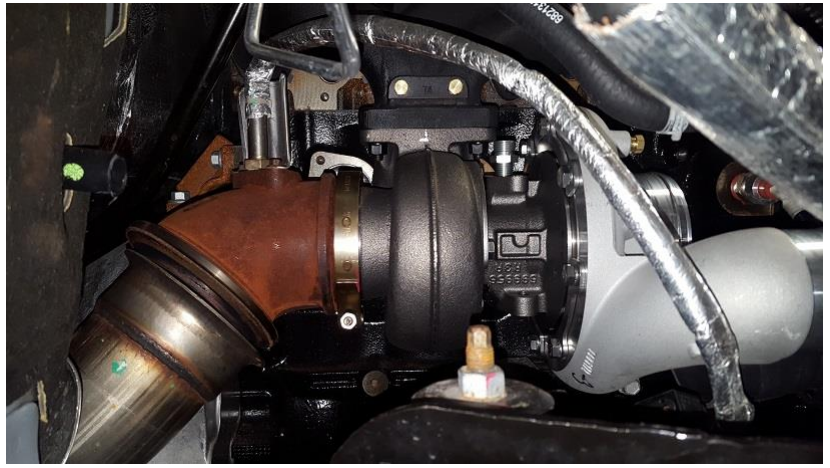


6. Oil drain installation: Drill the mounting holes out with a 25/64" drill bit. Remove the O-rings and save. Straighten the major bends a few degrees to lengthen the tube and test fit. Continue to test fit until the bottom seats in the block and top sits correctly on the turbo outlet. Once tube is shaped, reinstall O-ring and install the drain tube with supplied 3/8" bolts and gasket.

*Tech Tip – The gasket can be secured to the drain tube with a couple of spots of RTV to aid in installation.



7. Install the oil feed fitting.
8. Remove dowel from OE exhaust casting and install onto turbo.
9. Secure the exhaust elbow using OE clamp and hardware. Do not tighten completely until assembly is complete.
10. Connect the downpipe to exhaust elbow. Tighten Clamps.



11. Connect the oil feed to turbo (pre-lube turbo prior to connecting feed line).



12. Connect the CAC to the turbo. Tighten clamp.



13. Reinstall battery tray and battery. Connect the grid relay.



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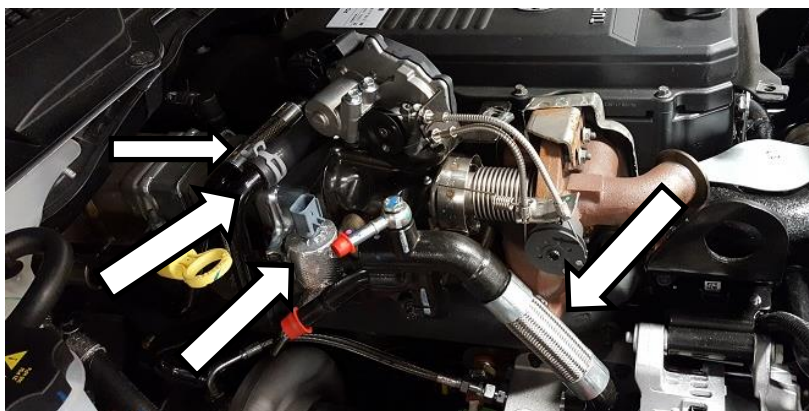
14.Reinstall EGR Cooler.



15.Reinstall the EGR Cooler Mixer Valve.



16.Reinstall Coolant stand tube, EGR coolant lines, CCV and EBP sensor.



17.Plug in all EGR electrical components.
18.Install EGR crossover pipe.



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19. Connect remaining coolant lines.
20. Install engine cover.
21. Install airbox/intake.
22. Connect batteries and refill coolant following factory instructions.



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