

1047170 1999.5-2003 7.3L Adjustable Waste gate Kit



- Installation Manual -

Note this kit will not install on the 1999 7.3L Powerstroke.

PLEASE READ ALL INSTRUCTIONS BEFORE INSTALLATION.
Please read the disclaimer before proceeding to install this unit.

Introduction

The purpose of this kit is to allow the user to adjust the amount of boost pressure generated by their turbocharger. The larger diaphram prevents waste gate creep and controls the waste gate much more efficiently.

Do not exceeded 30 psi on the OEM turbo.

Available Accessories

BD PowerMax turbo

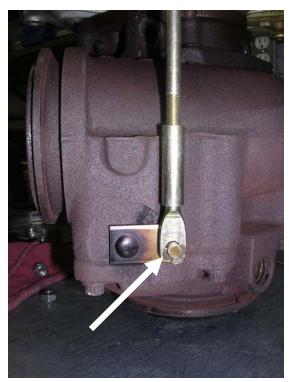
Kit Contents

Part Number	Description	Qty.
1407174Z	Rod End	1
1130141	5/16" Nut	1
1462445	Lock Nut	2
1453226	Actuator	1
CC-08	Clamp	2
1407173	Circlip	1

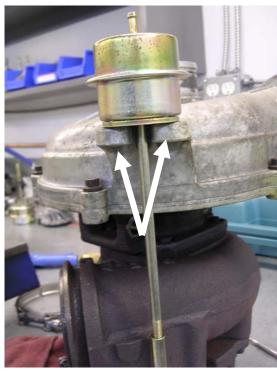
Installation

To remove factory wastegate, use a small pick or screw driver to remove the circlip. Slide the rod off to the side, you can also use air pressure to stroke the wastegate to make removal easier.

Note you do not need to remove the turbo for installation.



Use a 7/16" socket and remove the two mounting nuts that secure the wastegate to the housing.



Install the BD adjustable wastegate.
Use the two new locking nuts that are supplied in the kit to secure the wastegate diaphram to the compressor housing. Then apply air to wastegate port to stroke the actuator. Once stroked you should be able to slide the rod end over the wastegate lever shaft.

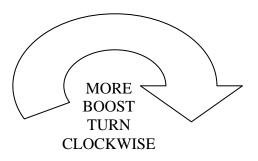
Re-install circlip.

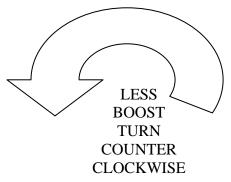
The waste gate is pre-setup to allow 25psi of boost pressure. Once complete turn (shortening the rod) will increase boost pressure by 5 psi. One half turn will increase boost pressure by 2.5 psi.



If you would like to adjust the wastegate, loosen the jam nut and slide the rod end off the wastegate lever shaft. Turn the rod end in or out depending on how you want to adjust the boost pressure.

For more boost pressure shorten the wastegate rod, for less boost pressure lengthen the wastegate rod.





Note that to increase the boost pressure you will sufficient energy to drive the turbo faster. Once you have turned the rod to the desired position, re-install the circlip and lock the jam nut.

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