

Track Master Turbine Diverter Valve

For T4-T4 Turbo Mounting

-- Installation Instructions --

PN# 1044105

PLEASE READ ALL INSTRUCTIONS BEFORE INSTALLATION

UNLESS AN EO# IS LISTED, THIS PRODUCT IS LEGAL IN CALIFORNIA FOR RACING VEHICLES ONLY, WHICH MAY NEVER BE USED UPON A HIGHWAY.

BD Engine Brake Inc.

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

U.S. Shipping Address: 88-446 Harrison St, Sumas, WA 98295 U.S. Mailing Address: P.O. Box 231, Sumas, WA 98295

Phone: 604-853-6096 | Fax: 604-853-8749 | Internet: www.bd-power.com

Kit Contents

1404105		2485012	
			
TDV Valve T4-T4		T4 Gasket	
Qty: 1		Qty: 2	
1407155	1462441	1462431	1407153
			
Wastegate Tubing	Nut M10-1.5	Stud M10-1.5 X 25mm	Spring Clamp
Qty: 24"	Qty: 8	Qty: 8	Qty: 2

Tools Required

- 14 mm Wrench
- Torque Wrench
- Pliers

Attention

A T4 style turbine housing/turbo and a T4 style manifold are required for this product.

NOTE: The Track Master Turbine Diverter Valve is factory set. No adjustments to the valve are necessary.

Pre Installation

This valve was designed primarily to fit the 5.9 / 6.7L Cummins. If the vehicle is a (2003-2007) 5.9L or 6.7L a center mount manifold must be purchased.

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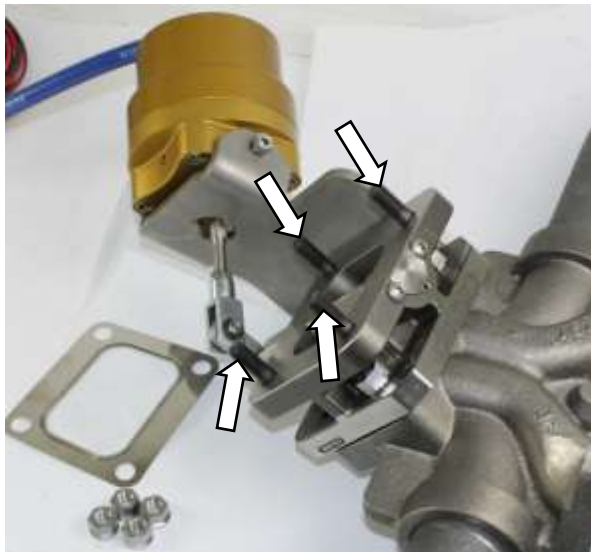
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Procedure

1. Before installing the Turbine Diverter Valve ensure the T4 turbo mounting flange is facing in an upward direction. Clean manifold gasket surface of any debris then insert all four studs into the threaded holes of the manifold and slide one T4 gasket over the studs.

NOTE: When installing the studs into the manifold and diverter valve you will need to double nut the stud in order to install the stud properly.

2. Slide the diverter valve over the studs and using the supplied nuts fasten the diverter valve into position and torque to 35 ft/lbs.
3. Insert the other four studs into the Diverter valve and slide on the other supplied T4 gasket over studs.
4. You are now ready for your turbo installation. Once your turbo is in place using the final 4 nuts tighten the turbo into position then torque to 35 ft/lbs.



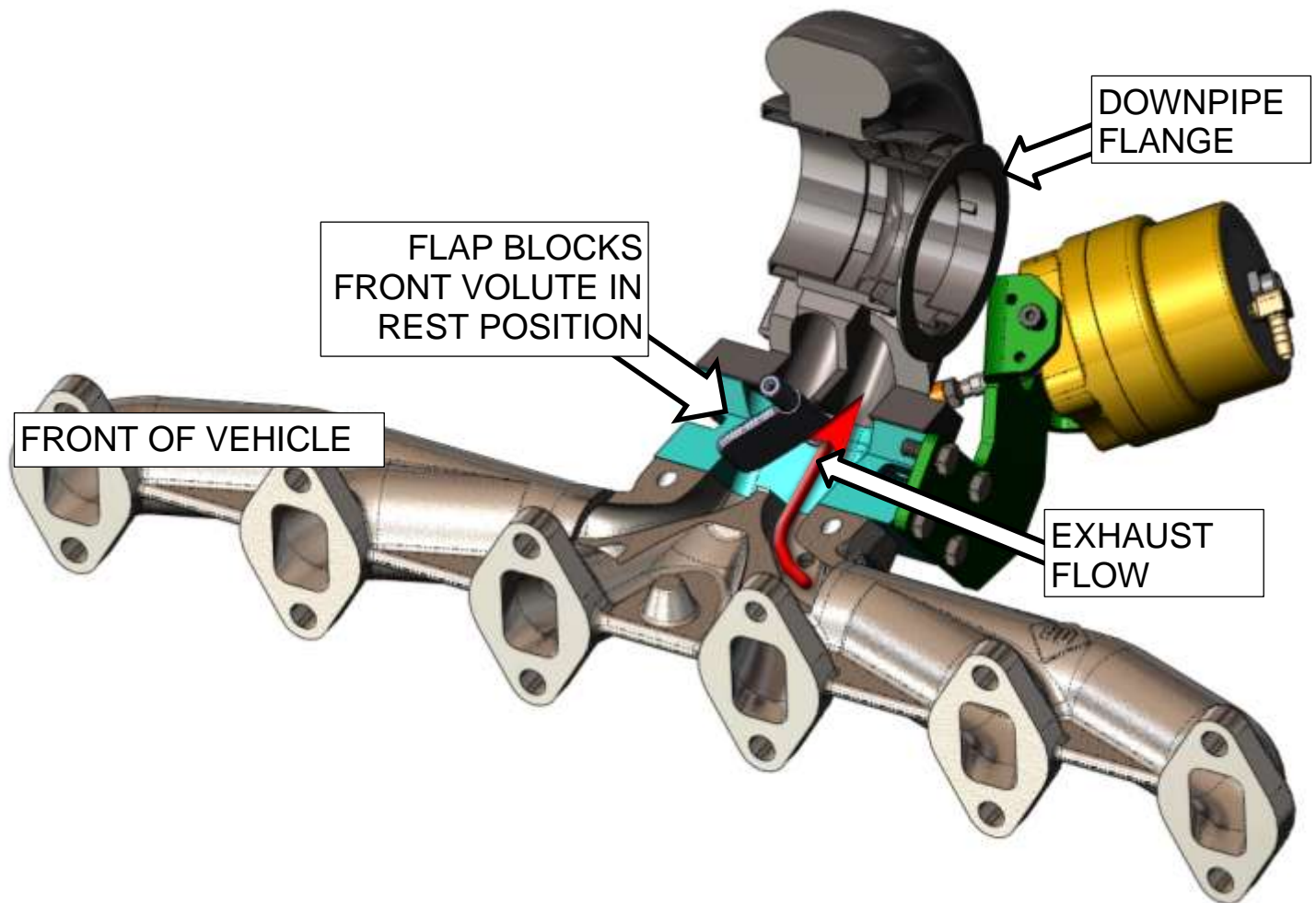
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When the TDV is in the resting position it covers the front volute to direct exhaust gas to the lower part of the turbine wheel for better efficiency.



Note: The exhaust housing of the TDV Valve may smoke when new as manufacturing residue on housing must burn off.

Also take care that when shutting the vehicle down that your EGT's are below 400°. EGT's hotter than this will cause oil coking and damage the turbo. The **BD Cool Down Timer** can automate this process for you.

IMPORTANT When idled for any length of time some oil may leak from the turbo. If the performance/boost is satisfactory and the wheel is not touching the housing (There will be some small movement), the excess oil is not a concern. Simply wipe with a clean cotton cloth and continue use.

Questions

Please call our Technical Hotline at (800) 887-5030 if you experience problems or have questions about this kit, Monday to Friday, 8:30am – 5:00pm Pacific Standard Time (PST)

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