

5 IN DIESEL PERFORMANCE

*New &
Exciting
Products!*

NOVEMBER 2012



BD DIESEL **PERFORMANCE.COM**

2013 Product Catalog

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When you know the difference, you'll choose BD!

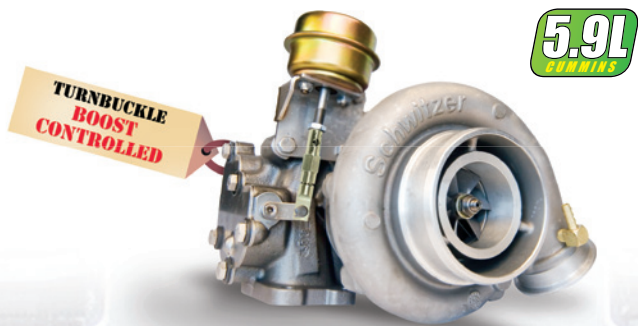
Page

Part numbers, descriptions and model years are subject to change – consult price books and/or website for most up to date listings.



**BorgWarner
Turbo Systems**





5.9L
CUMMINS

**TURNBUCKLE
BOOST
CONTROLLED**

Original	Polished		
1045220	1045220P	1994-2002	Dodge
1045230	1045230P	2003-2004 305hp	Dodge
1045235	1045235P	2004.5-2007 5.9L 325hp	Dodge

CFM
870
Compressor Wheel
58 mm 2.28 in

Dodge Super B Single Turbo Kits

Designed for 1994-2007 5.9L Dodge trucks, the Super B Single supports modified applications making 250-425 rwhp. Featuring BorgWarner's unique Extended Tip compressor wheel technology and low inertia, full-floating journal bearings, these turbos utilize BD's unique dual-volute turbine housing. This proven design utilizes low rpm exhaust pulses for improved turbine response, while the dual-action waste gate bleeds off turbine drive pressure from both volutes. BD's turbo systems also feature a heavy-duty waste gate actuator that prevents premature opening caused by high exhaust pressure. You can even fine-tune for ambient temperature and barometric pressure changes using BD's adjustable waste gate control. The Super B single offers quick spool-up, cooler EGT's, no surging and can easily be upgraded to a twin system for more power. Kit includes down pipe or adapter, clamps and installation hardware.



2003-2007 5.9L

5.9L
CUMMINS

Dodge Killer B Turbo Kit

The Killer B Turbo compressor assembly will flow 73 lbs./min or 1060CFM and when fueled for the designed 525hp will generate a positive boost-to-drive pressure ratio without increasing exhaust temperatures beyond peak operating conditions. The Borg Warner rotating assembly features an Extended Tip HIP'd 63mm compressor wheel and full floating axial bearings with a 6-pad thrust bearing design for long term durability and quick spool up. With the BD compressor housing, there is perfect fitment to the stock turbocharger inlet connection points.

The dual volute waste gated turbine housing is made of ductile High Sil-Moly cast iron that easily handles peak operating exhaust temperatures (EGT's). Our heavy sprung dual waste gate actuator prevents boost creep while BD's own Turnbuckle Boost Control allows for ease of adjustment for altitude and extreme tuning.

2003-2007 Kits come available with 4.0 in. downpipe or to easily "clamp on" to a BD Turbo Mount Exhaust Brake. 1994-2002 Kit comes with a 4-inch exhaust down pipe, clamp and gaskets.

1045163	1994-2002 5.9L	Dodge
1045160 (A)	2003-2007 5.9L	Dodge
1045161 (A)(B)	2003-2007 5.9L w/Brake	Dodge

CFM
1060
Compressor Wheel
63 mm 2.48 in

Notes: (A) 2005 trucks with plastic intercooler reservoir tanks require metal intercooler reservoir tanks or 1042525 Cool-It Intercooler.
(B) Trucks with Turbo Mount Exhaust Brake

Dodge Super B Special Turbo Kit

The Super B Special Turbo compressor assembly will flow 80 lbs./min or 1160CFM and when fueled for the designed 600hp will generate a positive boost-to-drive pressure ratio without increasing exhaust temperatures beyond peak operating conditions. The Borg Warner rotating assembly features an Extended Tip HIP'd 64.5mm compressor wheel and full floating axial bearings with a 6-pad thrust bearing design for long term durability. BD's own compressor housing results in perfect fitment to the stock turbocharger intake connection points.

The dual volute T3 turbine housing is made of ductile High Sil-Moly cast iron that easily handles peak operating exhaust temperatures (EGT's). Our heavy sprung dual waste gate actuator prevents boost creep while BD's own Turnbuckle Boost Control allows for ease of adjustment for altitude and extreme tuning.

6.7L Kit comes with a BD 2-piece high flow exhaust manifold, a special 4-inch exhaust down pipe and complete "Special EGR" hardware kit - performance tuner such as H&S XRT PRO (109005), H&S Mini Max (109003), Smarty (MADS67ME) or Smarty Jr. (MADJ67ME) is required for 6.7L operation.

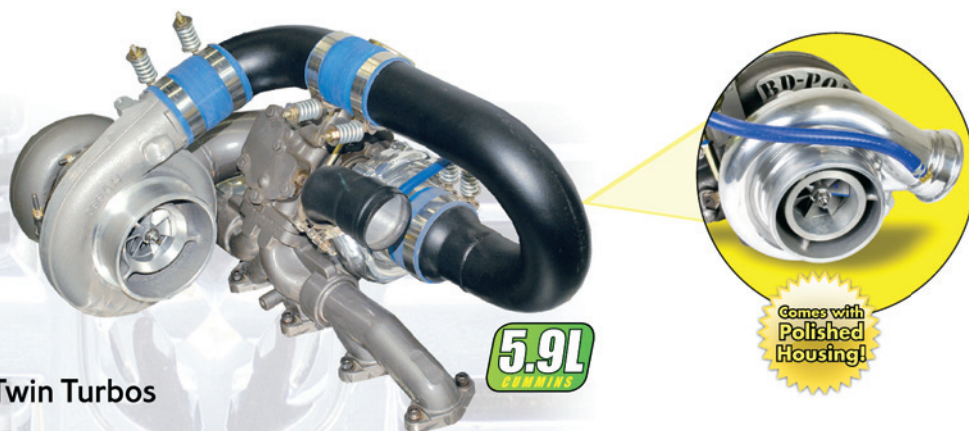


5.9L
CUMMINS

6.7L

1045120	1994-2002 5.9L	Dodge
1045130 (A)	2003-2007 5.9L	Dodge
1045140	2008-2012 6.7L	Dodge

CFM
1160
Compressor Wheel
64.5 mm 2.48 in



Dodge 5.9L Super B Twin Turbos

BD's Super B Twin kit features a pair of stage-compounded AirWerks S300 turbochargers to keep air flow high and exhaust gas temperature (EGT) low. The high-pressure turbo provides quick, low-rpm response, which compounds the low-pressure turbo for a broad power curve across the engine's rpm range.

With enough airflow to easily deliver 350-575 rear wheel horsepower, the Super B Twin kit is great not only for competition applications but also for towing heavy loads with power to spare. By adding BD's Xtrude Charge Air Cooler and the appropriate fuel system enhancements you could get up to 100 psi of boost and 675 rear wheel horsepower! The Super B Twin kit comes complete with a stainless steel X-Intake, flow-matched exhaust and intake piping and all necessary heat shields — plus, '03-'07 applications come with our three-piece Pulse exhaust manifold.

Complete Super B Twin Kits			
1045310P	1994-1998 12-valve	Dodge	
1045320P	1998-2002 24-valve	Dodge	
1045330P (A)	2003-2007 5.9L	Dodge	

Super B Single-to-Twin Upgrade Kits			
1045315	1994-1998 12-valve	Dodge	
1045325	1998-2002 24-valve	Dodge	
1045335 (A)	2003-2007 5.9L	Dodge	

CFM			
	1190		
	Compressor Wheel		
Low Press	66 mm	2.60 in	
High Press	58 mm	2.28 in	

Dodge 5.9L Track Master R700/R850/R1000

For the ultimate towing and racing package, BD offers the R700, R850 and R1000 turbo kits featuring AirWerks S400 and S300 turbochargers with extended tip compressor wheel technology, high efficiency compressor housing and a superior drive pressure turbine housing that delivers enough flow to support over 1000hp! Can be purchased as a complete twin turbo kit or as an upgrade from a Super B Single, Twin or Special kits.



R700 Twin Kits			
Upgrade to R700 Twin Kits			
1045422 (F)	1998-2002 24-valve Manual Twin	Dodge	
1045423 (F)	1998-2002 24-valve Auto Twin	Dodge	
1045435 (A) (C)	2003-2007 5.9L Super B Single	Dodge	
1045440 (A) (D)	2003-2007 5.9L Super B Twin	Dodge	
Complete R700 Twin Kits			
1045410 (B)	1994-1998 5.9L 12-valve	Dodge	
1045420 (B)	1998-2002 5.9L 24-valve	Dodge	
1045430 (A)	2003-2007 5.9L	Dodge	
Complete R700 Kits without Secondary Turbo			
1045425	1998-2002 5.9L 24-valve Manual	Dodge	
1045726	1998-2002 5.9L 24-valve Auto	Dodge	

R700 CFM			
	1378		
	Compressor Wheel		
Low Press	71 mm	2.80 in	
High Press	58 mm	2.28 in	

R850 CFM			
	1552		
	Compressor Wheel		
Low Press	74.6 mm	2.94 in	
High Press	64.5 mm	2.54 in	

R850 Twin Kits			
Upgrade to R850 Twin Kits			
1045457 (E)	1994-2002 from Super B Special	Dodge	
1045455 (A) (E)	2003-2007 5.9L from Super B Special	Dodge	
1045452 (A)	2003-2007 5.9L from R700	Dodge	
Complete R850 Twin Kits			
1045453	1994-1998 5.9L 12-valve	Dodge	
1045456	1998-2002 5.9L 24-valve	Dodge	
1045450 (A)	2003-2007 5.9L	Dodge	
Complete R850 Kits without Secondary Turbo			
1045427	1998-2002 5.9L 24-valve Manual	Dodge	
1045428	1998-2002 5.9L 24-valve Auto	Dodge	

R1000 Twin Kits			
Call	1994-2007 5.9L Complete & Upgrades	Dodge	

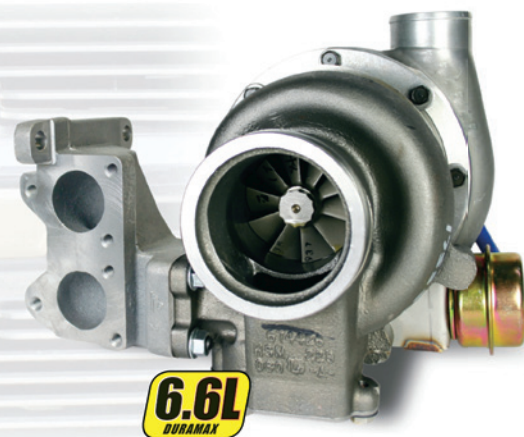
Notes: (A) 2005 Rams with plastic intercooler reservoir tanks require metal intercooler reservoir tanks or 1042525 Cool-It Intercooler.
 (B) Add "P" for Polished Compressor Housing on upper turbo
 (C) Upgrade from 1045230(P) or 1045235(P) Super B Single Kits
 (D) Upgrade from 1045330(P) Super B Twin kit
 (E) Upgrade from 1045120 or 1045130 Super B Special
 (F) Upgrade from 1045320(P) or 1045325 Twin Kits

CFM			
	1944		
	Compressor Wheel		
Low Press	82.2 mm	3.24 in	
High Press	64.5 mm	2.54 in	

Chevy 6.6L SuperMax Turbocharger

Take your Duramax to the next level with BD's SuperMax turbo system. Using the BD/AirWerks S300 turbo, the SuperMax creates enough airflow for 275-500 rear wheel horsepower (rwhp), at 40 lbs. of boost on diesel only. The unique BD/AirWerks compressor wheel creates quicker spool up, while greater overall efficiency lowers EGT's, reduces exhaust emissions and improves fuel economy over the stock turbo system. A six-pad thrust bearing and a revised oiling system vastly increases reliability.

Designed as a direct replacement for the stock turbo, the SuperMax system comes with everything needed for installation, including a cast-iron pedestal adapter, exhaust down pipe, oil drain tube, hoses, gaskets and hardware.



1046200	2001-2004 LB7	Chevy	
1046210 (G)	2004-2005 LLY	Chevy	
1046215 (G)	2006-2007 LBZ	Chevy	

Notes: (G) Requires HP Tuner or EFI Live

CFM			
	1160		
	Compressor Wheel		
	64.5 mm	2.48 in	

TURBO THRUSTER II

Ford 7.3L Power Stroke Kits



BD uses their own version of thrust collar and back plate as well as their own designed sintered brass 360-degree 6-pad thrust bearing that reduces heat build-up and increases durability. Using a proven 66/88 mm compressor wheel that is HIP'd (Hot Isostatic Pressed) improves centrifugal strength at high rotating speeds and boost pressures. BD's exclusive Heavy Duty Waste Gate controls maximum boost pressure.

In production for over two years, the Performance Edition of our Turbo Thruster II 7.3L GTP38 replacement with 1.0 A/R turbine housing (part no. 1047510) has been proven in the aftermarket on non-California engines with increased fueling by reducing exhaust temperatures and smoke levels on acceleration without surging. Outperforms the stock turbocharger and improves fuel economy!

BD is proud to release a "California" version of this same Turbo Thruster II GTP38 replacement turbocharger (part no. 1047511) utilizing a 0.84 A/R turbine housing that is legal to install in California (CARB EO number D-553-2). A great fit for all off-road, street and highway 7.3L Power Stroke applications!

All of our GTP38 replacement turbochargers are serviceable and come with a new oil resistant intake hose and clamp.

1047500	1994-1998 7.3L TP38	Ford
1047510 (A)	1999.5-2003 7.3L GTP38	Ford
1047511 (A) (B)	1999.5-2003 7.3L GTP38 Calif	Ford

Notes: (A) F-Series pick-up only - No E-Series van
(B) 50-State Legal CARB EO# D-553-2

CFM	
	1050
Compressor Wheel	
88 mm	3.46 in

Ford 6.0L Power Stroke Kits with

TDV Turbine Diverter Valve



BD's Turbo Thruster upgrade kit for the 2003-2007 6.0L Power Stroke delivers the kind of power late-model Ford truck owners have been looking for! Featuring the Borg Warner S300 turbocharger with extended tip technology, double-port adjustable waste gate and shrouded housing, this turbo delivers quick response with strong mid and top-end power.

BD's exhaust inlet comes with a Turbine Diverter Valve that can utilize just one or both throats in the turbine housing to maintain turbo wheel speed and high boost level under load to overcome pressure drop associated with the EGR. The Turbine Diverter Valve will not only allow for quicker spool ups but will also prevent that fall-on-your-face feeling when you need to accelerate while cruising.

A perfect solution to the stock variable vane turbo, which is prone to malfunction and hesitation, the BD Turbo Thruster kit can support airflow requirements to reduce exhaust temperatures all the way up to 450 rear wheel horsepower, yet maintains driveability on the street. Designed as a direct, bolt-in replacement for the stock turbo, the Turbo Thruster kit includes everything needed for a professional-quality installation.

Standard kit comes with Electronic Tuner to optimize DTC's and fueling levels to match the performance on the new turbo. Please note that the electronics are essential to the turbo kit performing well.



1047070	2003-2007 6.0L c/w Electronics	Ford
1047071	2003-2007 6.0L w/o Electronics	Ford

CFM	
	1044
Compressor Wheel	
61.45 mm	2.42 in



Track Master S4-T4 Turbos

Selecting which turbo to bolt onto your engine can easily be determined by an engineer whom specializes in Diesel driven turbochargers. Ultimately your engine requires the right air-to-fuel ratio to produce the best power from right off the line to high rpm without surging or wheel explosion from over speeding the wheel design.

BD has a range of complete turbocharger assemblies that can be bolted onto your engine in a kit form. For those looking for something more customized to their engine HP design, we have a range of compressor wheels and turbine housings for you to engineer a turbo that suits you best.

These high performance S400 single turbochargers incorporate BD's own compressor housing with 5-inch inlet and 3-inch outlet for easy adapting of hose connections. After picking the right compressor housing and cartridge assembly combination, chose from the list of turbine housings with T4 mounting pads that has the best A/R ratio to meet your needs.



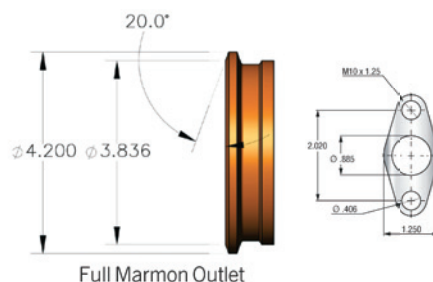
Inducer wheel diameter must be rounded up to arrive at compressor inducer bore which is the measurement for many racing classes. We have listed some inducer bores available to fit into specific 2.6, 2.8, 3.0 race classes. We also have available a compressor housing / cartridge assembly combination that has a 2.94 wheel with a 2.6 bore plug.

We have recommend HP ranges for some of the turbos but often the restrictions of turbo design by racing class rules may result in not being able to maintain exhaust temperatures in the 1200-1400 F range.

These turbos on their own will have a less then desirable bottom end response and require a BD Turbine Diverter Valve to spool them up for a winning performance run.

Complete Turbo with 1.25 A/R Turbine Housing & Turbine Diverter Valve						
HP Range	Turbo	Part No.	Compressor Wheel		Turbine Wheel	
600-700	R700	1045650-125 (A)	71.1 mm	2.80 in	74.0 mm	2.91 in
700-850	R850 Modified 2.6 Class	1045656-125 (A)	64.7 mm	2.55 in	74.0 mm	2.91 in
700-850	R850	1045655-125 (A)	74.6 mm	2.94 in	74.0 mm	2.91 in
850-950	R950	1045660-125 (A)	80.3 mm	3.15 in	74.0 mm	2.91 in
1000+	R1000	1045665-125 (A)	82.2 mm	3.24 in	74.0 mm	2.91 in
						CFM
						1378
						1450
						1552
						1740
						1944

Notes: (A) Default T3 Flange Mount - add "T4" to number for T4 mount
 "125" = 1.25 A/R - change number for different A/R i.e. "090" = 0.90 - See turbine housing chart above for options



Full Marmon Outlet



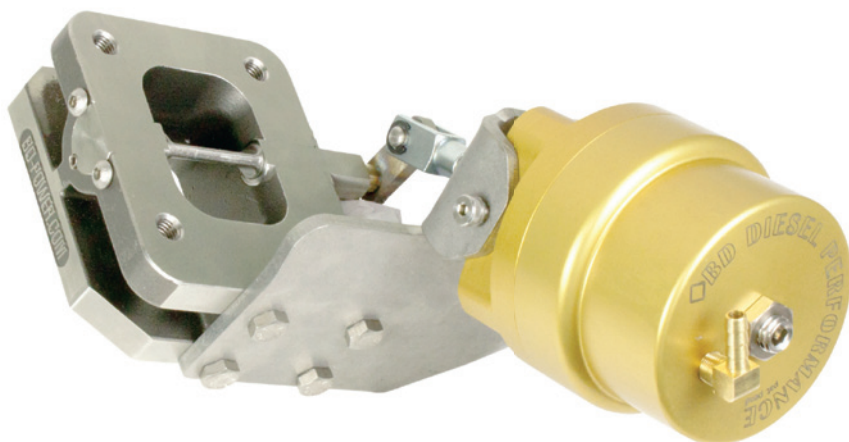
Cartridge & Compressor Housing (w/o Turbine Housing)						
HP Range	Turbo	Part No.	Compressor Wheel		Turbine Wheel	CFM
600-700	R700	1045600	71.1 mm	2.80 in	74.0 mm	2.91 in
700-850	R850 Modified 2.6 Class	1045606	64.7 mm	2.55 in	74.0 mm	2.91 in
700-850	R850	1045605	74.6 mm	2.94 in	74.0 mm	2.91 in
850-950	R950	1045610	80.3 mm	3.15 in	74.0 mm	2.91 in
1000+	R1000	1045615	82.2 mm	3.24 in	74.0 mm	2.91 in

Turbine Housing		
Part No.	A/R	Inlet Size
1405600FM	.90	3.25 x 2.75 (T4)
1405601FM	1.00	3.25 x 2.75 (T4)
1405602FM	1.10	3.25 x 2.75 (T4)
1405603FM	1.25	3.25 x 2.75 (T4)

Accessories	Part#
Hardware kit	(B) 1405610
Turbine Outlet Clamp	1453602
Turbine Outlet Downpipe - Generic	1453600

Notes: (B) Contains gaskets and two CHRA V-band clamps





TDV

Turbine Diverter Valve

Variable Geometry with manual control
T3, T4 and T6
mounting pad configurations

Track Master Turbine Diverter Valve

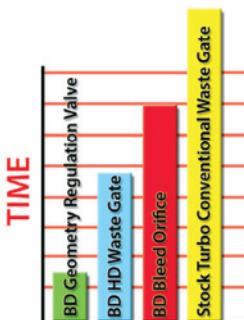
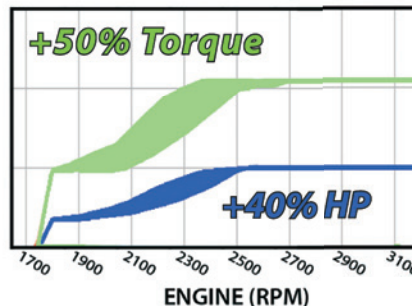
Variable Turbocharger Geometry control with BD's Turbine Diverter Valve improves turbocharger response at low engine rpm by feeding all the exhaust gas flow through one of the two exhaust turbine volutes. Used in BD's replacement turbo kit for the stock Ford 6.0L Variable Geometry Turbo as well as other applications, casting designs are available in T4-T3, T4-T4 & T6-T3 turbo mounting pad configurations to spool up big single, dual and even triple turbo applications used on high RPM and horse power engines.

Optimum opening time to both turbine volutes is adjustable. Dyno results show an extra 40% in horsepower and 50% in torque! Reduce smoke levels, exhaust temperatures and your 1/8 mile times.

1044100	T4-T3 Turbo Mount	All
1044105	T4-T4 Turbo Mount	All



Power Gains on a 500hp Engine!



THUMB SCREW CONTROL



Geometry Regulation & Waste Gate Control Valve

Designed to manually fine tune each application using boost pressure to open the exhaust flow to both turbine volutes. Perfect for turbocharger waste gate controls and Turbine Diverter Valves!

1044103	Control Valve Kit	All
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Dual Volute

T4-T3 Flange Adapter

With T4 sized turbochargers, there is no performance advantage to changing the exhaust manifold to match... So, why go to the expense? Our adapter flange makes for an inexpensive alternative to replacing the manifold and allows for quicker changes back and forth from T4 to T3 turbos.

1044106	T4-T3 Adapter Flange	All
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Single Volute

T4-T6 Flange Adapter

The large foot print of T6 turbo can be bolted to a T4 manifold or a T4 Turbine Diverter Valve with our dual throat adapter flange. Machine cut flat to 0.480, our adapters seals in exhaust drive pressure. Also available for single volute.

1044111	T4-T6 Dual Volute	All
1044110	T4-T6 Single Volute	All



Rebuilt and exchange Dodge, Ford, Chevy, Caterpillar, Detroit, Cummins, Komatsu, Toyota, automotive, light duty pick-up, agriculture, marine, commercial, industrial and gas & diesel applications.

BorgWarner
Turbo Systems

Schwitzer

Garrett

AIRWORKS

HOLSET

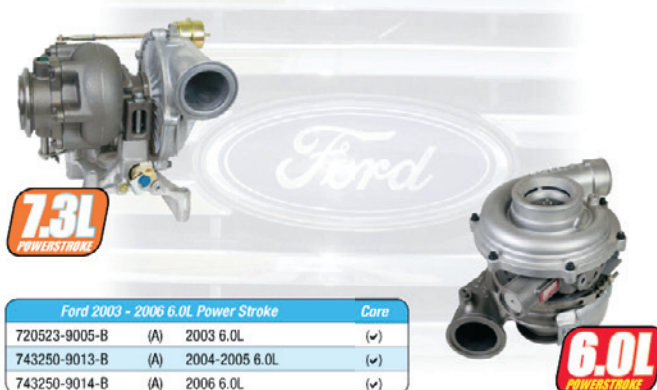
MITSUBISHI

IHI TURBO



Dodge 1988-2008 Cummins	Reman Turbochargers	Reman Performance Turbochargers	Core
1988-1990 5.9L	(A) 3526739-B	3526739-MT (B)	(✓)
1991-1993 5.9L	(A) 3531696-B	3531696-MT (B)	(✓)
1994-1995 5.9L	(A) 3539911-B	3539911-MT (B)	(✓)
1996-1998 5.9L 12-valve Automatic Trans	(A) 3539369-B	3539369-MT (B)	(✓)
1996-1998 5.9L 12-valve Manual Trans	(A) 3539373-B	3539373-MT (B)	(✓)
1998.5 5.9L 24-valve	(A) 3539343-B	3539343-MT (B)	(✓)
1999-2000 5.9L HX35 Automatic Trans	(A) 3590104-B	3590104-MT (B)	(✓)
2000-2002 5.9L HY35 Automatic Trans	(A) 4036239-B	4036239-MT (B)	(✓)
1999-2002 5.9L HX35 Manual Trans	(A) 3592766-B	3592766-MT (B)	(✓)
2003-2004 5.9L	(A) 4035044-B	4035044-MT (B)	(✓)
2004.5-2007 5.9L 325HP HY35/HE351CW	(A) 4043600-B		(✓)
2007-2008 6.7L	(A) 4051504-B		(✓)

Ford 1982.5 - 2003 7.3L Power Stroke	Core
466533-9001-B (A) 1992.5-1994 7.3L IDI	(✓)
466533-9001-MT (A) 1992.5-1994 7.3L IDI Modified	(✓)
468485-9004-B (A) 1994-1998.5 7.3L DI TP38 Pick-up w/o Pedestal	(✓)
466163-9012-B (A) 1994-1998.5 7.3L DI TP38 Pick-up c/w Pedestal	(✓)
468488-9003-B (A) 1994-1998.5 7.3L DI TP38 Pedestal	(✓)
471128-9010-B (A) 1998.5-1999.5 7.3L DI GTP38 Pick-up w/o Pedestal	(✓)
702650-9005-B (A) 1998.5-1999.5 7.3L DI GTP38 Pick-up c/w Pedestal	(✓)
471131-9008-B (A) 1998.5-1999.5 7.3L DI GTP38 Van w/o Pedestal	(✓)
702651-9001-B (A) 1998.5-1999.5 7.3L DI GTP38 Van c/w Pedestal	(✓)
451747-9014-B (A) 1998.5-1999.5 7.3L DI GTP38 Pedestal	(✓)
702011-9011-B (A) 1999.5-2003 7.3L DI GTP38 Pick-up w/o Pedestal	(✓)
702012-9012-B (A) 1999.5-2003 7.3L DI GTP38 Pick-up c/w Pedestal	(✓)
702013-9010-B (A) 1999.5-2003 7.3L DI GTP38 Van w/o Pedestal	(✓)
702014-9017-B (A) 1999.5-2003 7.3L DI GTP38 Van c/w Pedestal	(✓)
701803-9006-B (A) 1999.5-2003 7.3L DI GTP38 Pedestal	(✓)



Ford 2003 - 2006 6.0L Power Stroke	Core
720523-9005-B (A) 2003 6.0L	(✓)
743250-9013-B (A) 2004-2005 6.0L	(✓)
743250-9014-B (A) 2006 6.0L	(✓)



Chevy 1991-2000 6.5L	Core
GM-3 (A) 1991-1993 GM 6.5L	(✓)
GM-4 (A) 1993-1994 6.5L	(✓)
GM-5 (A) 1995-1996 6.5L	(✓)
GM-8 (A) 1997-2000 6.5L	(✓)
GM-6 (A) 1991-2000 Cube Van 6.5L	(✓)

Chevy 2001-2007 6.6L Duramax	Core
DM6.6-VICU (A) 2001-2004 LB7 Duramax - Tag SPEC VICU	(✓)
DM6.6-VIDQ (A) 2001-2004 LB7 Duramax - Tag SPEC VIDQ	(✓)
DM6.6-VIDR (A) 2001-2004 LB7 Duramax - Tag SPEC VIDR	(✓)
736554-9011-B (A) 2004-2006 LLY Duramax	(✓)
759622-9002-B (A) 2006-2008 LBZ/LMM Duramax	(✓)

Notes: (A) Part number for reference only, consult original unit ID tag for part number
(B) Modified performance turbocharger units to give better response and horsepower gains to engines with mild performance modifications.
CORE (✓) - Refundable core charges apply.

Turbo Shop Direct Line: 1.866.755.4029

Exchange units using the latest in aerodynamic technology and materials featuring light weight extended tip compressor wheels with high flow blade design characteristics for improved throttle response time. These units offer cooler exhaust temperatures, improved engine brake retarding power and the most rugged bearing system in the turbo industry. Consistent high quality standards



CATERPILLAR

175963-MT



177148-MT



174260-MT

CAT MODEL	TURBO MODEL	HP	WHEEL SIZES		A/R	PART NO.
			INDUCER	EXDUCER		
C12	K31	360-430	70.9	77.0	1.28	172743-MT
C15	S410G	475-500	74.5	81.8	1.10	174260-MT
C15	S410G	550	74.5	81.8	1.32	177148-MT
C16	S410G	600	78.29	88.0	1.65	175963-MT

Manufactured by Borg Warner
with special engineering changes from BD Diesel.



172743-MT



Cummins 855	PART NO.
350 HP HT3B	167050



**BorgWarner
Turbo Systems**



Cummins N14	OEM NO.	PART NO.
400 HP / 430 HP	3804502	172035



Detroit Series 60 Non-Waste Gated	OEM NO.	PART NO.
475 HP	23515635	171701
550 HP	23518587	171702

MERCEDES

Mercedes S410	PART NO.
OE460LA 450 HP w/Turbo Brake	319699



Cummins L10	PART NO.
300 HP	168824
330 HP / 350 HP	178017

CUMMINS



Detroit Series 60 Waste Gated	TURBO MODEL	PART NO.
500 HP	B/W Replacement	172743

DETROIT DIESEL

Detroit	TURBO MODEL	OEM NO.	PART NO.
Series 60 VGT	GTA45	23534361	758204-9007

Garrett



Detroit Series 60 Waste Gated	TURBO MODEL	PART NO.
430 HP	GTA42	714788-5001
500 HP	GTA42	714792-5001



D-DEC5



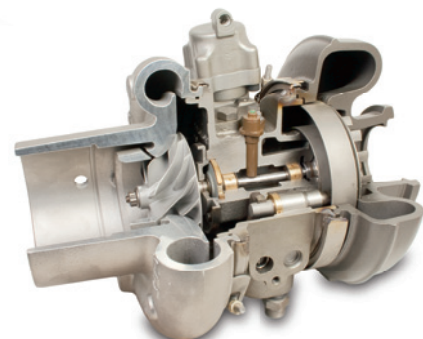
VOLVO

Volvo	OEM NO.	PART NO.
D16 - VGT	HE551VE	4036179

HOLSET

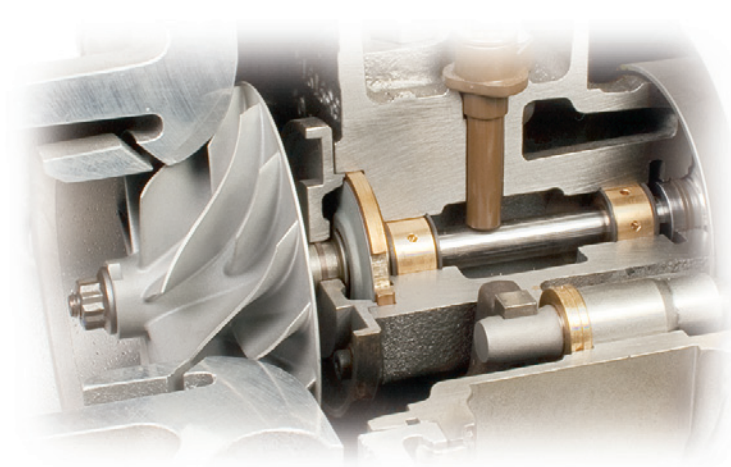
ISX Turbos & Parts

Durable components designed to rebuild your Holset HE 155 ISX turbocharger back to new specifications. Complete rebuild parts including turbine wheel, full cage assemblies, through shafts, bushings, seals, bearings, actuator o-rings and more. All made to new specifications, complete turbo-charger units or piece parts now available.



Mid-Line & Heavy Duty Truck Turbochargers & Injectors

1.800.887.5030 • Fax: 604.853.8749 • sales@bd-power.com



Shutting your engine down after a heavy haul when the exhaust gas temperature (EGT) is above normal can result in turbo bearing damage—but now you can protect your turbo with the BD Cool Down Timer (CDT). The CDT works with any K-Type EGT probe commonly found in most pyrometer gauge kits. The CDT works with vehicle security alarms and in reducing regeneration of the DPF on 2008-up vehicles.

Dodge	1994-2008	Cummins 5.9L/6.7L
Ford	1994-2008	PowerStroke 7.3L/6.0L/6.4L
Chevy	2001-2009	Duramax 6.6L

1081160	Cool Down Timer v2.0	All
1081151	Exhaust Probe Kit	All

Power Stroke 7.3L Turbo Compressor Wheel

Replacement compressor wheel for the stock turbochargers on 1999.5-2003 7.3L Power Strokes eliminates the compressor surge that is common for these applications. By also offering more airflow at upper boost levels, this upgrade breathes new life to your stock turbo and allows for more efficient output when using mild power increasing modules and tuners.

1047000	1999.5-2003 7.3L Power Stroke	Ford
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Dodge 1988-1993 16 cm Turbine Housing

This 16 cm non-waste gated, dual throat housing replaces the 18 cm and 21 cm housings on the 1988-1993 Dodge 5.9L Cummins engines giving faster turbo spool-up, quicker throttle response and higher top end boost levels.

1045911	1988-1993 5.9L	Dodge
---------	----------------	-------



Turbo Guard

Closing the throttle suddenly when the engine is under load can result in turbo damage. BD's TurboGuard blow-off valve protects your stock or aftermarket turbo from surging and possible compressor wheel explosions. This advanced TurboGuard kit features adjustable valve opening pressure and a microprocessor with six different custom settings, including valve opening pressure, activation sensitivity, clutch cancellation, and more.

Universal applications come with Aluminum or Steel adapters, and, Red or Silver valve — older non APPS or TPS vehicles such as 1994-1998 5-Speed 12-Valve Dodges require specific application.



		Red Valve	Silver Valve
Aluminum Adapter	All	1047250AR	1047250AS
Steel Adapter	All	1047250SR	1047250SS
1994-1998 5-Speed 12-valve	Dodge	1047251SR	1047251SS

Electronic Boost Builders

Get more performance out of your electronically controlled engine by plugging in one of BD's Electronic Boost Builders. Installed in-line with the MAP sensor, the Electronic Boost Builder increases available boost by intercepting the message to the ECM, preventing it from setting an over-boost trouble code that can cost between 50-80 horsepower. BD's Boost Builders are a perfect match for engines with power module, injector or turbo enhancements.

Electronic Boost Builders		
1515931	1998-2000 24-valve w/Round MAP	Dodge
1515932	2001 w/Oval MAP Plug	Dodge
1515933	2002 w/Flat MAP Plug	Dodge
1515935	2003-2004 305hp	Dodge
1515936	2004.5-2007 5.9L 325hp	Dodge
1515937	2007.5-2012 6.7L	Dodge
1516000	2003-2007 6.0L	Ford





Econo-Boost for HD Diesels

Boost your fuel economy by injecting your fuel earlier in the combustion cycle. The Econo-Boost module produces 30-35 more horsepower utilizing the same amount of fuel thus reducing your visible smoke, and, at least 65°F cooler EGT's and 10°F less coolant temperatures. Simply plug into your Cat, Cummins ISX and Detroit 60 Series engines and start saving money!

- CAT
- CUMMINS ISX
- DETROIT 60 SERIES

SAVE
\$48-\$96 per tank!

Approximate savings based upon 120 US-Gal tank @ \$4.00/gal = \$480.00 Savings will vary from vehicle, driver and driving conditions.

Turbo Boost Controls

BD's adjustable Waste Gate Kits keep the bypass valve closed, raising boost levels for increased performance and helping to prevent waste gate "creep". These kits include stainless steel brackets and a high temperature resistant Nomex diaphragm with a heavier spring and locking jam nut for precise boost pressure settings.



Waste Gate Kits		
1047150	1994-1998	Dodge
1047151	1999-2002 w/HX35 Turbo	Dodge
1047154	2003-2007	Dodge
1047160	2001-2004 LB7 Duramax	Chevy
1047170	1999.5-2003 7.3L PowerStroke	Ford

X-Hook



For 1999-2002 Dodge trucks with the HY35 turbo, BD's X-Hook offers an easy bolt-on solution to increasing bottom end boost.

X-Hook for HY35 Turbos		
1045991	1999-2002 w/HY35 Turbo	Dodge

Boost Control Turnbuckles

Mechanically fine tuning of turbocharger boost levels at the turn of a buckle. With a BD Turnbuckle you can now leave the waste gate attached to the turbo and simply place your wrench on the shaft of the buckle and increase or decrease the amount of throw in seconds. Cut from stainless steel to prevent corrosion and the swivel design avoids oil return drains and rubbing.



Turbo Waste Gate Turnbuckles		
1047110	1994-2007 5.9L with Holset or Aftermarket Turbo/Waste Gate - 5/16NF Rod w/0.320" Hole	Dodge
1047115	1999.5-2007 7.3L/6.0L with Aftermarket Turbo or Waste Gate - 5/16NF Rod w/0.250" Hole	Ford
1047116	2001-2004 LB7 with Aftermarket Turbo or Waste Gate - 5/16NF Rod w/Pin	Chevy

Cold Air Intake Packages

These air intake takes a different approach to making power by sealing their conical, high-flow air filter in a box that has more air volume than factory units eliminating any chance of hot air from contaminating the intake charge to the engine. Designed for efficiency, easy install and long life with components such as stainless steel hardware and high-temperature silicone sleeves that do not flex or distort, even under the most extreme conditions.

Check out price books for kit listings!



Stainless Exhaust Kits

Give your diesel truck an authoritative look and sound, as well as a significant power increase and improved fuel efficiency with a performance stainless steel exhaust systems. All necessary clamps, hangers and brackets are included and prearranged for easy installation which in most cases can be done in a little over an hour.

Check out price books for kit listings!



DPF Back Exhaust Kits

Turbo Back
Single Exhaust Kits

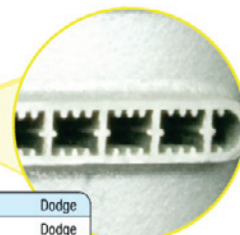
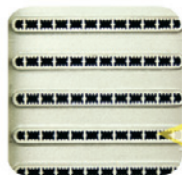
Turbo Back Dual Exhaust Kits



XTRUDED CHARGE AIR COOLER

BD's free flowing Charge Air Cooler (CAC) design with streamlined external air passages improves engine cooling while offering less fan noise and less blade resistance, plus, improving engine power and efficiency of the radiator and air conditioning heat exchangers. Designed through testing at 100+ psi turbo boost pressure and 500°F turbo outlet temperatures, our extra thick cast end tanks with support struts have integrity and long life without ballooning and cracking.

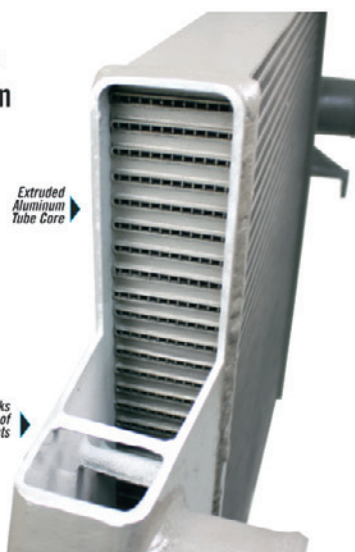
Micro Extruded Tube design is for applications producing 20-100 psi of boost pressure and inlet temperatures of 500+°F. The tubes have a 0.025" wall thickness and designed enhanced inner fins that add to performance and already strong support structure resulting in a 95% heat conductivity transfer. No cracking or separation occurred when tested at over 400 psi.



1042520	1994-2002	Dodge
1042525	2003-2009 5.9L/6.7L	Dodge
1042700	1999-2003 7.3L	Ford
1042710	2003-2007 6.0L	Ford
1042720	2007.5-2010 6.4L	Ford
1042600	2001-2005 Duramax	Chevy
1042610	2006-2010 Duramax	Chevy



Higher turbo boost pressures results in lower EGT's.



Extruded Aluminum Tube Core

Cast End Tanks with Balloon Proof Support Struts

Tested on a 2006 Dodge
@ 100°F ambient temperature

	Inlet	Stock Outlet	BD Outlet
Turbo Boost (psig)	40.0	35.5	39.1
Temperature (°F)	400	149.4	129.6

Heavy Duty & Mid-Line Charge-Air Coolers

Revolutionizing the heavy duty charge-air cooler industry with Heavy Duty Bar and Plate designs for many Heavy Duty and Mid-Line applications featuring:

- High efficiency and durable Bar & Plate Design
- Bar & Plate is a Heavy Duty option compared to Tube & Fin design
- Increases the Life of your charge air cooler
- Eliminates the majority of charge air cooler failures, which occur in the Header Plate and Air Tube
- Five-Year Warranty - Unlimited Miles



Intake Hoses and Clamps

Nothing can put an end to a quarter mile pass or hill climb faster than a turbo hose that blows off. Now, you can eliminate this problem with BD's hose and clamp kits. Eye-catching blue Nomex silicone hoses can withstand over 100 psi of boost, and are secured by rugged, spring-loaded, stainless steel T-bar clamps. Engineered for each individual application, BD hose and clamp kits are a must for any modified turbo diesel.

Ford hoses now include BD's exclusive raised I.D. groove to ensure an O.E.M. fit like no other aftermarket hose can.

1045210	1994-2002	Dodge
1045215	2003-2007 5.9L	Dodge
1047030	1999-2003 7.3L	Ford
1047035	2003-2007 6.0L	Ford
1047034	2003-2007 6.0L c/w Intake Pipe	Ford
1047037	2008-2010 6.4L PowerStroke	Ford
1046275	2001-2004 LB7 Duramax	Chevy
1046276	2004.5-2005 LLY Duramax	Chevy
1046277	2006-2010 Duramax	Chevy

Have a special application or need individual clamps?		
High Torque Hose Clamps		
1405209	2.75"	All
1405211	3"	All
1405212	3.5"	All
1405213	4"	All

Exclusive!
Raised I.D. Groove

Boot Lock Kit

Holds your Boots in place! Includes aluminum and steel threaded stand-offs to weld onto turbo, intercooler and pipes (no welding required on some BD and BW turbos). Dual swivel design to allow for flex with different sized connections and to snugly secure the pipes and hoses in place. Don't blow your boots, engine or turbo and ruin your day.

1045201	All
---------	-----

X-Flow Power Intake Elbow

The X-Flow Power Intake Elbow features a larger Black Powder Coated plenum for increased available airflow, and smooth radius turns to reduce turbulence and intake pressure losses. Two convenient ports (one pre-tapped) make it easy to monitor boost and/or inject nitrous or other power adder.

1041550	1998-2002 24-valve Ram	Dodge
1041555	2003-2007 5.9L Ram	Dodge
1041570	2003-2004 6.0L PowerStroke	Ford
1041577	2005-2007 6.0L PowerStroke	Ford

Dodge 6.7L Intake Horn & Open Grid

Open up the intake for your high performance 6.7L race truck and reduce pressure drop across the stock intake system. BD's 6.7L Intake Horn has a 74% larger engine inlet and 4-inch horn inlet – comes with new 3.5-inch intercooler pipe, hoses and clamps.

A 35% larger intake opening is achieved by eliminating the restrictive stock cold weather intake air heater with BD's Open Grid plate. These modifications are intended only for unlicensed race trucks.

6.7L Intake Horn		
1041560	2008-2010	Dodge
1041561	2011-2012	Dodge

6.7L Intake Open Grid		
1041562	2008-2012	Dodge

Dodge Intercooler Replacement Pipe

The weak factory plastic intercooler intake pipe on the 2006-2009 Dodge 5.9L & 6.7L are prone to cracking when subjected to heat or even bursting from turbo boost with just the slightest of horsepower increases. Available in a powder coated polished appearance and fits 2003-2009 model years. Upgrade to our Heavy Duty Hose & Clamp kit while you're at it!

1042590	2003-2007 5.9L	Dodge
1042595	2007-2012 6.7L	Dodge



Increasing the internal size of manifolds or feed pipes can result in temperature drop resulting in lower turbocharger drive pressure. BD designed manifolds use more consistent port sizing and heavier construction to improve flow and reduce temperature drop. For even more improved efficiencies, turbocharger design improvements should be done.

Dodge 5.9L Stainless Exhaust Manifold

Durable Stainless Steel manifolds with stand temperatures in excess of 2000°F without cracking. Stainless Steel reflective heat properties hold the heat within and cool down quicker once the engine is stopped. Once heated, these manifolds turn a Gold color.

Dodge 5.9L Stainless Exhaust Manifolds		
1045980SS	1988-1998 12-valve	Dodge
1045985SS	1998-2002 24-valve	Dodge

Optional Exhaust Manifold Gasket Kits		
1045981	1988-1998 12-valve	Dodge
1045986	1998-2007 5.9L 24-valve	Dodge



1988-2002 1-pc Stainless Design



Dodge 5.9L Pulse Exhaust Manifold

Made from high-silicon ductile iron, BD's exhaust manifolds are designed to withstand extreme temperatures and vibration — great for stock and performance installations. The Dodge 5.9L Pulse Manifolds feature connection joints that allow for expansion and contraction without cracking or exhaust leaks while offering quicker turbo spool up, reduced backpressure, increased power and better fuel economy. The kit includes stainless steel fasteners and washers to prevent lost or loose manifold bolts, and gaskets are available separately.

Dodge 5.9L Exhaust Manifolds		
1045980	1988-1998 12-valve	Dodge
1045985	1998-2002 24-valve	Dodge
1045987	2003-2007 5.9L	Dodge

Optional Exhaust Manifold Gasket Kits		
1045981	1988-1998 12-valve	Dodge
1045986	1998-2007 5.9L 24-valve	Dodge



1988-2002 3-pc Design



2003-2007 2-pc Design



Dodge 6.7L Exhaust Manifold

6.7L Exhaust manifolds cast from high silicon ductile iron and have expansion joints to allow for growth when heated rather than cracking like the stock application. Extra material in the turbo mount area and webbing between the ports is added for increased strength.

Dodge 6.7L Exhaust Manifolds		
1045990	2008-2012	Dodge

Optional Exhaust Manifold Gasket Kits		
1045992	2008-2012	Dodge



2008-2012 6.7L 2-pc Design

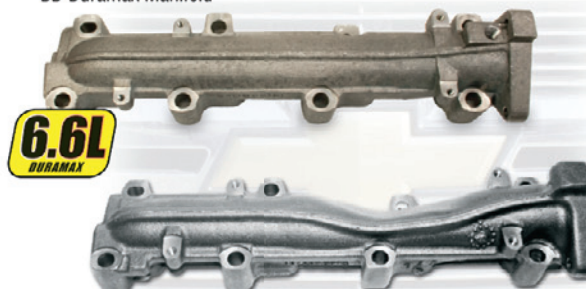


Duramax Full Bore Exhaust Manifold

The BD Full Bore Exhaust Manifold for the Chevy Duramax engine replaces factory driver's side "pinched down" unit, restoring exhaust flow and balances the V8 engine for smoother running. Flow design will accommodate enhanced performance engines by aiding them in improving exhaust velocity to drive the turbocharger, improving power, increasing economy and lowering EGT's. Made from high-silicon ductile iron, the Full Bore is a direct, bolt-in replacement for the factory manifold and is even drilled and tapped to accept the most popular EGT probes.

1041460	2001-2010 Duramax Exhaust Manifold	Chevy
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BD Duramax Manifold



Stock Duramax Manifold




2003 6.0L Round Tube

Ford 6.0L Replacement EGR Coolers

BD's replacement Heavy Duty EGR Coolers for 2003-2007 6.0L Ford Power Stroke Diesels use TIG welded 304L stainless 0.375in.O.D. x 0.048in. walled tubes to replace the OEM inner cores that have been known to fail due to weak brazed joints. The failure of the OEM units has caused coolant to leak into the cylinders creating a hydrolck condition which will damage the head gaskets and possibly the heads themselves. Water deflectors are added to increase turbulence to the coolant flow to aide in heat dissipation. These exchange units are pressure tested, include O-ring and threaded insert, and, come with a 5-year limited warranty.



1090201	2003 6.0L Round Tube	Ford
1090202	2004-2007 6.0L Square Tube	Ford
1090002	2003-2007 Gasket Set	Ford



2004-2007 6.0L Square Tube

6.0L
POWERSTROKE

STOCK DESIGN

BD's DESIGN



NEW!
FOR 2013



Heavy Duty EGR Coolers

Replacement Heavy Duty EGR Coolers for mid-line & heavy duty applications have TIG welded 304L stainless walled tubes to replace the OEM inner cores that have been known to fail. The failure of the OEM units has caused coolant to leak into the cylinders creating a hydrolck condition which will damage the head gaskets and possibly the heads themselves.

Consult price list for applications and part numbers.



brute
holding
force

Heavy Duty Manual Transmission Clutches

Heavy duty manual transmission 5 and 6 speed clutches. Featuring feramic or organic linings, marcelled fine, modified pressure plate for higher plate load and smoothness of engagement and updated throw out bearings. Designed to stand up to performance, heavy towing and every day driving. Listed are applications up to 450 rwhp — give us a call for higher horsepower, racing or sled pulling applications.

Consult price list for applications and part numbers.



reducing
shift lever
travel by
20%

Dodge Manual Transmission Short Shift Kits

BD's Short Shift kit for the Dodge five or six speed transmissions puts fun back in your driving by reducing shift lever travel by 20%. The kit includes everything you need for an easy, do-it-yourself installation, including a billet aluminum shift plate, forged steel shift handle and high-strength fasteners.

1031050	1999-2002 6spd NV5600	Dodge
1031055	2003-2004 6spd NV5600	Dodge
1031056	1998-2002 5spd NV4500 Diesel/Hemi	Dodge

EGR Coolers / Manual Transmission

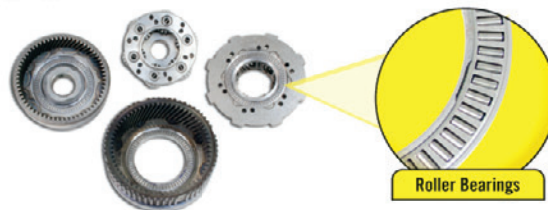
1.800.887.5030 • Fax: 604.853.8749 • sales@bd-power.com

Performance Transmissions



The stock transmission and torque converter were designed to handle the output of the stock engine, but not much more. Increase the durability of your drivetrain with a BD transmission and torque converter. BD's transmissions incorporate revised oil circuits, extra clutches and stronger internals to handle up to 300% more power and torque than the stock transmission. All transmissions come with BD's heavy duty transmission pan and most Dodge & Ford transmission packages come bundled with our auxiliary Full Flow Transmission Filter kit for added protection and cooling! Not warranted for Race or Sled Pull use.

By design, OEM transmission Helical gears and engine torque thrusting causes stock plastic and Babbitt thrust washers to melt and break down contaminating lubrication oil and damaging solenoids. We remove the thrust washers and install roller bearings throughout the transmission which eliminates oil contamination, maintains tolerances, reduces heat and prevents premature solenoid failure.



Dodge			
2wd	4wd		Core
1030310F	1030311F	1991-1993 518	(✓)
1064152F	1064154F	1994-1995 47RH	(✓)
1064162F	1064164F	1996-1998 47RE 12-valve	(✓)
1064172F	1064174F	1998-1999 47RE 24-valve	(✓)
1064182F	1064184F	2000-2002 47RE	(✓)
1064192F	1064194F	2003-2004 48RE	(✓)
1064232F	1064234F	2005-2007 5.9L 48RE	(✓)

CORE (✓) - Refundable core charges apply.

Ford			
2wd	4wd		Core
1064402F	1064404F (A)	1990-1994 E40D	(✓)
1064422F	1064424F (A)	1995-1997 E40D	(✓)
1064442F	1064444F (A)	1999-2003 4R100	(✓)
1064482	1064484 (A)	2003-2004 5R110	(✓)
1064482	1064484 (A)	2005-2007 5R110	(✓)
1064492	1064494 (A)	2008-2010 5R110	(✓)

Notes: (A) Add "PTD" to part number for transmission with PTD provision
CORE (✓) - Refundable core charges apply.

Chevy			
2wd	4wd		Core
1064702	1064704	2001-2004 LB7	(✓)
1064722	1064724	2004.5-2006 LLY	(✓)
1064732	1064734	2006-2007 LBZ	(✓)
1064742	1064744	2007-2010 LMM	(✓)



Each transmission is dyno tested and comes with BD's Heavy Duty Deep Sump aluminum transmission pan to add strength to the case preventing flexing and internal oil leakage.

Why not include BD's Flex-Plate with your transmission and torque converter install. Makes for a complete package!



Dodge Performance Plus Transmissions Comes with Billet Input

BD's own Performance Transmission but with the added touch of a Billet Input Shaft to take the "snap" from rapid throttle and high horsepower. The Perfect combination for those installing the Triple Torque Force Converter. Comes with Heavy Duty Pan, Billet Input Shaft and Auxiliary Filter Kit.

Dodge Performance Plus Transmissions			
2wd	4wd		Core
1064152BF	1064154BF	1994-1995 47RH	(✓)
1064162BF	1064164BF	1996-1998 47RE 12-valve	(✓)
1064172BF	1064174BF	1998-1999 47RE 24-valve	(✓)
1064182BF	1064184BF	2000-2002 47RE	(✓)
1064192BF	1064194BF	2003-2004 48RE	(✓)
1064232BF	1064234BF	2005-2007 5.9L 48RE	(✓)

Billet Shafts

Increase the durability of your transmission with input, output and intermediate Billet Shafts rated up to 300M and 300 Maraging that are designed to take the shock from high horsepower and heavy loads. Dodge applications listed below — Ford and Chevy applications also available.

1600115	1994-2007 Input 300 Maraging	Dodge
1600113	1994-1995 47RE Output 300M	Dodge
1600116	1996-2007 Output 300M	Dodge
1600117	1994-2007 Intermediate 300M	Dodge



Dodge 68RFE Transmissions

BD's 68RFE pumps have a new regulator valve design and along with new valve body separator plate and Pressure Control module can deliver up to 250 PSI clutch apply pressure providing 150% more holding force above stock to prevent clutch slippage.

BD's 68RFE Electronic Pressure Controller dynamically adjusts the hydraulic apply pressures based on accelerator pedal position (APPS) which is used in governing engine load and responsiveness through transmission gear selection. The modules dynamic control ramps up the much larger sweep right up to 250 PSI mainline pressure as needed dynamically. This is not accomplished with any other aftermarket engine tuner.

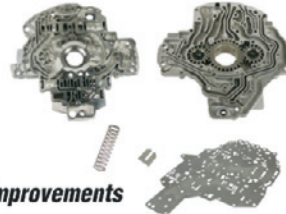
All the clutch packs and drums have new machined designs with the maximum amount of heat/energy capacity in mind. Special machining has been done to the 2nd gear piston to incorporate additional thick-as-stock clutch fiber and steel plates. The 4th gear apply piston has been modified to accept a new heavier Billet retainer, and, a steel girdle is applied to strengthen the piston and give a broader apply area. The Low and Reverse sprag clutch with dog-bone style dawgs that bind and wedge themselves to destruction are replaced with a new BD exclusive, heavy duty constructed cam and roller style one-way clutch preventing these explosive failures.



**Cam & Roller
One-Way Clutch**



Pump Improvements



Dodge			
2wd	4wd		Core
1064242	1064244	2007-2011 6.7L 68RFE	(✓)
1064252	1064254	2012 6.7L 68RFE	(✓)



**Competition
Series**



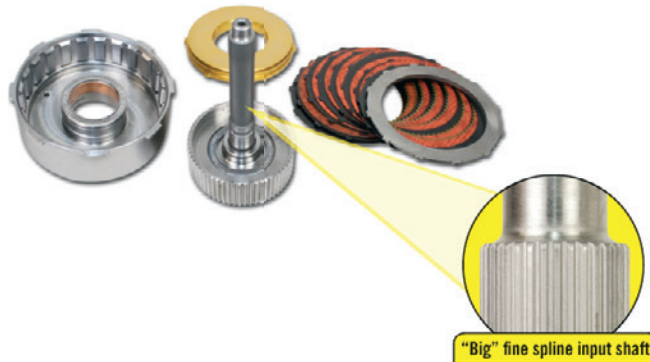
Dodge Race Transmission			
2wd	4wd		Core
1065152RF	1065154RF	(A) 1994-1995 47RH	(✓)
1065162RF	1065164RF	(A) 1996-1998 47RE 12-valve	(✓)
1065172RF	1065174RF	(A) 1998-1999 47RE 24-valve	(✓)
1065182RF	1065184RF	(A) 2000-2002 47RE	(✓)
1065192RF	1065194RF	(A) 2003-2004 48RE	(✓)
1065232RF	1065234RF	(A) 2005-2007 5.9L 48RE	(✓)

Notes: (A) Big Spine converter required - See page 18

Dodge Track Master Series Transmissions

For applications that are pushed to the limits on the track, BD offers their Dodge Competition series — built to take the extreme horsepower and torque. Features "Big" fine spline input shaft, all hardened shafts, billet steel direct drum, one piece servo/cover, extra wide solid band with red lining, racer red forward/direct frictions, koline forward/direct steals, auxiliary filter kit and heavy duty pan. New designs coming soon!

BD's "Big" fine spline input shaft, 0.125 thicker than the stock size shaft and includes a hardened billet hub. By increasing the clutch apply piston width we increase apply pressure, and, by decreasing piston thickness we can install up to 30% more clutch surface. Matching BD's Big bore, fine spline triple Torque Force Converter to the new Big Shaft make them designed for Competition — 550 RWHP and above applications.



Torque Multiplying Converters

BD torque converters feature our own cast aluminum stator that multiplies the torque at a lower rpm than the stock converter for more efficient operation, less heat and better fuel economy. Each BD-engineered torque converter features a stamp-forged steel front cover, furnace-brazed fins, and up to triple the amount of lock-up clutch material.



Dodge Performance Converters		Core
1060210X	1988-1993 727/518	(✓)
1070215X	(A) 1994-2002 47RE/RH Enhanced Stall	(✓)
1070215LX	(A) 1998-2002 47RE/RH Low Stall	(✓)
1070215X-HS	(A) 1998-2002 47RE/RH High Stall	(✓)
1070217X	(A) 2003-2007 48RE Enhanced Stall	(✓)
1070217LX	(A) 2003-2007 48RE Low Stall	(✓)
1070217X-HS	(A) 2003-2007 48RE High Stall	(✓)

CORE (✓) - Refundable core charges apply.

Notes: (A) Enhanced Stall - Street/Towing applications
Low Stall - Street with Low Rear End Ratio & Stock Tires
High Stall - Race/Track applications only

Ford Performance Converters		Core
1030220	1983-1989 C6 6.9L/7.3L IDI	(✓)
1030225	1990-1994 E40D 4-Stud	(✓)
1030224	1995-1997 E40D 6-Stud	(✓)
1030223	1999-2003 4R100 7.3L	(✓)
1030227	2003-2007 5R110 6.0L	(✓)
1030229	2008-2010 5R110 6.4L	(✓)

Chevy Performance Converters		Core
1030226	1989-2000 4L80E 6.2L/6.5L	(✓)
1030230	2001-2011 Allison 1000	(✓)

Cummins 5.9L Motor Home Converter		Core
1060200X	Allison A540/A542/A545	(✓)

Why not include BD's Flex-Plate with your transmission and torque converter install. Makes for a complete package!



Dodge Triple Torque Force!

Not all multidisc converters are created equal and with BD's Triple Torque Force, less is more. Our in house CNC machined cover is designed as one piece which prevents warping, improper balancing and leakage. With our one piece cover design, we were able to maintain the factory height thus eliminating crowding of the pump and the possibility of premature wear.

Not stopping there we have engineered the dampener for a better balancing by riveting it in place, eliminating welding which can cause warping and out-of-balance, and, each dampener spring is handpicked to ensure softer engagement. With engineered tighter tolerances and self-centering trapezoid clutch teeth design, our clutch packs ensure proper alignment and less friction wear resulting a longer converter life cycle and firmer drivability. We also reduced the overall weight of our converter by 12lbs compared to our competitors thus resulting in better fuel economy, less wear and tear, and, overall superior customer satisfaction.



Dodge Triple Torque Force Converters		Core
1071215X	(A) (B) 1994-2002 47RE/RH Enhanced Stall	(✓)
1071215LX	(A) (B) 1998-2002 47RE/RH Low Stall	(✓)
1071215X-HS	(A) (B) 1998-2002 47RE/RH High Stall	(✓)
1071217X	(A) (B) 2003-2007 48RE Enhanced Stall	(✓)
1071217LX	(A) (B) 2003-2007 48RE Low Stall	(✓)
1071217X-HS	(A) (B) 2003-2007 48RE High Stall	(✓)
1071219X	(A) (B) 2008-2012 68RFE	(✓)

Notes: (B) Billet Input Shaft required for high torque engines

Dodge Triple Torque Force Big Spline Track Master Converters		Core
1071218X	(A) 1994-2007 47RE/47RH/48RE Enhanced Stall	(✓)
1071218LX	(A) 1994-2007 47RE/47RH/48RE Low Stall	(✓)
1071218X-HS	(A) 1994-2007 47RE/47RH/48RE High Stall	(✓)
1071218BS	(C) 1994-2007 47RE/47RH/48RE Support Kit	(✓)

Notes: (C) Not required when installed with "RF" Dodge Track Master Race Transmissions - See page 17.



"Big" fine spline input shaft

Duramax Triple Torque Force

Improving the durability of the stock Allison converter with a billet front cover, and replacing the pistons and washers with thrust bearings works great behind engines with stock and mild power increase. But, for extreme applications BD's TorqForce Allison triple disc clutch torque converter is needed to transfer the torque. Perfect for heavy towing and racing, the TorqForce features 3-times the clutch holding power in our one piece billet front cover. The thrust bearing equipped TorqForce converter is also available with a modified stator for extreme power levels.

Chevy Torque Force Converters		Core
1071230	2001-2011 Allison 1000	(✓)
1071231	2001-2011 Allison 1000 - Low Stall	(✓)



**TORQ
FORCE**

BD's Flex-Plates have passed SFI 29.3 version testing – a much more stringent test for safety than the old 29.1 version. The 29.3 test is specific to the high horsepower Diesel engines only. This again points to the BD Flex-Plate as being the best in the industry.



Meets 29.3 SFI approval!

Dodge Black Flex-Plate

The power and torque that modified 5.9L and 6.7 Cummins engines deliver can crack or even shatter the stock flex plate. BD's Black Flex-Plate is designed to reliably handle up to 1,500 lb.-ft. of torque. Featuring twice the material of the stock flex plate, these units are forged billet, precision-balanced and SFI approved for use in race sanctioning bodies. Black Oxide coated to resist corrosion and prevents hydrogen embrittlement that can cause cracking, these units will fit any OEM or aftermarket torque converter and affordable enough to replace with converter or transmission swap. The BD Black Flex-Plate is a direct, bolt-in replacement for the stock unit. Great for racing, towing or stock!

1041210	1994-2007 5.9L	Dodge
1041220	2007.5-2012	Dodge



Meets 29.3 SFI approval!

Duramax Black Flex-Plate

BD's Duramax Black Flex-Plate is designed to reliably handle up to 1,500 lb.-ft. of torque. Featuring twice the material of the stock flex plate, these units are billet machined, precision-balanced and SFI approved for use in race sanctioning bodies. Black Oxide coated to resist corrosion and prevents hydrogen embrittlement that can cause cracking, these units will fit any OEM or aftermarket torque converter and affordable enough to replace with converter or transmission swap.

Why replace the entire flywheel assembly when it's the flex plate that is the problem? Save your powertrain! BD's Flex-Plate still allows axial thrust unlike the competitors' solid flywheel conversions. The BD Black Flex-Plate is a direct, bolt-in replacement for the stock unit – one part number for all Duramax years. Great for racing, towing or stock applications!

1041260	2001-2011 Duramax	Chevy
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XTRUDED

TRANSMISSION OIL COOLER

BD's Xtruded Transmission Oil Coolers uses the same high efficiency Micro Extruded bar technology that is in our air-to-air Charge Air Coolers, providing 22% more cooling over other designs. The 200 Micro Extruded passages provide a large surface area to transfer heat for external air flow cooling while turbulent oil flow design promotes a more complete cooling.

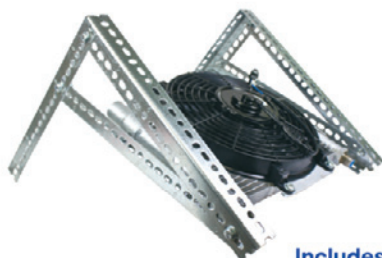
Large 5/8-inch ports prevents inlet/outlet restriction and furnace brazed rails have been tested to 300psi of pressure. The thermostatically controlled 80-watt, 10-inch, 800 CFM electric fan offers ultimate automatic oil temperature control. This combination gives ED's Xtruded Transmission Oil Cooler a rating of 33,930 BTU/HR and in excess of 30,000 GVW!

Xtruded Transmission Oil Cooler packages are available to accommodate 5/16, 3/8, 1/2 and 5/8 transmission cooler lines and come complete with all fittings, clamps, hoses, hardware and a Build-It-Yourself galvanized bracket kit for quicker and cleaner installation – no wasting time fabricating brackets out of scrap metal. The pre-wired loomed harness with fuse and relay comes with OEM style sealed connectors to resist elements and give factory-like install look.

1030606-5/16	5/16-inch Cooler Lines	Chevy	1991-1999	4L80E
		Ford	1994-1997	E40D
1030606-3/8	3/8-inch Cooler Lines	Chevy	1999-2000	4L80E
		Ford	1999-2003	4R100
1030606-1/2	1/2-inch Cooler Lines	Dodge	1994-2012	47RH, 47RE, 48RE, 68RFE
		Ford	2003-2010	5R110
1030606-5/8	5/8-inch Cooler Lines	Chevy	2001-2010	Allison 1000
1030605	Cooler Assembly Only	All		



Micro Extruded bar technology



Includes
Build-It-Yourself Bracket Kit for
Quicker and Cleaner Installation

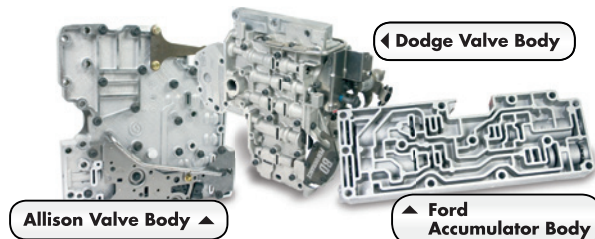
Flex Plates / Transmission Oil Coolers

1.800.887.5030 • Fax: 604.853.8749 • sales@bd-power.com

Page 19.

Transmission Shift Strategy Modifications

BD's exchange valve bodies are modified, tuned and tested to provide optimum performance in towing and performance applications. These units feature revised valve design, new springs, larger oil ports and proprietary governor piston dimensions. Hand-lapped surfaces prevent internal leakage, while new trim valves increase mainline pressure. The end result is improved shift quality, increased clutch holding capacity, reduced friction and extended transmission life. What's more, BD's Dodge valve bodies allow for first and second gear lock-up – a great feature for slowing heavy loads down steep grades (TowLoc/TorqLoc required). Add longevity and performance to your transmission, while making your truck fun to drive.



Anti-Shuttle technology with new higher pressures now built into all Dodge Valve Bodies!

			Core
1030410	1991-1993 518	Dodge	(✓)
1030415	1994-1995 47RH	Dodge	(✓)
1030416	1996-1998 12-Valve 47RE	Dodge	(✓)
1030417	1998-1999 24-Valve 47RE	Dodge	(✓)
1030418	2000-2003 24-Valve 47RE	Dodge	(✓)
1030419	2003.5-2004 48RE	Dodge	(✓)
1030423	2004.5-2007 48RE	Dodge	(✓)

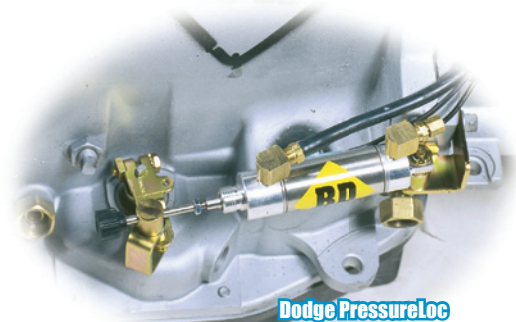
			Core
1030470	2001-2004 LB7 Engine	Chevy	(✓)
1030471	2004-2006 LLY Engine	Chevy	(✓)
1030472	2006-2007 LBZ Engine	Chevy	(✓)
1030473	2007-2008 LMM Engine	Chevy	(✓)
1060442	1988-2003 4R100/E40D 2wd	Ford	(✓)
1060444	1988-2003 4R100/E40D 4wd	Ford	(✓)

CORE (✓) - Refundable core charges apply.

Dodge 47RH/RE PressureLoc

The BD PressureLoc increases main line clutch apply pressure when the lockup clutch is engaged to reduce torque converter "shuddering" and transmission slippage. Designed for stock to mildly modified engines or exhaust brake-equipped applications, the PressureLoc can increase the life of your torque converter. For higher horsepower and/or heavily loaded applications, we recommend the addition of a BD Performance valve body or accumulator body.

1030377	1994-2004	Dodge
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Dodge 48RE Pressure Controller

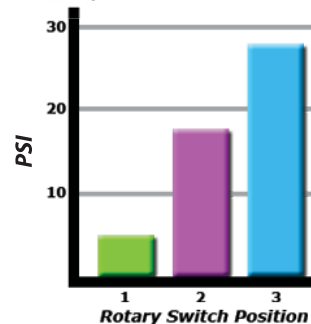
The Dodge 48RE transmission's low mainline pressure at lighter throttle pedal position can cause shudder and slippage. When engaged with the rotary switch mounted on the dash, the Pressure Controller increases mainline pressure by mimicking higher throttle positions, preventing mid-range converter shutter and clutch/band slippage. This pressure increase is at its greatest during light throttle positions and ramps towards stock pressures as the pedal gets closer to full throttle when the extra pressure is no longer needed.

The Pressure Controller is designed to almost eliminate all shuttle shifting with light throttle and as an added feature, this unit slightly holds or delays shifting to prevent lugging and improve transmission function – reduces shift flare and gear hunting. Easily plugs inline with factory sealed connectors making for a clean installation and has three different levels. Excellent for vehicles with performance modules!

1030348	2005-2007 48RFE	Dodge
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Pressure Gain Over Stock @ 25% Throttle Position



Dodge 68RFE Electronic PressureLoc

Easy to install inline plug module increases the mainline oil pressure up to 15psi on the Dodge 68RFE transmissions.

1030368	2008-2012 68RFE	Dodge
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Dodge 2005 Lockout

LockOut for 2005 Dodge with automatic 48RE transmission gives control of the overdrive back to the driver allowing to disable the 4th gear when needed for exhaust brake use or pulling up hill.

1031350	2005 48RE	Dodge
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Dodge 1989-2007

Extra Capacity



Dodge 2008-2012



Ford 1989-2010



Chevy 2001-2010

Heavy Duty Transmission Oil Pans

High volumes of cool oil equate to long transmission life. BD's transmission pans increase oil capacity, while their aluminum construction and heat-dissipating fins keep temperature down. As an added bonus, the pan's increased rigidity prevents case twisting. Kit includes a magnetic drain plug and temperature sending unit port.

1061501	1989-2007 5.9L 727/518/47RH/48RE	adds 2 qt	Dodge
1061525	2008-2012 6.7L 68RFE	adds 4.5 qt	Dodge
1061716	1989-2010 E40D/4R100/5R110	adds 6 qt	Ford
1061650	2001-2010 Allison 1000	adds 3.5 qt	Chevy

Transmission Add-Ons



Full Flow Transmission Oil Filters

A clean transmission is a healthy, long-lasting transmission. BD's Full Flow transmission filter removes clutch material and metal particles from the transmission oil and adds oil capacity, which reduces transmission oil temperature. Heavy duty hoses, fittings and brackets designed for your application are included.

1064017	1994-2007 5.9L	Dodge
1064012	1994-1997 E40D	Ford
1064013	1999-2003 4R100	Ford
1064018	2003-2010 5R110	Ford



Transmission Build-It Kits

Are you a looking to rebuild your own transmission and needing some specialty parts to match your application? BD offers a range of rebuild parts kits featuring the same parts we use in our own performance transmissions for the seasoned builder to complete the job. All kits include the basic rebuild parts and gaskets and have the added touches that range from stock HP up to our Stage 4 Master Kit – which is pretty well everything we put in our own transmission rebuilds.

Dodge	
1060610	1994-2002 47RH/RE Stage 1
1060611	1994-2002 47RH/RE Stage 2
1060612	1994-2002 47RH/RE Stage 3
1060613 (A)	1994-2002 47RH/RE Stage 4
1060615	2003-2007 48RE Stage 1
1060616	2003-2007 48RE Stage 2
1060617	2003-2007 48RE Stage 3
1060618 (A)	2003-2007 48RE Stage 4

Notes: (A) Includes Transmission Pan
Suggested option: Valve Body

Ford	
1060638 (B)	1990-1994 E40D Stage 4
1060639 (B)	1994-1997 E40D Stage 4
1060640	1999-2003 4R100 Stage 1
1060641 (B)	1999-2003 4R100 Stage 4
1060642	2003-2004 5R110 Stage 1
1060644 (B)	2003-2004 5R110 Stage 4
1060643	2005-2007 5R110 Stage 1
1060645 (B)	2005-2007 5R110 Stage 4

Notes: (B) Includes Transmission Pan

Chevy	
1060680	1991-1995 4L80E Stock HP
1060681	1996 4L80E Stock HF
1060682	1997-up 4L80E Stock HP
1060670	2000-2005 Allison Stage 1
1060671	2006 Allison 6-speed Stage 1
1060672 (B)	2000-2004 LB7 Allison Stage 4
1060673 (B)	2004-2006 LLY Allison Stage 4
1060674 (B)	2006 LBZ Allison Stage 4

STAGE 1 Stock to Light HP Increases	STAGE 3 Heavy Duty
STAGE 2 Intermediate HP Increases	STAGE 4 Master Performance Rebuild



Dodge Competition Stage 5 kit features heavy duty pan, all hardened shafts, "Big" fine spline input shaft, billet steel direct drum, one piece servo/cover, extra wide solid band with red lining, racer red forward/direct frictions and koline forward/direct steels.

Dodge Stage 5 Competition	
1060621 (C)	1994-2007 47RH/47RE/48RE

Notes: (C) Optional fully manual transbrake valve body, fully manual valve body and low ratio front planetary kit available. Call for details.

Flow-MaX Lift Pump Kits

BD's Flow-MaX lift pump has been designed to deliver ample fuel flow for more than 600 horsepower, yet is more compact, quieter and more durable than competitive products. Featuring a hard anodized aluminum body and proven gerotor design, the Flow-MaX flows 180 gallons per hour (GPH) at 10 psi, and up to 200 GPH at full flow. It's the ideal replacement for the OEM pump, which can fail even at the stock horsepower level and cause damage to the injection pump. New seal design makes this pump practically submersible and waterproof!

The Flow-MaX quick install mounting system mounts to the frame using vibration isolators, and the kit includes all necessary hoses and mounting hardware.

- 180 GPH at 10psi, 200 GPH full flow
- Proven gerotor design reduces number of moving parts for greater reliability
- Poppet pressure regulator is superior to ball and spring designs
- 10% smaller and 16dB quieter than competitive products
- New Seal Design
- Covered by a 5-Year Limited Warranty

1050301B	(A)	1998.5-2002 24-valve	Dodge
1050305B	(A)	2003-2004	Dodge
1050310B		2005-2010 5.9L/6.7L	Dodge
1050320B		2001-2012	Chevy

Notes: (A) 1998-2004 Dodge trucks that have had an OEM intake pump conversion done require a 1050302 retrofit kit

Optional pressure regulation springs are available for those who want to fine tune the Flow-MaX to their special application.

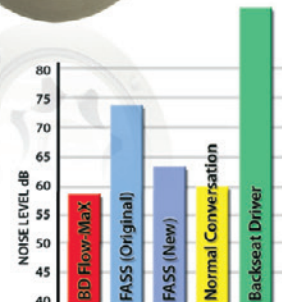
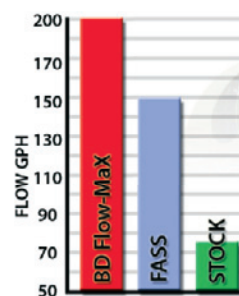
Pressure Regulation Springs		
1500317	8 psi	All
1500315	13 psi	All
1500318	18 psi	All
1500316	28 psi	All



Flow-MaX

GerotorDesign

5
year
warranty



Dodge OEM Bypass and Replacement Lift Pump Kits

Replacement and frame mounted bypass fuel lift pumps that are a lower cost alternative. If you are looking for increased flow capacity, longer warranty and higher quality please see the Flow-MaX Lift Pump Kits listed above.

1050224	1998.5-2002 12-valve Replacement	Dodge
1050229	1998.5-2002 24-valve Bypass	Dodge
1050227	2003-2004 Bypass	Dodge
1050231	2003-2004.5 Replacement	Dodge



Low Pressure LED Alarm Kit

A failing lift pump will not only cause sub-standard performance, it can cause costly damage to the injection pump. Keep tabs on your truck's fuel system with the BD low fuel pressure LED kit, which incorporates a red or amber LED that illuminates if lift pump pressure falls below spec. Inexpensive protection and easy installation!

Red LED	Amber LED		
1081130	1081133	1998.5-2007 5.9L	Dodge
1081140	1081143	2003-2007 6.0L	Ford



Remote Fuel Filter Kit

Exceeding the flow limit of the stock fuel filter causes it to get dirty more quickly, resulting in a restriction that hurts performance. BD's Remote Fuel Filter Kit features additional media surface that holds the dirt and flows enough fuel to support 600 horsepower. Incredibly effective at filtration by stopping particles down to two microns nominal, five microns absolute. With the frame rail mounted Remote Fuel Filter Kit you'll get better filtration, better flow and lengthened stock fuel filter change intervals.

1050050	2003-2007 5.9L w/Flow-MaX Pump	Dodge
1050061	2001-2012 Duramax w/Flow-MaX Pump	Chevy
1050060	2001-2010 Duramax	Chevy





Valley FUEL INJECTION



Factory-certified Bosch, Stanadyne, Delphi and Zexel calibration and repair lab that also remanufactures both mechanical and electronically-controlled fuel pumps and injectors for all diesel engine applications.

Our factory trained technicians can service all of your automotive, commercial, agriculture and industrial diesel pumps and injectors as well as automotive gas injectors.



BOSCH

STANADYNE



ZEXEL

DENSO



High Power CP3 Pumps

BD's High Performance CP3 (HPCP3) Injection Pump with up to a 72% increase in capacity / displacement delivers enough fuel to support up to 750hp while maintaining 24,000psi of rail pressure. Replacing the existing injection pump, the HPCP3 simply bolts in place to produce up to 5.25 LPM versus the stock 3.05 LPM. That's right, all that fuel without going to a dual pump system – no extra pulleys, belts or pumps to install.

BD's HPCP3 pumps are engineered with an enhanced metering unit and new design cam shaft with modified plungers and stroke. Plus, the HPCP3 eliminates the off throttle fuel spikes common with stock pumps that can potentially damage injector nozzle tips when trying to produce more than 500hp. All of these modifications deliver long-term durability with consistent on-demand high fuel pressure supply that provides efficient atomization resulting in more power, better combustion and lower EGT's.

Designed for street, towing and race track applications, each HPCP3 injection pump is fully tested before leaving our facility.

Dodge Cummins 5.9L / 6.7L		Core
1050500	2003-2007 5.9L Dodge	(✓)
1050550	2007.5-2012 6.7L Dodge	(✓)
Chevy Duramax 6.6L		Core
1050600	2001-2004 LB7 Chevy	(✓)
1050625	2004.5-2005 LBZ Chevy	(✓)
1050650	2006-2007 LBZ Chevy	(✓)
1050675	2007-2009 LMM Chevy	(✓)

CORE(✓) - Refundable core charges apply.



High Performance Dodge VP44 Injection Pump

Big Power Increases AND Better Fuel Economy!

The VP44 injection pump is the heart of the 1998.5-2002 Dodge Cummins 24V engine—and now the experts at BD Diesel Performance have used their 40+ years of diesel fuel system experience to bring you the ultimate high performance VP44. Strategic durable mechanical modifications to this pump produce higher pressure, which results in better atomization, instant throttle response, improved fuel economy, and up to a 100 hp gain. And, because programmers and tuners for these engine model years only modify injector pulse width and timing, they can be used in addition to the BD High Performance VP44.

Now installed on every HP VP44 pump is BD's VP44 S'ealth pump cover supplying a sealed, direct contact for electronic competition modules - no more clipping to and damaging external wires.

Because of the high fuel delivery produced, it is recommended for use with the BD Super B Single or Twin Turbo system to provide optimum air-fuel ratios.

1050127HP 1998-2002 24-valve Dodge		Core
1050127HP	1998-2002 24-valve Dodge	(✓)

CORE(✓) - Refundable core charges apply.

Performance CP3 & VP44 Injection Pumps

1.800.887.5030 • Fax: 604.853.8749 • sales@bd-power.com

Stock & Performance Injection Pumps

BD also has available quality rebuilt exchange fuel pumps using genuine Bosch parts for all the Dodge 5.9L & 6.7L Cummins applications ranging from stock horsepower all the way up to 400hp.



Dodge 12-valve 1988-1993 VE Injection Pumps	Stock hp	230hp	Core
1988-1991 Non-OEM Intercooled	1050114	-	(✓)
1990-1993 OEM Intercooled	1050205	1051205	(✓)



Dodge 12-valve 1994-1998 P7100 Injection Pumps	Stock hp	300hp / 3000rpm	400hp / 3200rpm	Core
1994-1995 Auto Trans	1050854	1051854	1052841	(✓)
1994-1995 Manual Trans	1050841	1051841	1052841	(✓)
1996-1998 Auto Trans	1050911	1051911	1052911	(✓)
1996-1998 Manual Trans	1050913	1051913	1052913	(✓)

CORE (✓) - Refundable core charges apply.



Dodge 24-valve 1998-2002 VP44 Pump	Core
1050027 1998-2002 205/235hp	(✓)
1050028 2000-2002 245hp	(✓)



Cummins ISB 5.9L VP44 Pump	Core
1050029 275hp MotorHome	(✓)
Dodge 2003-2007 CP3 Pump	Core
0986437304 2003-2007 5.9L	(✓)
0986437334 2007.5-2010 6.7L	(✓)

VP44 "Stealth" Cover

The BD Stealth Cover for the 1998.5 to 2002 Dodge 24V fits onto the VP44 injection pump, providing a secure, sealed connection instead of notching the pump wire for power mods like an Edge Comp or TST box. A notched wire is not only noticeable, but a break in the wire cover can result in corrosion and a poor connection. The Stealth Cover from BD makes for a clean install and easy removal of racing performance boxes – plus it provides a more reliable connection. A must for the enthusiast.

1050201	1998.5-2002 ISB	Dodge
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P7100 High RPM & Delivery Valve Kits

BD's High RPM Mechanical Governor & Delivery Valve Kits can give you the power and torque you've been looking for. The High RPM Mechanical Governor Kit increases the Cummins engine speed to 3,000 or 4,000 rpm, reducing gear shifting and providing a new high in horsepower levels. The Delivery Valve Kit yields optimum pump output without replacing plungers and barrels. These kits replace key components in the P7100 Bosch pump on '94-'98 Dodge-Cummins applications and as such are not for a home install! Only a qualified technician with P7100 training should perform this work, or send it to us and we can complete the modifications for you.

1040187	Governor Spring Kit 3000 rpm	Dodge
1040185 (A)	Governor Spring Kit 4000 rpm	Dodge
1040186	Delivery Valve Kit	Dodge
1040180	AFC Spring Kit	Dodge

Notes: (A) 1030060 60# exhaust valve springs required if they have not already been installed with exhaust brake installation

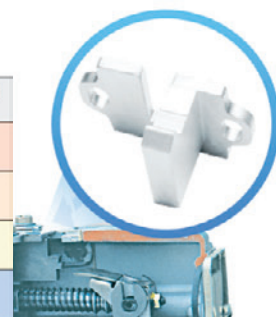


Fuel Stop Plates

Commonly known as a "cam plate", BD's Fuel Stop Plate controls the rack travel, which affects the amount of fuel the Bosch 7100 fuel pump delivers. Six different ramp designs enable power gains from 30 to 150 hp and 70 to 300 lb.-ft. of torque. A calibrated boost tube orifice is included to improve turbo performance. Requires disassembly of fuel pump.

Torque Plate # Stock Ratings	1040195 (12) BHP/lbs-ft	1040194 (11) BHP/lbs-ft	1040197 (10) BHP/lbs-ft	1040193 (8) BHP/lbs-ft	1040192 (6) BHP/lbs-ft	1040196 (5) BHP/lbs-ft
94-95 Auto 160 HP 400 lbs-ft Cpl#s 1549, 1815, 1959, 1968	165/440	185/500	200/550	210/570	230/605	255/650 *b
94-95 Man 175 HP 420 lbs-ft	190/500	210/550	220/570	230/605	250/635 *c	270/675 *c *d
96-98 Auto 180 HP 420 lbs-ft Cpl#s Ca*a 180 HP 420 lbs-ft	190/500	210/550	220/570	230/605	250/635 *c	270/675 *c *d
96-'98 Man 215 HP 440 lb-ft	230/605	280/680	330/750 *d *e	NR	NR	NR

*a The California 96-98 Manual, and the automatic are both EGR engines 180 HP and 420 lbs-ft, which may not be to CPL# 1553 *b Stock 1994-95 Automatics will require modifications to handle torque *c Stock 1996-98 Automatics will require modifications to handle torque *d Manual Clutch will not handle these ratings *e Exhaust temperatures will run hot without airflow improvements NR-Not Recommended



P7100 Shut Down Solenoid

The P7100 pump on the '94-'98 Dodge Cummins utilizes a 12-volt electric solenoid that, over time, will stop functioning. Don't let it leave you stranded – get a BD replacement solenoid to keep on hand in case you ever run into trouble.

1050250	Shutdown Solenoid Kit 1994-1998 12-valve	Dodge
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VE Fuel Pin & Governor Spring



BD's VE pump Fuel Pin & Governor Spring gives your 1988-1993 Cummins 5.9L powered Dodge truck an increase of 30-40 hp and 90-100 ft. lbs. of torque, and, it also increases your power band by a whopping 30%! Made from high quality Chromalloy steel, our pins are machined with a duel process that are first rough milled with a precision radius angle cut, heat treated to the 52 Rockwell hardness scale, then a final precision ground radius cut – this process overcomes wear patterns and resulting failure. Included is our 3200 rpm governor spring to extend the engine rev range by and 700 rpm, new low-profile spacer washer and new throttle shaft o-ring.

1040178	1988-1993 VE Fuel Pump	Dodge
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High-Flow Banjo Bolt Upgrade Kits



Significantly increase the flow in your 1999-2002 Dodge fuel system with one of these upgrade kits that replace the banjo bolts on the OEM lift pump, fuel filter and at the inlet of the VP44 injection pump. Includes a port for monitoring fuel pressure with a gauge kit such as the X-Monitor or new X2 Digital Gauge Pack, or, with Low Fuel Pressure LED Alarm Kit.

1050215	1999	Dodge
1050220	2000-2002	Dodge

Dodge/Cummins Flow Modified Injectors & Nozzles

XTRUDED

Replace your stock injectors with BD's flow-enhanced exchange fuel injectors. These injectors feature a new nozzle design with orifices created by an EDM machine for the highest degree of accuracy. Each orifice is then de-burred through an abrasive extrusion process that enhances both fuel flow and atomization.



1988-1998 12-Valve	Core
1040170 1988-1991 6BT XXX 40 HP	
1040175 1991-1993 6BTA 40 HP	(✓)
1040171 1991-1993 6BTA XXX 60 HP	
1040220 1994-1995 6BTA Auto 40 HP	(✓)
1040275 1994-1998 6BTA 5spd 45 HP and 1996-1998 Auto 40 HP	
1040295 1994-1998 60 HP	

Cummins MotorHome 5.9L 6BTA 190HP	Core
1040200 30 HP	

Injector Set	Nozzle Set	1998-2002 ISB 24-valve	Core
1175821	1075831	50 HP	(✓)
1175822	1075832	75 HP	(✓)
1175823	1075833	100 HP	(✓)
1175824	1075834	125 HP	(✓)
1175825	1075835	150 HP	(✓)

CORE (✓) - Refundable core charges apply (injector sets only).

High Power Common Rail Injectors & Nozzles

BD's exchange high power Common Rail (CR) injectors for the Dodge 5.9L/6.7L Cummins engines are available in many horse power ranges from 50hp up to 220hp. Bosch quality nozzles are extrude honed, assembled using Bosch procedures, then calibrated on computerized Bosch equipment resulting in flow matched sets. Matched fuel delivery for each engine cylinder produces less heat and more efficient performance.



Injector Set	Nozzle Set	2003-2004 5.9L	Core
1075860	1075880	60 HP	(✓)
1075861	1075881	90 HP	(✓)
1075862	1075882	120 HP	(✓)

Injector Set	Nozzle Set	2004.5-2007 5.9L	Core
1075865	1075885	60 HP	(✓)
1075866	1075886	90 HP	(✓)
1075867	1075887	120 HP	(✓)

Injector Set	Nozzle Set	2007.5-2009 6.7L	Core
1075870	1075890	60 HP	(✓)
1075871	1075891	90 HP	(✓)
1075872	1075892	120 HP	(✓)

Dodge Common Rail Stock Injectors

Dodge 5.9L/6.7L Common Rail Stock Injectors	Core
09B6435503 (A) 2003-2004 5.9L 250/305hp	(✓)
09B6435505 (A) 2004.5-2007 5.9L 325hp	(✓)
09B6435518 (A) 2007-2011 6.7L	(✓)

Notes: (A) Sold individually/each – not in sets
CORE (✓) - Refundable core charges apply

Many more
Stock Replacement
Available - Give us call!

High Power Common Rail Injectors

BD's exchange high power Common Rail (CR) injectors for the Chevy 6.6L Duramax engines are available in many horse power ranges from 50hp up to 220hp. Bosch quality nozzles are extrude honed, assembled using Bosch procedures, then calibrated on computerized Bosch equipment resulting in flow matched sets. Matched fuel delivery for each engine cylinder produces less heat and more efficient performance.

Injector Set	2001-2004 LB7	Core
1076600	60 HP	(✓)
1076601	90 HP	(✓)

Injector Set	2004-2006 LLY	Core
1076605	60 HP	(✓)
1076606	90 HP	(✓)

Injector Set	2006-2007 LBZ	Core
1076610	60 HP	(✓)
1076611	90 HP	(✓)

Chevy Stock Common Rail Injectors

Duramax Common Rail Stock Injectors	Core
0986435502 (A) 2001-2004 LB7	(✓)
0986435504 (A) 2004.5-2006 LLY	(✓)
0986435521 (A) 2006 LBZ	(✓)
0986435520 (A) 2007-2009 LMM	(✓)

Notes: (A) Sold individually/each - not in sets
CORE (✓) - Refundable core charges apply.

Many more
Stock Replacement
Available - Give us call!



6.5L Injector Sets

Are your injectors getting worn out or are you looking for a little extra boost in power on your 1994-2000 6.5L Chevy pick-up? We offer rebuilt exchange injectors that increase your engine performance by up to 25 hp. Includes an installation kit with return line hoses and clamps. Injectors also available for all other 6.2L/6.5L configurations engines.

1040166	1994-2000 6.5L Turbo 25 HP	Chevy	(✓)
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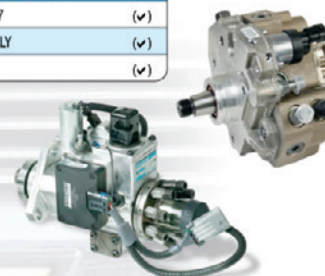
Duramax Stock Injection Pumps

Quality rebuilt exchange stock CP3 injection pumps using genuine Bosch parts for the Chevy 6.6L Duramax applications.

Chevy Duramax 2001-2008 CP3 Injection Pumps	Core
0986437303 2001-2004 LB7	(✓)
0986437308 2004.5-2005 LLY	(✓)
0986437332 2006-2010	(✓)

6.2L/6.5L Stock Injection Pumps

BD also has available quality rebuilt DB2 and DS4 injection pumps using genuine parts for the 1982-2000 Chevy 6.2L/6.5L trucks and motor home. Contact us for applications and pricing.



6.5L PMD Relocation Kit

One of the most common failures with the DS4 pump on the 1994-2000 Chevy 6.5L engines is the Pump Mounted Driver (PMD), located on the side of the pump. The PMD Relocation Kit moves the PMD away from this area of potential heat build up and mounts it on an extruded aluminium base to provide better heat sinking. Easy installation, plus improved access for future diagnostics and/or repair.

1036520	1994-2000 6.5L	Chevy
---------	----------------	-------

6.5L Replacement PMD's

If you are having starting or engine performance issues with your 6.5L then you may have a failing PMD. BD has replacement Pump Mounted Drivers (PMD) available that comes with mounting pad and wiring harness.



Duramax Fuel Rail Pressure Relief Valve Kit

Inexpensive kit to allow for the adjustment of the rail pressure relief valve on the Duramax 2004.5-2006 LLY/LBZ engines.

1040360	2004.5-2006 LLY/LBZ	Chevy
---------	---------------------	-------



Duramax High-Idle Kits

This easy to install switch kit will activate the high-idle mode on the Duramax engine for cold weather or PTO operations.

1036600	2001-2004 LB7	Chevy
1036605	2004-2006 LLY	Chevy





Ford 6.9L/7.3L Stock Injection Pumps

BD also has available quality rebuilt DB2 injection pumps using genuine parts for the Ford 1983-1994 6.9L/7.3L trucks and motor home. Contact us for applications and pricing.

Many more
Stock Replacement
Available - Give us call!



Ford 7.3L/6.0L PowerStroke Stock Injectors

Ford 7.3L PowerStroke Stock Injectors				Core
AP63800AA	(A)	1994-1997 "AA"		(✓)
AP63801AB	(A)	1997-1999 "AB"		(✓)
AP63802AC	(A)	1994-1997 "AC"		(✓)
AP63803AD	(A)	1999-2002 "AD"		(✓)
AP63804AE	(A)	1999-2002 "AE"		(✓)

Ford 6.0L PowerStroke Stock Injectors				Core
AP60900	(A)	2003-2004 6.0L		(✓)
AP60901	(A)	2004.5-2007 6.0L		(✓)

Notes: (A) Sold individually/each - not in sets



NEW!
FOR 2013

Ford 6.0L Coolant Filter

Prevent oil cooler blockage causing engine damage. The engines water jackets contains a white talcum type of powder from new that speeds up the engine coolant break down. This coolant slurry blocks the oil cooler passages resulting in engine damaging high oil temperatures. This easily installed BD Coolant Filter mounted in-line with the engine coolant hoses stops the damage. Complete kit comes with filter head, spin-on filter, mounting bracket, hoses, clamps, fittings, mounting hardware and a bypass valve for easy change of filter.

1032120	2003-2007 6.0L	Ford
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Ford Crank Case Vent (CCV) Filter Kits

BD's new Crank Case Vent Filter Kit for Ford 6.0 and 7.3-liter Power Stroke applications reduces crankcase oil vapor that passes through the crankcase vent and contaminates the intake system. Oil Vapor residue reduces turbocharger and intercooler efficiency, and also deteriorates the silicone boots - causing them to balloon and blow off. The Crank Case Vent Filter Kit prevents all of these issues, and includes everything you need for a professional installation, including all hardware and clamps. Installation time takes just two hours.

1032170	199-2003 7.3L	Ford
1032175	2003-2007 6.0L	Ford
1302171	1999-2007 Replacement Filter Element	Ford



Ford & Dodge Top Speed Eliminators

If the factory speed limiter is hampering performance at the top end of the track, install a BD Speed Eliminator. Available for Dodge-Cummins and Ford 6.0L PowerStroke applications, the Top Speed Eliminator Increases top speed to over 130 mph, and allows adjustment for larger tires. 2000.5-2003 Dodge-Cummins Top Speed Eliminators also remove the torque-limiting function in first gear for more off-the-line power. Easy under-hood installation.

1057650	2000.5-2003	Dodge
1057655	2004-2005	Dodge
1057660	2003-2007 6.0L	Ford



Dodge Killer Dowel Pin (KDP) Kits

Common to the Dodge 5.9L 12-valve engines, the dowel pin located behind the timing cover can work its way loose and drop down into the timing gears causing extensive damage. This kit gives everything needed to replace the pin with a more permanent solution before it leaves your truck down.

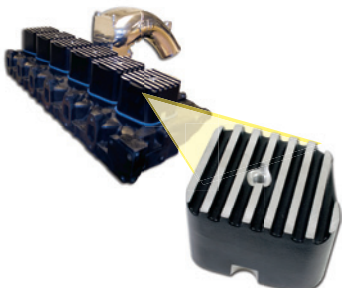
1040182	1994-1998 12-valve	Dodge
1040183	1998-2002 24-valve	Dodge

Cool Covers

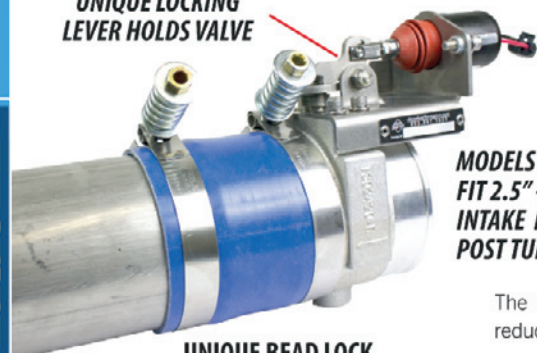
Are you looking to dress up your 12-valve 5.9L Cummins motor? Try BD's Cool Covers for the 1988-1998 12V Dodge Cummins. Made from cast aluminum and black powder coated with machined fin tops for a clean look, these covers replace the OEM valve covers and add a little more detail to your 12V Cummins engine. Covers come with new gaskets and sold separately or in a set of six.

1061800	(B)	1988-1998 12-valve - Single	Dodge
1061800-6	(B)	1988-1998 12-valve - Set of 6	Dodge

Note: (B) Heads with old style ARP studs, 14mm studs, A1 studs or other such head studs that the OEM valve covers will not fit require some grinding of the Cool Covers.



UNIQUE LOCKING
LEVER HOLDS VALVE



MODELS TO
FIT 2.5" - 4.0"
INTAKE PIPES
POST TURBO

UNIQUE BEAD LOCK
KEEPS BOOTS IN PLACE
NO WELDING
REQUIRED!

AUTOMATIC
ENGINE
OVERSPEED
ELECTRONICS
OR
MANUAL
ENGINE
SHUTDOWN
OPTIONS

w/Electronics	Manual	Application	
1036719	1036719-M	1998.5-2002 5.9L 24-valve	Dodge
1036720	1036720-M	2003-2007 5.9L	Dodge
1036723	1036723-M	2007.5-2009 6.7L	Dodge
1036722	1036722-M	2010-2012 6.7L	Dodge
1036700	1036700-M	1999-2003 7.3L	Ford
1036701	1036701-M	2003-2007 6.0L	Ford
1036702	1036702-M	2008-2010 6.4L	Ford
1036703	1036703-M	2011-2012 6.7L	Ford
1036710	1036710-M	2001-2004 LB7 Duramax	Chevy
1036712	1036712-M	2004.5-2010 LLY/LBZ/LMM	Chevy
1036713	1036713-M	2011-2012 LMM	Chevy
1036734	1036734-M (A)	Generic 2.0"	All
1036731	1036731-M (A)	Generic 2.5"	All
1036730	1036730-M (A)	Generic 3.0"	All
1036732	1036732-M (A)	Generic 3.5"	All
1036733	1036733-M (A)	Generic 4.0"	All

Note: (A) Add "24V" for 24-volt systems

Emergency Engine Shutdown

Industries such as mining, oil refinery and forestry require some vehicles to have an emergency engine shutdown in place — the most effective method for this is to cut the air supply to the engine ensuring fuel ignition to cease. With BD's Emergency Engine Shutdown system, an inline butterfly valve is placed in the air intake line and when activated by its heavy duty electrical solenoid trips a locked safety cam, the engine will shutdown within seconds.

The Emergency Engine Shutdown butterfly valve design simplifies the number of parts and reduces the overall size as compared to competitive units and uses aluminum and stainless components plus weatherproof electrical connectors to prevent corrosion. Easy installation with no welding needed for hose beads by utilizing innovative bead boot locks. Standard applications include over-speed electronics and CAC pipes included for some vehicles.



Ford Cam Caster Adjustor Kit

Alterations to the drive train such as installing a suspension lift or a simple level lift can cause the steering pivot axis and tire position to swing rearward making the castor negative resulting in potential wandering, wobble, pulling, stiff steering or even the inability to keep your truck on the road. Even larger tires can exaggerate the problem and require more positive castor.



Caster is the angle to which the steering pivot axis is tilted either forward (negative) or rearward (positive) from center or vertical position. Most conventional steering systems are position with a positive caster to better aide in a self-centering of the wheels while driving.

By installing BD's Cam Caster Adjustor kit on the radius control arms of the Ford 2005-2010 Super Duty pick-ups, correcting the caster to a more positive angle is made easier. The Cam Caster Adjustor kit will help prevent a number of potential steering problems and have your rig driving straight again! Other adjustments such as camber may be out of specification therefore a proper alignment should be done as part of this installation.

Reduces tire cupping and helps steering wheel return to center!

1032100 2005-2010 Super Duty Ford

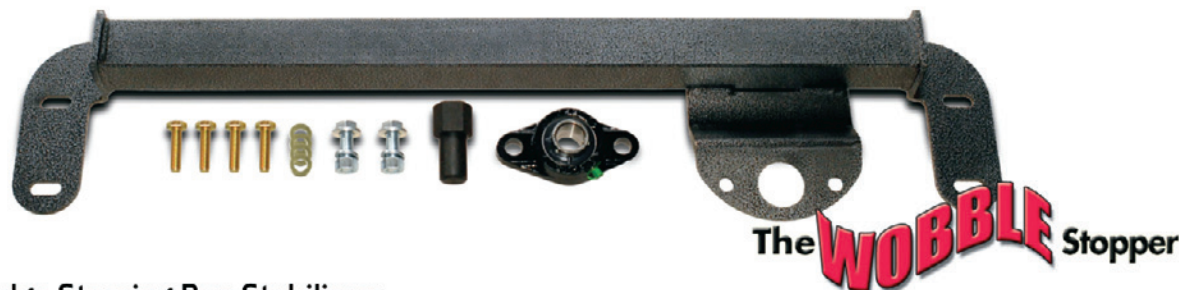


Ford Adjustable Track Bar

BD's fully Adjustable Track Bar for the Ford Super Duty pick-ups can not only accommodate lifted trucks up to 6-inches, but, there is no need to remove the bar from the truck to adjust. Made from high strength, heat treated forged components, the Adjustable Track Bar has an exclusive Black Chromate coating that lasts twice as long a yellow Chromate, does not flake like powder coated bars, plus, it protects the threads from seizing.

The Adjustable Track Bar will allow for correct axle alignment on lifted trucks, drive straighter with less wander and more positive steering feel. Installation kit comes with long lasting, easily serviceable poly urethane bushings. BD's Adjustable Track Bar is the perfect solution for steering stability.

1032110 2005-2011 Super Duty F250/F350/F450/F550 4wd Ford
2005-2011 F450/F550 2wd



Dodge Steering Box Stabilizers

BD's Steering Box Stabilizer (SBS) eliminates steering wander and wobble caused by excessive shaft play in the steering box of late-model Dodge trucks. Designed for easy, bolt-in installation in about an hour, the SBS virtually eliminates frame flex at the steering box mounting point, resulting in more positive steering feel. The BD SBS is silver vein powder coated for corrosion resistance, and features a greasable, high-quality bearing for reliable operation. The SBS comes complete with high-strength mounting hardware and instructions.



1032002	1994-2002 2wd	Dodge
1032004	1994-2002 4wd	Dodge
1032005	2003-2008 4wd 4-Bolt Flange	Dodge
1032007	2003-2008 4wd 6-Bolt Flange	Dodge
1032006	2009-2012 4wd	Dodge

Dodge Adjustable Track Bars

BD's double coated Adjustable Track Bar is built from rigid 1 3/8" DOM (Drawn Over Mandrel) seamless heavy wall 0.313" tubing with formed and precision welded collars that have durable, heavy duty Poly bushings. With the OEM ball joint design, frequent maintenance is required to prevent side-to-side movement of the front axle which can cause wear, hammering, wandering and the dreaded "Death Wobble" - BD's Track Bar is the perfect solution for steering stability and is a great compliment to BD's Steering Box Stabilizer. Plus, it is adjustable to accommodate up to 4" lifts!

1032011-:	1994-2002 4wd c/w Bracket	Dodge
1032012-:	2003-2007 4wd	Dodge
1032013-:	2007.5-2012 4wd	Dodge



1032050 2000-2009 4wd Dodge

Dodge Sway Bar End Link Kit

Due to the heavy demands put on the Dodge Ram 4WD pick-ups, one of those pesky maintenance items that are so often replaced a multiple-of-times could virtually now be replaced for the last time! The sway bar end links on the 2000-2009 4WD 2500/3500 (Diesel and HEMI) are prone to wearing or pounding out, and, even breaking when the truck is lifted on a 2-post vehicle lifts due to the stress of the axle dropping.

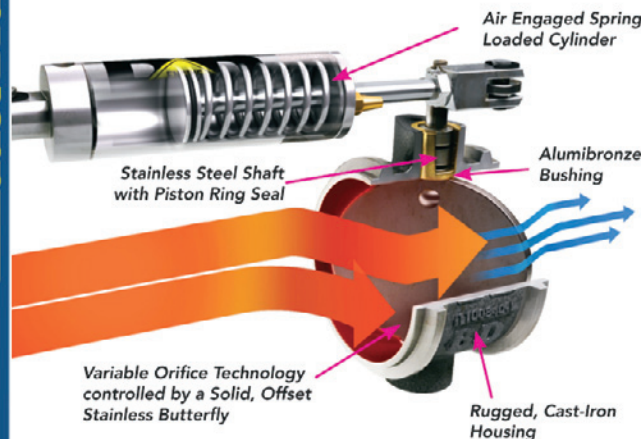
BD's Sway Bar End Links have a Dual Pivot Design that allows for greater amount of articulation and less stress. Long life Urethane bushing design allows for greater flex without breaking and will not pound out or seize due to the elements. Things that even the competition would be envy of. All components are designed to be easily serviceable and wearing items are low cost to replace. Kits come complete with all hardware* and can quickly be installed in approximately 1-hour.

* Trucks lifted more than 3-inches will require sway bar offset spacer which is typically included in most lift kits.

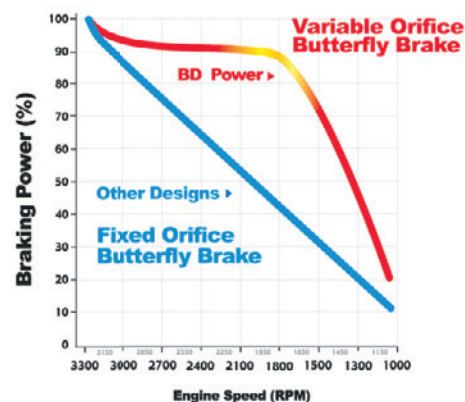
Exhaust Brakes

It has been over 20 years since we started shipping our first exhaust brakes... With that many hill and mountain roads experienced, we used the knowledge gained to continue to deliver the best designed exhaust brake for your application.

Incorporating BD's exclusive Variable Orifice Technology, BD's solid, offset butterfly, spring loaded cylinder and pressure regulation provides up to 150 retarding horsepower throughout the engine's RPM range — not just at high rpm like some designs that use holes or additional parts and claim it as a better idea.



Strongest on the Market!



A range of rugged, cast-iron housings for Dodge, Ford, Chevy and motor home applications that incorporate BD's exclusive alumibronze bushing, piston ring-seals and stainless steel butterfly shaft has proven to stand-up under the harsh, high heat conditions of the exhaust environment. BD's butterfly, rotating shaft, levers, brackets and all mounting hardware are made of corrosion resistant stainless steel. An air compressor is included in most kits for newer pick-up trucks.



Dodge	
2023330	2006-2007 5.9L Turbo Mount Air
1027330	2006-2007 Remote Mount Air 4" Exhaust
2023331 (A)	2004.5-2005 Turbo Mount Air
2023138 (A)	2003-2004 Turbo Mount Air
1027338 (A)	2003-2005 Remote Mount Air 4" Exhaust
2023137 (A)	1999-2002 Turbo Mount Vac
2023135 (A) (B)	1988-1998 Turbo Mount Vac 60# Springs (See Note)
1027135 (A) (B)	1989-1998 Remote Vac 4" Exhaust w/out APPS
1027136 (A) (B)	1994-2002 Remote Vac 4" Exhaust with APPS



Ford	
1027145	2003-2007 6.0L Remote Mount Air Manual Trans
1027145AP	2003-2007 6.0L Remote Mount Air Automatic Trans
1027146	2003-2007 6.0L PowerStroke 4" Exhaust Manual Trans
1027146AP	2003-2007 6.0L PowerStroke 4" Exhaust Auto Trans
2023144 (A)	1999-2003 7.3L Turbo Mount Air
2023143 (A)	1994-1997 7.3L Turbo Mount Vac
1027143 (A)	1994-1997 7.3L Van/HD Truck Remote Vac
1027144 (A)	1994-2003 7.3L 4" Remote Air
1027141	1983-1994 6.9L/7.3L 3" Remote Vac
1027142	1983-1994 6.9L/7.3L 3.5" Remote Vac



Chevy	
1027312 (C)(D)	2007-5-2010 LMM w/Stock Exhaust
1027314 (C)(D)	2007-5-2010 LMM w/4" Exhaust
1024310 (C)	2006-2007 LLY/LBZ w/Stock Exhaust
1024311 (C)	2006-2007 LLY/LBZ w/4" Exhaust
1024318 (C)	2004-2005 LLY w/Stock Exhaust
1024319 (C)	2004-2005 LLY w/4" Exhaust
1024118 (C)	2001-2004 LB7 w/Stock Exhaust
1024119 (C)	2001-2004 LB7 w/4" Exhaust
1033115 (A)	1994-2000 6.5L 3" Exhaust
1037115 (A)	1994-2000 6.5L 4" Exhaust
1023310	2001-2005 C4500/C5500 TopKick
1023311	2001-2005 C4500/C5500 TopKick w/ Air Compressor
1024113	Motor Home 6.5L Remote Mount Air 4" Exhaust



Motorhomes & HD Trucks

Cat	
1027152 (F)	3208T Remote Mount Air 4" Exhaust
1027155 (F)	3116 Remote Mount Air 4" Exhaust
1027157	3126 Remote Mount Air Ford F650/F750
1027350	3126 Remote Mount Air Ford FL80

Navistar	
1027160	DTA466 Remote Mount Air 3.5" Exhaust
1027161	DT466 Remote Mount Air 4" Exhaust
1027165	444E Remote Mount Air 4" Exhaust
2023165 (F)	T444E Turbo Mount Air
2023166 (F)	T444E Turbo Mount Air with W/Gate Adapter
1027168	VT365 6.0L PowerStroke Remote Mount Air

Cummins Motor Homes	
2023123 (B)	5.9L Turbo Mount Air
2023123 (B)	5.9L Turbo Mount Vac
1023121 (B)	5.9L Remote Mount Air 3" Exhaust
1027126 (B)	5.9L Remote Mount Air 3.5" Exhaust
1033121 (B)	5.9L Remote Mount Vac 3" Exhaust
1027124 (E)	8.3L Remote Mount Air 4" Exhaust

Cummins Mid-Line Trucks	
1023126 (B)	5.9L Remote Mount Air 3" Exhaust
1027128 (E)	8.3L Remote Mount Air 4" Exhaust
1037139 (B)	5.9L Remote Mount Vac 3.5" Exhaust
2023126 (B)	5.9L Turbo Mount Air
1027158 (B)	5.9L Remote Mount Air 3" Exh Ford F650/F750
2023158 (B)	5.9L Turbo Mount Air Ford F650
1027320	8.3L ISC Ford FL80

Notes:
(A) Automatic Transmissions — For best retarding results use a TowLoc, AutoLoc or TorqLoc on page 22
(B) 1989-1998 12-valve engines require 1030060 exhaust valve spring kit
(C) 1989-1993 Dodge turbo mount brakes require 1040050 down pipe kit
(D) 1996-1998 "California" spec engines with EGR require 1030030 Kit

(C) Dual Alternator equipped Duramax engines with Automatic Transmission add DA behind part number
(D) Requires HP Tuner or EFI Live
(E) Installation of 65psi exhaust valve springs required
(F) Call to verify application

Manual Shift Lever Switch Kits

Optional power switch for the Exhaust Brake that mounts on the manual transmission shift lever.



1030900	Rocker Switch - 5/8" Lever
1030910	Rocker Switch - 3/4" Lever
1300210	Push/Pull Switch - 5/8" Lever
1300240	Push/Pull Switch - 3/4" Lever

Application Chart		
	1030900 & 1300210 Switch	1030910 & 1300240 Switch
Dodge	1989-1993 / 1999-2007	1994-1998
Ford	1989-1993 / 1999-2007	1994-1998
Chevy	1983-1993	1994-2007

Wide variety of applications fit 1984-2010 Diesel powered vehicles



Includes adjustable regulation for peak retarding pressure.

There's a reason why the BD Brake is the most widely-recognized diesel exhaust brake in the industry: **It's the best.** Compare it to the competition, and you'll see why.

VARIABLE VANES

6.4L
POWERSTROKE



Ford PowerStroke 6.4L Variable Vane Brake	
2001100	2008-2010

Variable Vane Exhaust Brakes

The variable vane turbocharger design used in diesels today to reduce turbo lag, emissions and increase power can also be used to slow you down. BD utilizes this technology by electronically closing off the turbine vanes which can create up to 130 retarding horsepower. This braking force will help to maintain your speeds on descents and curves, giving you better control of your truck and load.

The V.V.B. rotary switch offers different modes including automatic moderate and aggressive downshifting programs. Integrated with the cruise control on most models to automatically accelerate and decelerate to maintain vehicle speed.

On GM applications a Warm Up feature will close the vanes while at idle until engine temperature reaches a preset level.

Easily and simply installs by plugging into existing factory ports and by mounting the rotary switch on your dash.



VARIABLE VANES

6.6L
DURAMAX

Duramax Variable Vane Exhaust Brake	
2001020	2006-2007 LBZ
2001030	2007.5-2010 LMM

AutoLoc / TorqLoc Exhaust Brake Lock-up Controls

Contemporary torque converters have two modes: fluid coupling or "unlocked" mode, and "locked" mode when the internal clutch is engaged and 100% of the engine's power is transferred through the converter.

The AutoLoc maintains lock-up when the exhaust brake is activated ensuring that 100% of the retarding force is being transferred in 3rd and 4th gears, preventing slippage and subsequent high oil temperatures. The TorqLoc with its three position switch allows for manual command of the lock-up as well as AutoLoc and stock operations.

AutoLoc & TorqLoc	
1030390	AutoLoc Dodge 5.9L, Ford 7.3L & Chevy 6.5L
1031300 (A)	Auto/PressureLoc Ford 6.0L 2003-2007
1030395	TorqLoc Dodge 5.9L, Ford 7.3L, Chevy 6.5T
1030398	Torq/UnLoc Dodge 5.9L, Chevy 6.5T

Notes: (A) Included in 1027145AP & 1027146AP Exhaust Brake Kits



Product Innovation Forged By Experience.

BD Diesel Performance is unique among its peers in that it designs, manufactures and distributes a wide range of products some of which are specifically engineered for diesel performance in the light and heavy duty diesel applications. BD invests in keeping their state-of-the-art facility well tooled and trained. Their facilities cover 65,000 square feet, with 100 plus skilled individuals that have focused on Lean manufacturing processes.

The BD name became recognized in 1989, with the introduction of the first butterfly valve exhaust brake for the burgeoning diesel pick-up truck market. BD's roots actually date back to 1972, when Valley Fuel Injection, Ltd. first opened its doors. Today, Valley Fuel Injection and BD Diesel Performance share facilities and operations.

Butterfly Valve Manufacturing

Harnessing the power of diesel engines with a Variable Orifice exhaust brake was the first of BD's butterfly valve design. The variable valve was then designed to assist in turbocharger spool up by opening the dual exhaust turbine ports with turbo boost pressure. Run away engines can be stopped with the Positive Air Shutdown butterfly mounted post turbo in the intake.



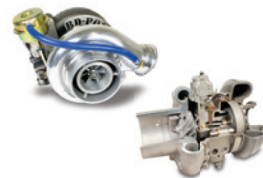
Transmission/Torque Converter Design & Remanufacturing

Increased horsepower and torque necessitate transmission modifications to ensure reliable operation. We redesign transmissions, roller bearing designs, pistons, sprag clutches and new valve controls. Electronic designs that are performance compatible for high piston apply pressures. BD specializes in diesel powered Ford, Dodge and Chevy truck transmissions.



Turbocharger Design and Overhauls

Exclusive engineered turbochargers for BD outperform and outlive others. In house turbo engineers work with the manufactures on modified engine designs to select the right components for proper power level matches. New performance turbos and rebuilt stock applications for any engine are offered.



Product Design and CNC Precision Machining

Having a vision of new product opportunity and carrying it through to creation requires a broad knowledge and tool base. CAD software, 3D prototype printers, computerized measuring instruments managed with the right staff is essential. Controlling quality and lead times is best done internally with our Machine Shop that is equipped with six CNC Vertical and Horizontal turning centers.

Factory Installation, Calibration & Vehicle Repair Center

BD's sister Valley Fuel Injection has a fully equipped, 16 bay pick up repair center with a 1,500 hp Mustang Dyno. The latest in scanning equipment and certified diesel technicians tackle everything from installing BD products to calibrating your vehicle for optimal performance and efficiency to general maintenance and repairs.



BD Authorized Dealer

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SALES & SUPPORT STAFF

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