

# ***BD Twin Turbo R700 Kit***

**2003-2007 Dodge HPCR ISBe  
Installation Instructions**

**Part# 1045430**

**PLEASE READ ALL INSTRUCTIONS BEFORE INSTALLATION.**

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

**K I T C O N T E N T S :**

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



<b>DODGE 2003-2007 R700 TWIN TURBO KIT (BD# 1045430)</b>			
<b>1405140</b>	<b>1405228</b>	<b>1453119</b>	<b>1452985</b>
			
<i>r700 Primary Turbo (Non-wastegated)</i>	<i>Secondary Turbo (Wastegated)</i>	<i>Primary Turbo Oil Drain (R700)</i>	<i>Secondary Turbo Oil Drain</i>
<b>Qty: 1</b>	<b>Qty: 1</b>	<b>Qty: 1</b>	<b>Qty: 1</b>
<b>1453128</b>	<b>1453600</b>	<b>1405237</b>	<b>1100740</b>
			
<i>Primary Turbo Support Bracket</i>	<i>Primary Exhaust Outlet Pipe</i>	<i>Reducer Clamp</i>	<i>4\"</i>
<b>Qty: 1</b>	<b>Qty: 1</b>	<b>Qty: 1</b>	<b>Qty: 1</b>
<b>1405229</b>	<b>1452226</b>	<b>1453405P</b>	<b>1453305P</b>
			
<i>4\"</i>	<i>Turbo Outlet Cast Elbow</i>	<i>Primary Air Outlet Pipe</i>	<i>Secondary Air Inlet Pipe</i>
<b>Qty: 1</b>	<b>Qty: 1</b>	<b>Qty: 1</b>	<b>Qty: 1</b>
<b>1453710PR</b>	<b>1453502</b>	<b>1453265P</b>	<b>1453150</b>
			
<i>Air Filter to Primary Turbo Pipe r700</i>	<i>Primary to Sec. Pipe</i>	<i>Intercooler Pipe</i>	<i>Oil Drain Adapter</i>
<b>Qty: 1</b>	<b>Qty: 1</b>	<b>Qty: 1</b>	<b>Qty: 1</b>

BD Engine Brake Inc.

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<b>1045985</b>	<b>1045986</b>
	
<i><b>HD 3-piece Exhaust Manifold</b></i>	<i><b>Exhaust Manifold Gasket Set</b></i>
<b>Qty: 1</b>	<b>Qty: 1</b>






<b>TURBO HARDWARE KIT (BD# 1453093)</b>				
<b>1453930</b>	<b>1453931</b>	<b>1453933</b>	<b>1453934</b>	<b>1452225</b>
				
<i><b>Upper Rec. Dryer Spacer (1" x 1"od x 5/16" id)</b></i>	<i><b>Lower Rec. Dryer Spacer (1"OD x 1 1/4" x 5/16" id)</b></i>	<i><b>Receiver Dryer Fender Washer</b></i>	<i><b>Receiver Dryer Bolt (M8x1.25x45)</b></i>	<i><b>V-Band Clamp (Turbo Outlet)</b></i>
<b>Qty: 1</b>	<b>Qty: 1</b>	<b>Qty: 2</b>	<b>Qty: 2</b>	<b>Qty: 1</b>
<b>1453137</b>	<b>1453126</b>	<b>1453127</b>	<b>1453251</b>	<b>1453135</b>
				
<i><b>10mm O-Ring</b></i>	<i><b>Support Bracket Bolt (M10x1.5x20)</b></i>	<i><b>Support Bracket Washer (M10)</b></i>	<i><b>Elbow O-Ring (Viton)</b></i>	<i><b>ORB-6JIC Fitting</b></i>
<b>Qty: 1</b>	<b>Qty: 2</b>	<b>Qty: 2</b>	<b>Qty: 1</b>	<b>Qty: 2</b>
<b>1453602</b>	<b>1453136</b>	<b>1453923</b>	<b>1453110</b>	<b>1453240</b>
				
<i><b>Down Pipe V-Band Clamp</b></i>	<i><b>Sealing Washer</b></i>	<i><b>Heater Tube Coupler</b></i>	<i><b>Primary Turbo Drain</b></i>	<i><b>Wastegate Fooler</b></i>
<b>Qty: 1</b>	<b>Qty: 1</b>	<b>Qty: 1</b>	<b>Qty: 1</b>	<b>Qty: 1</b>


<b>1462430</b>

<i><b>Manifold Stud - M10 x 1.5 x 030</b></i>
<b>Qty: 2</b>









<b>r700 PRIMARY TURBO HARDWARE KIT (BD# 1453194)</b>					
1452825	1452826	1453121	1453122	1453113	1453115
					
<b>Oil Drain Bolt M10x1.25x25</b>	<b>M10 Lock Washer (Oil Drain)</b>	<b>Pri. Support Bolt (M12x1.75x25)</b>	<b>Pri. Support Washer (M12)</b>	<b>Oil Drain Hose Clamps</b>	<b>Oil Feed Adapter (1/8MPT x -6MJIC)</b>
<b>Qty: 2</b>	<b>Qty: 2</b>	<b>Qty: 1</b>	<b>Qty: 1</b>	<b>Qty: 2</b>	<b>Qty: 1</b>

1462430	1453504	1462440	1453503	1405926 (0406)
				
<b>Adapter Elbow Stud M10 x 1.5</b>	<b>Stainless Zip Tie</b>	<b>Adapter Elbow Nut</b>	<b>Heat Shield</b>	<b>Down Pipe V- Band Clamp</b>
<b>Qty: 4</b>	<b>Qty: 3</b>	<b>Qty: 4</b>	<b>Qty: 1</b>	<b>Qty: 1</b>

<b>SECONDARY TURBO HARDWARE KIT (BD# 1453293)</b>					
1453980	1453982	1453983	1604102	1604103	1453113
					
<b>Turbo Mnt. Bolt 3/8NFx1.25"</b>	<b>Turbo Mnt. Nut (3/8NF Gold)</b>	<b>Turbo Mnt. Washer (3/8 Gold)</b>	<b>Lock Washer (M8)</b>	<b>Bolt (M8x1x25)</b>	<b>Oil Drain Clamps</b>
<b>Qty: 2</b>	<b>Qty: 2</b>	<b>Qty: 4</b>	<b>Qty: 2</b>	<b>Qty: 2</b>	<b>Qty: 2</b>

<b>TURBO HEAT SHIELD KIT (BD# 1459110)</b>		
1459111	1459112	1459113
		
<b>Heater Wrap</b>	<b>Inner Wrap</b>	<b>S/S Wire</b>
<b>Qty: 1</b>	<b>Qty: 1</b>	<b>Qty: 48"</b>

<b>HOSE &amp; CLAMP KIT (BD# 1453493)</b>		
<b>1405222</b>	<b>1405221</b>	<b>1405213</b>
		
<i>4"i.d. Hose (4" long/ea)</i>	<i>3"i.d. Hose (4" long/ea)</i>	<i>Clamp (4.11")</i>
<b>Qty: 2</b>	<b>Qty: 2</b>	<b>Qty: 2</b>
<b>1405211</b>	<b>1453701</b>	<b>1453112</b>
		
<i>Clamp (3.00-3.38")</i>	<i>Clamp (4")</i>	<i>Oil Drain Hose (4")</i>
<b>Qty: 4</b>	<b>Qty: 2</b>	<b>Qty: 2</b>
<b>1453140</b>	<b>1453162</b>	
		
<i>Primary Turbo Oil Feed Hose (-6 JICM 90° x -6 JICF)</i>	<i>Primary Turbo Oil Inlet Adapter (1/4MPTx-6JIC)</i>	
<b>Qty: 1</b>	<b>Qty: 1</b>	

<b>AIR BOX KIT (BD# 1453893)</b>	
<b>1453815T</b>	<b>2452</b>
	
<b>Air Box</b>	<b>Air Box Filter</b>
<b>Qty: 1</b>	<b>Qty: 1</b>

If you believe you are missing any parts that are displayed here, please contact BD Power at (800) 887-5030 for replacements.

## ***Pre-Installation***

For the purpose of the instruction manual, the term “primary turbo” refers to the larger un-wastegated turbo and the term “secondary turbo” refers to the smaller wastegated turbo.

Installation should occur on a cold vehicle, as turbo and exhaust components become very hot with use.

The BD twin turbo system is recommended for trucks with 550-700 RWHP with a maximum efficient boost pressure of 60 psi. Note that even a well maintained Cummins head gasket might blow around 60-65psi. This number varies depending on injection timing and engine compression.

Also note that a stock transmission will not handle this power and torque, transmission modifications are a must.

The r700 kit is designed for trucks that are producing atleast 550HP. This twins are setup for Hi performance top end power. If you tow a heavy load and require instant spool the standard twin kit is suggested.

## ***Options***

<b>Description</b>	<b>Part #</b>
BD 'X' Torque Converter	<b>1070217X</b>
BD HD Transmission	<b>CALL</b>
BD Auxiliary Lift Pump Kit	<b>1050226</b>
BD X-Monitor Digital Gauge Package	<b>1085220</b>
BD High Pressure Hose/Boot Kit	<b>1045215</b>
Head Studs	<b>CALL</b>

**When either upgrading or installing the twin turbo kit the wastegate will need to be adjusted. This wastegate is adjustable by turning the actuator rod. To adjust the wastegate you will need to unscrew the rod counter clockwise roughly 3 complete turns. You can then take the vehicle for a test drive to customize the boost pressure to the vehicle. 2003-2006 vehicles can handle 60psi of boost pressure on a well maintained engine.**

**YOU SHOULD EFFECTIVELY RUN AS MUCH BOOST AS POSSIBLE TO KEEP YOUR EGTS IN CONTROL, BUT DO NOT EXCEED THE MAXIMUM BOOST PRESSURE.**

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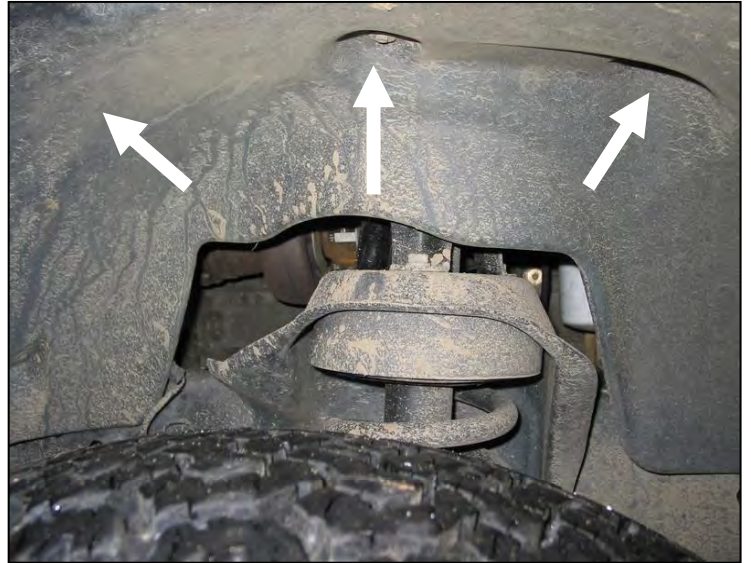
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## Battery Disconnect

Disconnect the negative terminals on both of the vehicle's batteries, and then disconnect the positive terminals.

## Installation - Preparation

1. Record your radio settings and disconnect **both** battery terminals on **both** batteries.
2. Layout all parts, ensure all parts are present and read the instruction manual completely before installation of this product.
3. Lay a protective cover over the passenger side fender to eliminate any scratches or grease marks.
4. Remove the passenger side (right) fender liner with a 5/16" socket.
5. Remove the factory air box and intake tube with a 13mm socket and slot screwdriver. Before discarding the air box, remove the airflow sensor and re-mount it to your new powder coated intake tube in the same orientation to the airflow as before. You will need to set aside the wiring harness for the airflow sensor for a later installation.
6. Remove the intercooler charge air tube with a 7/16" deep socket. Be sure to save the hose clamps from the intercooler end for later installation.
7. On the factory turbocharger you will need to remove the upper oil supply line with 3/4" and 13/16" wrenches. You can discard this oil line if you wish.

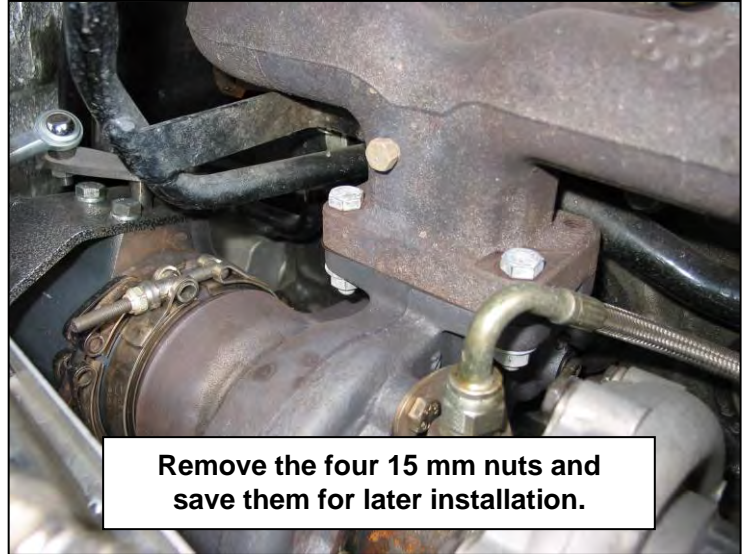


8. Remove the exhaust cast turn down elbow and clamps with a 7/16" deep socket and discard.
9. On 2004½ and newer trucks, you will need to unplug the electronic wastegate control solenoid and insert the supplied wastegate fooler.

10. Remove the turbo oil drain flange bolts with a 10mm wrench and discard it if you wish.

11. You may now remove the four 15mm mounting nuts that hold the turbocharger to the exhaust manifold. Save these four nuts, as you will need them later on.

12. Remove the engine oil filter to gain access to additional installation space.



13. If you have the two-piece oil drain tube you may leave the oil drain block adapter in its place and just remove the oil drain tube. However, if you have the accordion one-piece oil drain assembly, you will need to remove the complete assembly from the block. Once removed, you can install the provided oil drain adapter.

14. You will now need to drain about 10 quarts of engine coolant into a clean container for re-use later on.

15. Remove the exhaust manifold. To do this you must first remove the nut retainers, then the 15mm and 13mm bolts. Remove two of the four turbo-mounting studs and install them into new HD exhaust manifold.

16. Remove the steel heater core supply tube and save for re-installation later on. This tube runs directly underneath the exhaust manifold.



**Install the manifold in an inverted manner so that the turbo-mounting face is pointed up.**

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17. Install the new heavy-duty manifold in an inverted manner, so that the turbo mounting face is pointed up rather than down. Torque the socket cap screws to 45 ft-lbs. **These cap screws should be re-tightened after a number of heat cycles.** You will also need to re-install two of the factory studs into this manifold.

**NOTE: FOR ASSEMBLY OF THE HEAVY DUTY MANIFOLD PLEASE SEE INSTRUCTIONS INCLUDED IN THE MANIFOLD KIT.**

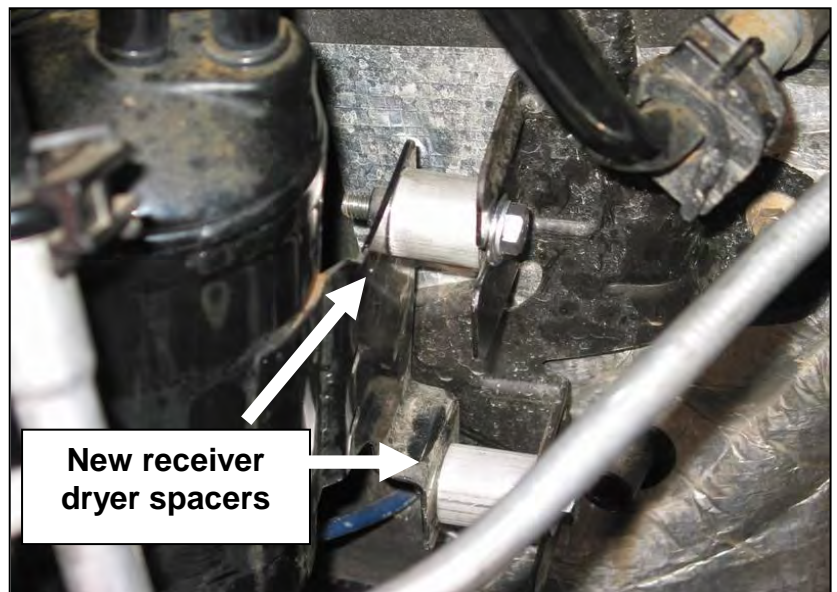
18. You will need to locate the frost plug behind the oil filter and remove it. This can be done by drilling a hole into it and prying it out; be careful not to contaminate the oil. You can coat the drill bit with grease to contain a lot of the metal shavings.



19. Install the provided long, curved oil drain adapter (#1453150) into the front oil return port in the engine block behind the oil filter. The installation is a press fit and will require tapping it in with a punch on all sides until the flange is firmly seated up against the block.

20. You will need to remove the two receiver dryer mounting bolts holding the A/C system in place and discard. Be sure not to discharge the A/C system.

21. You will need to bend the receiver dryer and supply tubes towards the passenger side of the vehicle. Once the dryer has been repositioned, the receiver dryer spacers should fit between the dryer and bracket, the longer spacer should fit on the bottom, while the shorter one will fit on the top. We have supplied bolts and fender washers to complete this installation.



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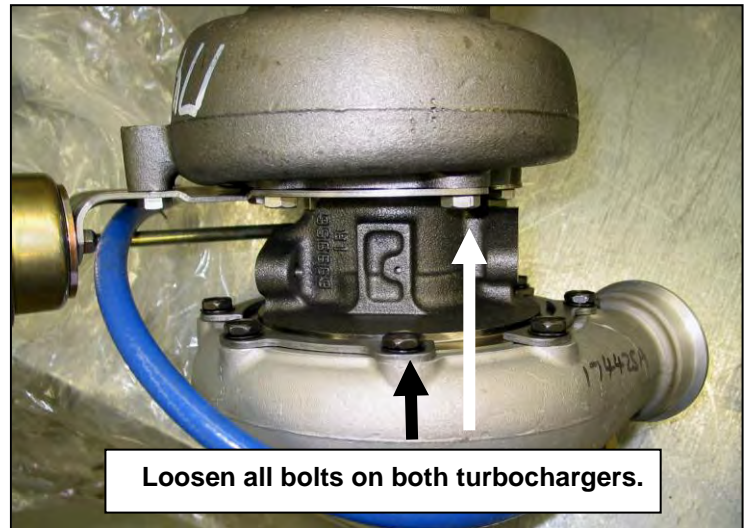
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## Installation - Turbochargers

22. Loosen the turbine and compressor housings on both the primary (larger non wastegated) turbo and the secondary (small wastegated) turbo.
23. Align the oil inlet, exhaust turbine inlet, and compressor housing outlet all in an upward direction on the primary turbo.



**CAUTION: DO NOT TO LOOSEN THE COMPRESSOR AND EXHAUST HOUSINGS TO THE POINT THAT THEY WILL CONTACT THE COMPRESSOR OR EXHAUST WHEELS. THIS WILL DAMAGE THE WHEEL AND VOID THE WARRANTY.**

24. Align the oil inlet, exhaust turbine inlet, and compressor housing outlet all in an upward direction on the primary turbo (#1405230).

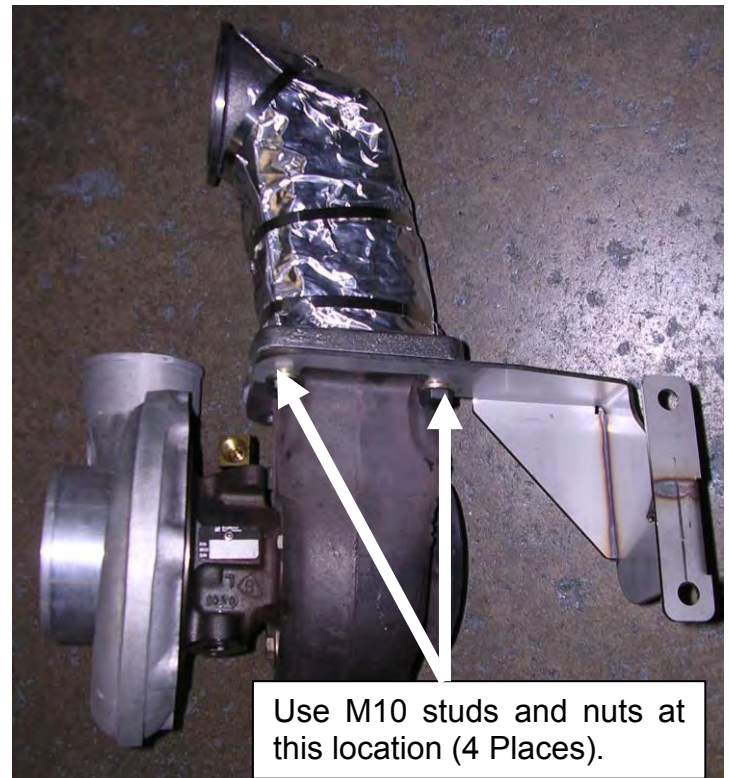
On the larger primary turbo non wastegated (#1405140) remove the brass 90° flare fitting from the oil inlet. Locate the supplied 1/4MPT x -6JICM fitting (1453162), apply a very small amount of pipe sealant on the threads (DO NOT USE TEFLON TAPE). Now thread the fitting into the oil inlet, hand tighten then using a wrench turn the fitting 1/2 turn. DO NOT OVER TIGHTEN.

25. Locate the cast flanged turbine adapter, and wrap the supplied heat shielding around the adapter. The heat shield has been formed in a specific pattern to completely wrap around the elbow. Use the 3 supplied stainless steel zip ties to secure the heat shield. One at the bottom, one at the middle and one at the top. Be sure that neither the heat shield or zip tie will interfere with the circular marmon flange when the band clamp is applied.



26. You can now bolt the flanged turbine adapter to the primary turbo. Use the four M10x1.5 adapter elbow studs and serrated nuts to secure the adapter pipe to the turbo. At the same time mount the SS primary turbo support bracket to the assembly.

Note that the support bracket bolts on the bottom side of the turbine housing.



27. Place the turbo and turbine adapter assembly onto the frame rail. Be sure that it does not fall.

28. With the secondary turbo, bolt it loosely to the manifold and align the oil inlet straight up and the



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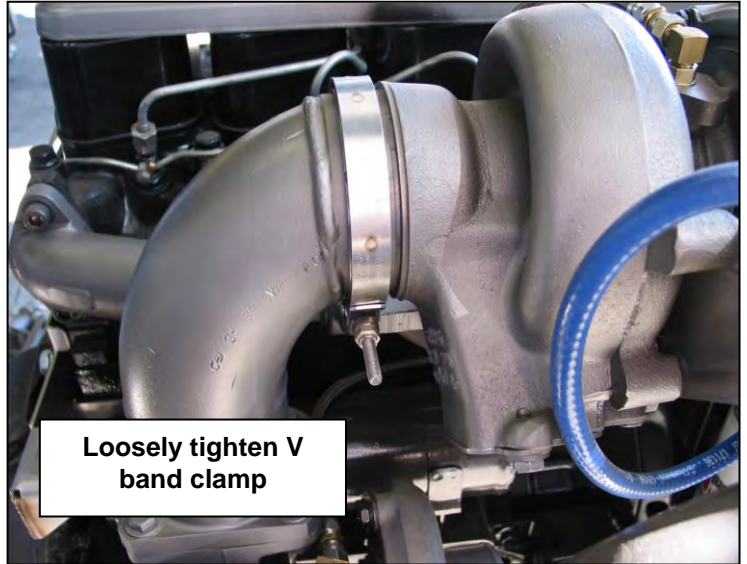
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compressor outlet towards the bottom of the passenger battery.

**TO ALLEVIATE ANY FITMENT PROBLEMS, ALL TURBOCHARGER SUPPORT BOLTS, HOUSING BOLTS AND CLAMPS MUST BE LEFT LOOSE. ONCE EVERYTHING HAS BEEN FIT TOGETHER, THEN TIGHTEN ALL BOLTS AND NUTS.**

29. Using the supplied v-band clamp (clamp will be labeled 995L2-0406) tighten the secondary exhaust housing to the primary turbo-turbine adapter assembly.

Make sure that heat shield or stainless zip tie does not interfere with the band clamp. Tighten the v-band clamp just enough so that you can still rotate the exhaust elbow.



30. Install the oil drain tube adapters and gaskets onto both turbochargers. The shorter tube adapter belongs to the primary turbocharger, while the longer tube adapter belongs to the secondary turbocharger. Align the tubes before final tightening of any bolts, and you may need to pry them lightly for proper alignment. Use the provided M10 bolts (1452825) & lock washers (1452826) for the r700 primary turbo. And use the M8 bolts (1604103) & lock washers (1604102) for the primary turbocharger.



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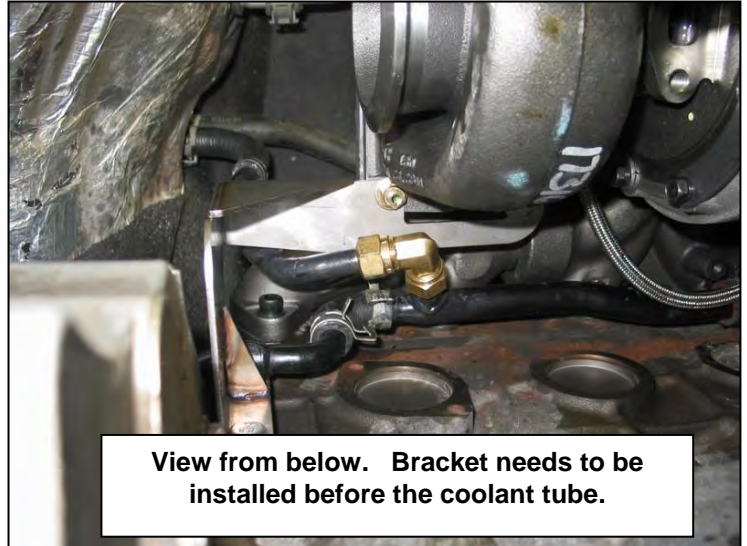
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31. You will need to utilize the two 4" pieces of oil drain tubing and hose clamps to connect the drain adapters to the block adapters. Make sure that the hoses are securely clamped and that no kinks exist.

**YOU MAY NEED TO TRIM THE TURBOCHARGER OIL DRAIN LINES IN LENGTH AS EVERY INSTALLATION IS SLIGHTLY DIFFERENT.**

32. Cut the heater coolant tube as shown (1.5" from the big tube). You will need to clean off the paint and install the 90° brass fitting. On standard transmission equipped vehicles, you will not need to install this fitting. Just bend the coolant line enough to be able to install the turbo support bracket.



**2006 VEHICLES WILL REQUIRE YOU TO CUT THE COOLANT LINE IN A DIFFERENT LOCATION. DUE TO THE COMPLEXITY OF THE BRACKET AND COOLANT LINE IT IS BEST TO USE YOUR OWN JUDGMENT.**

33. You can now re-install your modified heater coolant supply tube. When installing, make sure that everything is secure and no leaks are present, and you will need to remove the coolant heater hose from heater core and cut 2.5" off of the longer end.



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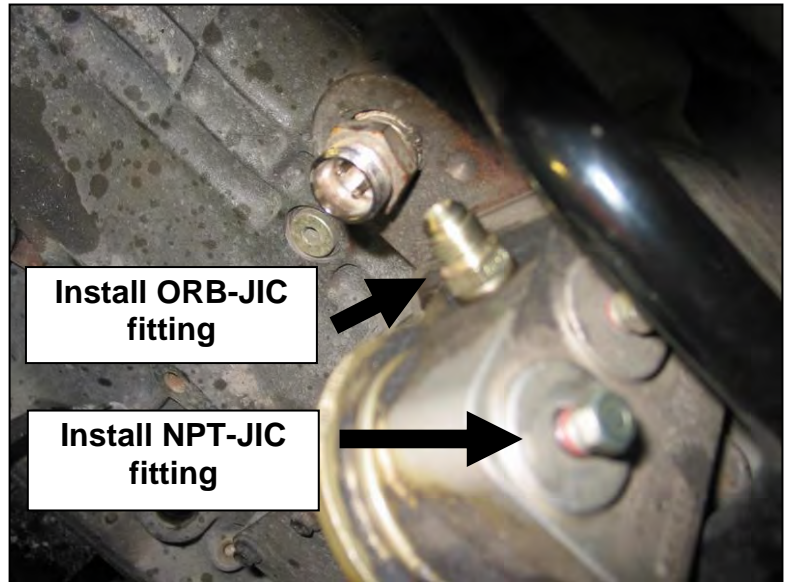
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34. Now is a good time to pre-oil your turbochargers with clean 15W40 turbo diesel rated oil. Pour roughly half a cup down each turbocharger oil inlet, while turning the compressor to distribute the oil evenly.

35. Install the 1/8 NPT-JIC conversion fitting (#1453115) into the NPT port of the oil filter housing. Then you can install the ORB-JIC conversion fitting (#1453135) into the threaded port on the side of the filter housing. Be sure to use the sealing washer.



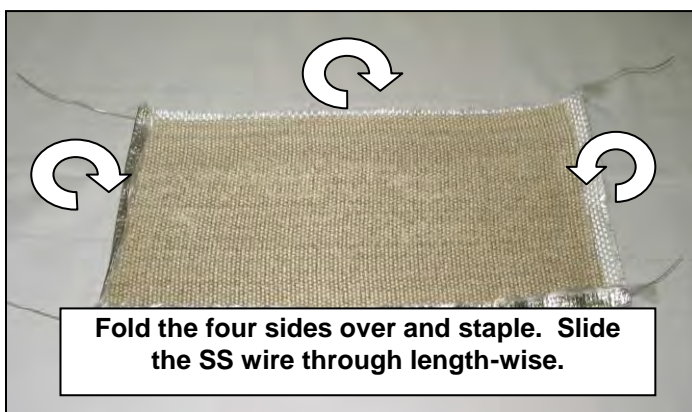
36. Install the second ORB-JIC (#1453135) conversion fitting into the top of the secondary turbo.

Insert the 10mm O-ring (#1453137) over the 12mm threaded section. Tighten the fitting so that the O-ring is compressed into the chamfer on the turbo oil inlet.

37. Install both new oil feed lines (#1453130-B) to both the primary and secondary oil feed supplies. Make sure that the oil lines are routed away from any moving parts, obstructions or hot surfaces.

38. Re-install your engine oil filter.

39. Wrap the secondary turbocharger in the exhaust wrap we have provided. Lay the brown wrap inside the silver wrap and use the supplied stainless wire to stitch the two together. Wrap the blanket around the secondary exhaust housing, using the stainless wire to hold it tight.



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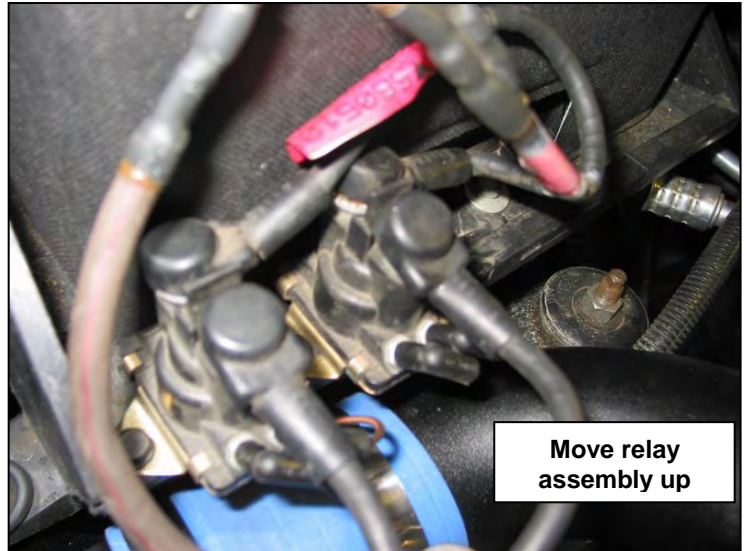
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40. Remove the pre-heat relay assembly from the battery tray, discard the bracket and re-mount the relays directly to the battery tray. You will need to drill three 3/16" mounting holes. You will reuse the original mounting screws.

41. Install the primary intake tube with the 4" x 5.5" silicone hose and the two light duty hose clamps. Be sure that this pipe is securely mounted to the primary turbocharger. Connect the wiring harness to the airflow sensor you mounted in the pipe earlier.



Move relay  
assembly up



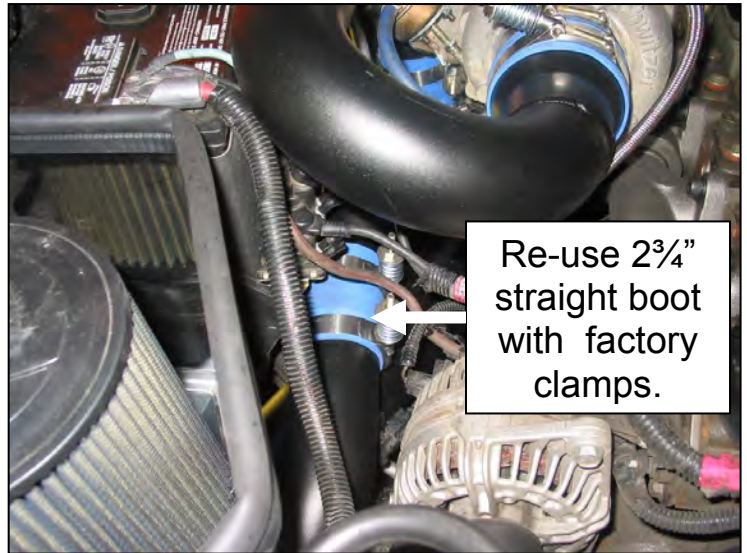
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42. Install the cast secondary compressor outlet elbow with the v-band clamp and o-ring provided. You can then connect the new charge air intercooler pipe with the factory 2 3/4" brown ribbed straight boot. Utilize the stock 2 3/4" clamps to secure this connection. The other end of the charge air intercooler pipe should be connected to the intercooler utilizing the stock boot and stock clamps you saved earlier on.



43. Install the short 90° intermediate pipe to primary compressor outlet" pipe using the two HD band clamps and a 3" x 4" piece of silicone hose. Connect the 'U' shaped intermediate pipe to the newly installed 90° compressor outlet pipe using two heavy-duty hose clamps and another 3" x 4" piece of silicone hose. Connect the last end of the intermediate 'U' pipe to the 4" inlet of the secondary turbocharger using the two larger heavy-duty band clamps and the 4" x 4" piece of silicone hose.



44. You can now finalize the installation of the primary down pipe to the vehicles exhaust. Loosely clamp the down-pipe to the turbo using the supplied V-band clamp and tighten once everything is aligned.



**DO NOT ADJUST THE DOWN-PIPE ONCE THE V-BAND CLAMP HAS BEEN TIGHTENED. FAILURE TO ADHERE TO THIS WILL DESTROY THE V-BAND CLAMP AND ITS ABILITY TO SEAL.**

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45. Tighten both primary and secondary turbocharger compressor and exhaust housings, elbow bolts, support brackets and anything else that was kept loose for fitting reasons.

46. Install the stainless steel air box with air filter over top of the primary turbo intake pipe.

*Note: The air filter will be mounted in a vertical orientation rather than horizontally.*



The air box has two mounting points: one by the battery, and the other by the radiator support. You will have to un-screw the factory bolts to mount the brackets at these locations. Be sure to tighten the air filter to primary intake tube. Point the hose clamp end towards to the front of the vehicle for easier access.

47. Re-fill your coolant system with the coolant you saved earlier. If you need to add coolant, be sure that it correlates with the correct specification for the vehicle.

**BE SURE TO PURGE THE AIR FROM THE COOLANT SYSTEM BEFORE RUNNING THE VEHICLE.**

48. Re-connect the vehicles batteries and reset radio stations.

49. Idle the engine for a period of time and check for any leaks before road testing.

50. Road test the vehicle and be sure to check for any boost, exhaust, oil or coolant leaks. As well, you will need to monitor for peak EGT's and boost levels.

51. You may need to adjust (turn) the wastegate to control your EGT's and boost levels. For more boost, you will need to tighten (turn it clockwise) the waste gate rod, and for less boost loosen the rod (turn it counter clockwise).

52. Again, you should re-check **all** bolts after a number of heat cycles in a week or so, this will help prevent any leaks.

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

## **Wastegate Adjustments**

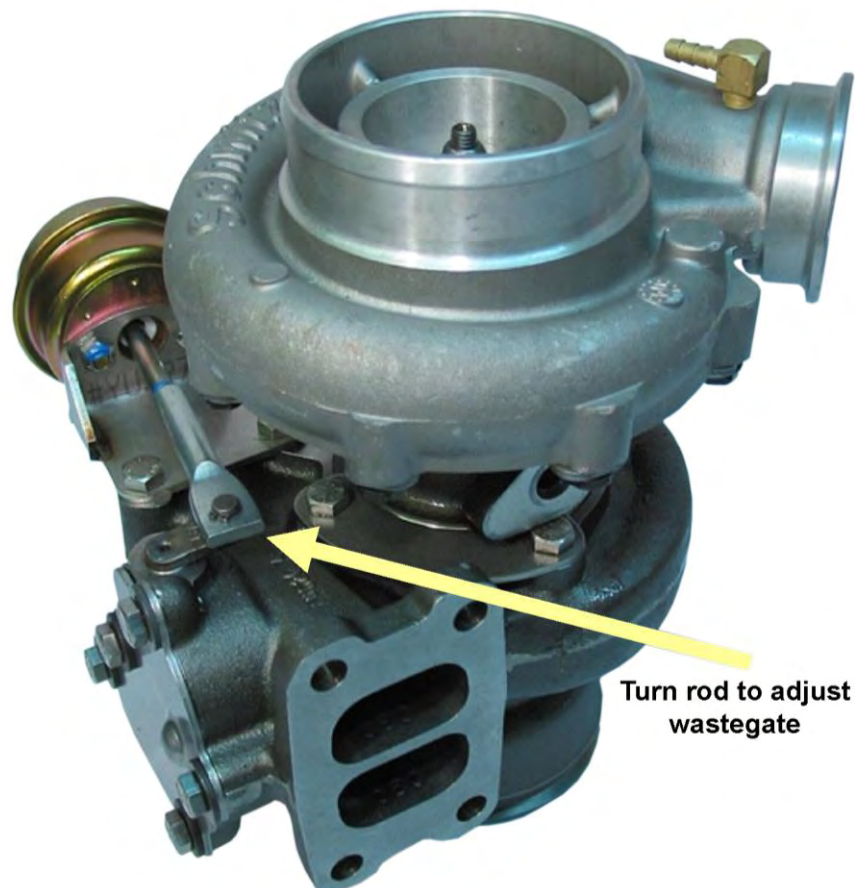
# *YOU WILL NEED TO ADJUST THE WASTEGATE!!!*

The wastegate should be set to the correct boost pressure you want to run in the vehicle. For example if you would like to run 55psi manifold pressure, set the wastegate to crack open (just starts to move) at 55 psi. An acceptable limit is 5 psi.

**DO NOT SET THE WASTEGATE TO OPEN AT 40PSI AND WHILE RUNNING 55PSI MANIFOLD PRESSURE (EXAMPLE ONLY). THIS WILL OVERLOAD THE PRIMARY CHARGER AND HURT YOUR TOTAL ACHEIVABLE HORSEPOWER.**

The wastegate is adjustable by turning the actuator rod. For more boost pressure you will need to tighten (clockwise) the waste gate rod for less boost pressure you can loosen the rod (counter clockwise). The turning effect preloads the wastegate actuator spring. This adjustment is very finicky, be very careful, as you should not have to adjust the rod all that much. Make sure you are running enough boost for your horsepower requirements. If you have any questions or concerns call us.

**BD WILL NOT BE RESPONSIBLE FOR ANY FAILURES OF THE VEHICLE'S HEAD GASKET.**



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