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## ***1999½-2003 Ford 7.3L Powerstroke Adjustable Waste Gate Kit***

**P/N# 1047170**

***This kit will not install on the 1999 7.3L Powerstroke.***

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

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

## ***Introduction***

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

*Do not exceed 30psi on the OEM turbo.*

## ***Available Accessories***

- *BD PowerMax turbo*

## ***Kit Contents***

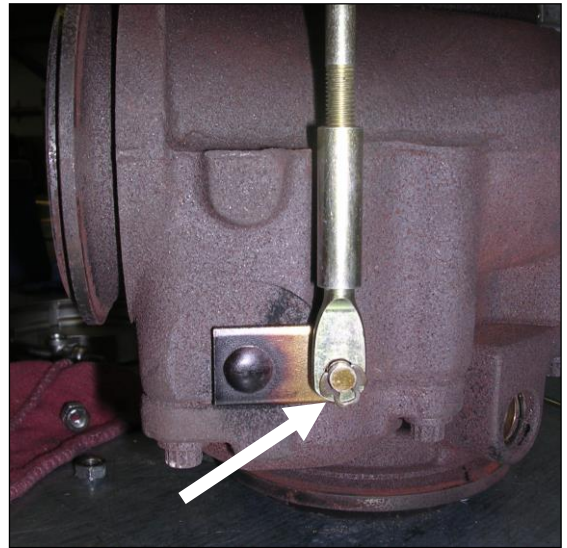
<b>Part Number</b>	<b>Description</b>	<b>Qty.</b>
<b>1452256SSP</b>	Rod End	1
<b>1130141</b>	5/16" Nut	1
<b>1462446</b>	Lock Nut	2
<b>1453205</b>	Actuator	1
<b>1407153</b>	Clamp	2
<b>1407173</b>	Circlip	1

## Installation

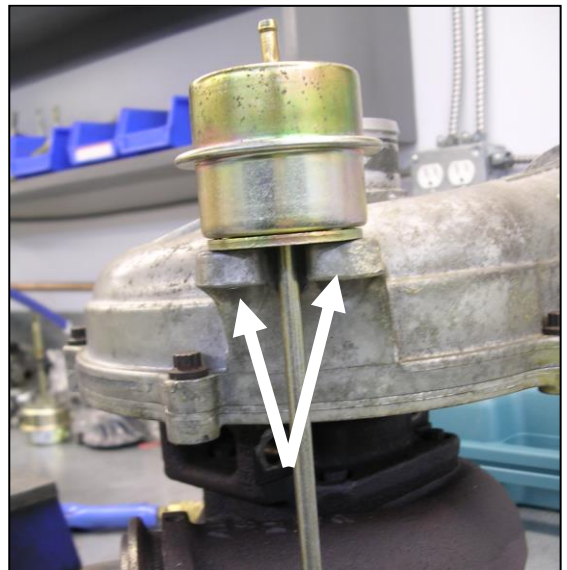
To remove the factory wastegate, use a small pick or screw driver to remove the cir-clip.

Slide the rod off to the side - you can also use air pressure to stroke the wastegate to make removal easier.

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



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



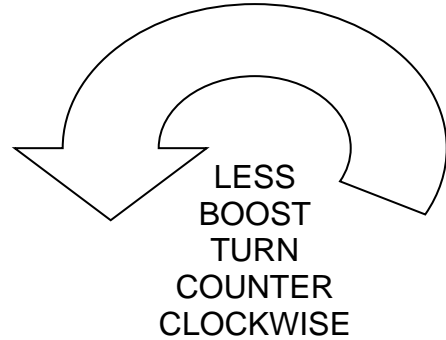
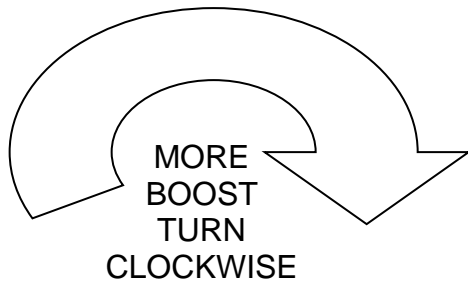
Install the BD adjustable wastegate. Use the two new locking nuts that are supplied in the kit to secure the wastegate diaphragm to the compressor housing. Apply air to the wastegate port to stroke the actuator. Once stroked, you should be able to slide the rod end over the wastegate lever shaft. Re-install the cir-clip.



The waste gate is preset to allow 25psi of boost pressure. One full turn of the rod clockwise (shortening the rod) will increase boost pressure by 5psi. One half turn will increase boost pressure by 2.5psi.

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

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



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