



## **6.7L Dodge Cummins Performance Intake Plate** **Instruction Manual**




**P/N# 1041562**

**6.7L Dodge Cummins Grid Heater**

**PLEASE READ ALL INSTRUCTIONS BEFORE INSTALLATION**

# **KIT CONTENTS:**

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

<b>1041562 - Kit Contents</b>	
<b>1401567</b>	
	
<i>Intake Plate</i>	
<b>Qty: 1</b>	
<b>5086829AA</b>	<b>68024672AB</b>
	
<i>Gasket Plate Lower</i>	<i>Gasket Plate Upper</i>
<b>Qty: 1</b>	<b>Qty: 1</b>

## **Options**

<u><b>Description</b></u>	<u><b>Part #</b></u>
6.7L Dodge Intake Horn 2008-10	1041560
6.7L Dodge Intake Horn 2011-12	1041561

## Tools Required

- 8mm, 10mm Deep Socket
- 7/16", 1/2", 1" Deep Socket
- Ratchet with Extensions
- 9/16", 1" Wrench
- 17mm, 19mm Wrench
- Pipe Dope
- Blade Screwdriver
- Side Cutters
- Razor Knife
- Masking Tape & Pen

## INSTALLATION



**VEHICLE SHOULD BE SAFELY SECURED BEFORE INSTALLATION.**

1. Record radio settings then disconnect the negative terminals on both of the vehicle's batteries, and then disconnect the positive terminals.

2. Pull out the oil dipstick then remove the four bolts that secure the plastic cover to the engine. (8mm)



3. Disconnect the EGR valve connector from the EGR valve.

**\*2011 ONLY\***

If the vehicle is a 2011 you will need to disconnect the temperature sensor connector as well.



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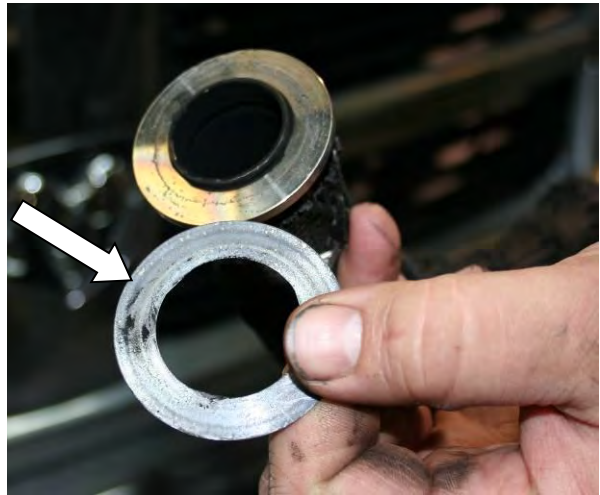
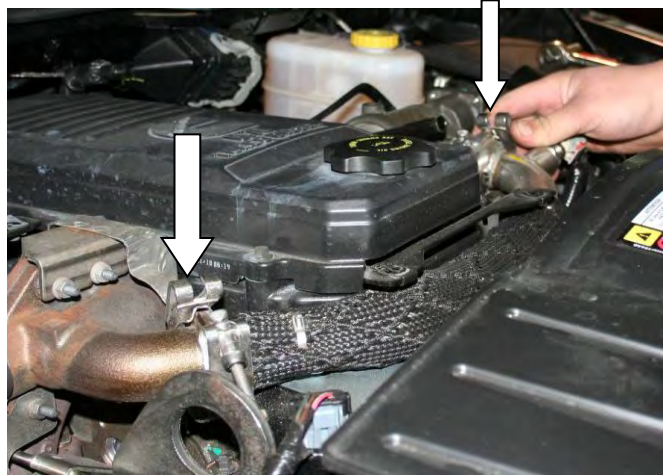
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U.S. Shipping Address: 88-446 Harrison St, Sumas, WA 98295 U.S. Mailing Address: P.O. Box 231, Sumas, WA 98295

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4. Loosen the EGR cross over pipe clamps (11 mm) and slide them down the pipe. Remove the bolt located at the center of the pipe, and remove the pipe from the vehicle. (8mm)

Note: When releasing the pipe from the engine there will be a loose washer on the left side. Be sure not to lose this as it will need to be reinstalled.



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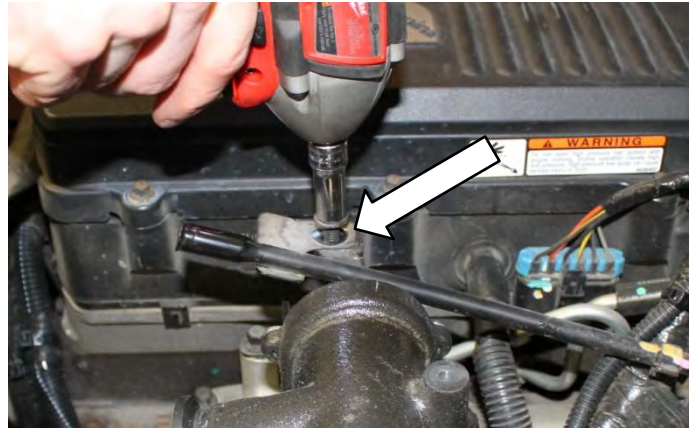
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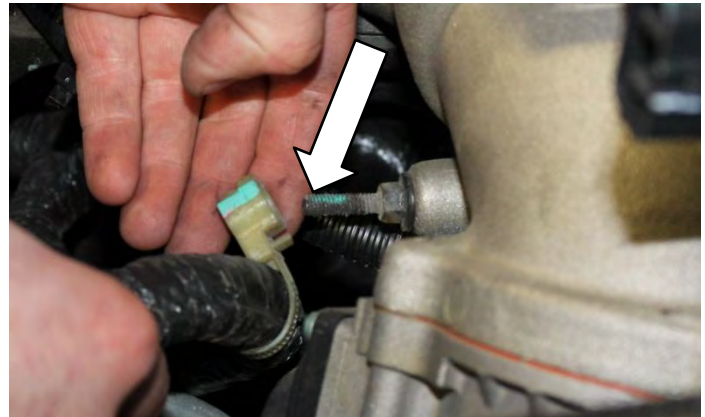
5. Remove the bolt holding the dipstick tube to the intake horn. (10mm socket)



6. Loosen clamp between the rubber coupler and the intake horn. Use a blade screwdriver to gently break the seal.



7. Pull off the harness clip from the intake horn.



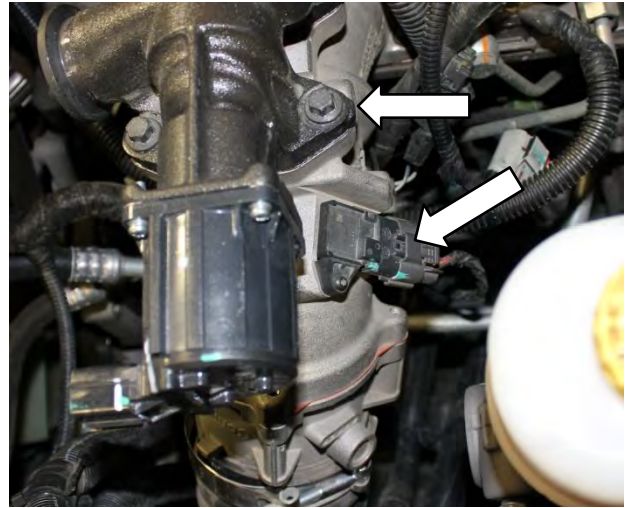
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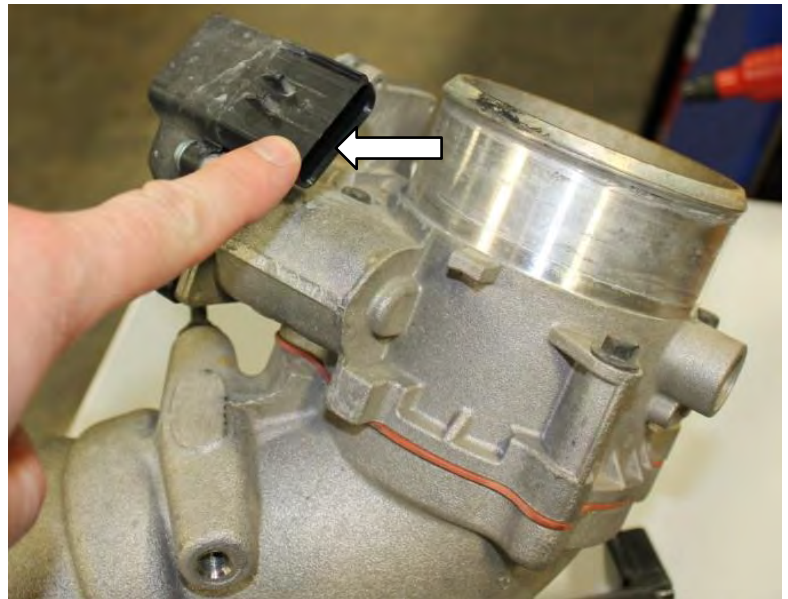
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8. Disconnect the thermocouple from the backside of the intake horn, along with the bracket securing the wiring harness to the horn (10mm socket).
9. Unplug the map sensor plug.



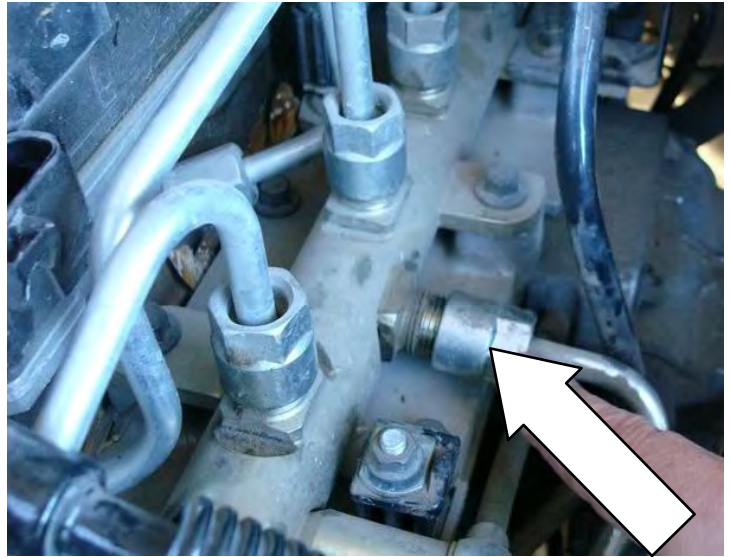
10. Remove the 6 (10mm bolts) that secure the horn to the engine.
11. Gently twist the intake horn to expose the throttle valve sensor on the bottom of the horn. Disconnect the throttle valve connector then remove the horn from the vehicle.

NOTE: The connector will need to be disconnected before you remove the horn from the vehicle.

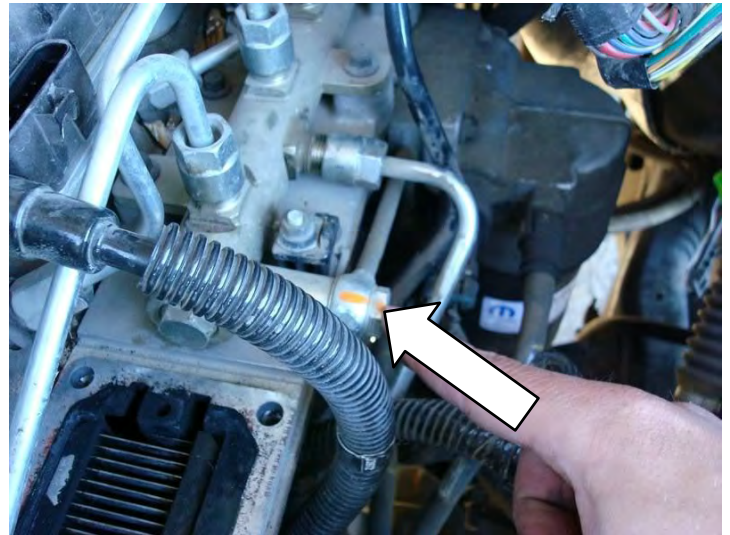


***Photo shown on bench for clarity.***

12. Loosen the fittings on the line that goes from the fuel rail to the CP3 pump, once both fittings are loose the line can be removed from the vehicle. (19mm Wrench)



13. Remove the banjo bolt with washer from the front side of the fuel rail (17mm wrench). **Careful not to lose the washer when you pull out the banjo bolt.**



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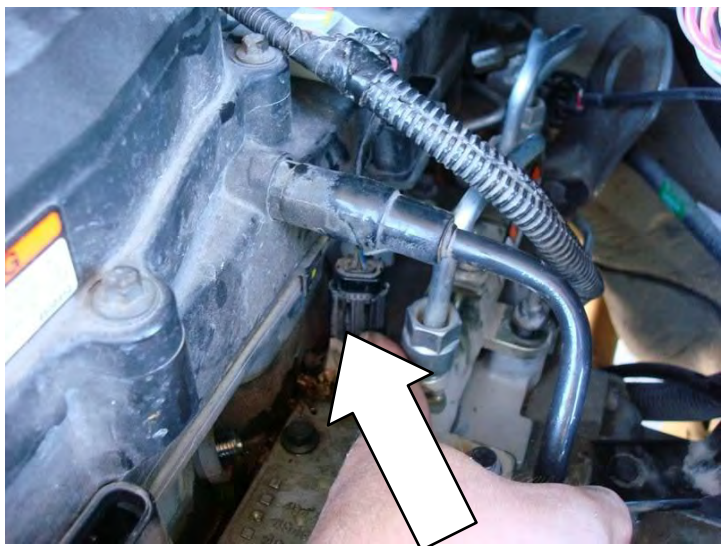


14. Remove the six injector lines starting with the loosening the fittings at the front of the fuel rail and the #1 injector (19mm wrench). (NOTE: Fittings on both sides of the line will need to be backed off before the line can be removed).

*As you remove the fuel lines identify them in some way (ie: masking tape and felt pen) so they can be reinstalled in the same location upon reinstallation.*



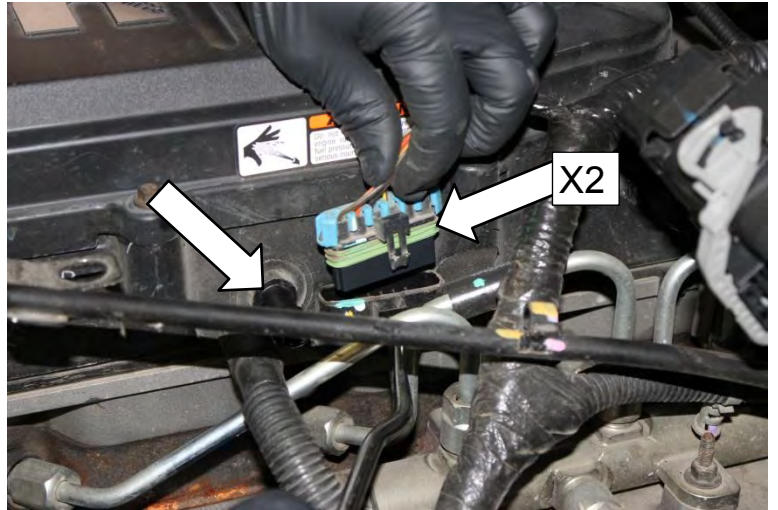
15. Disconnect the Intake air temperature sensor from the grid heater.



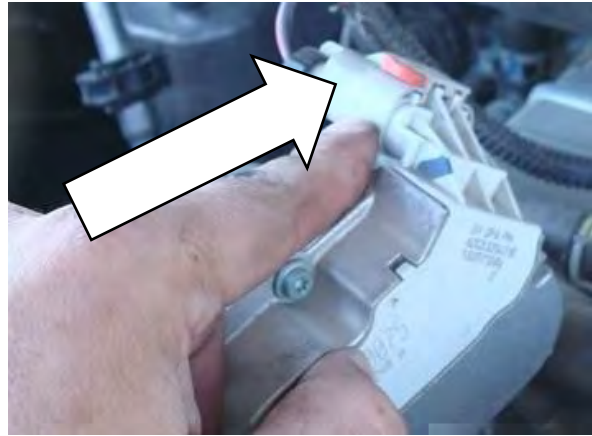


16. Disconnect the breather hose to the motor. Also the fuel line harness connectors on the side of the motor (x2).
17. Using a puller tool pull out the harness clips that secure the harness to the grid heater and the other clip on the backside of the valve cover. (See below for photo).

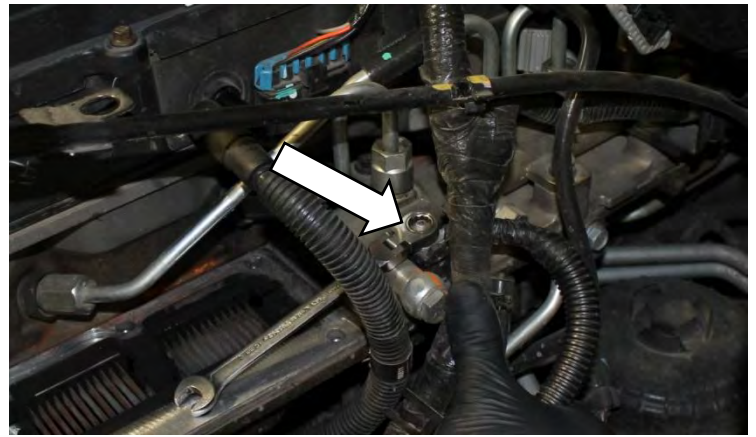
Disconnect CCV pressure sensor harness connector that is located at rear of the valve cover. This needs to be disconnected to allow you to coil the harness aside to access the grid heater.



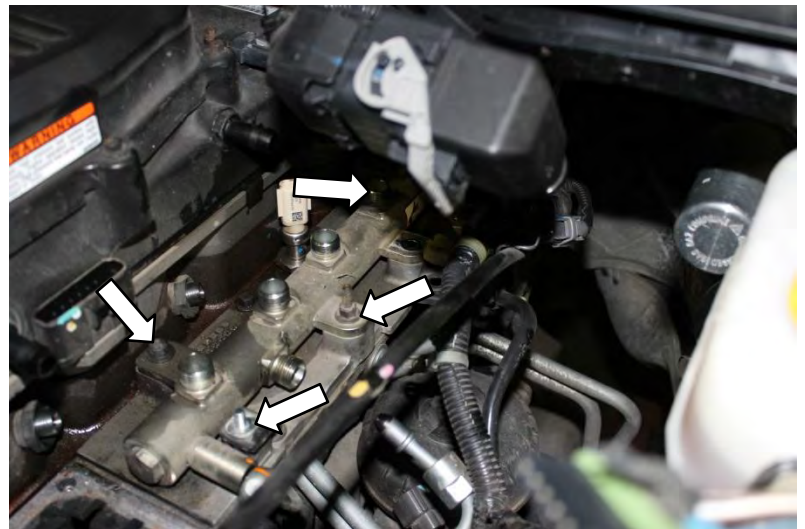
18. Lastly disconnect the EGR servo motor connector.



19. Remove the power wire from the grid heater and tape off with electrical tape and fasten aside with a cable tie.(10 mm)



20. Remove the four bolts holding the fuel rail to the grid heater (10mm socket).



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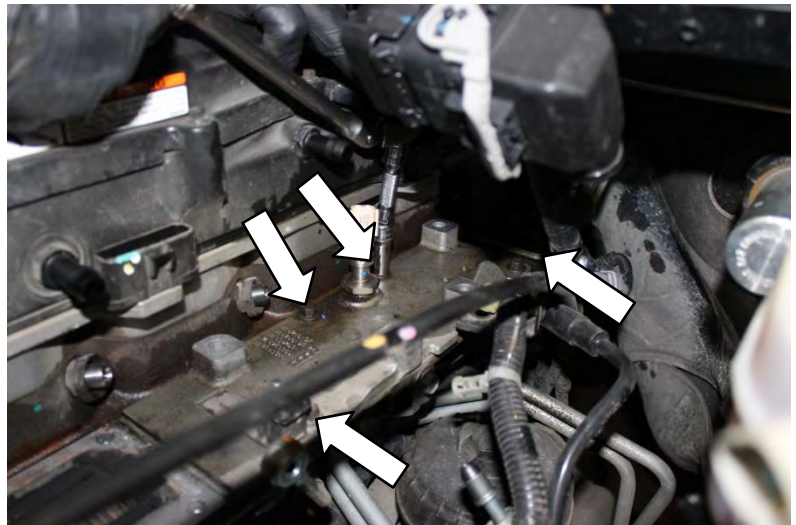
21. Disconnect the Fuel rail connector from the back of the rail, the rail can now be removed from the vehicle.



22. Using the 1" wrench remove the IAT sensor from the grid heater.



23. Remove the four remaining bolts that hold the grid heater to the engine.



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24. With the four bolts removed you may need to gently pry the grid heater from the gasket before it can be removed from the vehicle.

Clean off the old gasket if any is left on the engine and wipe clean so the new gasket will have a good seal.



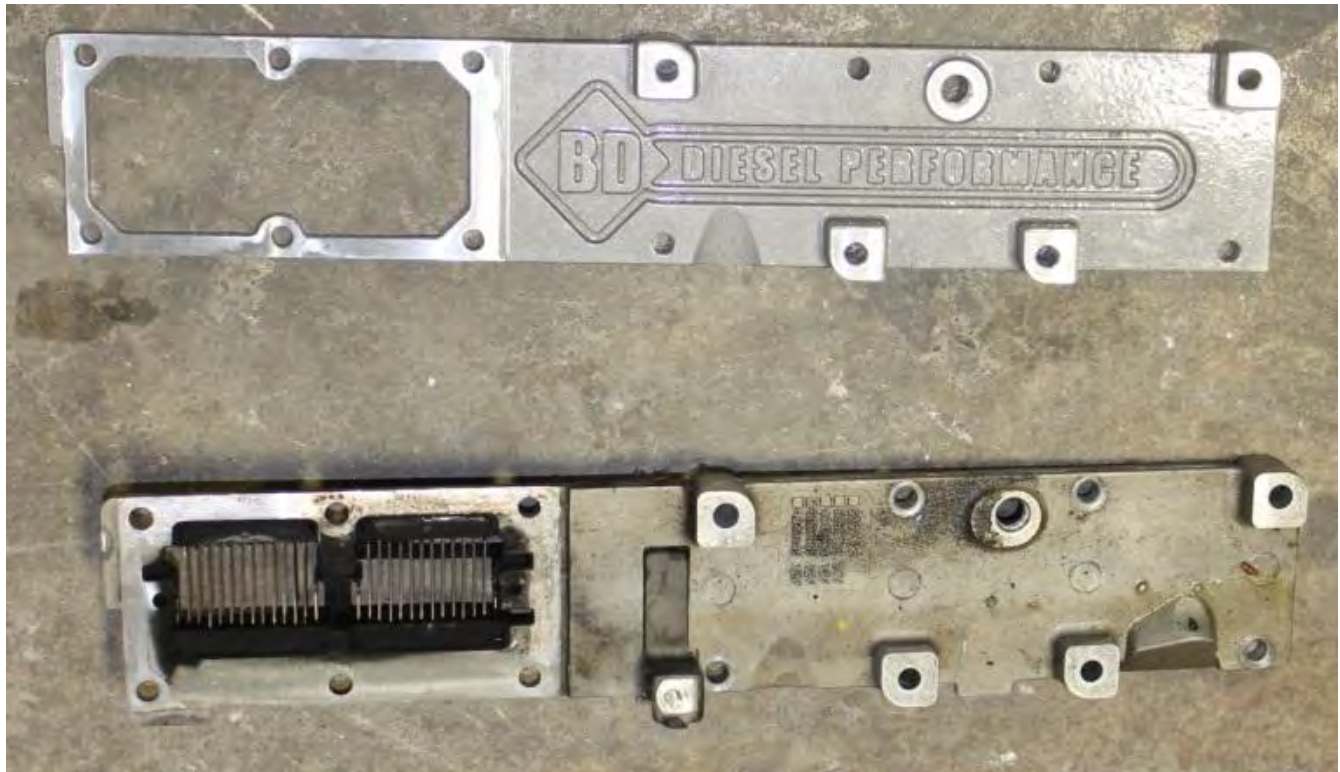
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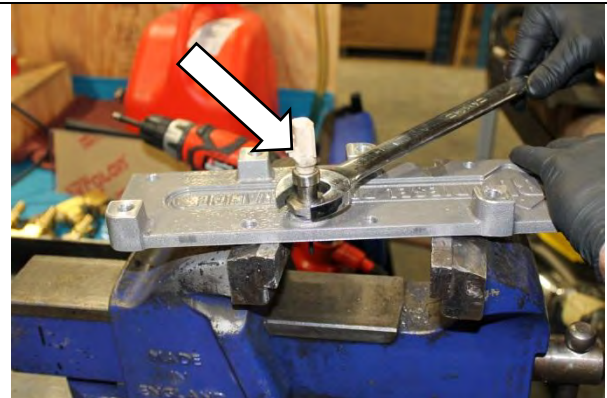
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## Installation



1. Reinstall the IAT sensor into the plate (1" Wrench)



2. Apply some pipe dope to the four OEM intake bolts then install the BD Grid Heater plate with the supplied gasket. Tighten to 18 ft/lbs.

NOTE: threading in the intake horn bolts finger tight will help with the alignment of the holes so the horn will be easier to install later. Unthread intake horn bolts once the plate is in place.



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3. Reconnect the fuel rail connector. Then apply some pipe dope to the four OEM fuel rail bolts and reinstall the fuel rail to the intake plate. Torque to 18 ft/lbs. (10mm socket)



4. Reinstall the six injector lines (19mm wrench) an easy task if marked for identification, not fun if not.



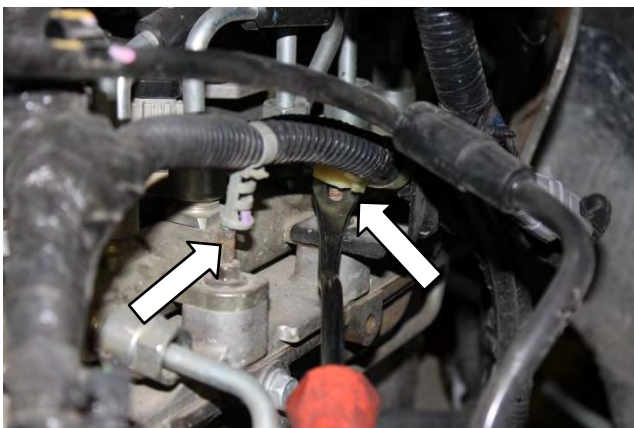
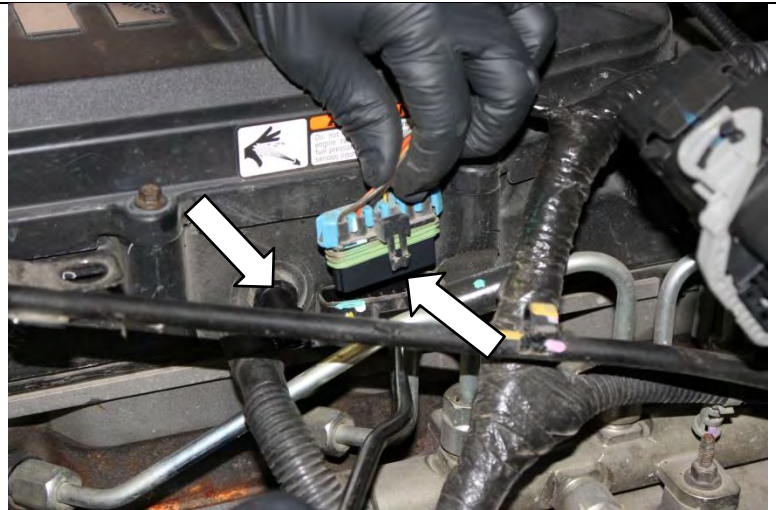


5. Reinstall the line that goes from the fuel rail to the CP3 pump.
6. Reinstall the banjo bolt with **washer** back into the fuel rail. (17mm)



**NOTE: Use dielectric grease before reinserting all electrical connectors.**

7. Reconnect the air breather hose to the motor. And the fuel line harness connectors on the side of the motor.(x2)
8. Reconnect the servo motor connector, CCV pressure sensor connector located behind the valve cover, and lastly the IAT sensor to the grid heater.
9. Reconnect the harness clips onto the fuel rail. (See Photo Below)



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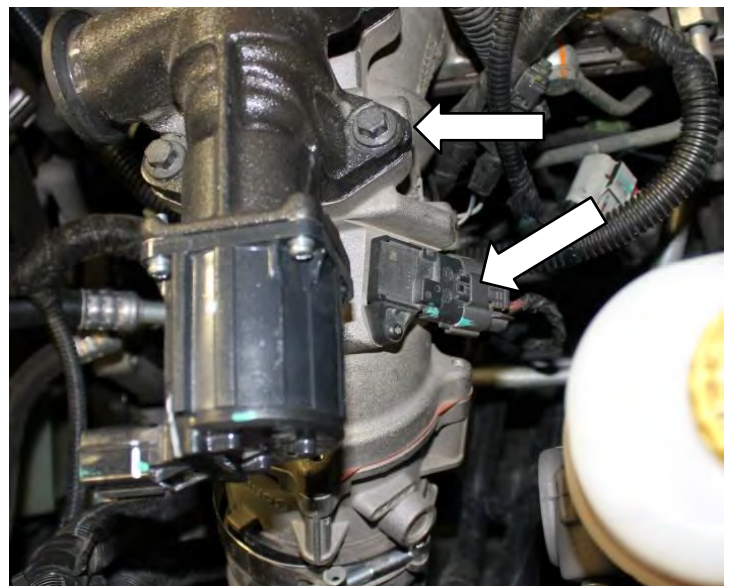
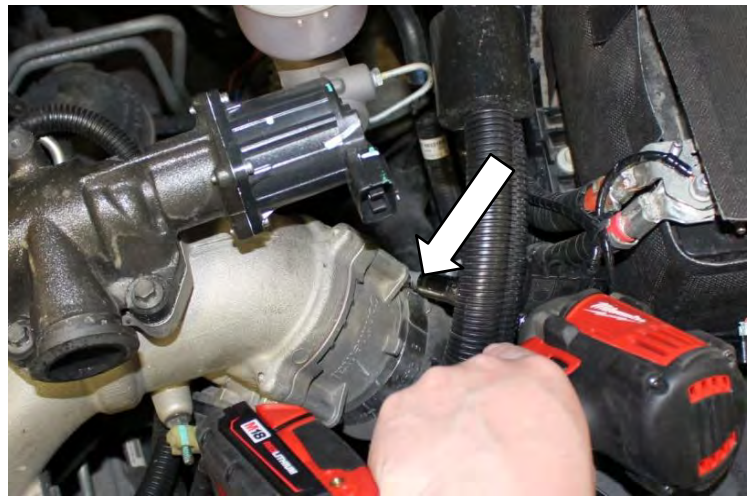
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**\*\*\*IMPORTANT\*\*\***

*If you are installing the BD 6.7L Intake Horn. Please reference the 1041561 manual that came with the intake Horn.*

10. Reconnect the throttle valve sensor to the bottom of the intake horn.
11. Reinstall the OEM horn into rubber coupler and fasten intake horn into place with the six OEM (10mm bolts). Torque bolts to manufacturer recommendations. Then tighten clamp at the rubber coupler connection to manufacturer specifications. Torque to 18 ft/lbs.
12. Reconnect the thermocouple on the backside of the horn and reattach the bracket securing the wiring harness (10 mm bolt). Also reconnect the MAP sensor.



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13. Reinstall dipstick bracket.

***Note at this point if you have installed the BD intake horn you will not need to reinstall the shroud and the install is complete. Test vehicle for proper function, and check for leaks.***



14. Reinstall the harness clip back onto the horn.



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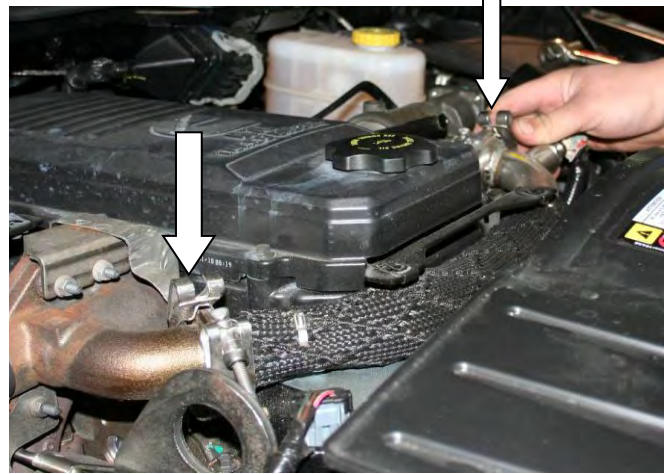
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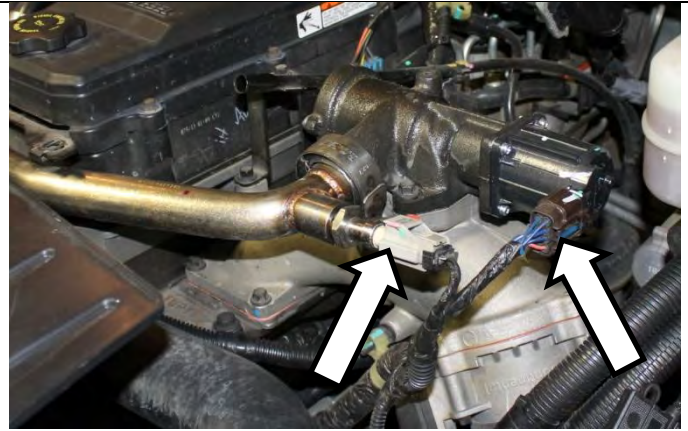
15. Reinstall the cross over pipe clamps (11 mm) and slide them down the pipe. Install the bolt (8mm) located at the center of the pipe, and tighten the clamps.



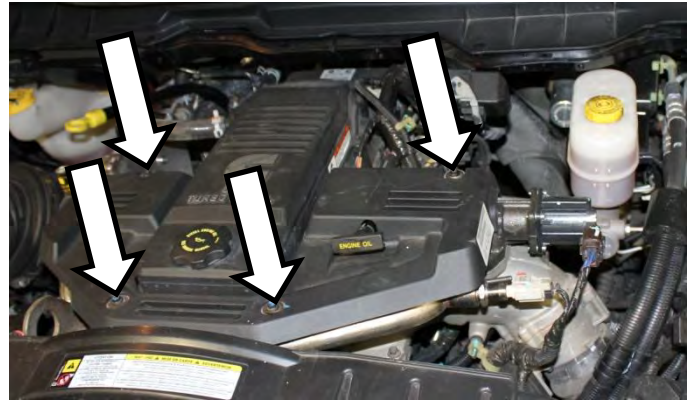
16. Reconnect the EGR valve connector to the EGR valve.

**\*2011 ONLY\***

If the vehicle is a 2011 you will need to reconnect the temperature sensor connector as well.



17. Reinstall the four bolts that secure the plastic cover to the engine. (8mm) reinsert the oil dipstick.
18. Once complete test the vehicle for proper function and check for leaks.



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**<http://forum.bd-power.com/>**

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