



VP44 Cover Kit

Dodge Cummins 5.9L Pump Cover Kit

I n s t a l l a t i o n M a n u a l

READ THIS MANUAL COMPLETELY BEFORE INSTALLING THIS PRODUCT.


Printed in Canada

BD Engine Brake Inc.

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

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<i>Kit Contents</i>				
1502001B	1502005	1300100	1200307	1300424
				
Cover w/ Nut Installed	Set Screw	Ring Connector	Jam Nut	Blade Connector
Qty: 1	Qty: 1	Qty: 1	Qty: 1	Qty: 1
1607412	1502003	1502004		
				
Red 14GA Wire	Allen Key	T25 Torx Bit		
Qty: 6"	Qty: 1	Qty: 1		

Required Tools

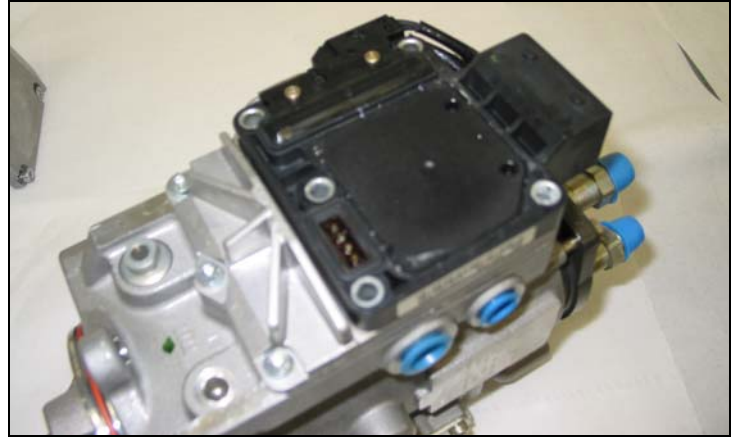
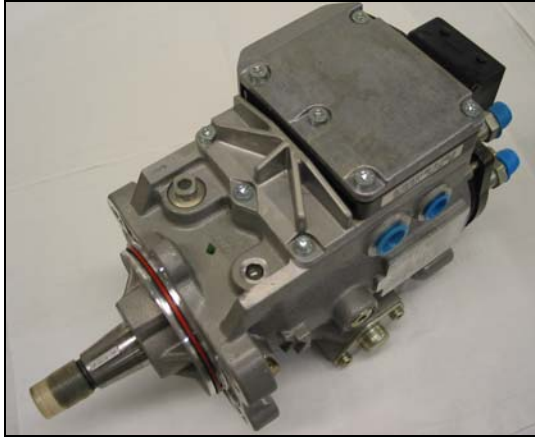
- 1/4" Nut driver
- 1/4" Socket and ratchet
- 3/8" Wrench
- Wire Stripper 14-16ga
- Wire Crimper 14-16ga
- Test Light

Note: You may require an impact driver to use with the 1/4" socket if the cover screws are too tight to remove with a socket and ratchet.

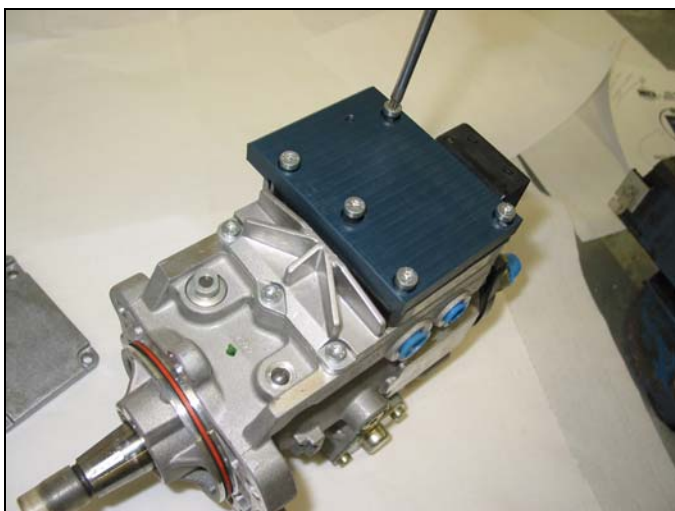
Installation

Remove the throttle housing using a 13mm wrench or socket.

Using the supplied #25 Torx bit (*P/N# 1502004*) and a nut driver or socket and ratchet, remove the 5 retaining screws that hold down the Aluminum top cover on the VP44 pump.



Place the plastic cover supplied in the kit on top of the pump, with the flat side up and lining up the holes for the 5 retaining screws.



Screw in the retaining screws until they are snug. **Do not over-tighten them.**

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Place the piercing Allen set screw (*P/N# 1502005*) into the small hole on the plastic cover, and then screw it down with the supplied Allen key (*P/N# 1502003*) so that it is going in straight.

Note the new revision has a nut pressed in the underside. This will prevent the plastic threads from stripping due to over-torquing.

After a couple of turns, turn the ignition key on and hook up a test light to a good ground. While touching the piercing Allen set screw with the test light, slowly turn the screw until the light registers a positive power source, and then give the screw one more half turn. Turn the ignition key off.



Strip both ends of the supplied 14-gauge red wire (*P/N# 1607412*) and crimp on the supplied eyelet connector (*P/N# 1300100*). Place the eyelet connector over the Piercing Allen Screw and start the lock nut (*1200307*) onto the Allen screw. Decide the best direction for the wire then tighten the lock nut down using a 3/8" wrench while securing the Allen screw with the Allen key.

Turn the ignition key back on and touch the test light to the end of the red wire to make sure there is a positive power source present. Turn the ignition key off.

Consult the installation manual for the performance module that is being connected to the pump to determine which wire from the module will be connected to the red wire on the pump cover. Supplied in the kit is a female blade connector (*P/N# 1300424*) which will work with most performance module kits.

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Crimp the correct mating connector to the end of the red wire on the pump cover then turn on the ignition key and test for a positive power source at the connector with the test light. Turn the key off, disconnect the test light and connect the power module wire to the red wire.

It is recommended to retain the original aluminum pump cover.

Removal / Reinstallation:

To remove the cover, start by unscrewing the lock nut for the red wire using a 3/8" wrench then removing the wire. Next, remove the Piercing Allen Screw using the Allen Key supplied. Finally, replace the plastic cover with the original Aluminum cover by unscrewing the 5 retaining screws.

If the plastic cover is going to be reinstalled on the same pump, follow the same instructions as the original installation while utilizing the test light to ensure you do not have to pierce the top of the pump with the Allen Screw anymore than needed to get the positive indication with the test light.

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