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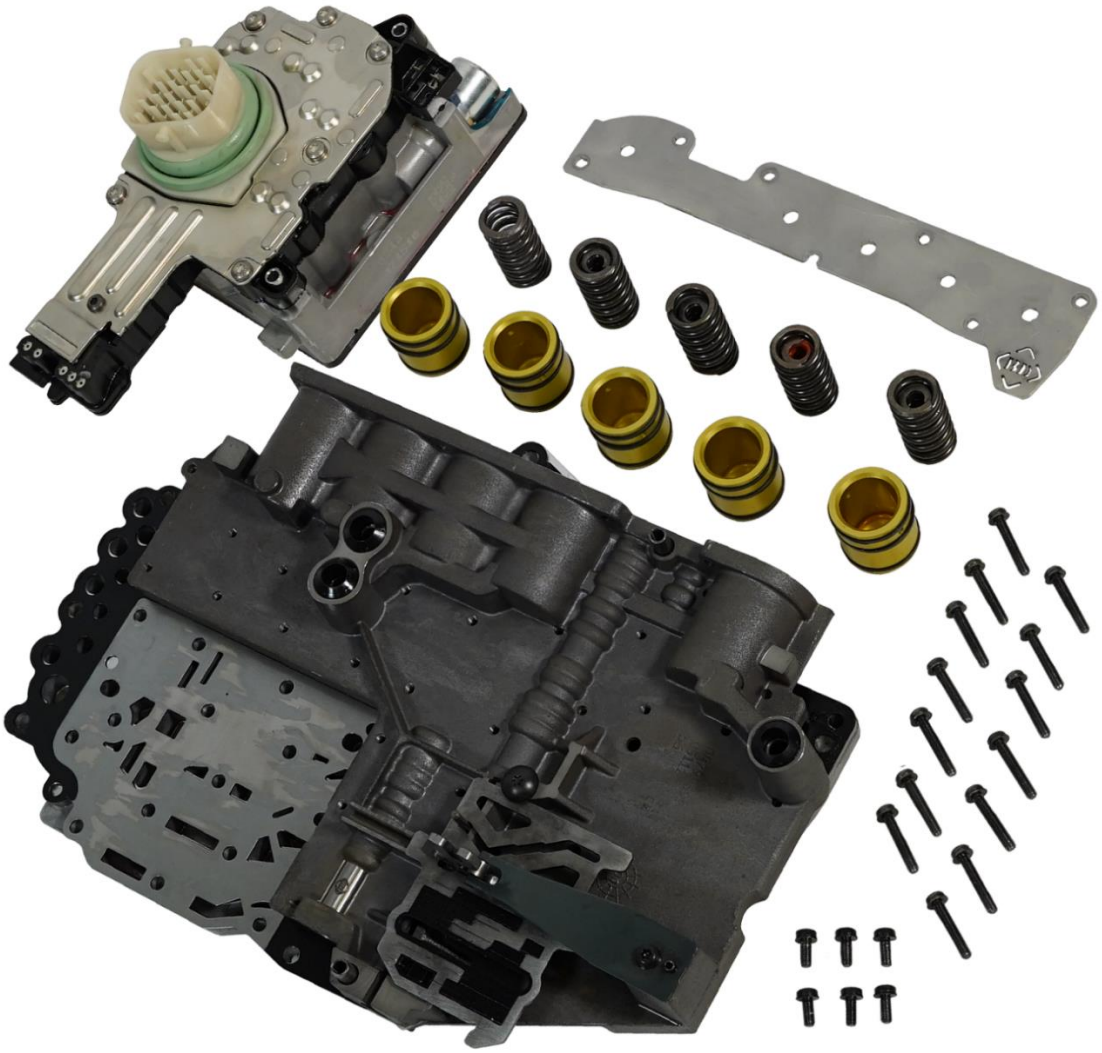


68RFE Valve Body Install

1030465	2008-2011 W/O SOLENOID (WHITE)
1030467	2008-2018 W/ SOLENOID
1030468	2012-2018 W/O SOLENOID (GREY)

PLEASE READ ALL INSTRUCTIONS BEFORE INSTALLATION

DOES NOT FIT 2019+ (BLUE CONNECTOR)

BD Engine Brake Inc.
1-800-887-5030 | https://www.bddiesel.com

AFTERMARKET TUNERS OR TCMS

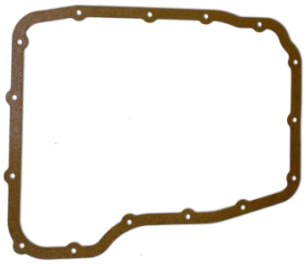
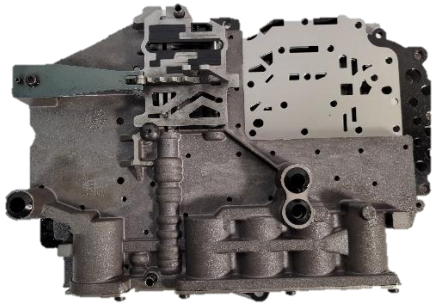
Note that end users have the option of using this valve body on its own, with an aftermarket pressure controller, or with TCM tuning. However, it is NOT recommended that TCM tuning that increases mainline pressure be used in combination with a pressure controller as this may cause shift issues and set a P0868 fault code.

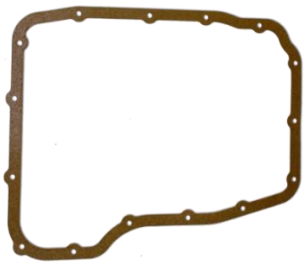
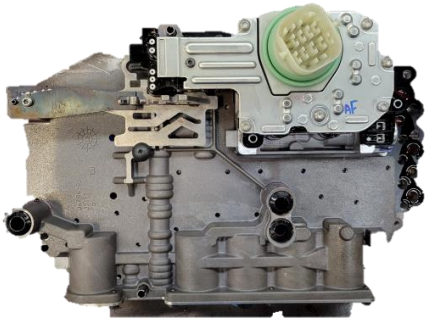
SUMMARY OF UPGRADES

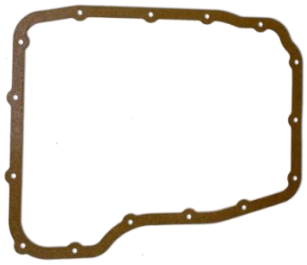
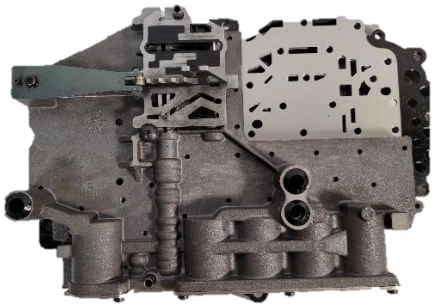
This performance valve body includes a number of upgrades including hard anodized aluminum accumulator pistons with dual seals, a thicker accumulator plate, a separator plate with bonded gasket, replacement clutch feed seals, and steel insert for solenoid switch valve with oversized end plugs.

KIT CONTENTS

Please check to make sure that you have all the parts listed in this kit.

Kit Contents for 1030465	
16001523	**1300465-6**
	
Gasket	**Valve Body w/o Solenoid**
Qty: 1	**Qty: 1**

Kit Contents for 1030467	
16001523	**1300465-1**
	
Gasket	**Valve Body w/ Solenoid**
Qty: 1	**Qty: 1**

Kit Contents for 1030468	
16001523	**1300465-5**
	
Gasket	**Valve Body w/o Solenoid**
Qty: 1	**Qty: 1**

Tools Required

- **Drain Pan**
- **Transmission Funnel**
- **8mm Socket**
- **T25 Torx Socket**
- **Torque Wrench (in/lbs)**
- **Brake Clean or Parts Cleaner**
- **Scraper**

Upgrade Options

1030240	Torque Converter
1061525	6.7L HD Transmission Pan
1041220	6.7L Cummins Flex Plate
1061529	Adapter Tool – 68 RFE
1030369	Transmission Pressure Controller

Valve Body Installation

1. Ensure all kit components are accounted for before installation.

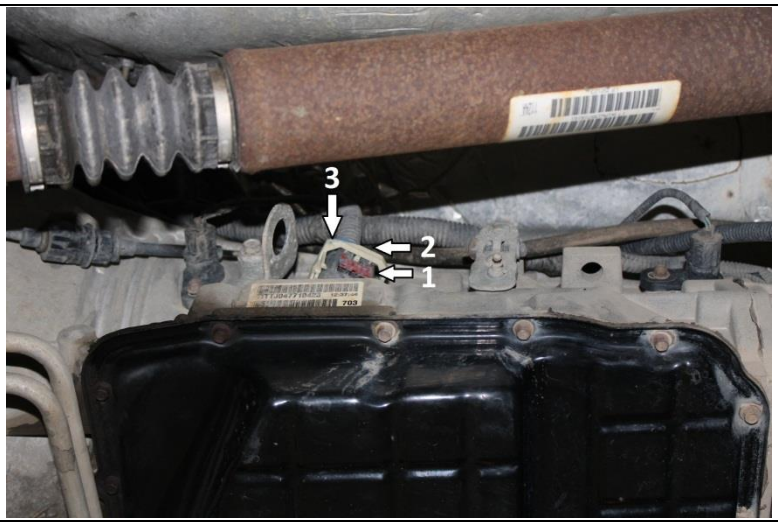
2. Disconnect vehicle batteries and secure cables away from batteries.

3. Lift transmission dip stick approx. 6 inches to avoid interference later on.

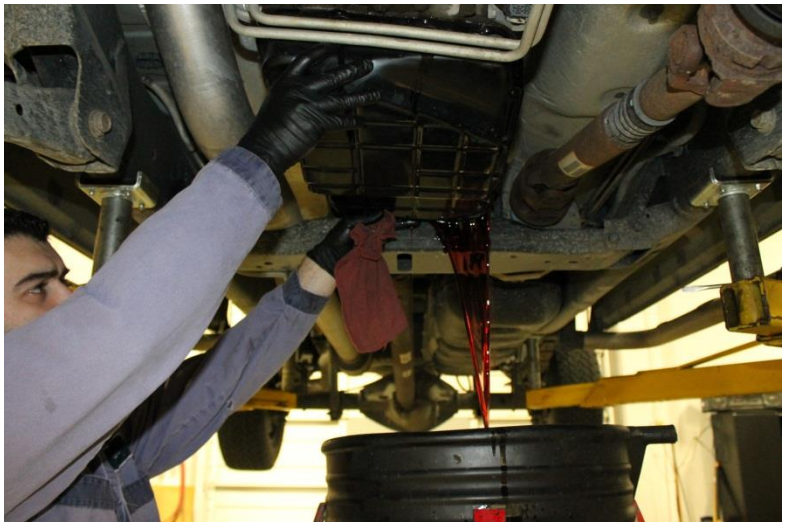
4. Raise vehicle on vehicle lift. If using a jack, use safety stands and chock wheels.

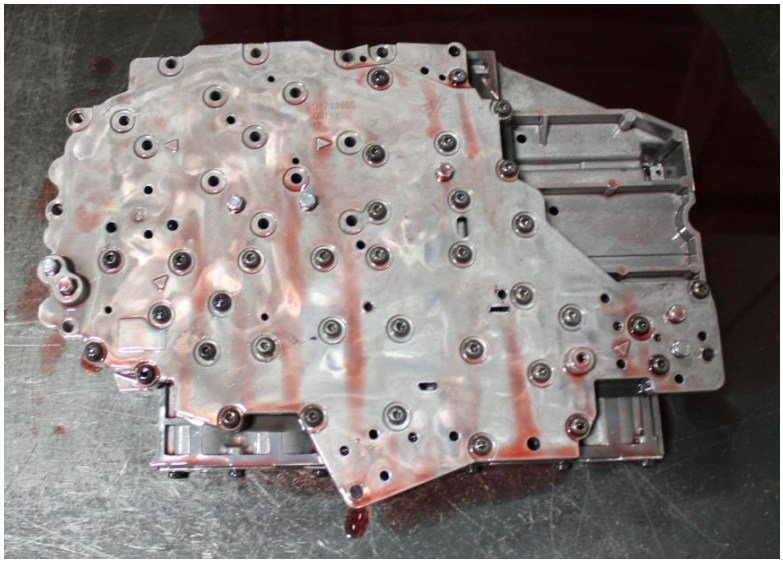
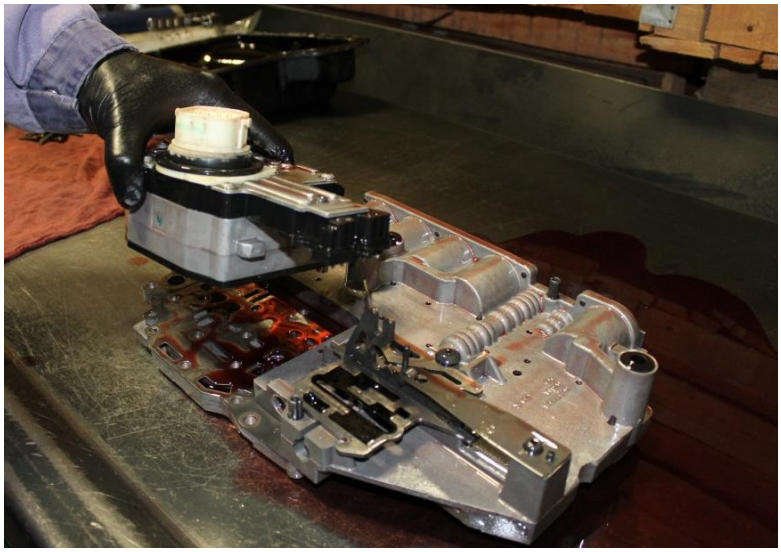
5. Remove shifter cable from transmission for better access to the main electrical connector.

6. To remove connector, push red tab (1) downwards. Then, press the black tab (2) which will allow the white handle (3) to be rotated downwards, releasing the connector from the transmission.

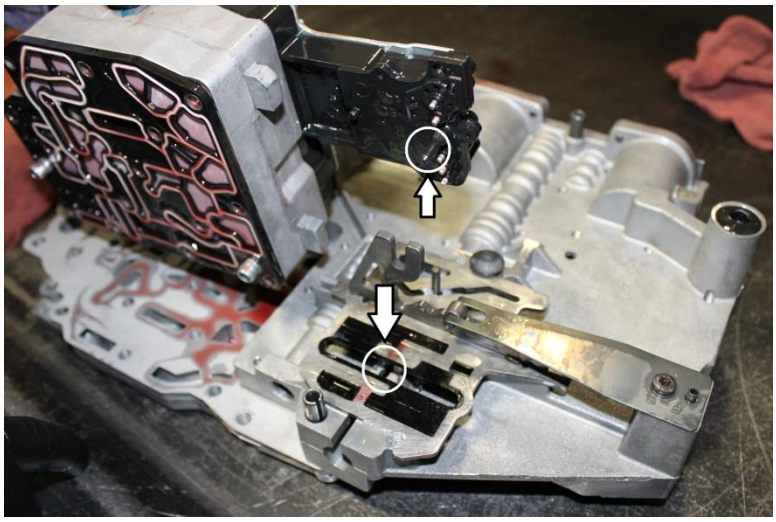


7. Position drain pan below the transmission.

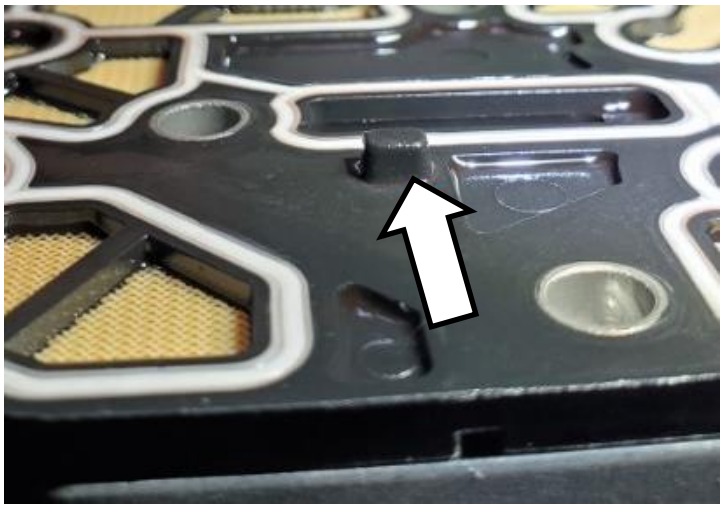
8. Remove 14 of the 15 transmission pan bolts (8mm). Loosen the remaining bolt but leave in place to keep the pan from falling. The transmission cooler lines may need to be moved to access some of the bolts, gently pry them out of the way.	
9. Tap pan with a mallet to break the silicone gasket seal. Allow fluid to drain. Remove last screw and drain remainder of fluid.	
10. Remove transmission filter by removing the one T25 Torx screw.	

11. Remove the six 8mm bolts securing the valve body to the transmission. Drain valve body of fluid. To remove valve body from transmission, wiggle it while pulling downwards to work the electrical connector through the case.	
12. Place the valve body on a clean work surface.	
13. For kits 1030465/1030468 (w/o solenoid), remove fifteen T25 Torx screws securing the solenoid pack to the valve body, remove solenoid pack and place it to the side. Note: All bolts are the same length.	

14. For kits 1030465/1030468, install the previously removed solenoid pack onto new valve body. Be sure to properly align the pin on the solenoid pack with the slot on the valve body. Due to the alignment dowels, the valve body may need to be wiggled down into position. Install solenoid pack attaching screws. Install remaining Torx screws to fasten the solenoid pack to the valve body.



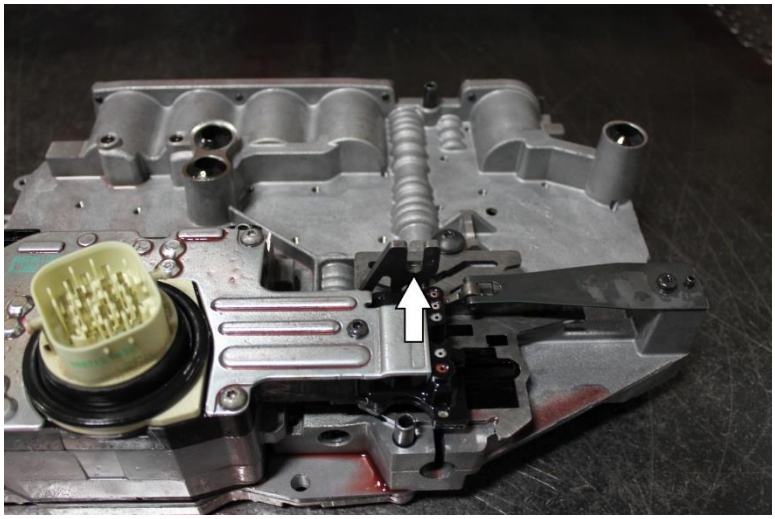
IMPORTANT! – On rare occasions, the solenoid pack gasket comes with a small nub on one side which will need to be removed using a file or blade before installation as the new plate blocks off the opening as it is not present on most applications.



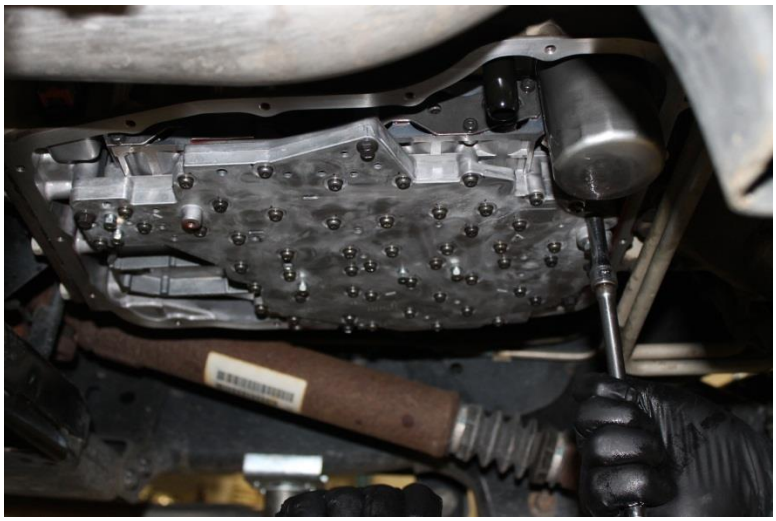
15. Wipe clean the bore on the transmission case around the electrical connector. Scrape all old silicone gasket material (if any) from the oil pan mating surfaces.

16. Check that the shift lever on the valve body lines up with the shift lever on the transmission and lift the valve body back into the transmission. Start the 8mm screws by hand, do not tighten yet. Work the shift lever on the outside of the transmission case by hand to ensure that the lever is making contact with the valve body correctly.

IMPORTANT: Use great care when reinstalling the valve body, the gasket that mates with the front of the case must line up correctly. Do not fold or pinch during installation.



17. Torque the valve body attaching bolts to 105 in/lbs.



18. If desired, install new filter(s). Otherwise, reinstall the filter/pickup assembly. Torque to 50 in/lbs.	
19. Place the supplied gasket on the transmission pan. Hold pan below transmission and install attaching screws. Torque the pan screws to 105 in/lbs.	

20. Re-attach the transmission main electrical connector. Reattach shifter cable to shift lever.

21. Lower vehicle.

22. Reconnect vehicle batteries.

23. Fill transmission fluid until COLD line is met. Start and run vehicle. Move shifter through different gears twice to fill valve body. Check for leaks. Check fluid level again. Top up as required.

24. Road test. Run through upshifts several times at light throttle to ensure transmission is shifting correctly. Shifts will feel firmer with increased throttle.

25. Recheck fluid level.

26. Note. If you would like to verify the increases in line pressure, use adapter kit (BD 1061529) in conjunction with a 300psi gauge. Pressures at wide open throttle should be between 240 – 260 PSI with a mechanical gauge.	ADAPTER KIT BD# 1061529  Use this kit with a 300 psi gauge.