

TURBO INSTALLATION INSTRUCTIONS IMPORTANT

TURBO inlet and outlet oil lines MUST be replaced before installing replacement TURBO. Do not use sealing material on oil inlet or outlet lines. Failure to follow The following instructions may result in premature TURBO failure and WARRANTY DENIAL.

Step 1: PRE-INSTALLATION

- Service air cleaners and eliminate all restrictions and leaks.
- Inspect and remove all foreign material from air inlet ducting and intake and exhaust manifolds.
- Replace all oil pressure and drain lines, which could be kinked, broken, heat worn or internally damaged.
- Change engine oil and oil filters.
- Replace all contaminated crankcase and compressor filters.

Step 2: PRE-LUBRICATION

- Before attaching new oil drain line to turbocharger, CRANK ENGINE until oil flows from oil drain hole in bearing housing. **DO NOT START ENGINE!**

- Attach NEW oil drain line to turbocharger.

Step 3: INSTALLATION

- Mount turbocharger and exhaust manifold using new gasket (avoid using sealing material).
- Inspect exhaust system. Remove any restrictions, which might cause excessive backpressure before connecting to turbocharger.
- Attach NEW oil inlet line to turbocharger. *Note: Squirting carb cleaner or solvent into line and blowing out is not sufficient to remove carbon or other foreign material. Failure to observe this precaution can result in premature turbo failure and **warranty denial!***
- Align bearing housing drain hole to not more than 30° from vertical center position.
- Tighten clamps, cap screws or nuts to recommended specifications.
- Connect air lines to turbocharger.

Step 4: OPERATION

- Prior to starting engine, disable the ignition system and crank the engine for 60 seconds or until oil pressure is indicated.

- Start and idle engine for a minimum of one minute. **DO NOT REV. ENGINE!** Check all systems for oil, air or exhaust leaks.
- **Drive vehicle at low power for the first fifty miles**
- Always have operator IDLE ENGINE for 1 minute PRIOR to SHUTDOWN for longer turbocharger life.

Maintenance Notes

- Oil should be changed every 3000 miles.
- **No Hot Shutdowns!** This cool down may be accomplished by the use of a turbo timer or staying in the vehicle with the engine at idle for 2-3 minutes before shutdown
- Monitoring your boost and pyrometer gauges are critical to keeping your engine and turbo running smoothly. If your vehicle doesn't have these gauges consider getting them.
- Last but not least if you think theres a problem with your turbo **STOP!** driving the vehicle and have it checked, it could save you lots and lots of money