



BEFORE FITTING THIS TURBOCHARGER PLEASE REFER TO MANUFACTURERS FITTING INSTRUCTIONS

IF THESE INSTRUCTIONS ARE NOT FOLLOWED THIS COULD LEAD TO PREMATURE TURBOCHARGER FAILURE AND WARRANTY DENIAL.

ALWAYS ESTABLISH THE CAUSE OF FAILURE BEFORE FITTING A REPLACEMENT UNIT. THE 6 MOST COMMON FAILURES ARE:

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| 1. OIL STARVATION | 4. BLOCKED ENGINE BREATHER |
| 2. OIL CONTAMINATION | 5. OVERSPEEDING OF THE SHAFT |
| 3. IMPACT DAMAGE | 6. HOT SHUT DOWN |

Remove oil feed pipe and all associated banjo bolts and restrictors. Inspect for damage/blockage before refitting.

Check there is a good clean oil feed to the turbo and that the flow and pressure is correct (recommend new oil feed pipe be fitted especially if the pipe runs close to heat source). Prime turbo charger before running engine.

Check all induction piping / air filter box and air filter are free from debris and that the turbine nut from the previous failure is not present.

Check there is no oil or debris in the intercooler, if in doubt recommend new intercooler to be fitted.

Check engine breather and associated valves are working correctly and are free from debris. Check oil drain pipe to sump is not blocked, restricted or damaged. Do not use any type of sealer on any of the oil inlet and outlet connections to the turbocharger, also turbine inlet and outlet flanges.

Inspect EGR valve for correct operation.

Check ECU to manufacturers specifications and all associated boost control valves/pipes for correct operation.

Change oil and filter with correct types and grade of oil (refer to manufacturers specifications). It is very important not to overfill. (Modern engines are very slow fillers).

Check boost pressure does not exceed manufacturers limits.

Do not fit a replacement turbo to a worn engine.

Remove sump, clean out any debris/contaminants. Remove oil pick up pipe and clean/replace as necessary.

It is advisable to let the engine idle for 45 seconds before switching engine off if it is driven hard to prevent bearing damage.

Make sure there are no pops and bangs or ECU Modifications fitted to the vehicle.

OLD UNIT RETURNS

Please place the old unit inside the bag supplied to avoid any oil leakage to the foam packaging to enable recycling.

Please make sure that the old unit is packaged securely in the original box to avoid any damage in transit

Your Co-operation is appreciated.

