

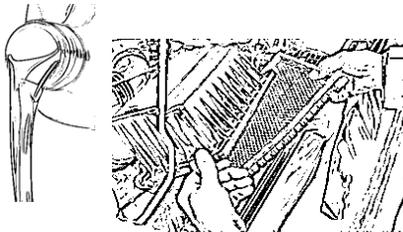


Turbo Installation Instructions



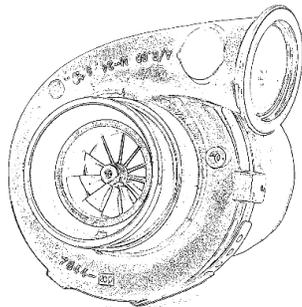
Step 1 (Evaluation)

Before beginning the replacement of your Turbocharger, it is important to understand why it has failed. Typically, turbos don't simply fail or wear out. It is far more common to find issues with contaminated oil, inlet/outlet restriction, impact damage, or overheating. First determining if one of these issues is the cause of your turbocharger failure and then resolving the issue will have a significant impact on the longevity of your replacement turbo. Additionally, if it is found that one of those issues causes the failure of your replacement turbo, your warranty may not be honored. Please check our website (www.tsreman.com) for turbo failure analysis



Step 2 (Preparation)

Double check the part number on your replacement turbo to make sure you have the correct turbo for your application. Ensure that the correct gaskets are used (often include with the turbo). **DO NOT** use liquid gasket sealers on the oil inlet or outlets. **It is required** that you change the oil and oil filter when replacing a turbo. It is recommended that you change the oil inlet line or assure there is no carbon build up or restriction in the existing oil line. **It is required** that you crank the engine, without starting it, to push all old oil out from the oil feed line to assure new oil reaches your replacement turbocharger. It is recommended that you change the air filter and clean the air box to assure that no dust or dirt will be pulled into your turbo. All hoses going to or from the turbo should be checked for cracks and replaced if needed. The PCV system should be checked for restrictions and cleaned.



Step 3 (Installation)

It is critically important during installation that you make sure no dirt enters the oil or air paths of the turbo. All gasket surfaces should be cleaned of old gasket material and flanges checked for flatness or flat filed to create a good sealing surface for the new gaskets. The turbo should be installed being mindful to assure all o-rings and gaskets are in place and correctly positioned. Although the turbo has been prelubed at the factory, it is recommended that you pour some oil down the oil feed port to assure the turbo has oil upon start up. When refitting the air connections, make sure all are seated correctly and tightened properly. If possible, crank the engine for 15-20 seconds to prime the oil feed to the turbo. When engine is first started, let it idle for 3-5 minutes to warm up while you check for oil or air leaks, repair any before road testing. Before road testing, check the engine oil level.

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