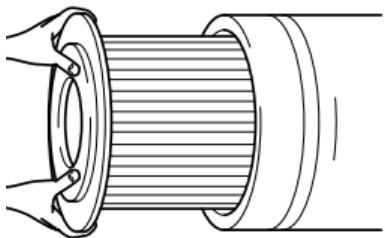


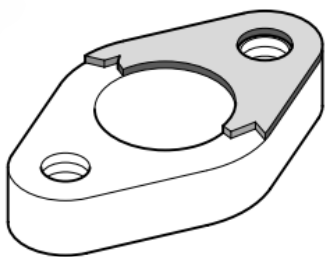
PREPARATION & PRIMING GUIDE

PREPERATION

- 1) Identify the issue that caused the previous turbocharger to fail, and rectify any issues before installing the replacement unit (see fault diagnosis chart overleaf for assistance).
- 2) Ensure the faces/ flange of the oil drain pipe are clean. We strongly recommend replacing the oil feed and drain pipe when replacing the turbo.



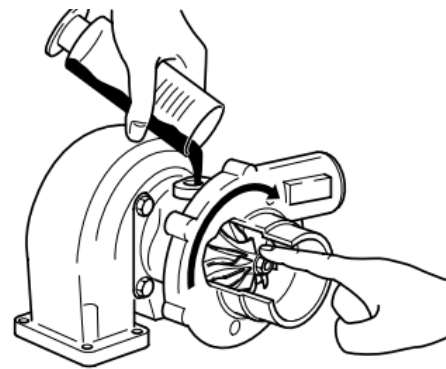
- 3) Check the manifold faces and flanges are clean and free from damage.



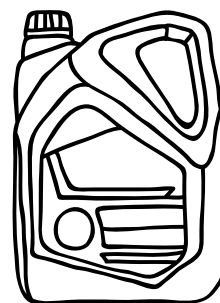
- 4) Ensure the intercooler and air intake system are clean and free of debris.
- 5) Always check the engine breather pipes for blockages and restrictions.
- 6) Keep your work area free from dirt and other particles. Even the tiniest bit of contamination can cause the turbo to fail shortly after fitting.

FITTING / PRIMING

- 1) Before fitting the turbocharger fill the turbochargers oil feed hole with oil and rotate the rotor by hand.

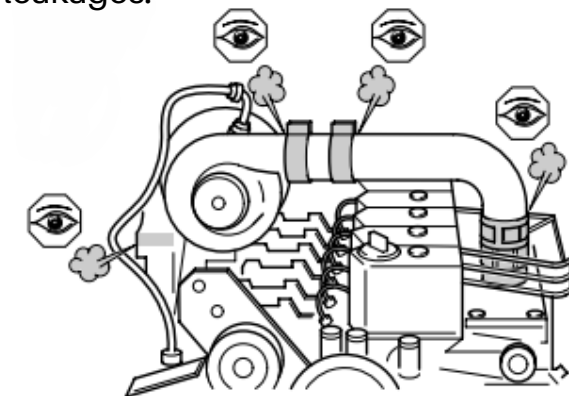


- 2) Replace the oil filter and prime it with the manufacturers recommended oil, then fill the engine with oil.



- 3) Fit the turbocharger to the vehicle, leaving the air intake and oil pipes disconnected.
Disconnect the ignition system of fuel supply, so the engine will crank over without starting.
- 4) Connect the oil feed pipe to the engine only, and then crank the engine over until oil can be seen flowing strongly out of the oil feed pipe.
- 5) Connect the oil feed pipe to the turbocharger.

- 6) Attach the oil return pipe to the turbocharger using the correct gasket. Do not use liquid sealant; use of this will void the warranty.
- 7) Crank the engine over again (still without firing) so a good flow of oil can be seen flowing freely out of the oil return pipe. This ensures all air pockets are removed from the oil system.
- 8) Connect the oil return pipe to the engine, and re-connect all remaining hoses (air intake, intercooler etc). Crank the engine over again until the oil pressure warning light does out.
- 9) Reconnect the ignition system of fuel supply, the engine is now ready to start
- 10) Once started, leave the engine to idle for up to 5 minutes, checking the turbocharger for any oil, air or exhaust leaks. Soapy water can be sprayed over the air connections to look for leakages.



- 11) Do not leave the engine to idle for any longer than 5 minutes, as this could cause oil to escape from the turbocharger. It is essential the vehicle is road tested and the engine reaches the operating temperature.