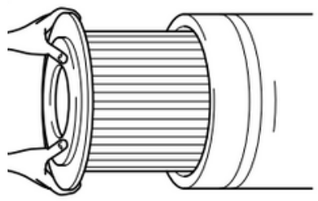
# PREPARATION & PRIMING GUIDE

## 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.

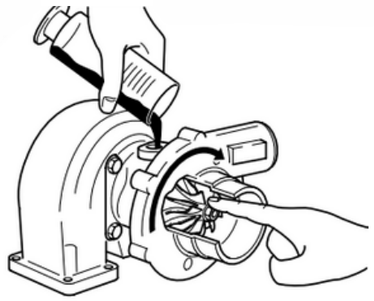
4) Ensure the intercooler and air intake system are clean and free of debris.

5) Always check the engine breather pipes for blockages and restrictions.

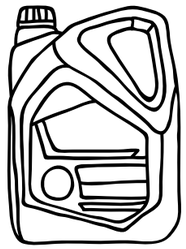
6) Keep your work area free from dirt and other particles. Even the tiniest bit of contamination can cause the turbo to fail shortly after fitting.

## 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.
<u>Disconnect the ignition system of fuel supply, so the engine will crank over without starting.</u>

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.

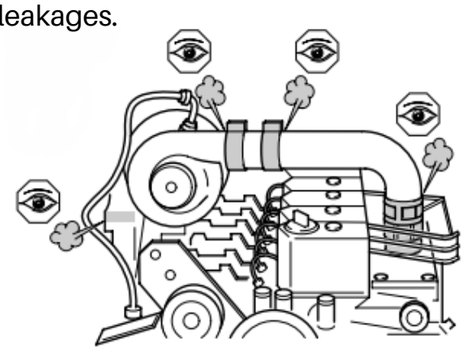
6) Attach the oil return pipe to the turbocharger using the correct gasket. Do not use liquid sealant; use of this will void the warranty.

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.