

From the “*School of Hard Knocks*”:

TURBOCHARGER INSTALLATION GUIDE

Replacing the turbocharger on these trucks is not a task you want to do again. Here are some tips to ensure a problem-free replacement.

1. You **MUST** change the engine oil and filter as a part of the turbocharger replacement process.
2. We have included a syringe to inject fresh, new engine oil into the oil supply fitting at the top of the turbocharger. Gently rotate the turbo shaft while doing this to help lube the journal bearings during initial startup.
3. We have included a new oil supply line. This line **MUST** be replaced with the new turbocharger as a part of the warranty requirements for this part. (The old line may be restrictive and this will cause turbo failure by not getting the proper volume of oil to the journal bearing assembly.)

PLEASE TAKE NOTE: The old oil line **MUST be returned to us with the turbo core. Failure to replace the oil supply line and return the old one to us will void this turbocharger’s warranty.**

4. Turbo oil drain tubes are much larger than the supply line, but they can still prohibit oil from freely draining back to the block. Please inspect the drain tube for any obstruction. We do not suggest using aftermarket oil drain tubes with AN fittings.
5. Inspect the exhaust manifold while the turbo is off for oil residue inside the manifold. If oil is found this indicates an engine issue (such as leaking valve stem seals or excessive crankcase pressures). These problems need to be addressed before the new turbo is installed.
6. Inspect and clean the air intake system (hoses, intercooler and air intake plenum). Turbocharger debris and/or oil film can quickly ruin an engine. This maintenance gives you a great opportunity to also clean the truck’s EGR system.

What can be done to help maximize the life span of your new turbo?

- Limit short trips that do not allow the engine oil and coolant temps to reach normal operating temperatures and stay there for 20 minutes or longer to burn off condensation.
- Limit idle time. Use the high idle feature if extended idle time is needed or required.
- Use the exhaust brake occasionally to help keep the turbocharger’s vane gear moving freely.
- Do not lug the engine at low RPM’S (1700 RPM’S or less) while working the engine hard.
- Allow for engine/turbocharger cool-down after a hard run.
- Check your air filter at least every oil change and change as needed.



Questions?

We’re only a phone call away.
Monday-Friday 8:30AM-5:30PM EST

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