

BEFORE INSTALLATION

UNDERSTAND WHY THE PREVIOUS TURBOCHARGER FAILED:



Turbos do not simply fail or wear out. Did it fail because:

- Contaminated Oil?
- Inlet/Outlet restriction?
- Foreign Object Impact Damage?
- Overheated?
- Faulty DPF Filter or Faulty EGR Valve?
(Common issue with VGT Turbochargers)



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1. PREPARATION : These Practices Are Mandatory or Warranty is Void

- Verify Part Number & Application is correct
- Ensure correct gaskets are being used (Never use gasket sealant on oil inlet/outlet)
- **Always replace oil/filters/Air Cleaner/Clean Air Cleaner Housing**
- Change the Oil Inlet line as a standard practice
- Ensure that DPF Filter is clean and EGR Valve is functioning properly
- Verify that there are no Exhaust restrictions
- Crank the engine, without starting it to push out all old oil from oil feed Line
- Check All Lines/Hoses for cracks or chafing
- Check PVC system for restrictions and replace PVC Filter

2. INSTALLATION

- Critical that no dirt enters the oil or air paths of the Turbocharger
- All old gasket material must be removed/check Flanges for flatness to create proper sealing surface
- All O-rings and gaskets must be in place and correctly positioned
- Although Turbo is Prelubed at factory, pour oil down the oil feed port before start up
- Crank Engine for 15-20 seconds to prime oil feed to Turbo
- When Engine is first started, let idle for 3-5 minutes to warm up while you check for oil/air leaks/Coolant level
- Verify Engine Oil Level is proper



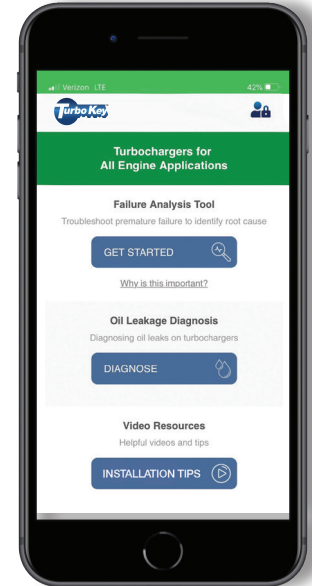
ATTENTION!

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1. This Turbocharger has been tested and computer balanced.
2. If Holset VGT Type Turbo, the VGT lever has been inspected for proper travel and sweep.
3. All complete assemblies that include Electronic Actuator have been calibrated. No need to calibrate again unless disassembled.
4. If you need to Reorient the clocking, be careful not to damage the VGT nozzle vanes.
5. Do you know the root cause of failure of previous Turbo? If not you risk premature failure of this Turbocharger.
6. VGT Turbos are designed to operate with Engine Aftertreatment Systems functional and maintained.

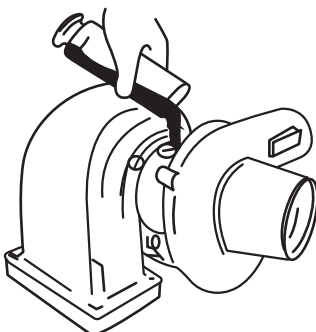


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Engine partial or full deletes will cause serious problems, including: Oil leakage and over speeding of Turbocharger.

Prelube Turbo with clean oil before running.



Check the most common places for air leaks at all time.

Leak Air will cause:

- Turbo noisy
- Lacks power
- Engine running hot
- Turbo leaks oil
- Smoke.

