



TURBOXPRESS

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Critical Information

NB - *Turbochargers fail due to a certain reason usually air or oil related. Before fitting your replacement turbo make sure to diagnose why the failure occurred of the previous turbo and rectify the issue(s). In order to avoid any possible damage while installing the turbo or premature operating problems, either of which could invalidate the warranty, please follow these instructions carefully and completely*

Guide for correct turbocharger installation

- ✓ **Establish why the old unit failed** - If not, the same problem may recur and damage the new turbocharger.
- ✓ **Check for cleanliness** – the smallest particles of dirt can do irreversible damage to the turbo. So check the engine intake/exhaust and aftercooler systems for cleanliness and obstructions, carefully removing oil, pieces of gasket, dust, dirt and other debris. Replace the air filter.
- ✓ **Check that the oil inlet and oil drain flanges** – Are clean and free from obstruction, internal carbon and sludge, removing them to clean and if in doubt, replace with new.
- ✓ **Check fuel injector seals** – Ensure the seals are not worn, damaged or compromised in any way. If in any doubt, replace with new ones.
- ✓ **If fitted, remove and check the Diesel Particulate Filter (DPF)** – for cleanliness replace if necessary.
- ✓ **Replace the oil and filter** – including the prime filter, ensuring that only OEM recommended parts and specified oil are used.
- ✓ **Check the exhaust mounting flange** - Is flat and free from cracks and carbon debris, and the studs are in good condition.
- ✓ **Check the manifold casting in not cracked** – on the outside or breaking up internally if in doubt replace if necessary.
- ✓ **Mount the turbocharger on the exhaust flange** – Checking that the turbine inlet gaskets fits correctly to give a gas tight seal.
- ✓ **Connect the oil drain pipe** – Using a new oil return gasket.
- ✓ **Never use silicon type sealant for gaskets** – These type of gaskets can degrade break apart and completely block or clog oil feed holes.
- ✓ **Prime the turbocharger** – Fill the turbo oil feed hole with clean engine oil and rotate the shaft by hand carefully.
- ✓ **Connect all external fittings to the turbo**
- ✓ **Carry out an oil flow test** – then on older engines, pull out the fuel stop and crank on the starter to develop oil pressure. On modern engines, start and idle for two minutes, checking oil light has gone out and that all air, gas and oil connections are tight and free from leakage, using soapy water to help detect gas leaks. Tighten any fastenings necessary.

If there is incorrect oil flow or the wrong oil is used this will lead to premature turbocharger failure. If this occurs it will **not be covered** by warranty. Our warranty will cover only turbocharger parts. We will not be liable for labour costs incurred through fitting.