



WARNING



Not following the instructions below may result in damage of the product supplied by us and refusal of the claim due to improper installation of the product.

BEFORE YOU START INSTALLING THE TURBOCHARGER, ENSURE THAT ALL INSTRUCTIONS AND RECOMMENDATIONS BELOW ARE FOLLOWED.

You may notice a damage of the oil feed and return pipes while installing your turbocharger. The oil feed and return pipes must not be bent, clamped or otherwise damaged. The engine manufacturer designs the oil feed and return line to meet their technical standards, to ensure proper turbo lubrication and cooling.

RECOMMENDED INSTALLATION PROCEDURE:

1	Check the flanges and quality of the screws and bolts. Clean / replace them if needed / damaged. Adhere to the prescribed tightening torque, and prescribed tightening procedure according to the manufacturer.	
2	Change the air filter. Clean the intercooler and the entire intake system.	
3	Check the seals on the oil flanges for damage and make sure they are seated correctly. Never use sealant! Liquid sealant can leak into the lubrication system or the oil drain and clog them.	
4	Change the engine oil and the oil filter! Dirt, soot, fuel, water, combustion residues, or metal abrasion can contaminate the oil. Even the smallest particles in the oil can cause serious damage to the turbocharger due to its extremely high rotation speeds. We recommend to flush the engine.	
5	Check for possible damage to the lubricating oil supply pipes (broken, blocked). Perform diagnostics of the components affecting the turbocharger function: DPF, EGR, pumps and injectors. Assess the overall engine condition.	
6	Before installing the turbocharger check that all pipes have been properly cleaned and that there are no particles inside. Before connecting the turbocharger to the engine use lubricant (included in package). Turn the rotor several times. DO NOT use sealant.	
7	Check the lubricating oil supply line for damage (damaged, blocked). We recommend replacing the oil supply and return pipes with new ones (according to the original manufacturer).	
8	After the installation of the turbocharger, start the engine and check the air intake and oil line connections for leaks.	



WARNING



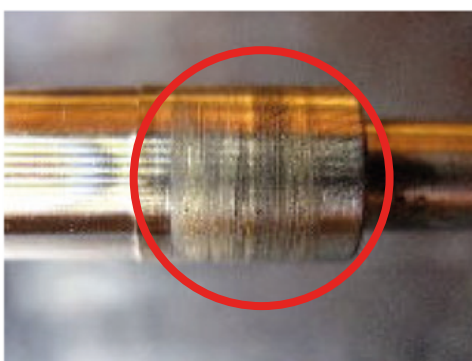
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Common reasons for unjustified claims

Examples of remanufactured turbochargers damaged after just a couple of kilometres due to inexpert installation.



Insufficient oil supply to the turbocharger rotor – damage of the turbine wheel and turbine housing caused by axial or radial play due to insufficient lubrication of the turbocharger rotor.



Insufficient oil supply to the turbocharger rotor – damage of the turbine rotor caused by insufficient lubrication.



Clogged oil flange – carbonized oil particles from engine oil due to neglected maintenance. Excessive engine deposits or residual sealant.



Burnt turbine wheel – in most cases caused by clogged DPF system.



Damaged compressor wheel flaps – caused by particles in the intake due to impurities.



ATTENTION!

80 % of claims on reman turbocharger defects are caused by a dirty intake system, clogged DPF, use of wrong oil type or neglected maintenance.

