

TURBOCHARGER INSTALLATION RECOMMENDATIONS

Damage to a Turbocharger is generally a secondary result. Turbochargers are asked to perform in some pretty hostile environments. Any preventive measures taken at the time of installation may prevent damage.

The following items should be taken into consideration for a proper turbocharger installation;

1. Be sure the turbocharger is receiving oil from a filtered source
2. Be sure the turbocharger has a properly sized oil feed line
3. The oil return line size needs to be minimum of a -10AN or 5/8 of an inch inside diameter or larger
4. Install coolant lines if applicable
5. No more than 16psi of boost pressure

TURBOCHARGER LUBRICATION FEED LINES

If originally running a ball bearing turbo and you are upgrading to a journal type turbo, please upgrade the oil feed line to a larger size.

It is not recommended that any journal bearing turbocharger utilizes an oil feed line restricter. All journal type turbocharger applications have a recommended size of 3.5mm to 5mm inside diameter oil feed fitting.

Oil lines and fittings should be based on application please insure before fitment.

TURBOCHARGER LUBRICANT RETURN LINE

The oil return is probably the most over looked item in a turbocharger installation. It is the primary reason why a turbocharger will leak oil and smoke. The oil return is crucial to a proper turbocharger installation.

1. It is best that the turbocharger is mounted as high as possible so the oil will gravity return back to the engine. If returning the oil back to the oil pan the oil return line fitting must be installed above the oil level in the oil pan.
2. The minimum recommended oil return line size is -10AN or 5/8 inch inside diameter. It is also advised sharp turns and tight radius fittings be kept to a minimum.