GUIDELINES AND CHECKLIST:

1. Inspect the intake and exhaust system leading to and from the turbocharger to ensure they are free of debris. Small particles can cause severe damage at high speeds.
2. Use new gaskets at all air, oil, and exhaust connections.
3. Use high temperature anti-seize compound on all threaded fasteners connected to the turbocharger.
4. Ensure drain port tilt is no more than 20 degrees from the bottom center in either direction. Excessive tilt can create leakage on both the turbine and compressor seals.
5. Fill the oil inlet port with clean engine oil before connecting the oil feed hose to the turbocharger.
6. If the clamp tabs or V-band are loosened for orientation of the compressor cover or turbine housing, be certain that the mating flanges are tightly re-seated, and that the fasteners are re-tightened. Complete the orientation of the cover and housing before making any rigid connections to the compressor inlet or outlet, this will make certain that all piping aligns with the turbocharger and ensure the external stresses on the turbocharger are minimal.
7. Before connecting the oil drain hose, crank the engine without starting it until a steady stream of oil flows from the drain port.
8. Operate the engine at low idle for at least three minutes after completing the installation of any turbocharger. This will prevent oil starvation damage to the bearing system and will tend to purge any residual contaminates from the bearings housing.

FACTORS AFFECTING TURBOCHARGER SERVICE LIFE:

An analysis of turbochargers indicated that approximately 40% of the failures are due to foreign material going through either the turbine or the compressor. An additional 40% are due to lubrication issues. The remaining 20% are of a miscellaneous nature. Some of the foreign material damage is the result of pieces of burned or broken valves, improperly installed gaskets, casting fins that may break out of the manifold, pieces of the air cleaner, and in small cases nuts or bolts that were dropped into the intake system. Undersized or plugged oil lines are the most common lubrication issue. It is essential to have an adequate supply of oil at full engine oil pressure.

Visit [https://fleeceperformance.com/resources](https://fleeceperformance.com/resources) for the latest instructions and videos.

For Technical Assistance contact Fleece Performance Engineering at 855-839-5040.