

CRITICAL INSTRUCTIONS

Application: **Isuzu Trooper 3.0LD**

Part Number:
VICF
VF430015
VL430015

WHEN FITTING THIS TURBO, IT IS **CRITICAL** THE FOLLOWING INSTRUCTIONS ARE ADHERED TO:

- **Notice to replace Oil Strainer Gaskets**

Isuzu engine modification to be carried out to prevent turbocharger failure

Due to the hardening of a flexible gasket on the oil suction pipe to strainer in the sump, the oil pump draws a mixture of air and oil causing a reduction in oil pressure. This causes damage to the turbo.

The modification only needs to be carried out once. The upgraded Isuzu part number is 8971377980

The sump must be removed to perform the modification. Before refilling the sump after the work is complete, it is important to allow the sealant sufficient time to set. Failure to do so could result in sealant entering the turbocharger oil galleries, causing serious damage.

Any questions regarding the above should be directed to the supplier of this unit before commencing any work



CRITICAL INSTRUCTIONS

Application: **Land Rover Discovery / Range Rover Sport**

Part Number:
53049880069
53049880115
53049880116

WHEN FITTING THIS TURBO, IT IS **CRITICAL** THE FOLLOWING INSTRUCTIONS ARE ADHERED TO:

- **Inspect Heat Shield for Deformation**

If required, adjust shape of heat shield to ensure actuator mechanism is not obstructed

The material used for the heat shield on this turbocharger is quite flexible and can easily be bent out of shape during transit or fitment. It is possible for the malformed heat shield to interfere with the operation of the actuator, so extra care should be taken to avoid operational problems.

Any questions regarding the above should be directed to the supplier of this unit before commencing any work



CRITICAL INSTRUCTIONS

Application: **Saab 9-3/9-5, Vauxhall Signum**

Part Number:

720168-5011S

720168-0011E

WHEN FITTING THIS TURBO, IT IS **CRITICAL** THE FOLLOWING INSTRUCTIONS ARE ADHERED TO:

- **Replace Oil Drain Pipe**

A new oil return pipe should be fitted at the same time as the turbocharger

The oil drain pipe on this vehicle is prone to becoming restricted over time, leading to increased oil pressure inside the turbo. The increased pressure causes oil to pass into the exhaust and air intake systems, resulting in blue engine smoke. This may occur after a new turbocharger has been fitted, even if the vehicle wasn't previously displaying this problem.

Any questions regarding the above should be directed to the supplier of this unit before commencing any work



CRITICAL INSTRUCTIONS

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Application: PSA 1.6HDi Turbochargers 2004+

Part Number:

753420-5005S/753420-5006S

762328-5002S/762328-5003S

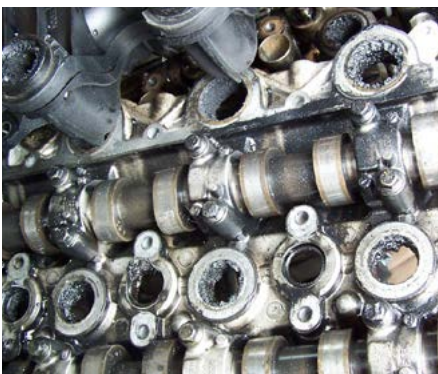
49173-07507/49173-07508

CAUTION

PLEASE READ ALL THESE INSTRUCTIONS CAREFULLY BEFORE FITTING THIS TURBOCHARGER:

These critical instructions have been produced because there has been an exceptionally high return rate of the above turbos with issues which are **NOT** covered by warranty.

- Experience to date suggests that the carbon build up in this application, which is causing turbos to fail prematurely, is particularly difficult to remove.
- Oil feed pipes and fittings for these turbos have been purchased from the O.E.S. and these turbos will **NOT** be supplied without the additional purchase of these components.
- To help reduce the potential for further turbo failure, the following instructions **MUST** be followed when fitting this turbocharger.
- **!!! NOTE:** Feedback shows, that even after the following instructions have been followed faithfully there is no guarantee the residual carbon/sludge will have been removed; which can cause subsequent damage to the turbo bearings and result in premature failure of your replacement turbo.
- Failure under these circumstances will **NOT** be covered under warranty as the failure is caused by external influences and not faulty turbo components.



The photographs above are from an engine which has completed approximately 110,000 miles. The engine has been serviced by an approved dealer at the correct service intervals using the manufacturer's recommended oil and filters. **This engine has caused two new turbocharger failures in a very short time.**

continued...



PLEASE READ THIS BEFORE FITTING THE TURBOCHARGER:

THESE PARTS ARE ALWAYS REQUIRED WHEN CARRYING OUT THESE PROCEDURES.

- 1 x Air filter
- 4 x Oil filters
- 2 x 3L Engine flushing oil
- 3 x 3L Engine oil (OE spec)
- 1 x Oil pick up pipe
- 1 x Oil feed pipe + banjo bolts.
- 8 x Injector retention flange nuts.

THESE PARTS MAY BE REQUIRED FOLLOWING THESE PROCEDURES.

- 1 x Sump
- 1 x Dipstick
- 1 x Oil pump
- 1 x Vacuum pump
- 1 x Valve cover (breather)
- 1 x Oil drain pipe
- 1 x Inlet hose
- 1 x Outlet hose
- Fuel injector/gasket – qty depending on results of the checks

Failure of successful operation of the turbocharger can be caused by external influences and not faulty turbocharger components. In particular residual engine carbon/sludge penetrating the turbocharger and damaging it. This risk can be reduced by, ideally, removing all engine carbon/sludge, but often this is very difficult to do. However, risk can be reduced by following all the procedures set out below:

- Before removing old turbocharger carry out 2 engine flushes using FLUSHING OIL not flushing additive. Change oil filter each time. **Note:** Condition of turbocharger and oil leakage needs to be assessed before this operation as not to cause excessive oil leakage allowing engine to run on own oil.
- Sump must be **removed** and cleaned
- Check that engine has latest specification sump
- Replace dipstick if vehicle fitted with yellow plastic version. Latest spec. is white with orange grip.
- Oil strainer (pick up) **must be removed and replaced** due to residual carbon/sludge build up
- Oil pump should be **removed and checked**.
- Oil cooler and filter assembly should be **removed and cleaned**
- Charge air cooler to be **removed, cleaned** thoroughly and any oil inside drained off
- Brake vacuum pump to be **removed and checked** for debris/ carbon – **clean/replace** as necessary
- Fuel injector gaskets to be **checked** as not burnt or compromised – **replace** as necessary
- Replace injector flange nuts.

- Check valve cover breathers and pressure regulator valve in fume re circulation circuit. **Replace/clean** as required.
- Inlet and outlet hoses to be removed and checked for damage and debris.
- Oil drain pipe **checked** for blockage/restrictions, **clean/replace** as necessary.
- Exhaust system to be checked for contamination/blockage (Catalyst, DPF etc.)
- Turbocharger oil feed pipe & banjo bolts **must be replaced**.
- New oil filter and oil to be **fitted**
- Oil flow must be **checked:**
 - Fit turbocharger to engine leaving oil return pipe off
 - Install a longer oil return line and feed into suitable container
 - Start engine and idle for 60 seconds, then switch off engine
 - Measure volume of oil in container – 60 seconds of idle should produce at least 0.3 Litres of oil
 - Repeat test two or three times to confirm oil flow is correct
 - **During this test, do not allow engine to run below minimum oil level!!**
- Vehicles with DPF: carry out static regeneration according to manufacturer guidelines
- Engine should be run for 20 to 30 minutes then the oil and filter must be changed and the filter in the banjo bolt removed.
- Engine oil and filter must be changed after one month of normal driving.
- Advise oil/filter are changed at 3000 mile/six monthly intervals

If you do not understand the procedures or have difficulty doing so, please call your local distributor for guidance.

WARNING: To reduce the risk of premature turbocharger failure by residual carbon/sludge, you must ensure you follow the above procedure. You should **NOT** fit the turbocharger where you know, or have reason to believe, that the risk cannot be overcome due to the possible age of the application and/or lack of service history etc. In these circumstances you must decide how best to prepare the application in order to avoid damage to the turbocharger once fitted.

We will not be liable for failure of the turbocharger due to damage by external elements, including penetration of residual carbon/sludge.



CRITICAL INSTRUCTIONS

Application: **Renault Laguna**

Part Number:

708639-5010S

708639-5011S

WHEN FITTING THIS TURBO, IT IS **CRITICAL** THE FOLLOWING INSTRUCTIONS ARE ADHERED TO:

- **Replace Oil and Filter BEFORE fitting turbocharger**

Prior to fitting the new turbocharger replace oil filter and refill SLOWLY with new oil

When filling this engine with oil, it is easy for excess oil to enter the engine breather system and collect in the air intake. If this occurs, the turbocharger will be immediately damaged on start up, therefore best practice is to replace the engine oil first. Any oil in the intake system can then be located and removed when fitting the turbocharger, cleaning components as required.

Care should also be taken to fit the exhaust inlet gasket in the correct orientation. It is possible to fit this incorrectly and restrict the flow of exhaust gas to the turbo.

Any questions regarding the above should be directed to the supplier of this unit before commencing any work



CRITICAL INSTRUCTIONS

Application: **Audi / Skoda / Volkswagen 2.5LD**

Part Number:

454135-5009S /

454135-5010S

WHEN FITTING THIS TURBO, IT IS **CRITICAL** THE FOLLOWING INSTRUCTIONS ARE ADHERED TO:

- **Check Breather System**

Replace filter and fit additional parts when replacing turbocharger

The engine breather system has a tendency to become restricted over time, causing an increase in sump pressure. The increased oil pressure inside the turbocharger causes oil to pass into the exhaust and air intake systems, resulting in blue engine smoke. This may occur after a new turbocharger has been fitted, even if the vehicle wasn't previously displaying this problem. Replacing the filter resolves the issue and the additional parts prevent it from occurring again.

Bracket: 059115405D

Trim: 059103547B

Any questions regarding the above should be directed to the supplier of this unit before commencing any work



CRITICAL INSTRUCTIONS

Part Number:

Various

Application: **BMW (All BMW Diesel Engines) / Land Rover**

WHEN FITTING THIS TURBO, IT IS **CRITICAL** THE FOLLOWING INSTRUCTIONS ARE ADHERED TO:

- **Replace Engine Breather Filter, BMW Diesel Engines**

A new breather filter should be fitted at the same time as the turbocharger

The engine breather system on BMW diesel engines has a tendency to become restricted over time, causing an increase in sump pressure. The increased oil pressure inside the turbocharger causes oil to pass into the exhaust and air intake systems, resulting in blue engine smoke. This may occur after a new turbocharger has been fitted, even if the vehicle wasn't previously displaying this problem. Replacing the filter resolves this issue.

Any questions regarding the above should be directed to the supplier of this unit before commencing any work



CRITICAL INSTRUCTIONS

Application: **Saab 9-3/9-5 Petrol Engine**

Part Number:

452204-5005S

452204-0005E

WHEN FITTING THIS TURBO, IT IS **CRITICAL** THE FOLLOWING INSTRUCTIONS ARE ADHERED TO:

- **Replace Oil Strainer and Oil Feed Pipe**

The sump should be removed and cleaned then a new oil strainer and oil feed pipe fitted

The oil feed system to the turbocharger has a tendency to become restricted over time. Most failures of this turbocharger are caused by abrasives in the oil which collect in the system. Performing the above actions will minimise the risk of the new turbocharger being damaged.

Any questions regarding the above should be directed to the supplier of this unit before commencing any work



CRITICAL INSTRUCTIONS

Application: **Audi A4/A6 / VW Passat 1.8LP**

Part Number:

53039880029 /

53039880029E

WHEN FITTING THIS TURBO, IT IS **CRITICAL** THE FOLLOWING INSTRUCTIONS ARE ADHERED TO:

- **Fit new Oil Feed Pipe Kit**

If using this 53039880029 to service a 53039880005 or 53039880005E

The replacement oil feed pipe is larger and better protected than the original design, which tends to become restricted over time, reducing oil flow to the turbocharger. Failure to perform this modification may result in immediate damage to the turbocharger on start up.

Oil Feed Pipe: 058145778

Heat Shield: 058129585B

Any questions regarding the above should be directed to the supplier of this unit before commencing any work



CRITICAL INSTRUCTIONS

Applications: Nissan Almera/Primera/X-Trail DCi 2.2LD

Part Number:

727477-5006S

727477-0006E

WHEN FITTING THIS TURBO, IT IS **CRITICAL** THE FOLLOWING INSTRUCTIONS ARE ADHERED TO:

- **Check if vehicles ECU has been updated**

Before fitting the new turbocharger, ensure that the vehicles ECU has been updated by Nissan (Recall No. YD22 100KW)

If this has not been updated there is a possibility that the new turbocharger could fail due to an overspeed issue

Any questions regarding the above should be directed to the supplier of this unit before commencing any work



CRITICAL INSTRUCTIONS

Application: **Vauxhall Astra/Insignia/Meriva/Zafira**
Engine: **A14NEL (LUJ) / A14NET**

Part Number:
781504-5005S
781504-5006S
781504-5007S

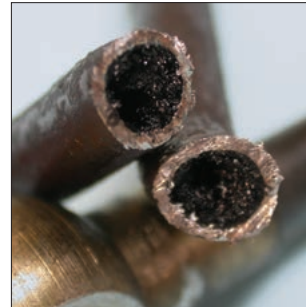
WHEN FITTING THIS TURBO, IT IS **CRITICAL** THE FOLLOWING INSTRUCTIONS ARE ADHERED TO:

- **Fit new Oil Feed Pipe Kit**

The oil feed pipe tends to become restricted by carbon over time, due to its close proximity to the exhaust system, which then reduces oil flow to the turbocharger. Failure to replace the oil feed pipe may result in damage to the turbocharger.

Oil Feed Pipe Number: FP0033

We strongly recommend the Oil Feed Pipe is changed before starting any work. If you have not received the Oil Feed pipe kit with your turbocharger, please contact your supplier to purchase.



Any questions regarding the above should be directed to the supplier of this unit before commencing any work



CRITICAL INSTRUCTIONS

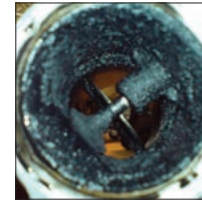
Part Number:
49131-06007

Application: **Vauxhall Astra/Corsa/Combo/Meriva**

WHEN FITTING THIS TURBO, IT IS **CRITICAL** THE FOLLOWING INSTRUCTIONS ARE ADHERED TO:

- **Replace EGR valve before fitting turbocharger**

There have been issues with the EGR valve sticking on this application due to high carbon/exhaust soot build up.



EGR valve which is malfunctioning due to excessive carbon / coke.

- **Remove Exhaust Manifold**

It is essential that the exhaust manifold is removed and checked for excessive carbon/exhaust soot build up. Clean or replace as required.

Failure to replace or clean the valve and manifold may result in immediate damage to the turbocharger.



EGR valve after cleaning.

Any questions regarding the above should be directed to the supplier of this unit before commencing any work



CRITICAL INSTRUCTIONS

Application: VW Caravelle/Transporter

Part Number:

729325-5003S

729325-0003E

WHEN FITTING THIS TURBO, IT IS **CRITICAL** THE FOLLOWING INSTRUCTIONS ARE ADHERED TO:

- **Check water pump and oil cooler before fitting the turbocharger**

The water pump and oil cooler are known to fail on this engine, allowing the oil and water to mix.

This reduces the lubricating properties of the oil, resulting in turbocharger failure.

It is essential that the water pump and oil cooler are checked before fitting the new turbo.

Important: The turbocharger warranty does not cover damage resulting from a faulty water pump or oil cooler.



Any questions regarding the above should be directed to the supplier of this unit before commencing any work



CRITICAL INSTRUCTIONS

Application: **Audi/Seat/Skoda/VW 1.9TD**

Part Number:
5439988002
751851-5003S
751851-5004S

WHEN FITTING THIS TURBO, IT IS **CRITICAL** THE FOLLOWING INSTRUCTIONS ARE ADHERED TO:

- **Remove air intake pipework before fitting the turbo**

Prior to fitting the new turbocharger remove the air intake and engine breather pipework, situated between the turbocharger and the air filter box.

Check the pipework for debris and/or damage and clean/replace as necessary.

Failure to carry out this operation can lead to the new turbocharger being damaged on start up or at low milage.

Please Note – Our standard warranty does not cover turbocharger failure caused by impact damage, so it is essential to follow the above instruction.

Any questions regarding the above should be directed to the supplier of this unit before commencing any work



CRITICAL INSTRUCTIONS

Application: Citroen/Peugeot 2.0HDi

Part Number:

756047-5005S

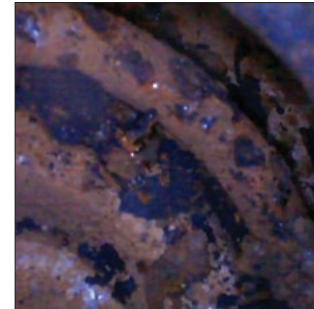
756047-0005E

WHEN FITTING THIS TURBO, IT IS **CRITICAL** THE FOLLOWING INSTRUCTIONS ARE ADHERED TO:

- **To stop water ingress into the actuator/position sensor, it is essential that the following checks are carried out:**

1. Inspect turbo control solenoid valve (Part Number 1618C9) for correct operation.
and signs of water ingress – replace as required.
2. Inspect condition and connections of vacuum pipework between control solenoid valve and turbocharger – replace as required.
3. Ensure soundproof scuttle trim is secured correctly.

Important: The turbocharger warranty does not cover damage caused by external elements including water penetration into the actuator.



Any questions regarding the above should be directed to the supplier of this unit before commencing any work



CRITICAL INSTRUCTIONS

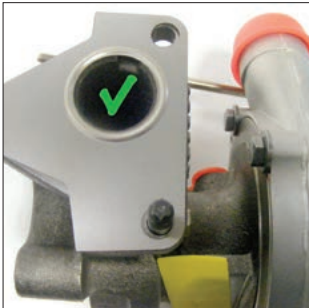
Application: **Renault**

Part Number:
5435988000/
5435988000E
5435988002/
5435988002E

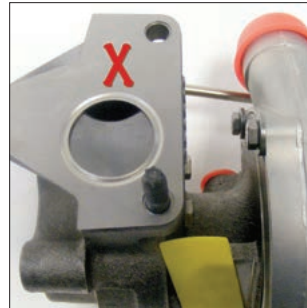
WHEN FITTING THIS TURBO, IT IS **CRITICAL** THE FOLLOWING INSTRUCTIONS ARE ADHERED TO:

- **Fitting of Exhaust Inlet Gasket**

Care should be taken when fitting the exhaust inlet gasket as it is possible to fit this incorrectly and restrict the flow of exhaust gas to the turbocharger.



Correct fitting



Incorrect fitting

Any questions regarding the above should be directed to the supplier of this unit before commencing any work



CRITICAL INSTRUCTIONS

Application: **Fiat/Saab/Vauxhall**

Part Number:

767835-5001S

767835-0001E

WHEN FITTING THIS TURBO, IT IS **CRITICAL** THE FOLLOWING INSTRUCTIONS ARE ADHERED TO:

- **Replace Oil Strainer and Oil Feed Pipe**

The sump should be removed and cleaned then a new oil strainer and oil feed pipe fitted

The oil feed system to the turbocharger has a tendency to become restricted over time. Most failures of this turbocharger are caused by abrasives in the oil which collect in the system. Performing the above actions will minimise the risk of the new turbocharger being damaged.

Any questions regarding the above should be directed to the supplier of this unit before commencing any work



CRITICAL INSTRUCTIONS

Application: **Ford Transit 2.5LD**

Part Number:
49131-05403
49S31-05403
49S31-05403E
752610-5032S
752610-0032E

WHEN FITTING THIS TURBO, IT IS **CRITICAL** THE FOLLOWING INSTRUCTIONS ARE ADHERED TO:

- **Replace Oil Strainer and Oil Feed Pipe**

The sump should be removed and cleaned then a new oil strainer and oil feed pipe fitted

The oil feed system to the turbocharger has a tendency to become restricted over time. Most failures of this turbocharger are caused by abrasives in the oil which collect in the system. Performing the above actions will minimise the risk of the new turbocharger being damaged.

Any questions regarding the above should be directed to the supplier of this unit before commencing any work



CRITICAL INSTRUCTIONS

Application: **Scania Various**

Part Number:
3776926D/3776926
3787499D/3787499
3779069, 3795622
3795453

WHEN FITTING THIS TURBO, IT IS **CRITICAL** THE FOLLOWING INSTRUCTIONS ARE ADHERED TO:

- **Check/Replace EGR valve before fitting turbocharger**

There have been issues with the EGR valve failing on this application, resulting in damage to the turbocharger. Failure to check/replace the valve may result in immediate damage to the turbocharger.



Damage caused by failure of the EGR valve.

Any questions regarding the above should be directed to the supplier of this unit before commencing any work



CRITICAL INSTRUCTIONS

Application: **Fiat Ducato**

Part Number:

796122-5001S/ 796122-5005S

806850-5001S/806850-5002S/

806850-5003S

WHEN FITTING THIS TURBO, IT IS **CRITICAL** THE FOLLOWING INSTRUCTIONS ARE ADHERED TO:

- **Potential Actuator Damage to Fiat Ducato turbochargers**

We are aware of issues that may affect these vehicles and lead to premature turbocharger replacement.

Water ingress to the actuator and/or its position sensor may damage the internal components and prevent the actuator controlling the turbocharger, leading to Diagnostic Trouble Codes or Error Codes, and potentially reduced power mode.

Owners should ensure they implement all Fiat Service Bulletins relating to water ingress:

1. **Engine compartment water ingress** via the windscreen drain channel. Modifications may be required to prevent water collecting on top of the engine and damaging the turbo and other components.
2. **Water ingress to the turbocharger actuator control valve** (PWM valve or Elettrovalvola). Make sure water cannot enter the control system; it may damage the actuator and prevent it controlling the turbocharger.

If you have any questions about this issue, ask the supplier of this unit before starting work. All necessary vehicle modifications should be completed before replacing a turbocharger.

Important: warranty does not cover damage caused by water ingress to the Actuator and/or Linear Position Sensor.

Any questions regarding the above should be directed to the supplier of this unit before commencing any work



CRITICAL INSTRUCTIONS

Part Number:

FP0003

Application: **all relevant vehicles**

WHEN FITTING THIS REPLACEMENT FEED PIPE, IT IS **CRITICAL** YOU FOLLOW THESE INSTRUCTIONS:

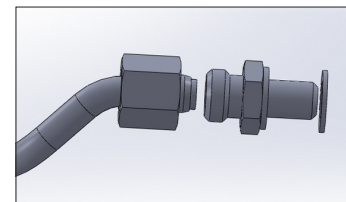
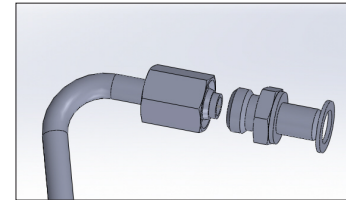
- **Fit Oil Feed Pipe Kit and Fittings**

Our researches show technicians have had difficulties achieving a completely oil-tight seal using the current fittings on our replacement oil feed pipe kit FP0003.

Our supplier has now provided modified fittings for both ends of the pipe.

It is vital you use these modified fittings and tighten them to 30Nm or 22 ft./lb.

Proper installation of FP0003 requires each end of the oil line to be tightened to supplied fittings at 30Nm or 22ftlb



Any questions regarding the above should be directed to the supplier of this unit before commencing any work



CRITICAL INSTRUCTIONS

Application: Mercedes Sprinter

Part Number:
10009880036/
10009880036E
10009880074/
10009880074E

WHEN FITTING THIS TURBO, IT IS **CRITICAL** THE FOLLOWING INSTRUCTIONS ARE ADHERED TO:

- **Pipes and supports required when replacing turbo**

When replacing a 10009880008/10009880008E (In production between September 2008 and December 2010, fitted up to engine 30468350) with a 10009880036/10009880074, additional components are required which need to be sourced directly from the Main Dealer:

Charge air pipe A 906 528 5082 or -5182*

Coolant pipe A 906 501 1482

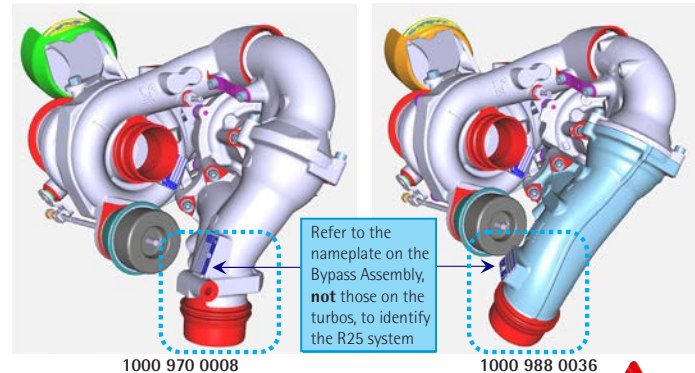
Support A 651 096 2940

Support A 651 096 3040

Screw (3x) N 910143 006001

*Use -5182 if vehicle has optional equipment codes H08, N63 or HK4

This is due to a geometrical difference between the two products and without the additional products, the replacement turbo will not be able to be fitted.



Any questions regarding the above should be directed to the supplier of this unit before commencing any work

