



Swansea Tyre, Clutch & MOT Centre

Servicing, Repairs and Vehicle Recovery

Please read this document BEFORE fitting your Turbo
FAILURE TO FOLLOW OUR INSTRUCTIONS WILL VOID GUARANTEE

1) WHY TURBOS FAIL? – DIAGNOSIS

Investigate cause of original turbo failure before fitting replacement

Most turbo failures are due to – Oil Starvation/Contamination, Electronics sensors, Air leaks over speeding turbo, or Foreign matter entering compressor housing and breather problems.

2) RECTIFY MALFUNCTION

Upon completion of diagnosis and conclusion of malfunction or component failure, either you **must rectify the malfunction** or replace the failed components with new components (retain proof of purchase, ie receipts). Check for foreign particles. All BEFORE you fit the new turbo

Failure to correctly identify and correct the cause of the turbo fail will result in premature failure of the replacement unit.

3) REPLACE COMPONENTS

Before fitting your new/remanufactured Gap Turbo, you must **Replace Components** listed below, with new components and again **RETAIN** all receipts/proof of purchase.

- **OIL FEED PIPE (from engine to top of turbo), replace banjo bolts**
- Replace Turbo oil drain hose (check clear / check no damage to pipe)
- NEW OIL PUMP (Peugeot /Citroen / Ford / Mazda / Volvo 1.6 DIESEL)
- Oil and oil filter (correct grade as per manufacturers recommendation)
- Air filter
- Gaskets and washers, O rings
- Diesel Particulate Filter (DPF) and liquid level sensor topped up with fluid

4) CLEAN OR REPLACE

• Diesel Injectors – Clean, Test, Replace

- Air box and air intake hose to turbo (Pressure Test)
- Oil cooler/ intercooler/ hose, from turbo to intercooler (damage or air leak). Get Pressure Tested
- E.G.R VALVE – Check correct operation, clean or replace if necessary
- Breather system, cam cover (rocker cover) – check for blockage
- Clean Inlet/exhaust manifolds, check for carbon deposits/cracks/clean head faces/replace gaskets
- Ensure the exhaust and/or catalytic converter/diesel particulate filter (DPF) are not fully or partly blocked
- **Before fitting Turbo – check no debris enters turbo, check all gaskets fit with gas tight seal**
- **Flush Engine**

5) FIT AND TEST TURBO

• Check OIL PRESSURE is WITHIN Manufacturers Tolerances

• Do Not Use Jointing Compound on ANY part of the Turbo

- Before fitting, fill turbo inlet with oil and prime turbo manually
- **Before fitting turbo**, immobilise engine (eg: remove fuel pump fuse) manually crank engine until oil flows steadily out of turbo oil feed hose.

• **After fitting turbo**, manually crank engine for 30 sec until oil flows from turbo oil return pipe

• **Start engine** and allow to idle for 3-5 mins before driving (do not let engine idle unnecessarily)

- Check for Oil/Gasket/Air Leaks, All OBVIOUS locations on engine
- Plug into diagnostic machine to check for any fault codes (rectify or repair as per diagnosis, before road test).

Check boost pressure!

- Must get Diagnostic re-test done after 50-60 miles & replace any item which re-appears in diagnosis.