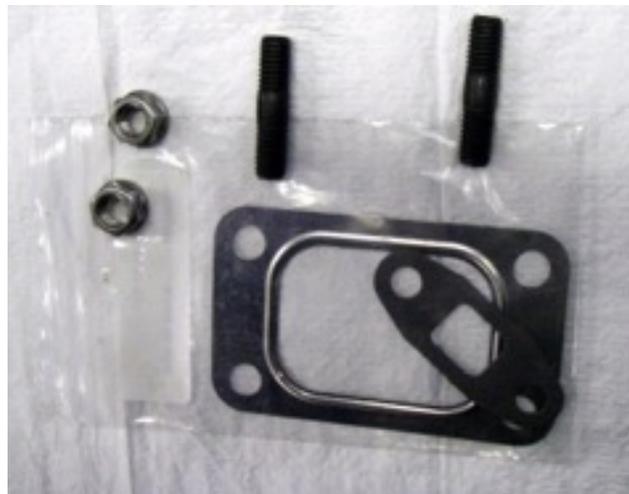


# INDUSTRIAL INJECTION - DIESEL PERFORMANCE -

## TURBO INSTALATION INSTRUCTIONS 5.9L DODGE CUMMINS 2004-2007



- Kit includes:**
- Turbo
  - 15mm nuts (2)
  - Studs (2)
  - Gasket
  - Gasket

**Step 1:** Disconnect the negative battery terminals on both batteries.

**Step 2:** Unplug air-flow sensor and remove intake system.



**Step 3:** Remove oil feed line and intercooler pipe from the turbo side only. Be sure not to tear the rubber tube when removing. You may need to use a flat head screwdriver to help pry it from the turbo.



**Step 4:** Remove top exhaust clamp from exhaust elbow and loosen the bottom one so the elbow spins freely. Next, unclip boost sensor from turbo. Then, from under the truck, notice how far the oil drain tube on the turbo is seated into the block. Push up on this tube and it will pop out of the block, being careful not to kink this line.



**Step 5:** Remove the four 15mm bolts mounting the turbo to the exhaust manifold. The turbo will fall and rest on the frame. Remove the four studs with vise grips in order to gain enough room to take the turbo out. Make sure not to ruin the threads on the studs. You will be reusing them later.



**Step 6:** With the turbo out, grip the two alignment pins in the exhaust elbow with pliers and pull them out. They will not be used with the new turbo.



**Step 7:** Remove oil feed fitting from old turbo with 19mm wrench and install into new turbo. DO NOT over tighten! Next, remove the oil drain tube from the old turbo and install on the new one with the supplied gasket.



**Step 8:** Remove the two bolts holding the exhaust hanger from the transmission to assist you in aligning the new turbo.



**Step 9:** Plug the included *waste-gate-fooler* into the plug that you disconnected from the old turbo.



**Step 10:** Install the two new shorter studs on the engine side of the exhaust manifold. Lift new turbo into place with supplied gasket and with two nuts tighten enough so the flanges fit close, but not tight. Next, install two of the old studs in the remaining holes and put nuts on both sides of them. Then tighten all nuts completely. (Make sure to never touch the internals of the turbo)



**Step 11:** Reinstall exhaust, intercooler pipe and oil feed line. Leave the turbo side of the oil feed line a couple turns loose until the final step. You may have to bend the dip-stick tube slightly to make room for the new down pipe position on trucks with automatic transmissions.



**Step 12:** Reinstall intake system with air-flow sensor and reconnect both battery cables.

**Step 13:** From under the truck, with white lithium grease, grease up the bottom of the oil drain tube around the o-rings and insert it back into the block making sure it is fully seated all the way up to the flange. Now reinstall the two exhaust hanger bolts as well.

**Step 14:** Now it is time to prime the oil feed line. Crank the engine over without starting it as many times as it takes until you see oil spilling from the loose fitting on the turbo. If engine starts during this, shut it off immediately. Tighten the fitting and clean off remaining oil.