



## **INSTALLATION INSTRUCTIONS**

### **TURBOCHARGER SYSTEMS:**

**Lexus IS300  
2JZ I-6 Engine**

**P/N 15164 (No Catalytic Converter)**





**READ THIS FIRST:** Study these instructions completely before proceeding. Engine and/or turbocharger damage may occur if any component within these instructions is improperly installed. Turbonetics, Inc or any of its distributors cannot be held responsible for damages as a result of negligent or improper installation. This complete turbocharger system can be installed using common tools and automotive procedures, but installer must have a thorough knowledge of automotive engine operation and feel comfortable working on the vehicle. If in doubt, contact Turbonetics' technical support staff at 805-581-0333, between the hours of 8:00AM and 5:00PM PST, Monday through Friday.

Remove the turbocharger system from its carton and inspect for any obvious physical damage. All kit components are thoroughly inspected and carefully packaged prior to shipment from the factory. If any shipping damage is evident, contact your supplier and request that they process a claim with the shipper involved. Be sure to review the parts list on page 3 to verify that you have all necessary system components to proceed. If any components in the parts list are missing, contact Turbonetics' customer service staff.

Although this turbocharger system has been designed to use many of the factory emissions controls, it is not currently "smog" legal in California, and therefore recommended for "off road" use only. In other states, check local laws regarding aftermarket modification to emission controlled vehicles.

This turbocharger system was originally designed around factory components, therefore changing any factory components such as headers and exhaust system may not be compatible with our system.

The information contained in this publication was accurate and in effect at the time the publication was approved for printing and is subject to change without notice or liability. Turbonetics reserves the right to revise the information presented herein or to discontinue the production of parts described at any time.

**SAFETY REQUIREMENTS:** It is recommended to follow these precautions.

- Always wear safety glasses & gloves.
- Turn the ignition switch to the OFF position & disconnect the battery.
- Always use properly rated jack stands when working under the vehicle.
- Prevent unexpected vehicle movement by using wheel chocks and/or parking brake.
- Operate the vehicle only in well ventilated areas.
- Do not smoke or use flammable items near or around the vehicle's fuel system.
- Keep hands, clothing and other objects away from moving parts when engine is running.

**SUPPLIES:** It is recommended to have the following items before beginning installation.

- Toyota / Lexus factory service manual, for your model year IS300
- A large table or bench, and plenty of adjacent available workspace
- Standard selection of automotive tools, primarily metric sizes
- An assortment of "zip ties" and/or thin-gauge steel wire
- The ability to securely lift the vehicle at least a few feet off the ground
- High temp. automotive RTV sealant
- NPT thread sealant
- Replacement engine oil, oil filter, and power steering fluid
- 7/64" and 3/8" drill bits and step drill, 1/8" – 9/16" range



**TORQUE RECOMMENDATION:** When removing and re-installing factory fasteners, refer to the Lexus / Toyota service manual for torque values. When installing fasteners included in this kit, refer to the following chart:

Fastener Size	Torque (Pound-Feet)	Torque (Newton-Meters)
1/4" or 6mm	10	13
5/16" or 8mm	19	25
3/8" or 10mm	33	45
NPT fittings	2-3 turns past finger tight	

**TURBOCHARGER SYSTEM PARTS LIST:**

QTY	P/N	DESCRIPTION	P/N 15164
1	11238	Turbocharger, 60-1 / Stg.5 / Ball Bearing	X
1	5-376	Air to Air Intercooler, Spearco	X
1	10781	Wastegate, Evolution	X
1	10843	Blow-off Valve, Raptor	X
1	11247	Hardware Kit, Nuts / Bolts / Fittings	X
1	21437	Tube, Turbocharger to Intercooler 1	X
1	21438	Tube, Turbocharger to Intercooler 2	X
1	21439	Tube, Intercooler to Throttle Body 1	X
1	21440	Tube, Intercooler to Throttle Body 2	X
1	21441	Tube, Air filter to Turbocharger	X
1	21442	Tube, Exhaust, Downpipe	X
1	21443	Tube, Exhaust, Wastegate Discharge	X
1	21452	UniChip , Fuel Controller	X
6	31001	Fuel Injector, Denso	X
1	30149	Heat Shield, On-Center T4 housing	X
1	30775	Case of Oil, Turbonetics TS-1, 5W-30	X
1	31080	Air Filter, AEM Dry-Flow, 3.0" Inlet	X
1	60153	Install Instructions	X



QTY	P/N	DESCRIPTION
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QTY	P/N	DESCRIPTION
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**HOSES / CLAMPS PARTS LIST:**

3 FT	10721	Oil Supply Hose, -3 Fittings
1	30162-4	Silicone Hose Coupling, 3.0"
2	30172-4	Silicone Hose Coupling, 2.5"
2	30380-4	Silicone Hump Connect, 2.5"
1	31111-4	Silicone Hose, 2.75" x 90 Deg.
12 FT	30542-BK	Silicone Vacuum Hose, 5/32"

1 FT	30873	Flex Hose, 1.50"
2	30275-200	T-bolt Band Clamp, 2.0"
8	30275-250	T-bolt Band Clamp, 2.5"
4	30275-300	T-bolt Band Clamp, 3.0"
4	30817	Hose Clamp, 5/8"
4 FT	30827	Hose, Oil Drain, 5/8"

**HARDWARE KIT (NUTS / BOLTS / FITTINGS) PARTS LIST:**

1	30133	Fitting, 3/8" NPT x 5/8" Hose, Straight
3	30306	Fitting, 1/8" NPT x 5/32" Hose, Straight
1	30544	Fitting, 1/8" NPT x -3, Straight
1	30562	Fitting, 1/8" NPT, M x M x F
1	30244	Fitting, 1/2" NPT x 5/8" Hose, Straight
4	30570	Hex Bolt, 5/16 -18 x 1.0" Lg.
2	30248	Hex Bolt, 1/4-20 x 5/8" Lg.
2	30700	Hex Bolt, M8-1.25 x 20mm
1	30682	Hex Bolt, 3/8-16 x 1.0" Lg.

9	30589	Flat Washer, 5/16" or M8
4	30664	Flat Washer, 3/8"
4	30804	Flat Washer, M10
9	30593	Lock Washer, 5/16" or M8
4	30594	Lock Washer, 3/8"
4	30805	Lock Washer, M10
3	30653	Hex Nut, M8
4	30803	Hex Nut, M10-1.25
4	30806	Stud, M10-1.25 x 42mm Lg.
2	30860	Stud, M8-1.25 x 30mm Lg.
1	30862	Hex Plug for O2 Bung, M18-1.5

**GASKETS / MISC. PARTS LIST:**

2	20142	Gasket, W'gate Disch., Evolution
1	20259	Flange, Oil Drain, 1/2" NPT
1	30141	Gasket, Oil Drain, T3/T4
1	30142S	Gasket, Turbo Discharge - 4 Bolt Round

1	30143	Gasket, Turbine Inlet, T4
1	30468	O-ring, Flange, Raptor
1	30809	Tap, 3/8" NPT
1	21376	O2 Sensor Ext. - Long
1	21376-1	O2 Sensor Ext. - Short

P/N 11238



P/N 5-376



P/N 10781



P/N 10843



P/N 11097



P/N 11098



P/N 11100



P/N 21437



P/N 21438



P/N 21439



P/N 21440





P/N 21441



P/N 21444



P/N 21442



P/N 30149



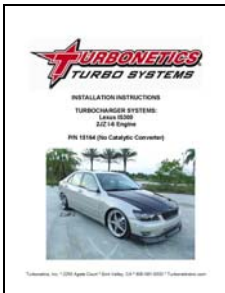
P/N 30775



P/N 31080



P/N 60153





1. Do not drain the engine oil until specified to in step 12
2. Remove strut tower brace (if equipped)
3. Remove engine cover by unbolting the four 10mm bolts . SEE FIGURE 1

FIGURE 1



4. Remove factory air box. SEE FIGURE 2

FIGURE 2



5. Remove mass air sensor from the stock intake tube using a Philips screwdriver. SEE FIGURES 3 & 4

FIGURE 3

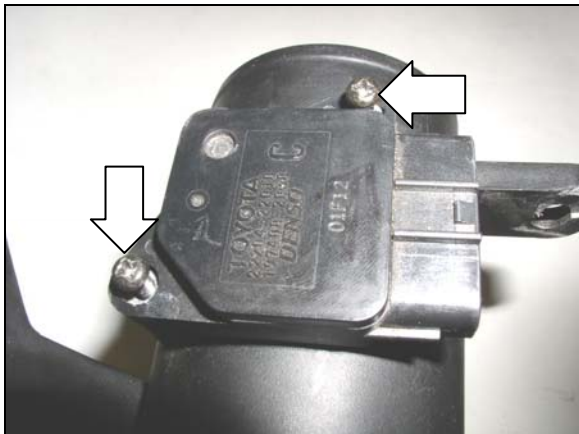
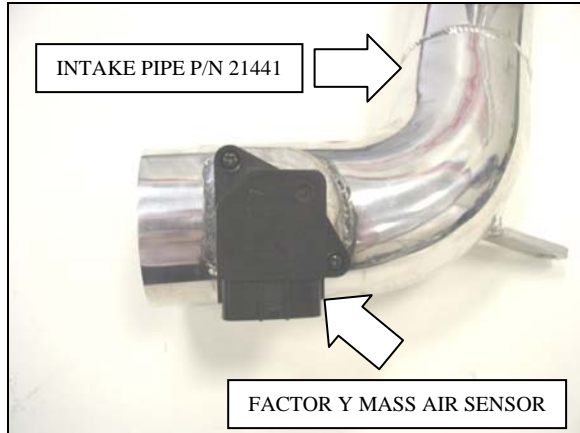


FIGURE 4



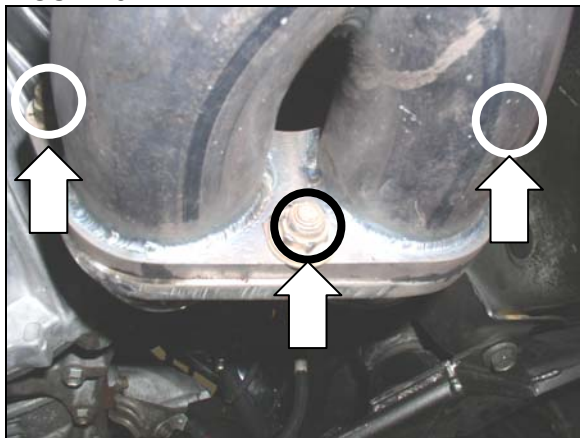
6. Install the factory mass air sensor into the new supplied intake tube (P/N 21441) and secure using the two factory Philips screws. SEE FIGURE 5

FIGURE 5



7. Unplug the three O2 sensors on the factory exhaust manifold / catalytic converters.
8. Remove three 12mm bolts at the collector where the factory manifold / catalytic converter meets the exhaust. Save both factory crush o-rings, it will be used later when re-installing the new supplied downpipe. SEE FIGURE 6

FIGURE 6



9. Remove the factory exhaust manifold and catalytic converters by unbolting eight 14mm bolts. SEE FIGURES 7 & 8

FIGURE 7



FIGURE 8

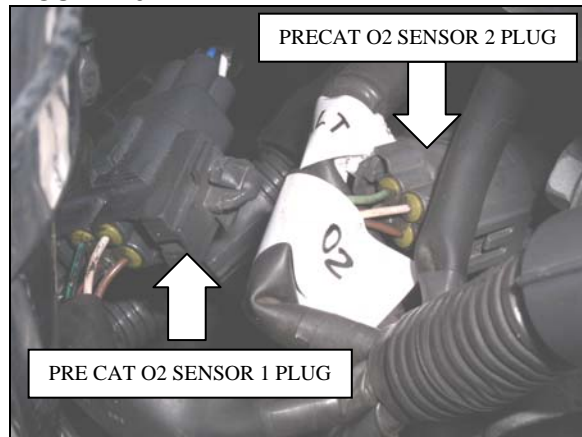


10. Unplug and remove all three O2 sensors (two pre-cats, and one post cat) from the factory exhaust manifold / catalytic converter. Make you keep track of which sensors are pre-cats and which one is post cat. SEE FIGURE 9 & 10

FIGURE 9



FIGURE 10

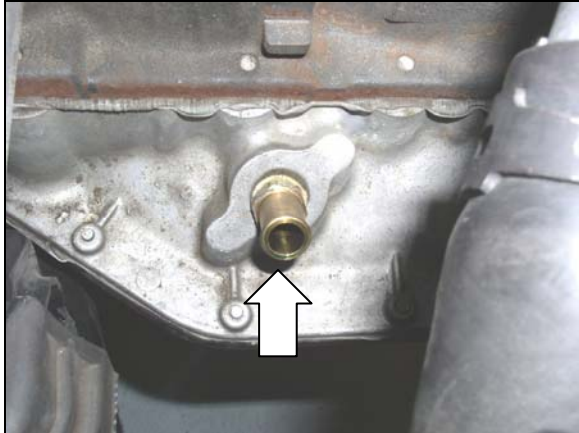


11. Locate the pad on the mid-pan on the passenger side of the vehicle. Drill the mid-pan with a 9/16" drill bit and tap the hole with the supplied 3/8" NPT tap (P/N 30809) for the turbo oil return.

**NOTE:** When drilling and tapping the mid-pan, use extreme caution to get minimal amount of chips into the motor. Coat both drill bit and tap with excess amount of grease to catch any chips that may enter the engine.

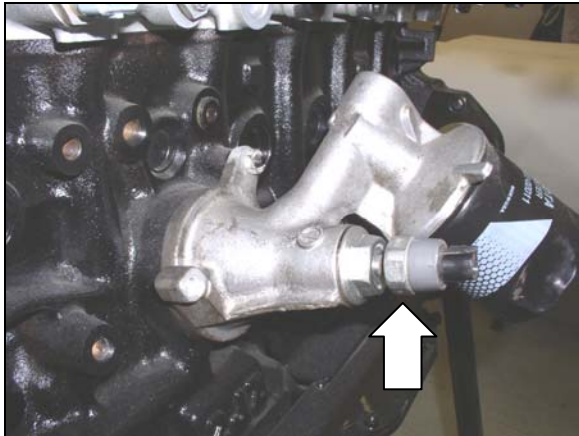
12. Prior to draining the engine oil, clean the threaded hole thoroughly using brake / carb cleaner for any chips or debris. Remove oil drain plug and drain oil.
13. Install new supplied 5/8" barb x 3/8" NPT brass fitting (P/N 30133) to the new threaded hole on the mid-pan. It is strongly recommended that you apply a small amount of liquid Teflon to the threads of the fitting. FIGURE 11

FIGURE 11



14. Unplug the factory oil sending unit located on the driver's side below the intake manifold, next to the oil filter. Remove sending unit using a 24mm socket. SEE FIGURE 12

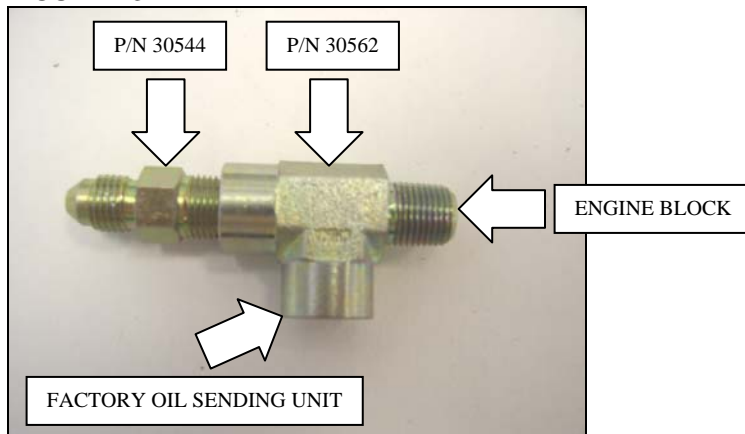
FIGURE 12



15. Thread the supplied brass 1/8" NPT to -3AN fitting (P/N 30544) to the supplied 1/8" NPT T-fitting (P/N 30562) as shown in FIGURE 13

**NOTE:** It is recommended that you apply a minimal amount of liquid Teflon to the threads of the fittings. Do not use Teflon Tape.

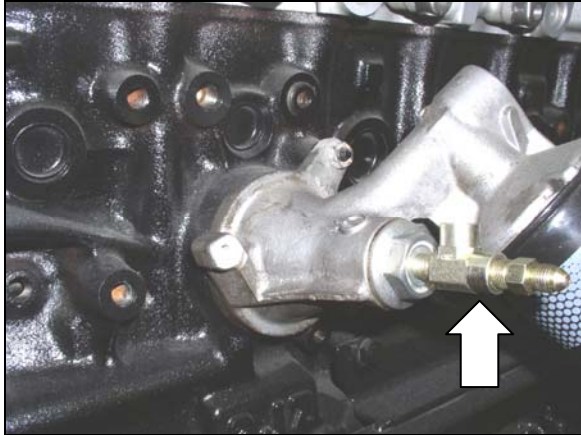
FIGURE 13





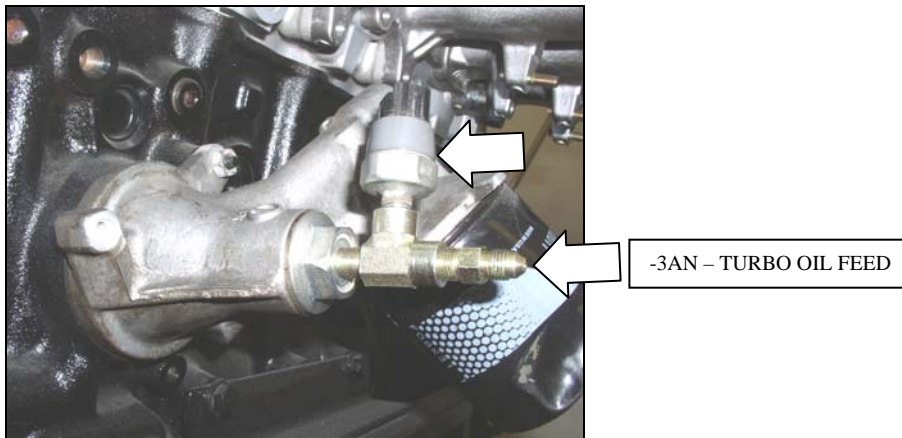
16. Thread the T-fitting assembly into the original port of the factory oil sending unit with the open female port facing upward when tightened. FIGURE 14

FIGURE 14



17. Install the factory oil sending unit to the open female port as shown in FIGURE 15

FIGURE 15

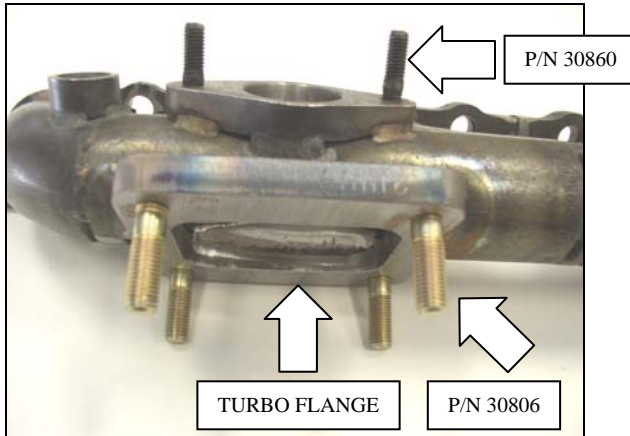


18. Install one end of the supplied -3AN line (P/N 10721) to the 1/8" NPT to -3AN fitting (P/N 30544) installed previously on the t-fitting (P/N 30562) with the factory oil sending unit. SEE FIGURE 15

### **INSTALLING THE TURBOCHARGER, WASTEGATE, DOWNPIPE, AND MANIFOLD**

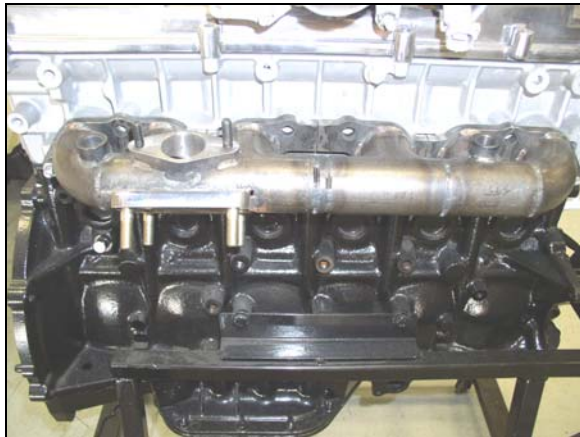
19. Install the four supplied M10x1.25 studs (P/N 30806) to the turbo flange of the new supplied exhaust manifold (P/N 21444) and install the two supplied M8x1.25 studs (P/N 30860) into the wastegate flange on the new exhaust manifold. SEE FIGURE 16

FIGURE 16



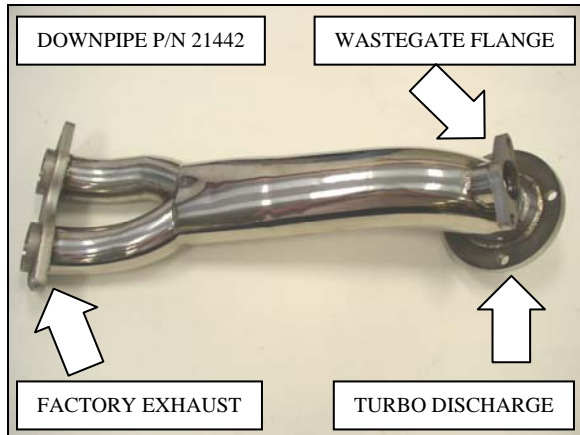
20. Install the supplied turbo manifold (P/N 21444) on to the engine. Secure using the factory eight 14mm nuts. Tighten to factory specs. FIGURE 17

FIGURE 17



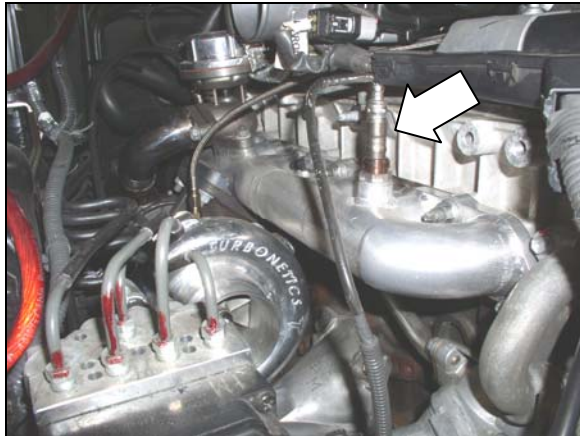
21. Bolt the supplied turbocharger (P/N 11238) to the exhaust manifold (P/N 21444) and secure using the four supplied M10x1.25 nuts (P/N 30803) and M10 lock washers (P/N 30805) . Tighten using a 14mm open wrench.
22. Bolt the side with the round flange on the new supplied downpipe (P/N 21442) to the discharge of the turbocharger using the four supplied 3/8"-16x1 bolts (P/N 30682), four 3/8" lock washers (P/N 30594), and four 3/8" flat washers (P/N 30664). SEE FIGURE 18

FIGURE 18



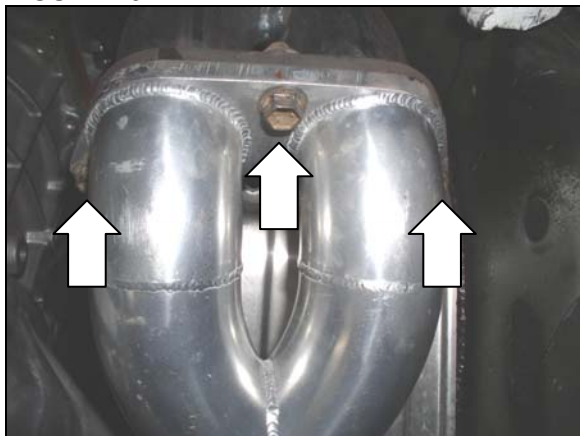
23. Install the two factory pre-cat O2 sensors in to the new exhaust manifold (P/N 21444). It is recommended that you coat the threads of the O2 sensors slightly with anti-seize. SEE FIGURE 19

FIGURE 19



24. Secure the new supplied downpipe (P/N 21442) to the factory exhaust using the three factory 12mm bolts. SEE FIGURE 20

FIGURE 20





25. Install the post cat O2 sensor onto the new supplied downpipe (P/N 21442) with the supplied O2 sensor extension (P/N 21376) in the middle, between the sensor and the downpipe. Plug the additional O2 sensor bung on the new downpipe with the supplied O2 sensor hex plug (P/N 30862). SEE FIGURE 21

FIGURE 21



26. Install the oil drain flange (P/N 20259) to the oil drain port of the turbocharger with a oil drain gasket (P/N 30141) in the middle between the flange and the turbocharger using two supplied M8-1.25x20mm hex bolt (P/N 30700) and two M8 lock washers (P/N 30593).
27. Install the supplied 5/8" barb x 1/2" NPT straight brass fitting (P/N 30244) to the center threaded hold on the oil drain flange (P/N 20259). It is recommended that you apply a small amount of liquid Teflon to the threads of the fitting.
28. Cut the supplied 5/8" oil drain hose (P/N 30827) to ~15.0". Attached one end of the hose to the barb fitting (P/N 30244) on the oil drain flange (P/N 20259) and one end to the fitting (P/N 30133) previously installed on the block. Secure the hose to the fittings using two supplied 5/8" worm drive clamps (P/N 30817). SEE FIGURE 22

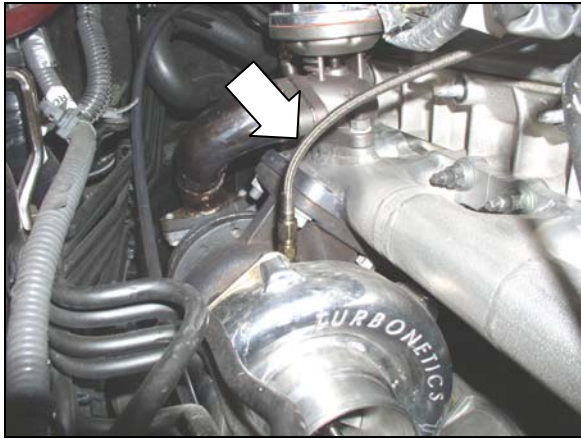
FIGURE 22



29. Install a brass 1/8" NPT to -3AN fitting (P/N 30544) to the oil filter located on the bearing of the turbocharger. It is recommended to apply a small amount of liquid Teflon to the threads of the fitting that goes into the oil filter of the turbocharger.
30. Route the previously installed -3AN x 36" steel braided oil feed line (P/N 10721) over the top of the valve cover, underneath the factory plastic cosmetic cover, and attach it to the 1/8"NPT x -3AN fitting (P/N 30544) you previously installed on the oil filter in the middle of the turbocharger. SEE FIGURE 23



FIGURE 23



31. Install the Evo wastegate (P/N 10781) to the new exhaust manifold using two M8 hex nuts (P/N 30653) and two M8 lock washers (P/N 30593). No gasket is required between the wastegate and the manifold.
32. Bolt one end of the wastegate re-circulation pipe (P/N 21443) to the Evo wastegate (P/N 10781) discharge and the other end to the new supplied downpipe (P/N 21442) with a gasket (P/N 20142) in between each flange.
33. Unplug and remove the second post cat O2 sensor and install the supplied O2 sensor extension (P/N 21376-1) between the sensor and the factory exhaust. SEE FIGURE 25

FIGURE 25



### **INSTALLING THE FUEL INJECTORS**

34. Unplug the TPS and throttle actuator harness from the throttle body and remove the throttle cable from the throttle body by loosening the 14mm hex nut. Remove both vacuum hoses that connects to the throttle body by using a pair to pliers to loosen the hose clamp. Disconnect both coolant lines underneath the throttle body, and again using a pair of pliers to loosen the hose clamps. SEE FIGURE 26-29

FIGURE 26

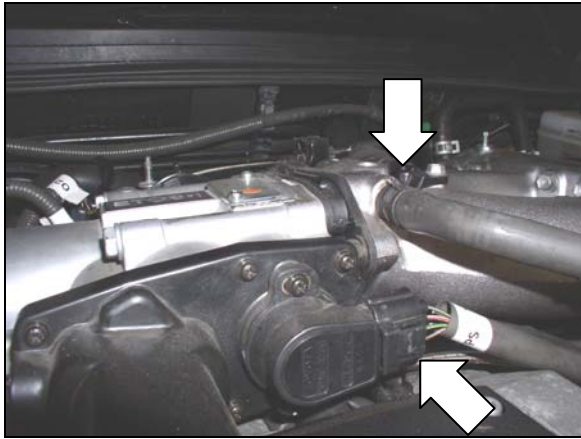


FIGURE 27

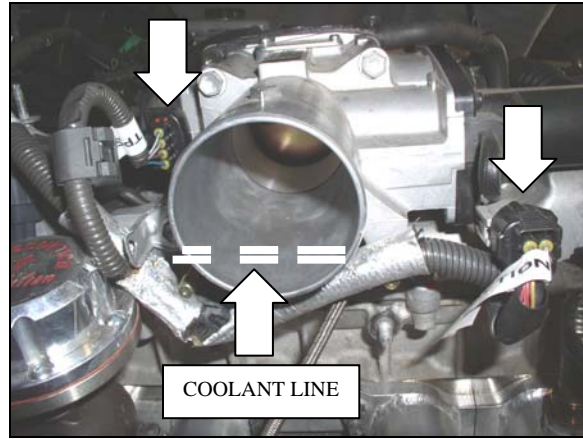


FIGURE 28

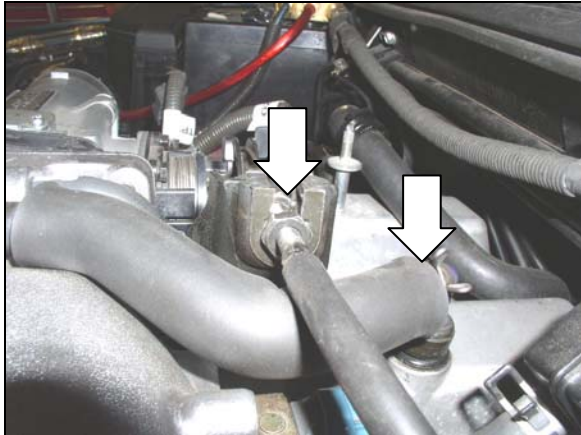
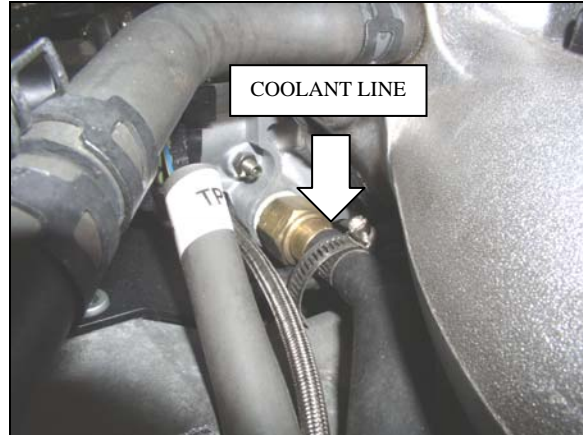
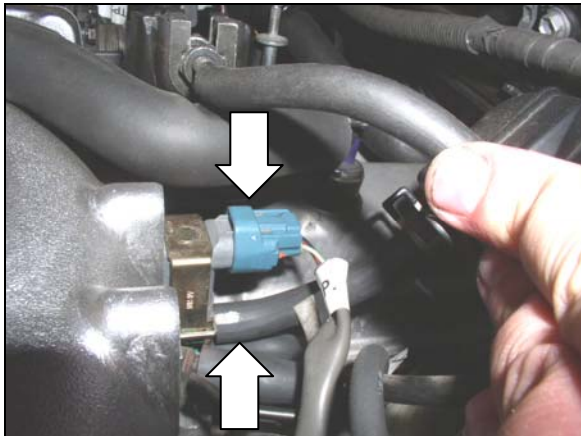


FIGURE 29



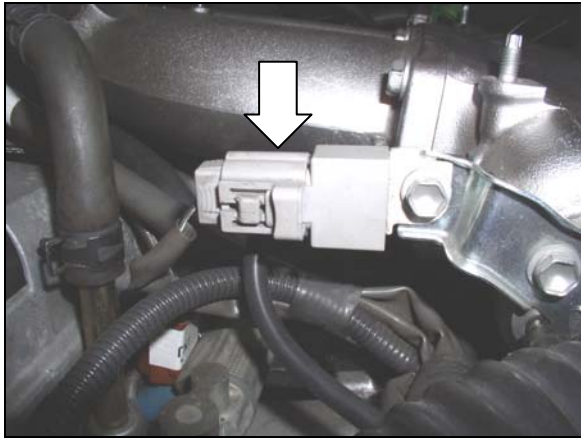
35. Unplug the harness to the evap. purge solenoid located below the throttle cable. Remove the vacuum that connects to the solenoid by using a pair of pliers to loosen the hose clamp. SEE FIGURE 30

FIGURE 30



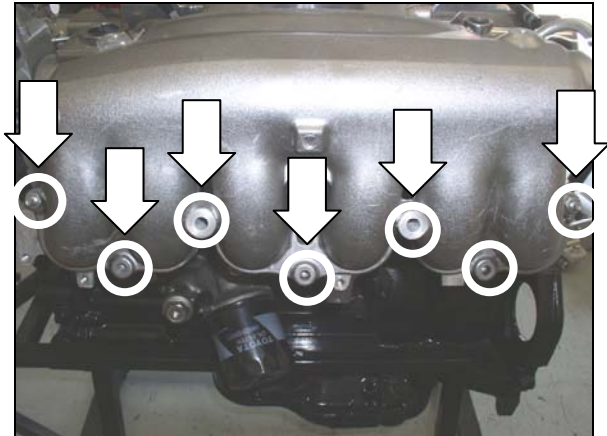
36. Unplug the grey one wire plug that is located front of the intake manifold. SEE FIGURE 31

FIGURE 31



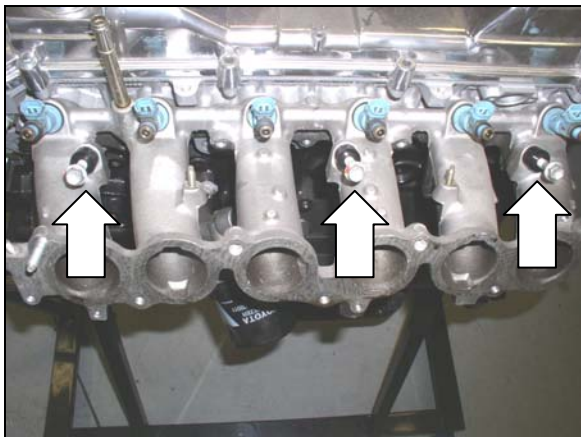
37. Remove the factory intake manifold by removing five 12mm bolts and two 12mm nuts. SEE FIGURE 32

FIGURE 32



38. Remove the factory fuel rail by unbolting three 12mm bolts. SEE FIGURE 33

FIGURE 33

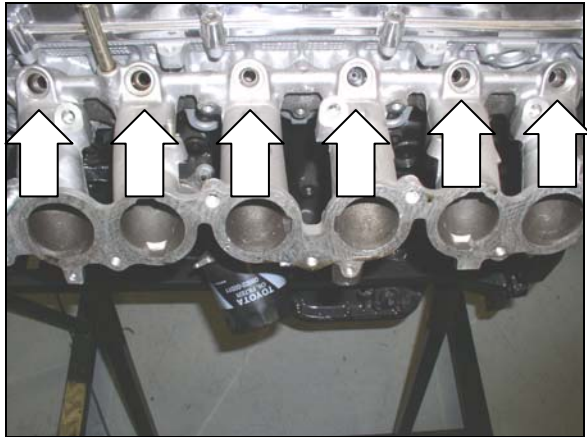


39. Remove the three plastic fuel rail spacers that are located underneath the fuel rail. These will not be used anymore when re-installing with the new supplied injectors.

40. Carefully and slowly remove the factory injectors by pulling and twisting slightly upwards. Careful there might be fuel left in the injectors. SEE FIGURE 34

**NOTE:** Make sure no parts of the stock injectors are left in the fuel rail. Double check each injector port prior to moving onto the next step.

FIGURE 34



41. Using a scribe, carefully pry off the bottom o-ring from the factory injector and re-install it onto the bottom of the new supplied injectors (P/N 31001). Careful when prying off the factory injector o-ring. Making sure not to damage the o-ring in anyway. Doing so will cause a vacuum or fuel leak causing the vehicle to not perform to factory specs. SEE FIGURE 35-37

FIGURE 35

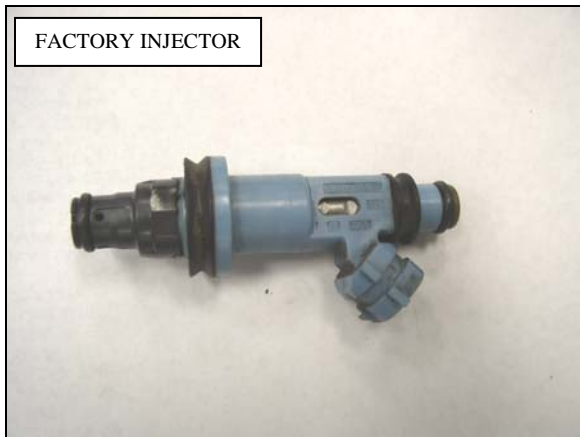


FIGURE 36

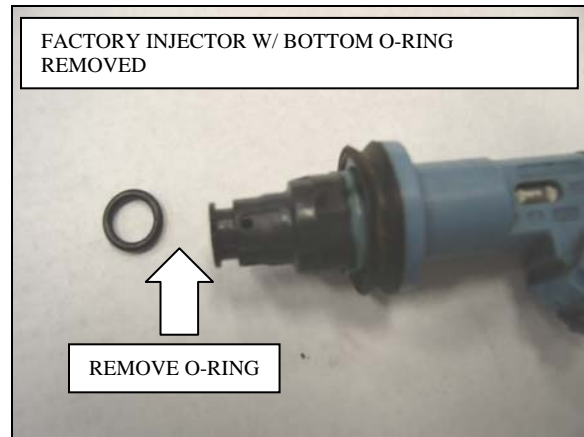
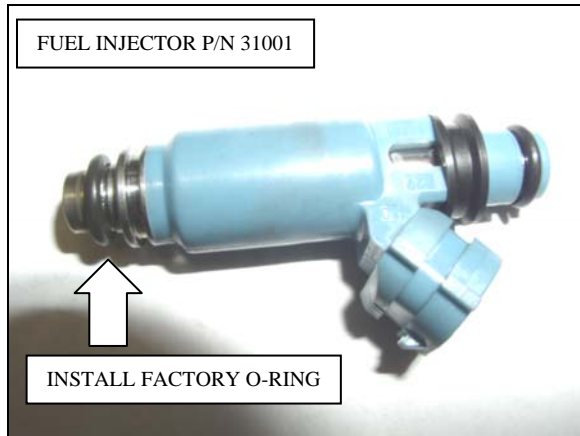
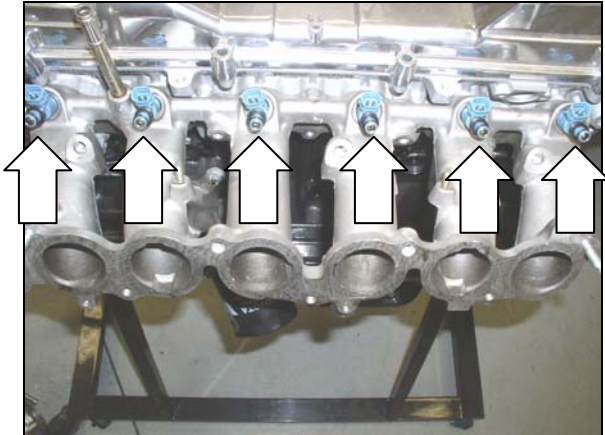


FIGURE 37



42. Lubricate both top and bottom injector o-rings with grease and re-install all six new injectors (P/N 31001) into the injector ports of the factory intake manifold. Careful when re-installing the injectors, making sure the o-rings does not get kinked or damaged. SEE FIGURE 38

FIGURE 38



43. Re-install intake manifold, throttle body, throttle cable, coolant lines, and electrical harnesses in reverse order. Tighten intake manifold bolts to factory specs.

### **INSTALLING THE BOOST TUBES AND INTERCOOLER**

44. Remove the two plastic splash guards underneath the vehicle by unbolting 10mm bolts. SE FIGURE 39 & 40

FIGURE 39



FIGURE 40



45. Unscrew the two 10mm screws in the corner of the front bumper located in the wheel wells. SEE FIGURE 41 & 42

FIGURE 41

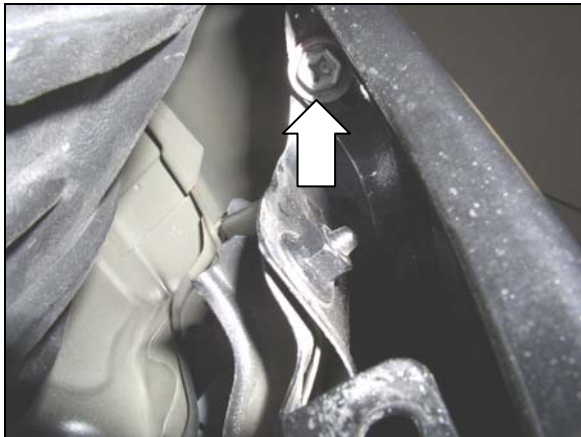
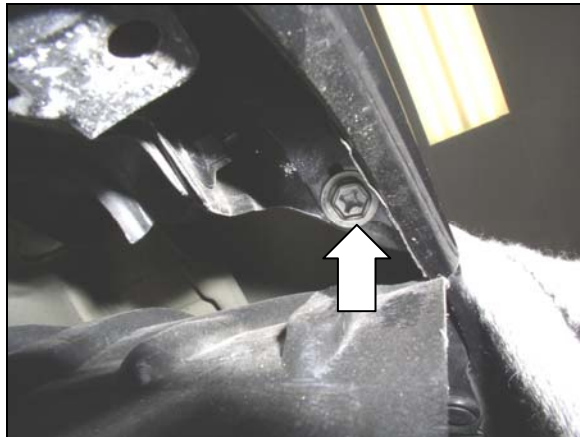


FIGURE 42



46. Remove the four plastic screws on the top by the front grill using a Philips screwdriver. SEE FIGURE 43 & 44

FIGURE 43

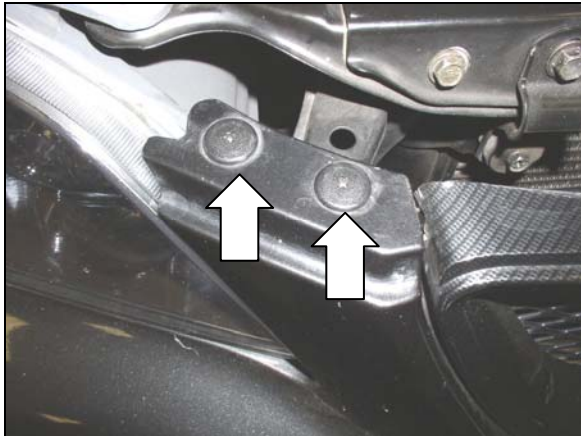
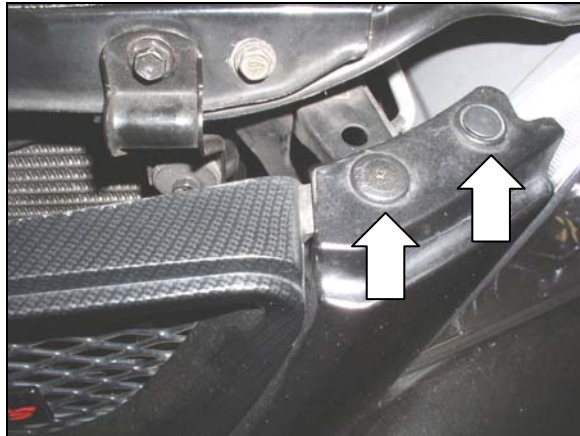


FIGURE 44



47. Unplug the harness that connects to the front fog lights and the side marker lights and remove the front bumper. SEE FIGURE 45 & 46

FIGURE 45

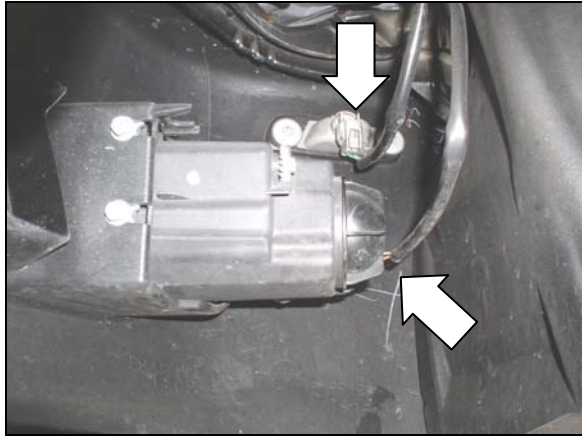
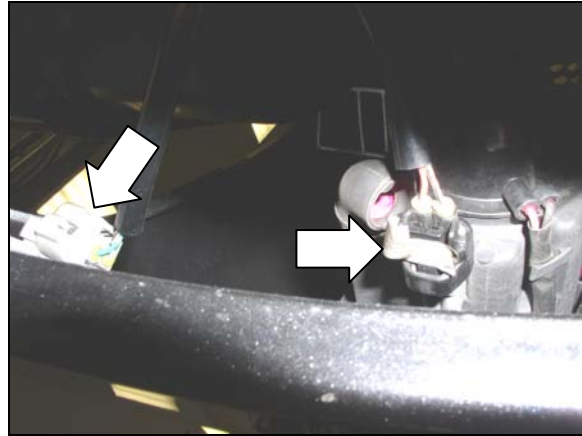


FIGURE 46



48. Trim the plastic splash guard on the bottom of the front bumper, in front of the front wheel to the dimensions shown in FIGURE 47 & 48 below.

FIGURE 47

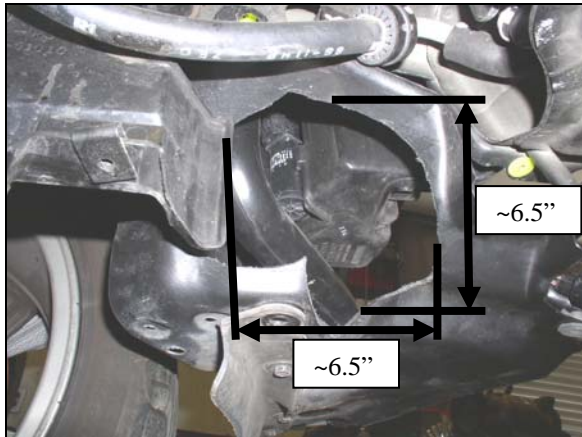
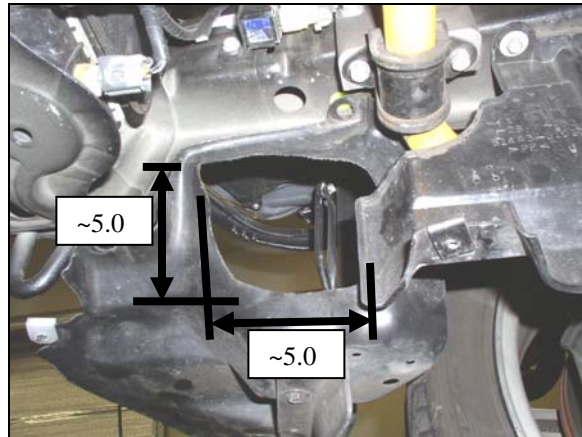
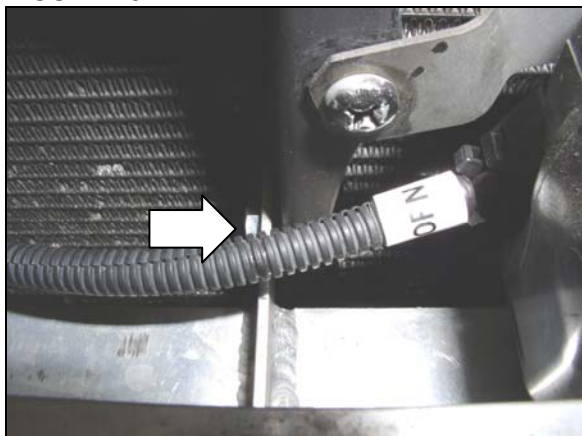


FIGURE 48



49. Install the upper intercooler mount to the center core support bar using a M8-1.25x20mm (P/N 30700), M8 lock washer (P/N 30593), and a M8 hex nut (P/N 30653). SEE FIGURE 49

FIGURE 49



50. Secure the bottom intercooler brackets to the bottom of the factory core support using the factory 10mm bolts. SEE FIGURE 50-52

FIGURE 50

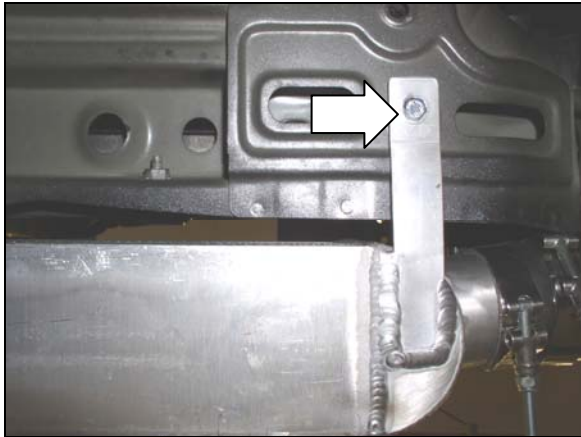


FIGURE 51

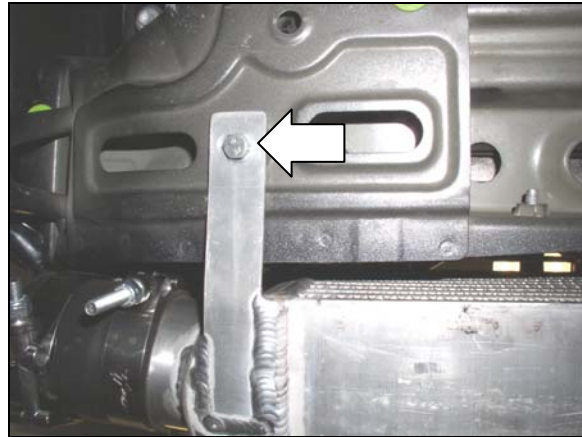


FIGURE 52



51. Install turbo to intercooler pipe #1 (P/N 21437) to the turbo using the supplied 2.0" silicone hump hose (P/N 30128-4) and two 2.0" t-bolt clamps (P/N 30275-200). SEE FIGURE 53 & 54

FIGURE 53

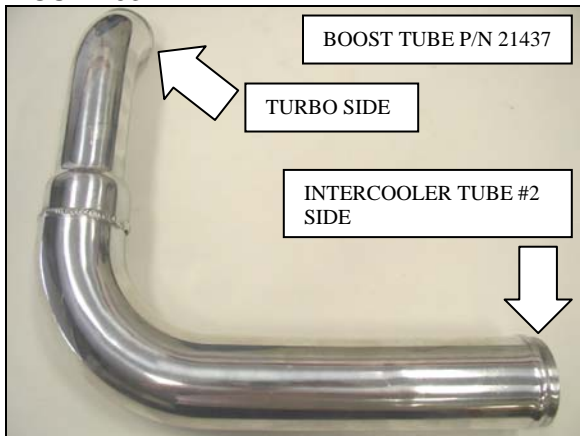
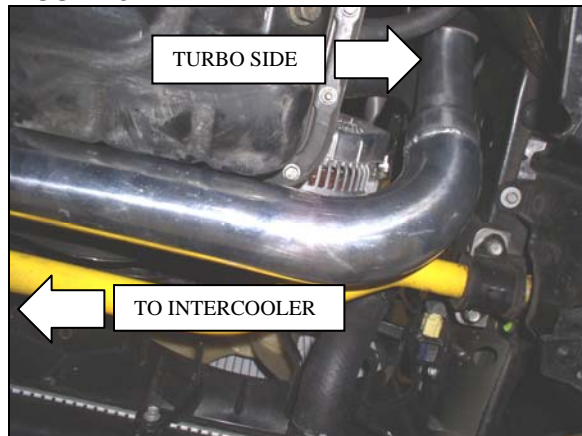


FIGURE 54



52. Install turbo to intercooler pipe #2 (P/N 21438) to the intercooler using a 2.50" silicone coupling (P/N 30172-4) and two 2.50" t-bolt clamps (P/N 30275-250). Using a 2.50" silicone hump hose and two 2.50" t-bolt clamps, connect turbo to intercooler pipe #1 (P/N 21437) to turbo to intercooler pipe #2 (P/N 21438). SEE FIGURE 55 & 56

FIGURE 55

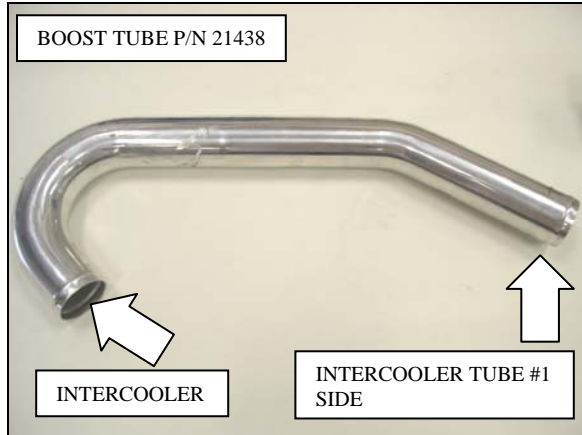
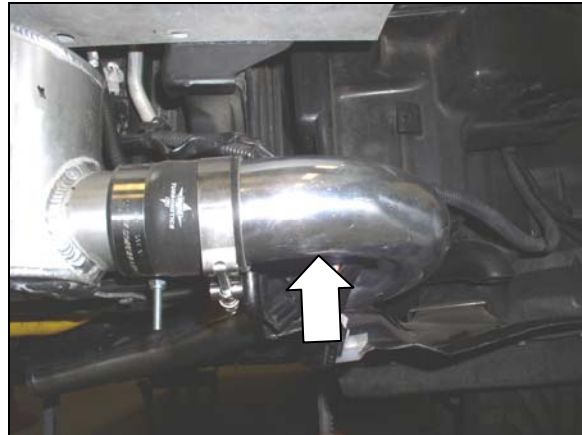


FIGURE 56



53. Install the intercooler to throttle body tube #1 (P/N 21439) using two 2.50" silicone coupling (P/N 30172-4) on both end of the tube and secure using four 2.50" t-bolt clamps. Install the 2.50" silicone coupling (P/N 30172-4) to the opposite end of the intercooler side prior to installing the pipe in the vehicle. SEE FIGURE 57-59

FIGURE 57

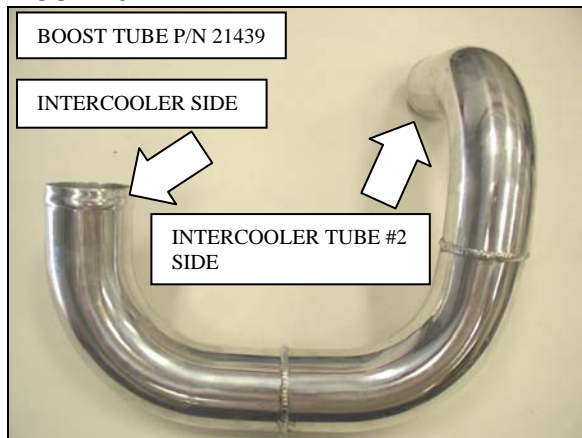


FIGURE 58

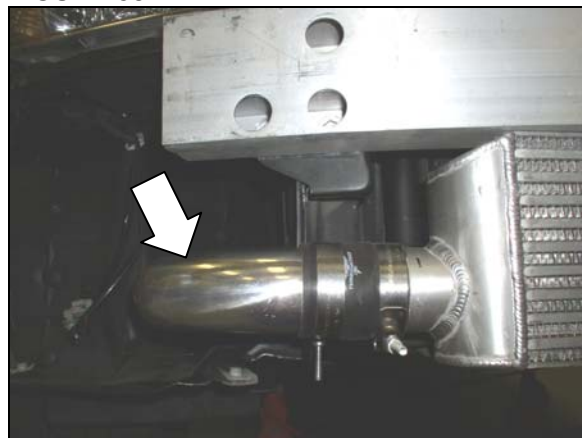
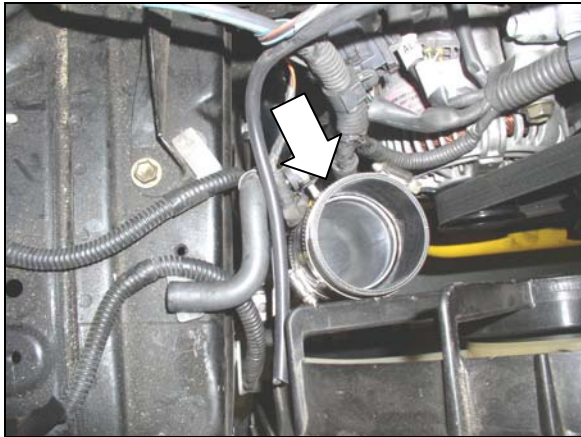


FIGURE 59



54. Remove the 10mm bolt that is located by the factory water pump and install the turbo to filter tube (P/N 21441) to the inlet of the turbocharger using the supplied 3.0" silicone coupling (P/N 30162-4) and two 3.0" t-bolt clamps (P/N 30275-300). Connect the vacuum tube to the bottom of the turbo to filter tube (P/N 21441) and secure using the factory hose clamp. SEE FIGURE 60 & 61

FIGURE 60

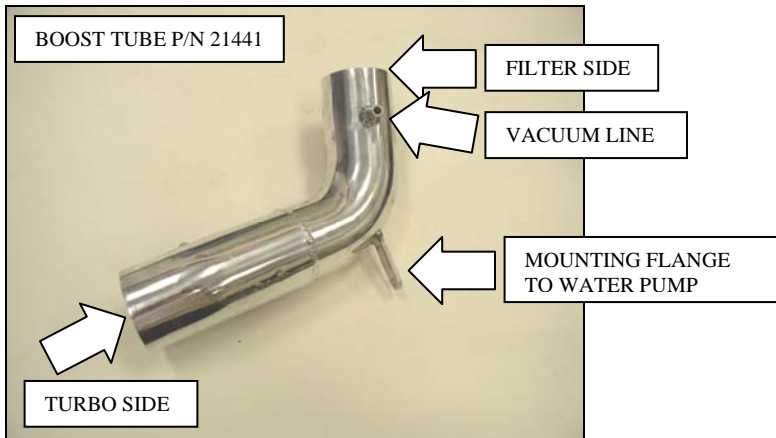
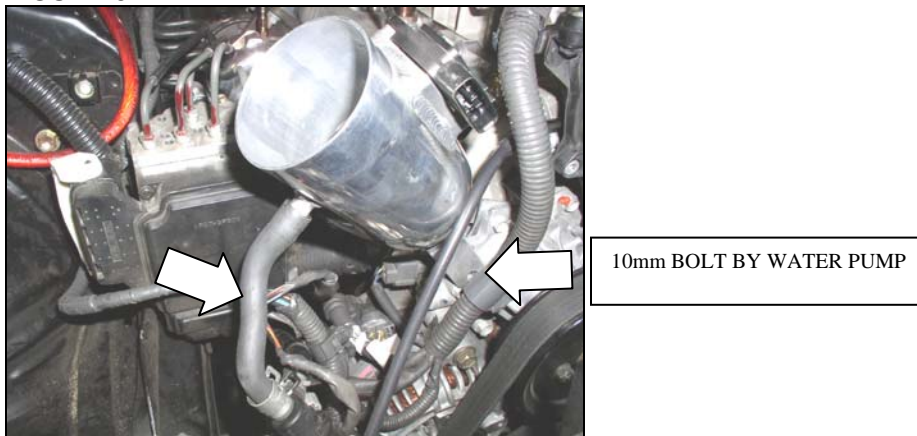


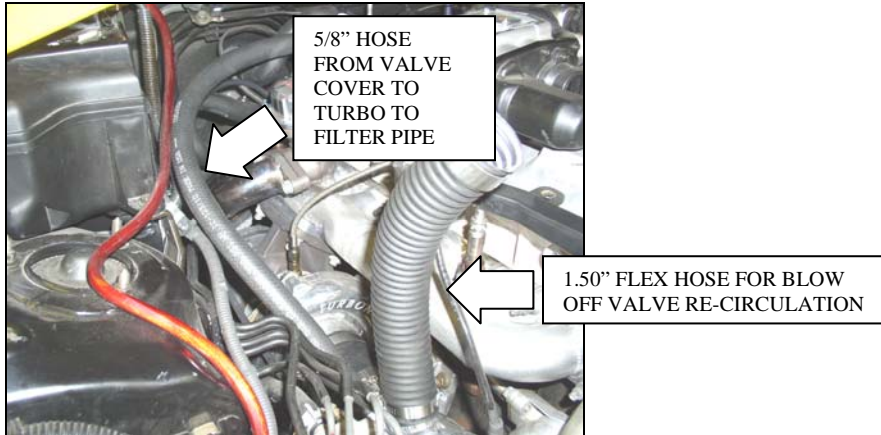
FIGURE 61





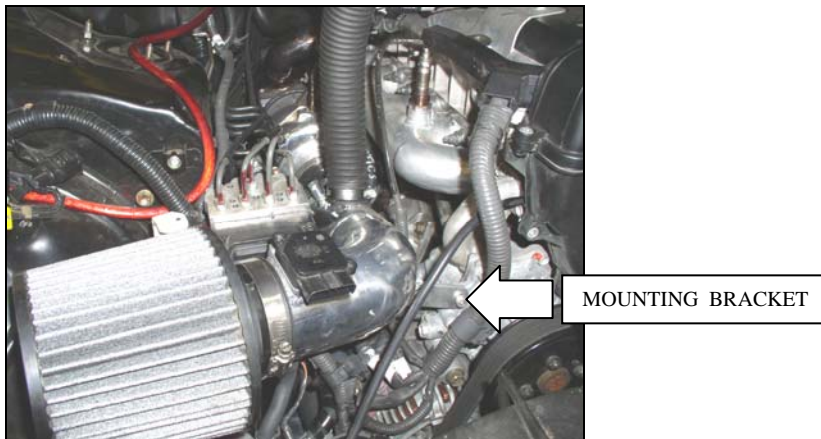
55. Install the supplied 1.50" diameter flex hose (P/N 30873) to the blow off valve re-circulation port on the turbo to filter tube (P/N 21441). Secure the flex hose to the tube using a supplied 1.50" worm drive clamp (P/N 30612). Cut the supplied 5/8" hose to ~2ft. and connect one to the valve cover breather port and the other to the port on the turbo to filter tube (P/N 21441). SEE FIGURE 62

FIGURE 62



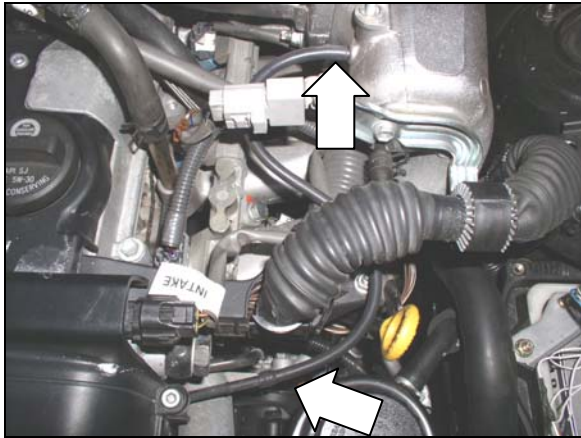
56. Install the supplied air filter (P/N 31080) to the other end of turbo to filter pipe (P/N 21441) and tighten clamp that is supplied with the filter. SEE FIGURE 63

FIGURE 63



57. Secure the turbo to filter pipe (P/N 21441) to the engine using the factory 10mm bolt you removed previously. SEE FIGURE 63
58. Remove the plug off the auxiliary vacuum port on the intake manifold. Using the supplied 5/32" silicone vacuum hose (P/N 30542-BK), cut to ~1.50" ft. Connect one end of the vacuum hose from the existing factory steel line located behind timing cover to the auxiliary vacuum port on the intake manifold. SEE FIGURE 64

FIGURE 64



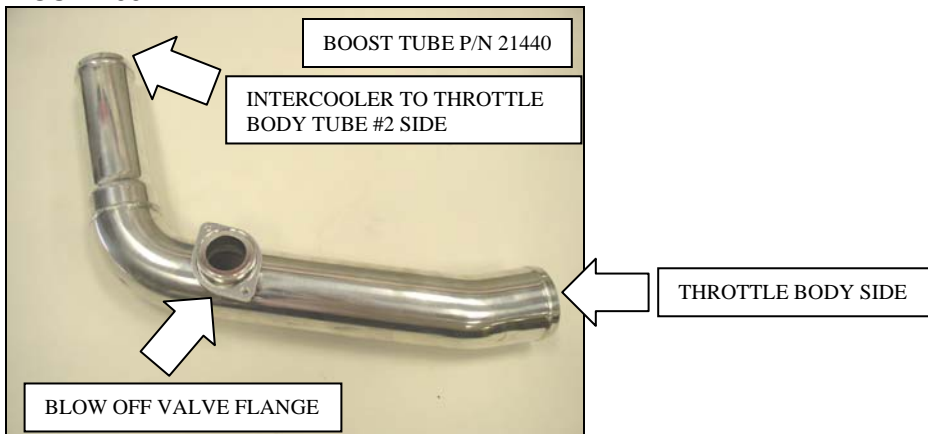
59. Cut the supplied 5/32" silicone vacuum hose (P/N 30542-BK) to ~1 ft. Connect one end of the vacuum hose to the existing factory hard line right above the factory water pump, in front of the exhaust manifold. You will connecting the other end of the silicone vacuum hose to the supplied Raptor blow off valve later. SEE FIGURE 65

FIGURE 65



60. Install intercooler to throttle body tube #2 (P/N 21440) to the throttle body using the supplied 2.75" 90 deg. silicone elbow (P/N 31111-4). Secure using two 2.75" t-bolt clamps (P/N 30275-275). SEE FIGURE 66

FIGURE 66





61. Install the Raptor blow off valve to the blow off valve flange on intercooler to throttle body tube (P/N 21440) using two supplied 1/4-20x5/8 bolts (P/N 30248).
62. Install a 1/8" NPT to 5/32" barb fitting to the top port of the blow off valve.
63. Connect the other side of the 1.50" flex tube (P/N 30873) to the discharge port of the blow off valve, and secure using a 1.50" worm drive clamp (P/N 30612). SEE FIGURE 67

FIGURE 67



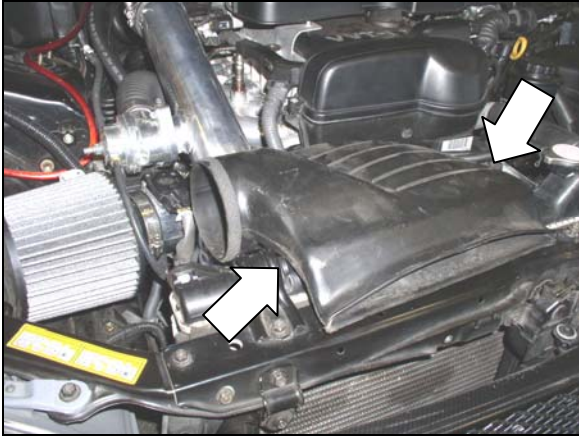
64. Re-install the front bumper in reverse order. SEE FIGURE 68

FIGURE 68



65. Re-install factory ram air intake. Testing has shown that up 30 deg. F reduction of air inlet temperature with the factory ram air intake re-installed. SEE FIGURE 69

FIGURE 69



66. Re-install factory plastic cosmetic cover. SEE FIGURE 70

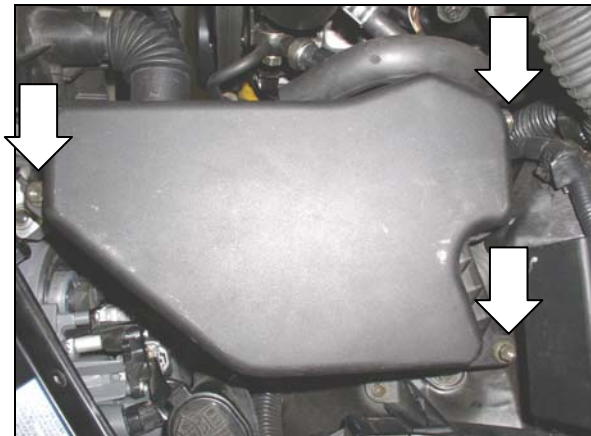
FIGURE 70



### **INSTALLING THE UNICHIP**

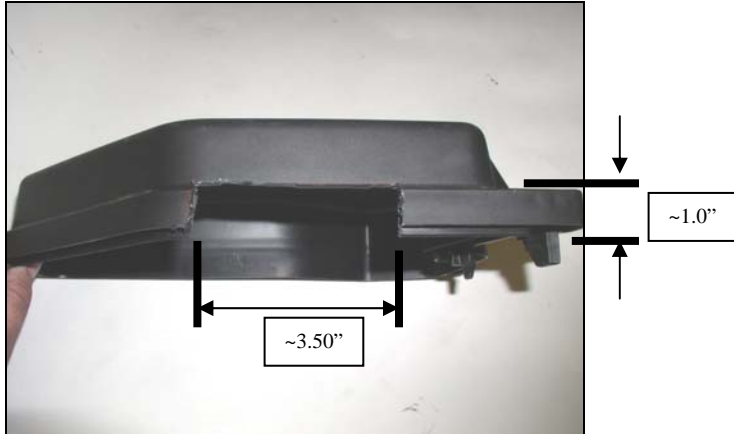
67. Locate the factory ECU compartment behind the driver's side headlight in the engine compartment. Remove the cover to access the ECU harness by unbolting the three 10mm bolts. SEE FIGURE 71

FIGURE 71



68. Using a sharp utility knife or a nice pair of hobby scissors, carefully trim the plastic cover as shown in FIGURE 72

FIGURE 72



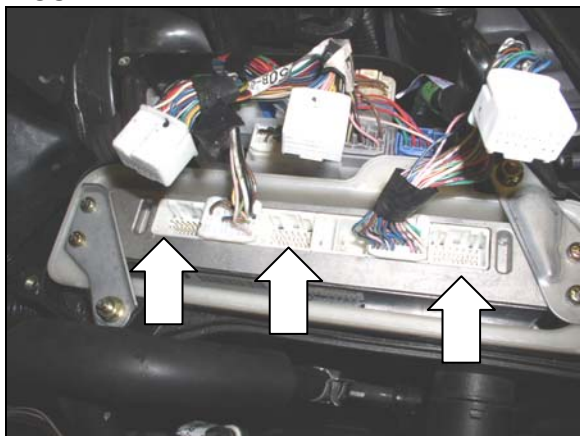
69. Using the supplied Velcro, attach the Unichip controller (P/N 21452) to the back of the factory plastic ecu compartment cover with the harness coming out of the notch made previously. SEE FIGURE 73

FIGURE 73



70. Unplug the first, middle (third), and last plug on the factory ECU and plug it into the new supplied Unichip PnP module (P/N 21452). SEE FIGURE 74

FIGURE 74





71. Plug the three harnesses out of the Unichip PnP module into the factory ECU.
72. Re-install the cover to the factory ECU compartment making sure the harnesses out from the PnP comes out from the cut out on the cover made previously.
73. Set the Unichip PnP module in between the factory ECU compartment and the engine fuse box. SEE FIGURE 75

FIGURE 75



#### FINAL CHECKLIST:

- Review these instructions to make sure that all fasteners, clamps & electrical connections have been installed & torqued correctly.
- Check that all hose routings are free of any kinks or near any hot or abrasive surfaces, that may cause wear over time. Adjust or reroute as necessary to provide adequate slack for engine movement.
- Refill all fluids (oil & power steering) to factory recommended levels.
- The use of synthetic oil (with the factory recommended oil weight) is strongly recommended, as it will prolong the life of the turbocharger. Regardless of factory recommended intervals, the addition of a turbocharger requires that the oil be changed every 3000 miles.
- The use of premium octane unleaded fuel is required for proper engine performance and to reduce the possibility of internal engine damage from detonation.
- Cycle the ignition to the "ON" position several times to pressurize the fuel system & check for any leaks.
- Start the vehicle and check for any oil, power steering or air pressure leaks.
- It is recommended that you do not drive your vehicle aggressively if the fuel level is below ¼ tank.
- **NOTE:** It is normal for the vehicle to emit some amount of white smoke & a strange odor for an hour or two of operation, as the oils within the exhaust pipes burn off.



**“NO FAULT / NO HASSLE” WARRANTY PROGRAM:**

TURBONETICS will repair or replace, at our expense, any new TURBONETICS / Spearco products that fail, including products used in racing or competition applications, for a period of one year from the original date of purchase. All turbocharger and cartridge assemblies have a factory installed inline oil filtration device. This filter device must remain in place if any warranty is to be considered under the No-Fault / No-Hassle program. Electrical components that fail due to misuse are not covered under the No-Fault / No-Hassle Warranty Program.

Warranty is limited to TURBONETICS products and does not include progressive or subsequential damage and does not cover removal or installation labor or associated parts. No warranty is made for any other claims for special, indirect or consequential damages including but not limited to component removal or installation equipment downtime, prospective profits or other economic loss.

Warranty will not be granted for recurring damage, malfunction, or failure due to improper installation, misuse, unauthorized repair or alterations, or externally induced physical damage.

Warranty is non-transferable and must be processed via the original purchaser from TURBONETICS.

Remanufactured units, performance upgraded units, and O.E.M. replacement units are covered by a 90-day warranty or the O.E. warranty period.

TURBONETICS highly recommends that the installation of mechanical or electrical parts be performed by trained professionals. Improperly installed products may lead to unsafe and unreliable conditions.

**RETURN POLICY:**

Only unused and complete merchandise may be accepted for return subject to inspection and acceptance by TURBONETICS. No goods will be accepted without prior return authorization from TURBONETICS. Call for approval and RGA (Returned Goods Authorization) tracking number. No returns will be accepted without an RGA tracking number. No returns will be accepted after ninety (90) days from the original shipping date from TURBONETICS unless approved. All approved returns are subject to a 15% restocking charge – NO EXCEPTIONS. The original invoice must accompany the return. Accepted warehouse / distributor and open account returns will be issued credit only.

**RETURNED GOODS AUTHORIZATION TRACKING NUMBER:**

TURBONETICS will only accept product returns, repair orders / upgrades, and warranty requests that have been approved and are returned with a corresponding RGA (Returned Goods Authorization) tracking number.

Contact TURBONETICS for approval and the RGA number. Write the RGA number clearly on the outside of the package and include it inside the package. This is very important in allowing us to properly identify and process your request. Failure to comply with this requirement will result in the delay of processing or the product being returned to you.