

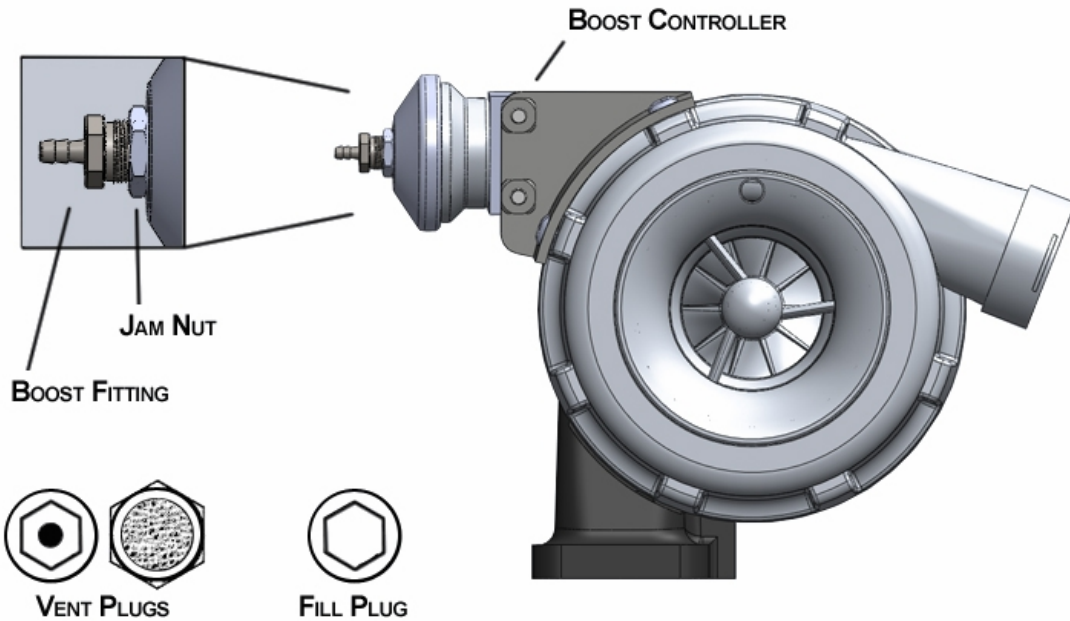


TURBOCHARGER GUIDELINES

⚠ WARNING ⚠

Failure to follow these instructions can cause turbocharger damage that will lead to premature failure, which is not covered under warranty.

- 1) Installation
 - a) Prior to installation ensure that you have filled your turbocharger with the Aerocharger[®] oil, which has been supplied to you with the purchase of your unit. Apply Loctite 242 when reinstalling the oil fill plug.
 - b) Be certain that no dirt or debris can enter the turbocharger at any time before or after the installation process. This includes slag left behind from welding.
 - c) The boost reference signal to the turbo controller is what governs the boost limit of your turbocharger. This line must pull its signal from the charge side of the intake stream, as close to the turbo as possible. Incorrect boost reference signal to the turbo controller can result in over-spooling and turbo failure. **Never reference boost signal from the intake manifold.**
 - d) Use only new gaskets in your exhaust system when installing an Aerocharger[®]. Old gaskets can deteriorate and create debris within your exhaust system, which can damage the turbocharger.
 - e) Use high-temp anti-seize on all bolts.
- 2) Operation
 - a) Do not exceed the operating parameters for which your turbocharger was originally designed. **Do not over-boost**, do not use on different application than originally designed, do not use in drastically different altitude than originally designed, do not allow any dirt or debris to enter the turbo at any time, and **do not run without oil.**
- 3) Service
 - a) Check turbocharger oil level once yearly. Aerocharger units use a specifically formulated high-speed bearing lubricant; no other lubricant should be used. **Only use Aerocharger[®] Oil.**
 - b) Do not attempt to disassemble your Aerocharger[®]; special tools are required for dis-assembly. Untrained personnel will almost certainly cause more damage to the turbocharger unit if dis-assembly is attempted.
 - c) Do not attempt reorientation of your Aerocharger[®]. The lubrication system of each unit is designed specifically for the original application for which it was built. Rotating the housings can result in lack of proper lubrication and internal damage to the turbocharger. **Do not loosen the V-band.**



Aerocharger® Specifications

Turbine Inlet Threads:	M10 x 1.5
Turbine Outlet Threads:	M8 x 1.25
Compressor Outlet Diameter:	1.75" / 45mm
Fill/Vent Plug Torque Spec:	30-35 in-lbs

4) Vane Adjustment

- a) The initial vane position is controlled by the boost fitting location. Closing the vanes increases boost response. To close the vanes, the boost fitting will need to be turned counter-clockwise, moving the fitting outward. Opening the vanes slows boost response and can be achieved by turning the boost fitting clockwise. Ensure that the jam nut is tightened after any adjustments are made.

AEROCHARGER®

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