

CRITICAL INSTRUCTIONS

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Application: **PSA 1.6HDi Turbochargers 2004+**

Part Number:

753420-5005S/753420-5006S

762328-5002S/762328-5003S

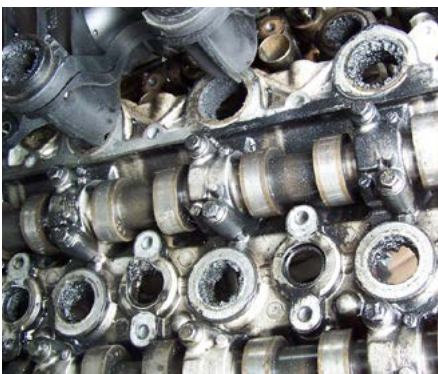
49173-07507/49173-07508

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.

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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.

