



FBM S2000 Stage 1 Turbo Kit Install

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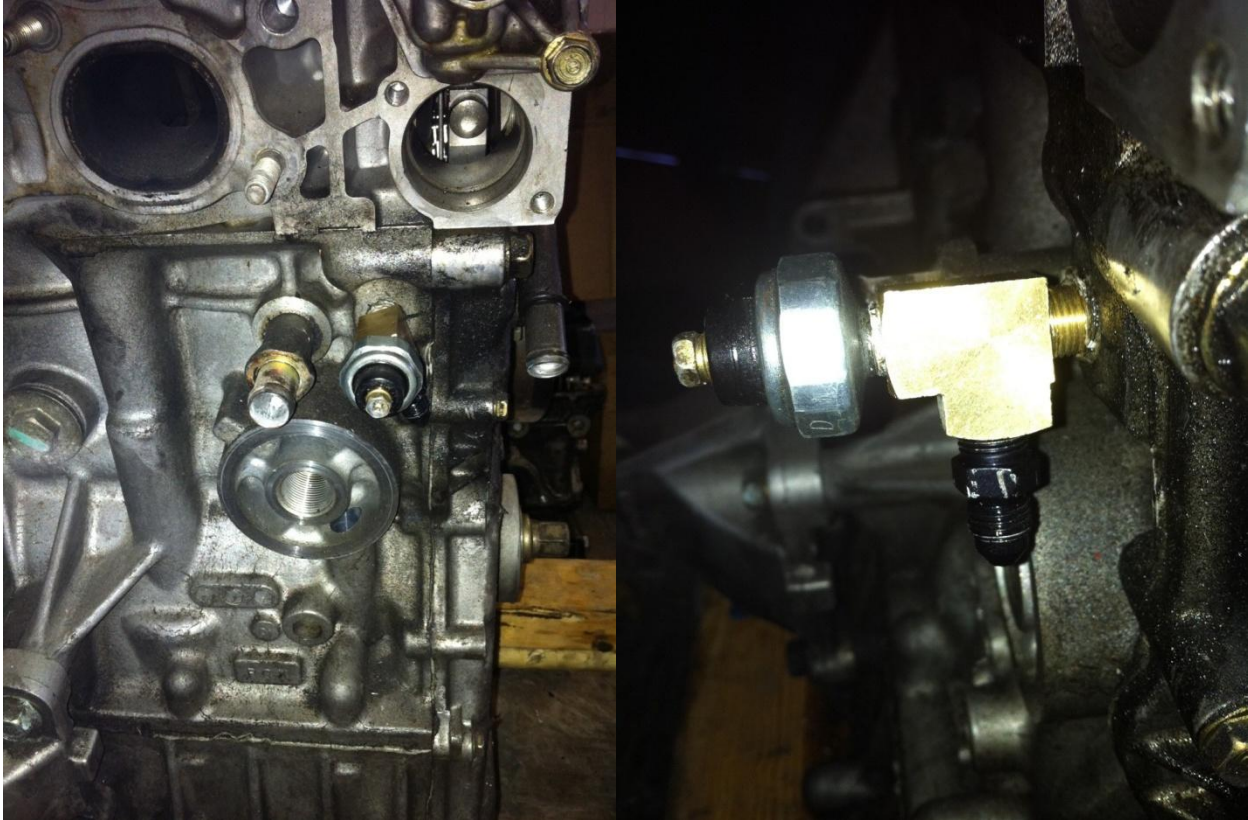
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1. Attach turbo to log manifold using the supplied hardware. Do not forget to insert the turbo gasket in between the turbo and the manifold.
2. Attach waste gate to the manifold. Make sure the hole for the dump tube is facing the fire wall.
3. Attach dump tube to the waste gate. Dump tube should be facing down.
4. When attaching the turbo, the hot side or the exhaust side should be facing the fire wall. The cold side or intake side should face the front of the car.
5. Also the feed for the oil must be facing up. If it is not loosen the bolts on the turbo housing, this will allow the center section to rotate.
6. Bolt the manifold with all attachments onto the engine.
7. Feed in the down pipe and attach it to the turbo.
8. If you haven't already drain your oil so that the pan can be removed and tapped for a fitting. The picture below will illustrate where to tap the pan.



9. Once the pan is tapped weld the provided fitting onto the pan.
10. Re-install the pan and assemble the oil return line. The oil return line must be cut to length before full assembly.
11. Install the oil return flange and gasket to the bottom of the turbo.
12. Attach the return line from the pan to the flange. The straight fitting to the turbo and the angled fitting to the pan.

13. Install the fitting for the oil feed to the top of the turbo. Be sure to use thread sealer.
14. Remove the stock oil sensor from the block.
15. Thread in the t-fitting to the stock oil sensor hole, and then install the -3 fitting onto the t-fitting.
16. Re-install the stock sensor to the remaining slot on the t-fitting. The picture below will illustrate how it should look. Again be sure to use thread sealer.



17. Run the oil feed line from the turbo to the t-fitting on the block.
18. Remove the front bumper and install the brackets for the intercooler.
19. Mount intercooler and install all charge piping.
20. Attach blow-off valve and route to a vacuum source on the intake manifold. Route the vacuum line for the waste gate to the fitting on the turbo.
21. Make sure all couplers are on and clamped tight.

