Rotomaster™

THE TURBOCHARGER AND COMPONENT SPECIALISTS

TECH TIP

Turbocharger Pre-lube Critical to Successful Installation

Application

All turbocharger equipped vehicles.

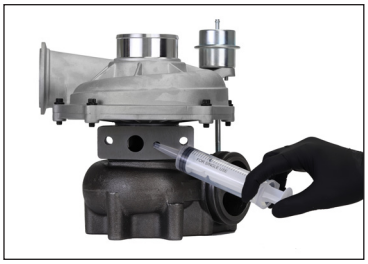
Problem

Premature failure of turbocharger.

Solution

Turbochargers are close-tolerance, high precision, high-speed, rotating units with speeds exceeding 100,000 RPMs. The center shaft, impeller and turbine wheels are centered on a film of pressurized engine oil. If these components are not prelubed before engine start-up the turbocharger will be destroyed. To avoid this damage follow the oiling procedure described below.

1. Make sure the oil drain line has been installed with the new supplied gasket and is completely clear of any obstructions.
2. Before the engine is started, lubricate the replacement unit with correct, clean, engine oil. Using the special syringe supplied with every Rotomaster unit, inject 2 to 3 ounces (50 to 60 cc) of oil into the supply fitting while carefully rotating the turbine wheel by hand - **DO NOT use compressed air or air tools to turn the turbine.**



3. The engine oil and filter(s) must be changed before starting the engine. Use only a grade of oil approved by the OEM manufacturer for your specific vehicle/application. Some units have a micro screen filter inside the oil supply fitting that must be checked for contamination. Service or replace the screen as necessary.
4. Flush the oil supply line with clean engine oil to ensure unrestricted free flow of oil. If the application has a rigid oil supply line, it is recommended that a new line be used, as any flexing of the oil line may dislodge caked-on engine oil, debris or contamination. If this material is flushed from the line into the center cartridge, the unit will fail prematurely.
5. Refer to supplied installation instructions and the vehicle service manual to complete the installation.

Note

Please note this bulletin is provided for your technical reference and is not authorization for repair.