



XPRESSOR TURBOCHARGER INSTALL GUIDE

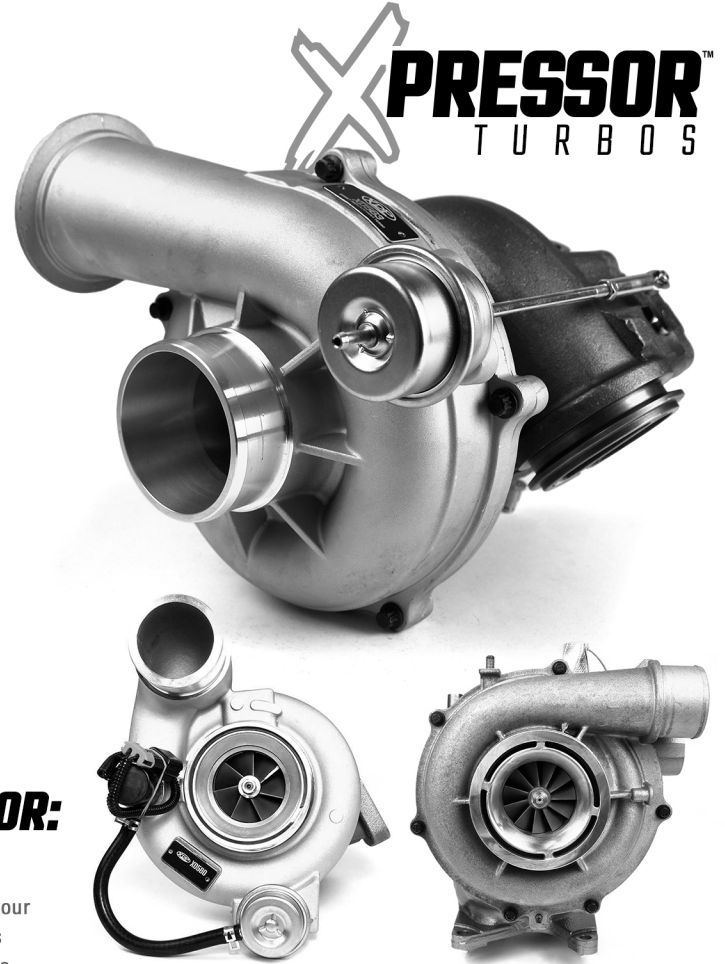
INSTALLATION

1. Verify there is **NO** physical damage to the turbocharger **PRIOR** to installation and there the compressor wheel spins freely. Some shaft play side to side is normal as long as the compressor wheel does not contact the housing. If there is **ANY** damage or concerns, please contact XDP immediately prior to installing the turbocharger.
2. Be sure to properly lubricate the turbocharger with clean oil prior to installation. Common practice is to put some oil in the oil feed port of the turbo and spin the compressor wheel to help lubricate the bearings.
3. When installing a new turbocharger, it is **NOT** recommended to use any type of silicone sealant as there is the risk of it getting into the feed or drain ports of the turbocharger and causing blockages.
4. Once the new turbocharger is installed start the truck and ensure there is no leaks. Allow the truck to idle for a few minutes to make sure there is sufficient oil flow before taking for a test drive. Some applications may require the turbo to be calibrated to the truck via scan tool.
5. Test drive the truck and ensure there is no boost leaks or exhaust leaks. Some turbochargers equipped with ball bearings typically may pass a small amount of oil into the exhaust for a short period of time which is normal while the bearings properly seat.

COMMON ISSUES AND WHAT TO LOOK FOR:

OIL IN EXHAUST - if you are getting oil in your exhaust after roughly 100 miles after installing the new turbocharger it is likely there is a crank case pressure issue. Ensure your CCV/PCV system is flowing as it should with no blockages or kinked hoses. Other causes could be improperly sized turbo feed line, poorly routed or insufficient size drain line, or a blocked or partially blocked turbo drain. Excessive engine blow by can also cause this as well.

LOW BOOST CONCERN - typically, low boost concerns come from boost leaks or exhaust leaks. Ensure all intercooler boots and clamps are properly seated and tightened to avoid any boost leaks. Exhaust leaks could be a gasket issue or mounting/clamping issue. The best way to check for boost leaks in the system is with a boost leak test kit which allows you to use compressed air in the system to verify if/where a leak is present. For VGT style turbos, a scan tool will help verify if the vanes are functioning as they should.



WARRANTY

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Products manufactured by XDP carry a 2-Year Unlimited Mileage warranty against defects in materials and craftsmanship. The Warranty is Limited to two (2) years from the date of sale and limited solely to the parts contained within the product's kit.

FOR MOST DIESEL APPLICATIONS

POWERSTROKE

- XD564** - 1999 Ford 7.3L Powerstroke (Early Model)
- XD582** - 1999 Ford 7.3L Powerstroke (Early Model)
- XD563** - 1999.5-2003 Ford 7.3L Powerstroke
- XD581** - 1999.5-2003 Ford 7.3L Powerstroke
- XD552** - 2003 Ford 6.0L Powerstroke
- XD551** - 2004-2005 Ford 6.0L Powerstroke
- XD550** - 2005.5-2007 Ford 6.0L Powerstroke
- XD567** - 2008-2010 Ford 6.4L Powerstroke
- XD568** - 2008-2010 Ford 6.4L Powerstroke
- XD575** - 2008-2010 Ford 6.4L Powerstroke

DURAMAX

- XD557** - 2001-2004 GM 6.6L Duramax LB7
- XD553** - 2004.5-2005 GM 6.6L Duramax LLY
- XD554** - 2006-2007 GM 6.6L Duramax LBZ
- XD555** - 2007.5-2010 GM 6.6L Duramax LMM
- XD556** - 2011-2016 GM 6.6L Duramax LML

CUMMINS

- XD576** - 1994-1995 Dodge 5.9L Diesel
- XD562** - 1996-1998 Dodge 5.9L Diesel
- XD577** - 1996-1998 Dodge 5.9L Diesel (Federal Emissions)
- XD578** - 1998.5-2000 Dodge 5.9L Diesel
- XD579** - 1999-2000 Dodge 5.9L Diesel
- XD580** - 1999-2002 Dodge 5.9L Diesel
- XD561** - 2000-2002 Dodge 5.9L Diesel
- XD560** - 2004.5-2007 Dodge 5.9L Diesel
- XD571** - 2007.5-2012 Dodge 6.7L Diesel
- XD572** - 2007.5-2012 Dodge 6.7L Diesel
- XD573** - 2013-2018 Dodge 6.7L Diesel
- XD574** - 2013-2018 Dodge 6.7L Diesel

FOR MORE INFORMATION VISIT XDP.COM OR CALL US AT 1-888-343-7354