



## 034MOTORSPORT URS4 GT TURBO KIT INSTALLATION CONSIDERATIONS

*Note, this is not a complete step-by-step install instruction; it just highlights some of the more “tricky” areas of the installation.*

- When installing the silicone MAF hose, it's possible that that MAF side hose is a little too long. Manufacturing variances result in slightly different lengths here, and also the hose is built on the “long” side so it can be shortened if necessary. If the hose doesn't sit square on the MAF, trim it using a sharp “exacto” knife. Also, due to space constraints, the factory plastic “air box inlet pipe” which runs from the air box to the radiator core support is removed, which also removes a large intake restriction.
- The 10mm turbo inlet nuts are tight and tough to get to, we supply (available separate from this kit) a smaller 14mm wrench head nut to make things easier if needed. Sometimes grinding off some of the outside of a box-end multi-point wrench will make access easier, also, leaving off the water outlet fitting on the turbo will allow more access to tighten these fasteners. Also, if space is extremely tight, the bolts clamping the turbine side housing can be loosened and the turbo can be rotated to allow better access.
- Each turbo needs to be “clocked” for every installation, this requires loosening the turbine and compressor bolts so that the center section can freely rotate. The correct position is with the turbine housing bolted up, the compressor outlet attaching to the turbo outlet hose, and the oil drain line connected; usually the turbo oil feed will end up closer to 11 o'clock. The oil drain line will determine the final clocking of the turbo. Be sure to securely tighten these fasteners once the turbo is clocked.
- When installing the turbo drain line, use the allen-head bolts to secure the turbo side, use the studs in the block side to allow easier positioning of the flange. Keep all fittings loose until the hose is properly positioned, then tighten the fittings to seal.
- When installing the NPT fittings supplied, it's recommended to use Teflon sealing paste, we can supply this or it can be purchased at any plumbing supply store. We don't recommend using “Teflon tape” which isn't suited for automotive use, and can break off and end up in the oil system. RTV can also be used on NPT threads.
- The turbine housing moves the downpipe slightly out from the motor, this hasn't appeared to cause any problems with any OE or aftermarket downpipes except for the Stromung systems which, due to their wastegate dump design, can interfere with the tie-rod. This will also place the turbo close to the airbox, but the airbox will clear, it's just a tighter fit.
- The coolant outlet line goes across the motor to the coolant outlet manifold on the cylinder head, this can pass behind the timing belt cover, or in front of it if the effort to remove the cover is not desired. Use the tight radius 90d m14-to-6AN adapter on the water manifold side, the turbo side of this hose has a built-in 90d that fits onto a straight m14-to-6an fitting. The coolant feed line comes up from a nipple on the block, the other end of the hose is terminated in a 14mm banjo which should go to the “fender side” of the turbo.
- It's a good idea to flush out all lines supplied with the kit previous to installation, a good brake or carb cleaner will work for this to remove anything in the lines during manufacturing or shipping. Always use the restrictor supplied with the turbo for the turbo feed inlet.
- Judicious heat shielding is also a good idea on any lines exposed to heat (especially rubber lines), fire sleeve or heat reflecting fiberglass wrap works well.

If you have any questions during installation of this turbo kit, don't hesitate to ask! We are here to help, and we guarantee you won't find a better performing turbo kit on the market.

034Motorsport

[contact@034motorsport.com](mailto:contact@034motorsport.com)

(510) 657-6707