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## *Product Instructions*

### **ACCUSUMP™ TURBO AFTER OILER**

Locate your turbo pressure feed line. A turbo will have two oil lines (one pressure, one return). Normally the pressure line enters the top of the turbo, with the return line exiting the bottom.

Loosely pre-assemble the street "T", check valve, and compression fittings (sold separately due to size variances) for layout purposes. Locate space in the pressure feed line for this assembly with ample room for the Turbo Oiler hose connection. Make sure that you have the proper size compression fittings.

Mark the pressure feed line where you intend to install the check valve pre-assembly. Carefully remove the pressure feed line. Using a tubing cutter or similar tool, remove straight section of the line. Deburr and clean the tube ends. Install the compression fittings onto the tube ends. Do not fully tighten yet. Using Teflon tape on all the pipe joints, assemble the check valve, street "T" and compression fittings. Reinstall the pressure fed line. Double check the location of the inlet on the street "T" to allow an space for the hose connection. Tighten the compression fittings.

Choose a location for the Turbo Oiler cylinder. The cylinder can be mounted in any position. Use mounting clamp kit #24-240 for proper installation. Install 1/2" NPT to -6 AN fitting into the cylinder. Install the remaining 3/8" NPT to -6 AN fitting into the street "T". Use Teflon tape on pipe joints. Determine routing of hose and cut to length. Install push-in hose ends (use a little oil). Install hose assembly between cylinder and street "T".

Using a tire pressure gauge, set cylinder air pre-charge @ 10 PSI. Add an extra quart of oil to you engine. This extra quart will be held in the cylinder when the engine is running. Start vehicle and check for leaks. Drive fast, be safe, and have a nice day.

**SEE REVERSE FOR ILLUSTRATION**

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