

## Riffraff Diesel Billet Compressor Wheel - Ported Housing REBUILD INSTRUCTIONS



**IMPORTANT:** Before starting installation, please be sure that all items which were supplied with the kit are accounted for.

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## INSTRUCTIONS

- 1 Remove the turbo charger using these instructions: [99.5-03 Turbo Charger R&R Instructions](#)
- 2 Remove the Exhaust Back Pressure Valve (EBPV) from the turbine housing. (**fig. 1**)
- 3 Remove the wastegate E clip from the wastegate actuator rod end. (**fig. 2**)
- 4 Remove the two (2) nuts holding the wastegate actuator onto the compressor housing using a 10 mm socket.
- 5 Remove the five (5) compressor housing bolts using a 5/16" or 8 mm socket.
- 6 Remove the compressor housing from the turbo.
- 7 Using locking pliers, grab onto the turbine wheel hub securely too lock the turbo shaft to loosen the compressor wheel. (**fig. 1**)
- 8 Using a 16 mm wrench loosen the compressor wheel by turning counter-clockwise. Remove the wheel off of the shaft. (**fig. 3**)

### Parts Required:

1. Riffraff Diesel Billet Compressor Wheel - Ported Housing: Part# RDP-703697-0001
2. Garrett Compressor Housing O-ring: Part# GZ-14-010
3. Turbo Pedestal O-ring Kit: Part# GZ-9-003

### Recommended Parts:

1. Metric socket and wrench set
2. Common screwdrivers
3. Torque wrench

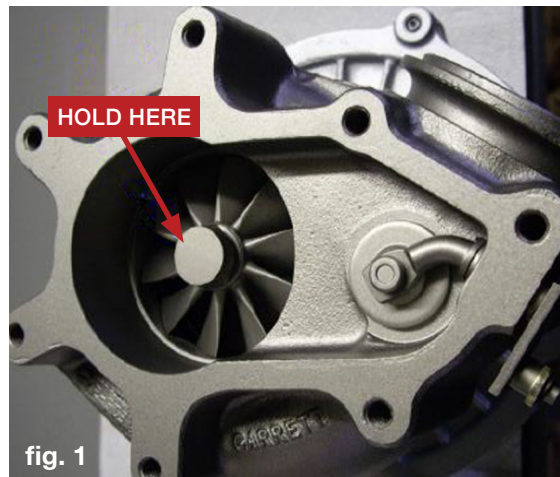


fig. 1



fig. 2



fig. 3

- 9 Thread on the Anti Surge Compressor wheel onto the shaft. Tighten it down to 50-65 in-lb. **CAUTION: DO NOT OVER TIGHTEN THE COMPRESSOR WHEEL ONTO THE SHAFT!** (fig. 4)
- 10 Reinstall the compressor housing. Use a new compressor housing o-ring (GZ-14-010). (fig. 4)
- 11 Install the five (5) bolts and tighten evenly in a star pattern to 12 ft-lb.
- 12 Install the EBPV onto the turbine housing and install the seven (7) bolts. Tighten to 30 ft-lb. We recommend high strength Loctite® thread locker on the bolts.
- 13 Reinstall the turbo using the instructions listed in Step 1.



*Instructions and pictures provided by Ken (Woodnthings on FTE)*