

Ported Compressor Housing Instructions



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

- *Ported Housing
- *Intake Adapter
- *Intake Adapter Clamps (2)

Recommended Parts: (Not Included With Housing)

Garrett Compressor Housing O-Ring [GZ-14-010](#)

Garrett Compressor Outlet O-Ring [GZ-19-001](#)

Recommended Tools:

- *Standard and Metric 1/4" drive sockets/extensions
- *Common Screwdrivers
- *Magnet
- *Hook Scribe

- 1) Disconnect both batteries negative cables .
- 2) Remove the air intake tube from the air cleaner box to the adapter on the valve cover.
- 3) Remove the (2) bolts (8 mm) holding the intake tube adapter to the valve cover. (fig 1)
- 4) Remove the small green tubing from the intake tube. (fig 1)
- 5) Remove the hose clamp from the turbo housing to the intake tube.
- 6) Remove the tube from the compressor housing and set aside.
- 7) Remove the compressor housing to spider clamp. This may be seated on the housing very tightly. It is recommended to loosen the clamp, then with a small common screwdriver apply a bit of pressure between the housing flange and the clamp in the "V" of the clamp. This can sometimes be difficult to remove, just be careful not to damage the spider. (fig 2)
- 8) Once the clamp is removed pull the spider forward to unseat the compressor housing from the spider. It may help removing the intercooler pipes to allow more movement.
- 9) Remove the red tubing from the wastegate actuator. (fig 3)

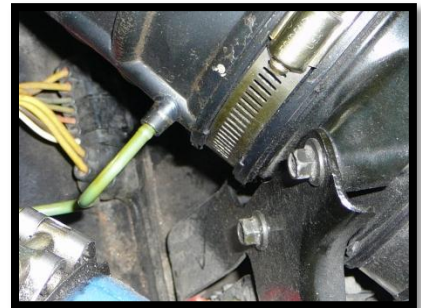


fig1



fig 2



fig 3

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- 10) Remove the nuts (2) securing the wastegate actuator on the compressor housing using a 10 mm socket (thin wall). (fig 4)
- 11) Remove the "C" clip from the wastegate lever on the turbine housing. This clip is easy to loose, using a magnet and a hook scribe will make removal easier and the magnet will catch the clip when it is disengaged from the post. (fig 5)
- 12) Remove the wastegate actuator from the turbo. It may require a small amount of air pressure (10-15 psi MAX) applied to the nipple to extend the actuator from the post.
- 13) Remove the bolts (5) from the compressor housing using a 5/16" or 8mm 12 point socket.
- 14) Remove the compressor housing being careful not to damage the compressor wheel fins. (fig 6)
- 15) It is recommended to replace the compressor housing O-ring, remove O-ring and replace with new P/N [GZ-14-010](#). A new compressor to spider O-ring is also recommended while installing your new housing, use P/N [GZ-19-001](#).
- 16) Inspect the compressor wheel before re-installing housing. Fins should be straight with even edges. Caution: edges are sharp.
- 17) Install new ported housing being careful not to damage the compressor wheel fins. Install bolts (5) and tighten evenly to ensure the compressor wheel is not touching the housing and it spins freely.
- 18) Reinstall the wastegate actuator to the new housing and the wastegate lever using the "C" clip and the nuts (2). Placing a small piece of wire or thread on the "C" clip will aid in finding the clip if dropped. Plug in the red tube to the actuator. (fig 5)
- 19) Align the compressor housing to the spider and install the "V" band clamp. Make sure the housing is properly aligned by hand prior to installing clamp. (fig 7)
- 20) Reinstall intercooler pipes if removed previously.
- 21) Locate the Ported Housing Inlet adapter. Install it onto the housing using supplied band clamp. Install the OEM air box adapter into the inlet adapter and line up the threaded inserts to the bolt holes on the valve cover bracket. It may be necessary to trim the ported housing adapter at the housing to align the bolt holes for the valve cover bracket. This may take some trial fits to determine the correct amount. Remove small amounts of the adapter and test fit often.



fig 4



fig 5



fig 6



fig 7

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- 22) Install the bolts (2) from the valve cover bracket to the adapter. (fig 8)
- 23) Reinstall the green tube into the adapter port. (fig 8)
- 24) Reinstall the intake tube from the air box to the adapter on the valve cover..
- 25) Make sure all clamps and bolts are tightened.
- 26) Reinstall the ground cables to both batteries.
- 27) Start truck and verify no leaks exist.
- 28) Drive truck and verify boost builds properly. If boost does not build, check the compressor outlet to spider clamp for proper alignment.

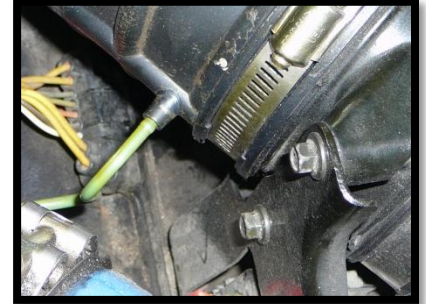


fig 8



Special thanks to Ken (Woodnthings) from FTE for pictures and instructions.

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