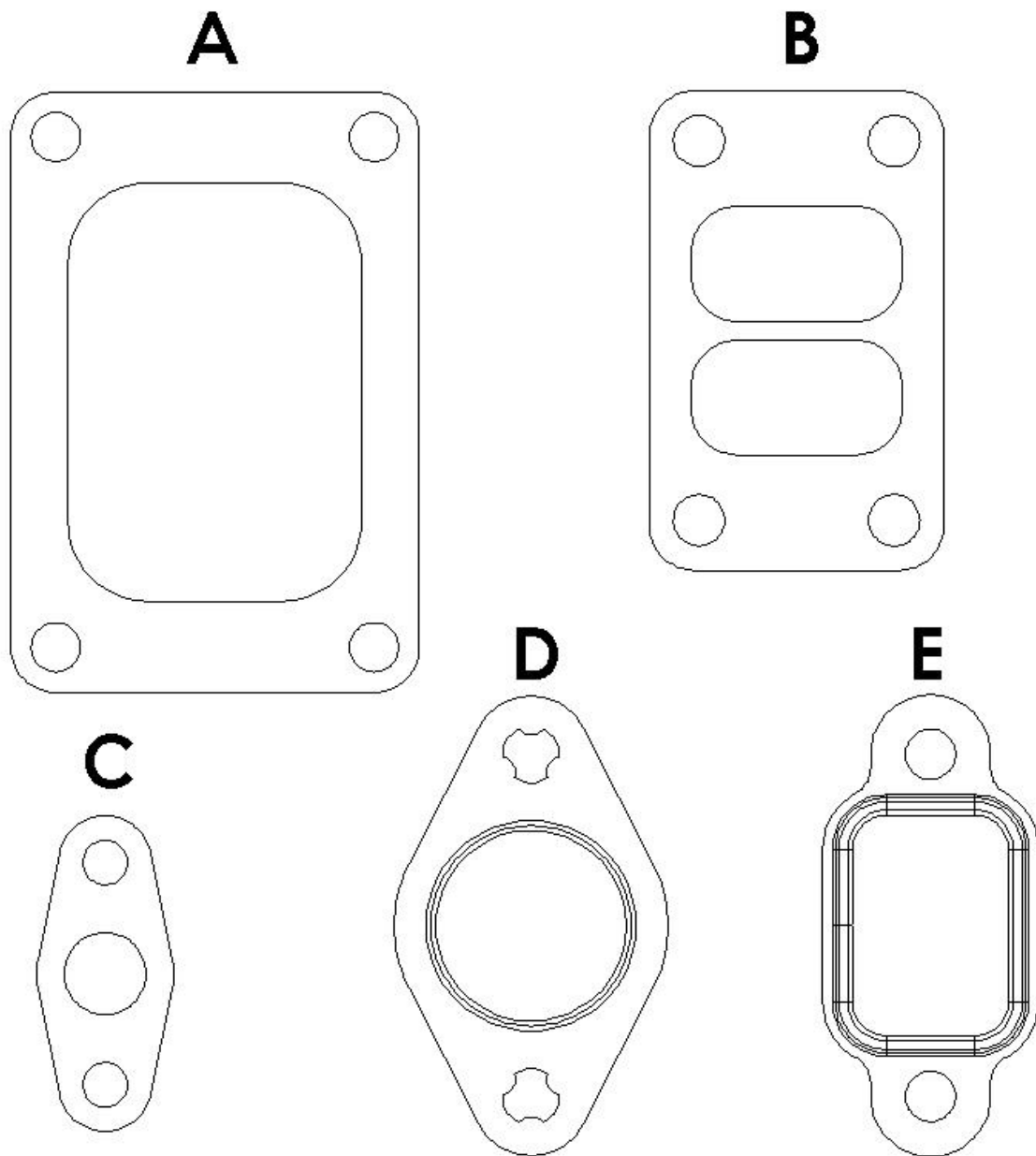


2nd Gen Stocker Twin Turbo Kit

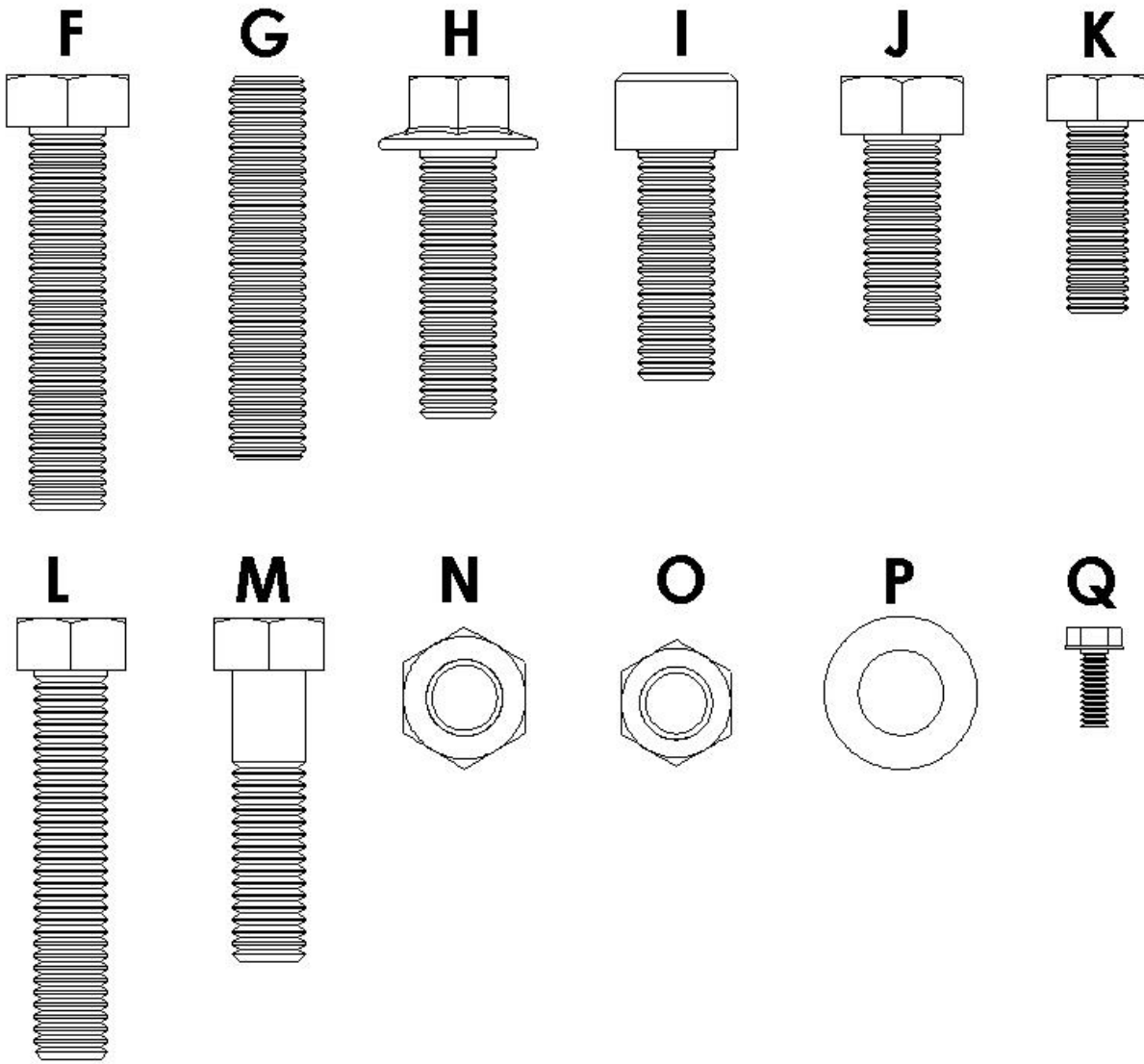
Very important:

**Prior to installation,
blow out all oil lines
and air tubes to make
sure debris is not
inside any of the lines
or tubes**

2nd Gen Stocker Twin Gaskets and Hardware



Images Are Not to Scale



Images Are Not to Scale

Hardware Letter	Hardware Specification		Quantities
A	T6 Non-Divided Gasket		1
B	T3 Divided Gasket		1
C	Oil Drain Gasket		2
D	24V Gasket	<u>1998.5-2002 Trucks</u>	6
E	12 V Gasket	<u>1994-1998 Trucks</u>	OR 6
F	M10-1.5x50mm Hex Bolt		2
G	M10-1.5x50mm Stud		3
H	M10-1.5x35mm Flange Head Bolt		6
I	M10-1.5x30mm Socket Head Cap Screw		4
J	M10-1.5x25mm Hex Bolt		1
K	M8-1.25x25mm Hex Bolt		4
L	3/8"-16 x 2" Hex Bolt		5
M	3/8"-16 x 1.5" Hex Bolt		2
N	M10 Nut		3
O	3/8" Nut		3
P	M10 Narrow Washer		12
Q	#6 x 1/2" Self-Tapping Screw		2

Installation Instructions for Stocker Twin Turbo Kit

Please read all instructions before installation.

Note: We strongly recommend head studs and/or fire rings.

1. Prior to installation, change the engine oil and oil filter.
2. Make sure your vehicle is parked on level ground and parking brake is applied.
3. Remove air intake box and air intake tubing.
4. Remove battery box. This allows more space for installation. The battery will be reinstalled later.

5. Remove the plastic inner wheel well cover (splash guard) on the passenger side. Be careful when removing plastic wheel well cover, there are wires mounted on engine side. Inner wheel well cover will be reinstalled later.



Note: Some 2nd gen trucks do not have the plastic inner wheel well cover. If so, disregard this step.

6. Remove oil supply line for the factory turbo.

1998 and older Trucks (12V): Remove the fitting from oil filter housing.

1998.5-2002 Trucks (24V): Keep the fitting that was attached to the factory turbo. It will be used with the new oil supply line provided in the kit. Leave the other fitting attached to the oil filter housing.

7. Disconnect oil drain line from the factory turbo and remove it from the oil drain port that is on the passenger side front, lower portion of the block. Remove the oil drain fitting in block. A slide hammer is helpful in removing the factory oil drain fitting from the block.
8. Remove the factory turbo and exhaust manifold.



9. **1998.5-2002 Trucks:** Remove the wastegate rod and wastegate actuator from the factory turbo. It may be necessary to force compressed air into the rubber tube to release the wastegate pressure. Do not lose the small external snap ring. It will be reused with the new wastegate.

1998 and older Trucks: DO NOT remove the wastegate actuator and DO NOT disconnect the wastegate hose. factory hose clamp cannot be reused.

10. The three sections of the factory turbo need to be disassembled (turbine housing-exhaust end, cartridge-middle section, and compressor housing-cold air end). Start by removing the v-band clamp. Once the clamp is off, pull the turbine wheel **STRAIGHT OUT** from the turbine housing. Be very careful not to damage the fins. Next, remove the internal snap ring from the compressor housing as shown. Then pull the compressor wheel **STRAIGHT OUT** from the compressor housing.

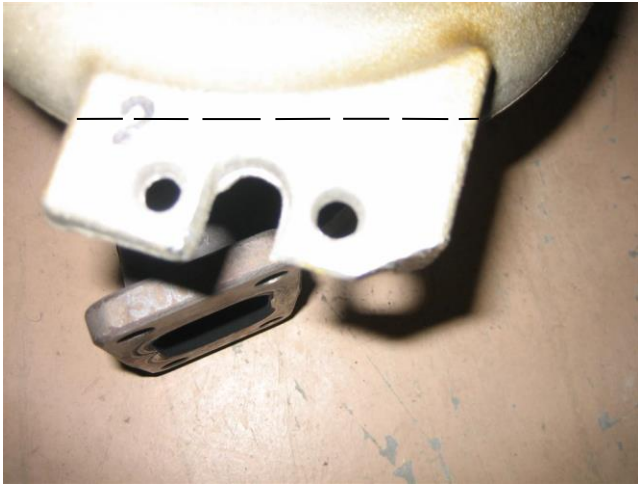


Note: Be very careful removing and replacing the compressor and turbine housings. Pull the housings straight on and off, and do not damage the turbine or compressor fins.

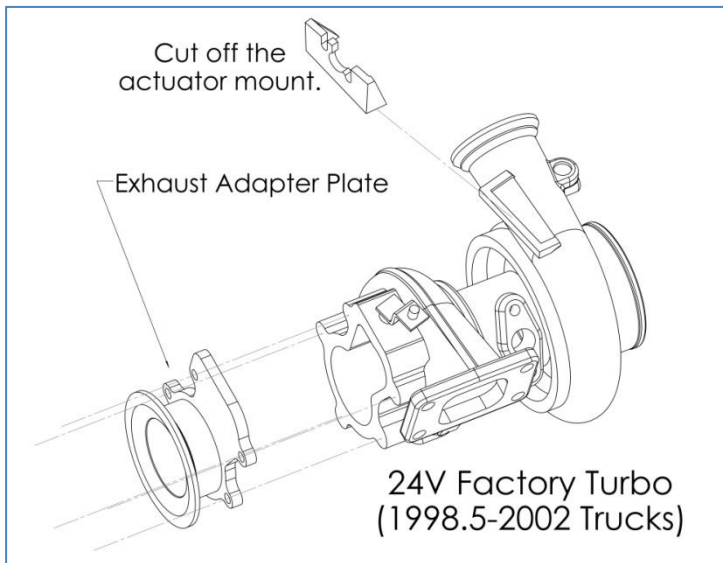
11. There is a roll pin in the bearing housing that prevents turbo from clocking (rotating). Remove the pin out with pliers.



12. Remove the mounting studs from the turbine housing, and drill out the threads from the two threaded holes in the T3 flange of the turbine housing. Drill the threads out by using one of the following drill bit size 'X' , 'Y' or 13/32. Be sure to clean after so the metal pieces do not get inside the turbo.



13. **For 1998.5-2002 Trucks Only:** Cut off the actuator mount on the compressor housing. It will not clear the silicone charge pipe if not cut off. Be sure to clean after so the metal pieces from trimming do not get inside the turbo.



14. Reassemble the factory turbo using the v-band clamp and internal snap ring. Clock the three sections of the turbo to match the template attached with these instructions (last page).

15. Replace the factory turbine flange plate with exhaust adapter plate provided with the kit.

16. **For Trucks with Dual Oil Drain Ports Only (usually 1998-2002 trucks but some older trucks are modified):** Locate the rear freeze plug (same height as the front drain port). Gently tap on the outer rim of the freeze plug using a flat blade screwdriver and a hammer to rotate it in the block. Once rotated, use needle nose pliers to retrieve the freeze plug.

NOTE: Be sure to clean around the freeze plug and remove all debris from the cup of the freeze plug to make sure nothing drops into the oil pan. **Be very careful not to push the plug into the oil pan, or you will have to drop the oil pan to retrieve it.**



17. Insert the new oil drain lines into the drain ports.

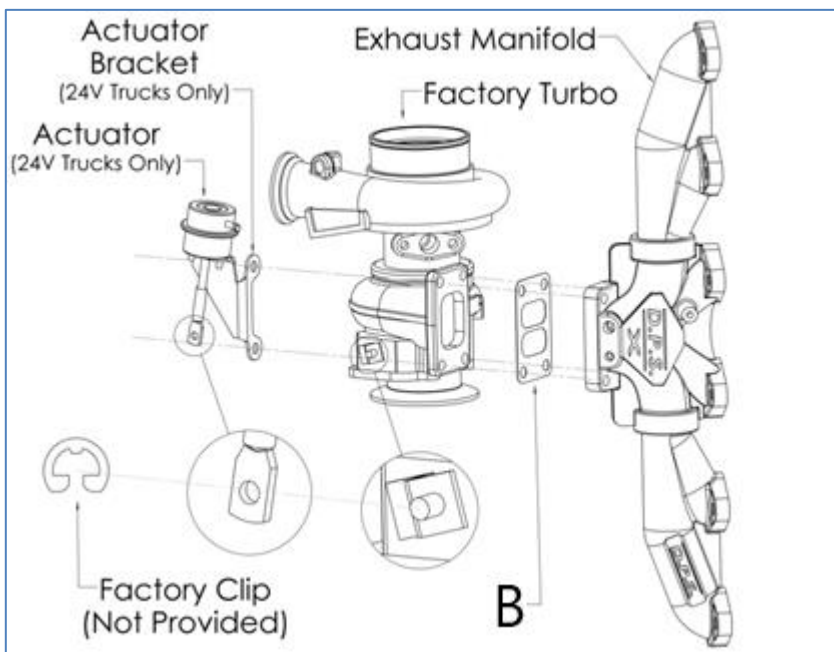
Engines with Single Oil Drain Port (1997 and older):

These trucks only have one oil drain port and require the oil drain adapter to drain both turbos into the front oil drain port. Push the aluminum adapter with the two O-rings into the block. Insert the two 19" oil drain lines into the aluminum adapter. Make sure they are pushed completely into the holes. Both O-rings should be inside the hole. Use a small amount of grease on the O-rings.



Trucks with Dual Oil Drain Ports: Insert the provided long oil drain line into the front drain port. Insert the provided short oil drain line into the rear drain port. Make sure they are pushed completely into the hole. Both O-rings should be inside the hole. The long oil drain line will be connected to the top turbo, and the short oil drain line will be connected to the lower turbo later.

18. Install the small turbo on the exhaust manifold as shown using the following hardware.



1 x B gasket
1 x G stud
1 x J bolt
2 x L bolt
1 x N nut
2 x O nut

Remember to place gasket **B** in between the turbo and exhaust manifold flange. **Tighten in an 'X' pattern, first to 5 ft-lbs, then to 15 ft-lbs, then finally to 35 ft-lbs.** Wastegate linkage will be connected in the next step.



19. For 1998.5-2002 Trucks Only: Connect the wastegate actuator linkage to the wastegate pin on the turbine housing. The actuator pulls the wastegate shut. The correct starting adjustment should be as shown. The actuator shaft should be approximately at this position when the wastegate is completely shut. You will need to blow air into the actuator to release the pressure enough to get the hole on the linkage over the pin. (DO NOT USE OVER 50 psi when pressurizing the actuator. It can

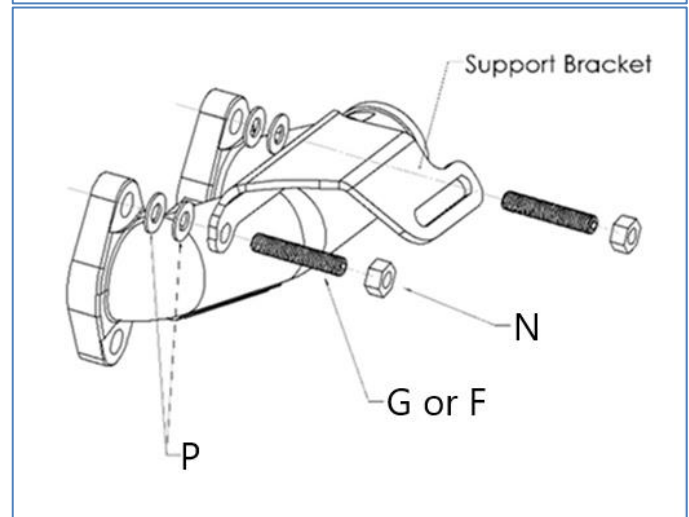
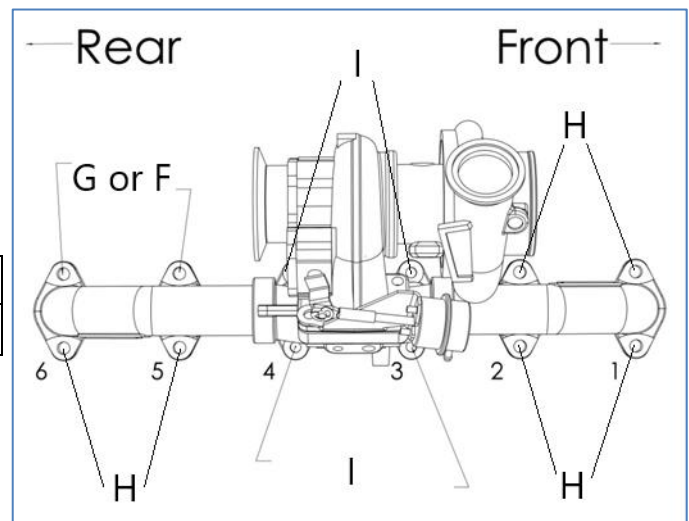
damage the inner diaphragm). The two jam nuts should be midway up the threaded shaft, and tightened together. This will allow the wastegate to be adjusted later if needed without disconnecting the actuator linkage. After the linkage hole is on the pin, re-use the factory c-clip (retaining ring) to put back on the slot on the pin to hold the linkage on. The wastegate actuator will be connected to the compressor housing later.

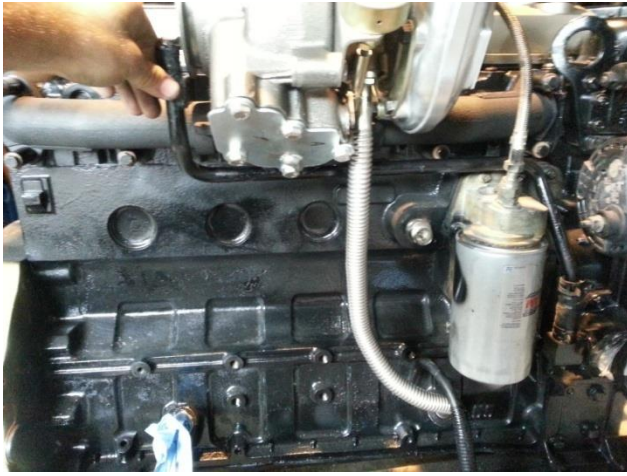
20. Install the stock turbo and manifold assembly by holding it in place while putting the bolts into the head. Don't forget to install the six manifold gaskets in between the block and the manifold.

<u>1998.5-2002 Trucks</u>	6 x D gaskets
<u>1994-1998 Trucks</u>	6 x E gaskets

Attach the center manifold gaskets and bolts first (cylinders 3 & 4) using the four **I** bolts included in your kit.

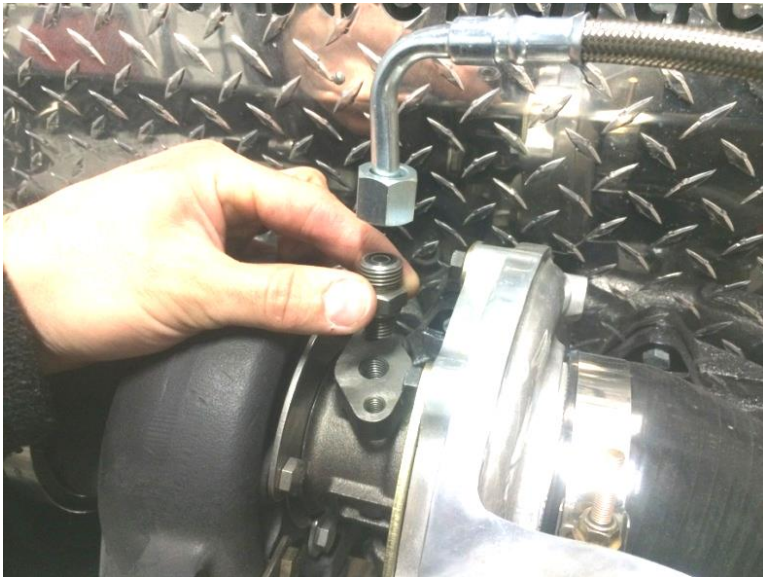
Once the center manifold bolts are in place, install the six **H** bolts on cylinders 1, 2, and the bottom holes of cylinders 5 and 6. Install the support bracket on the top two rear bolts (cylinders 5 & 6) using either two **G** studs and two **N** nuts or the two **F** bolts provided depending on your installation. Position four of the **P** washers between the manifold and the bracket as shown in the picture.





21. Connect the longer oil drain line to the factory turbo using two **K** bolts and one **C** gaskets provided in the kit.

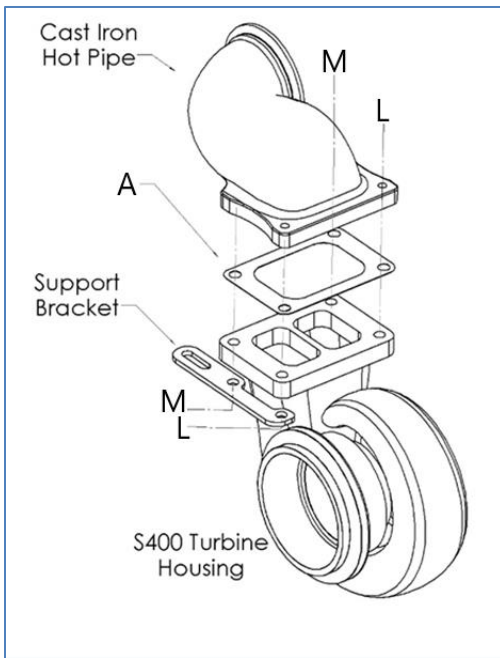
22. Install the new oil supply line for the factory turbo (steel braided hose with elbow ends) provided in the kit. Start by attaching the oil fitting from your factory turbo to the oil inlet port of the factory turbo (fitting is provided for 12V trucks). Attach the other end of the steel braided hose to the factory oil feed from the truck (fitting is provided for 12V trucks). **DO NOT OVERTIGHTEN HOSE, 1/4 TURN PAST SNUG IS SUFFICIENT.**



23. Separate the turbine housing from the large turbo assembly by removing the v-band clamp that is securing the bearing housing to the turbine housing. **Slide the bearing housing straight out. Be careful not to damage the turbine wheel when separating them.**

24. Wrap the cast iron hot pipe with the heat wrap provided in the kit. Use the provided worm gear hose clamp to keep the wrap in place.





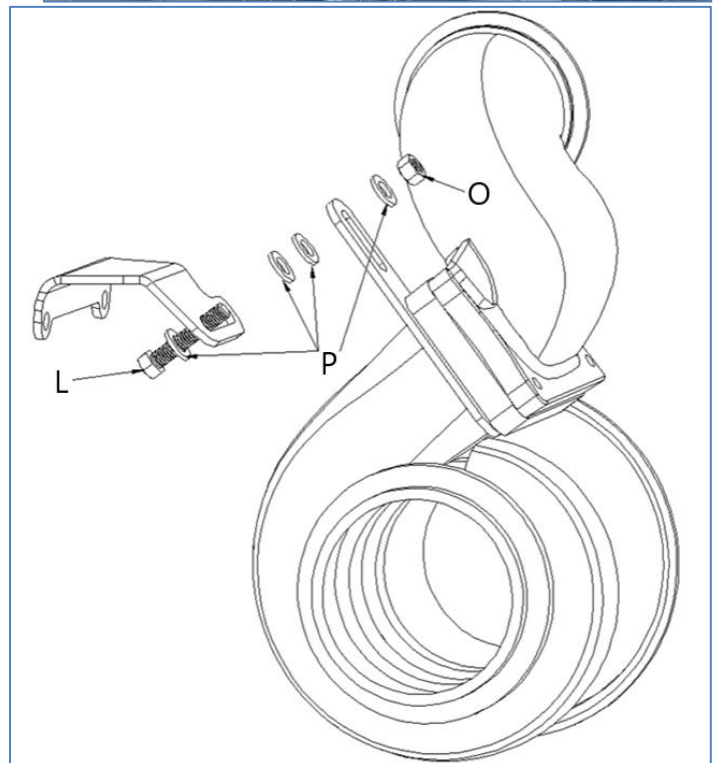
25. Assemble the hot pipe, gasket **A**, support bracket, and large turbine housing as shown using the two **L** bolts and two **M** bolts provided in the kit. Do not forget to place the **A** gasket in between the turbine flange and the hot pipe flange. Two **P** washers should be used on the support bracket bolts going into the turbo. **Only finger tighten the bolts to allow for movement when aligning the turbine housing assembly in the next steps.**

26. Install the large turbine housing assembly to the stock turbo by attaching the hot pipe flange to the turbo flange using v-band clamp as shown. Make sure the hot pipe flange and turbo flange are concentric. Pass one of the provided **L** bolts with one **P** washer through the backside of the support bracket. Stack 2-6 **P** washers between the two support bracket pieces. See picture for more details.



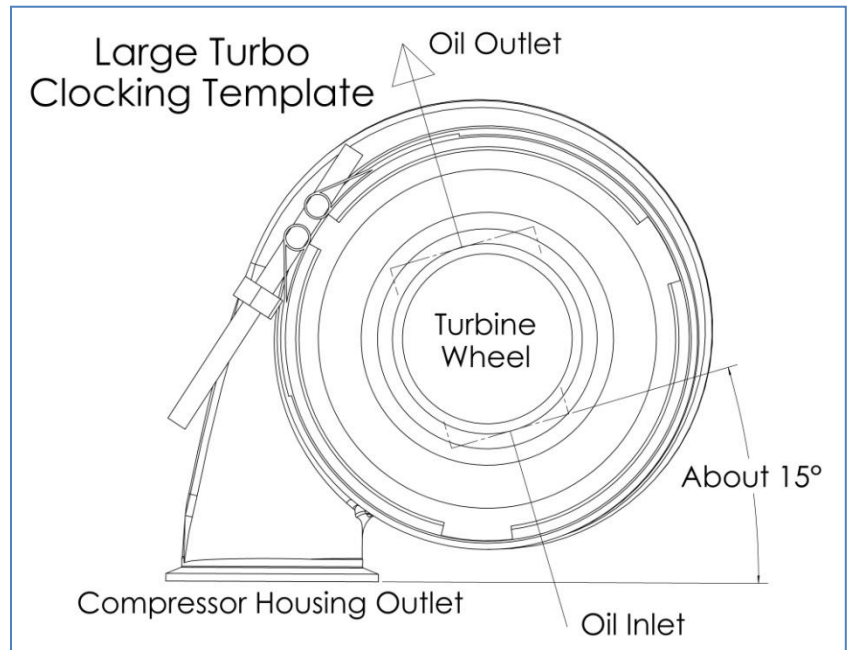
These spacers control how far the twin kit swings out away from the engine block and may need to be adjusted later if the air intake tube is too close to the oil filter.

Once the necessary distance is obtained use one **P** washer and **O** nut to secure the bracket together. Finish by gradually tightening the bolts simultaneously **starting with the v-band clamp first**, then the support bracket bolt and four bolts holding the hot pipe to the T6 turbine housing. Once snug go through a few times tightening the previous bolts simultaneously in the same order until the bolts are secured properly.



(NOTE: On trucks with automatic transmissions, some trucks require relocation of the transmission oil cooler on the side of the engine block, but not all 2nd gen trucks require this. Flexible hydraulic lines can be made from a hydraulic supply company to relocate the cooler.)

27. Clock the large turbo compressor housing and cartridge by loosening the v-band clamp, rotating them according to the template shown, and tightening the v-band clamp. The V-band clamp should be placed where it is shown in the template. It will allow you to access the clamp easier if you need to adjust the clocking later.

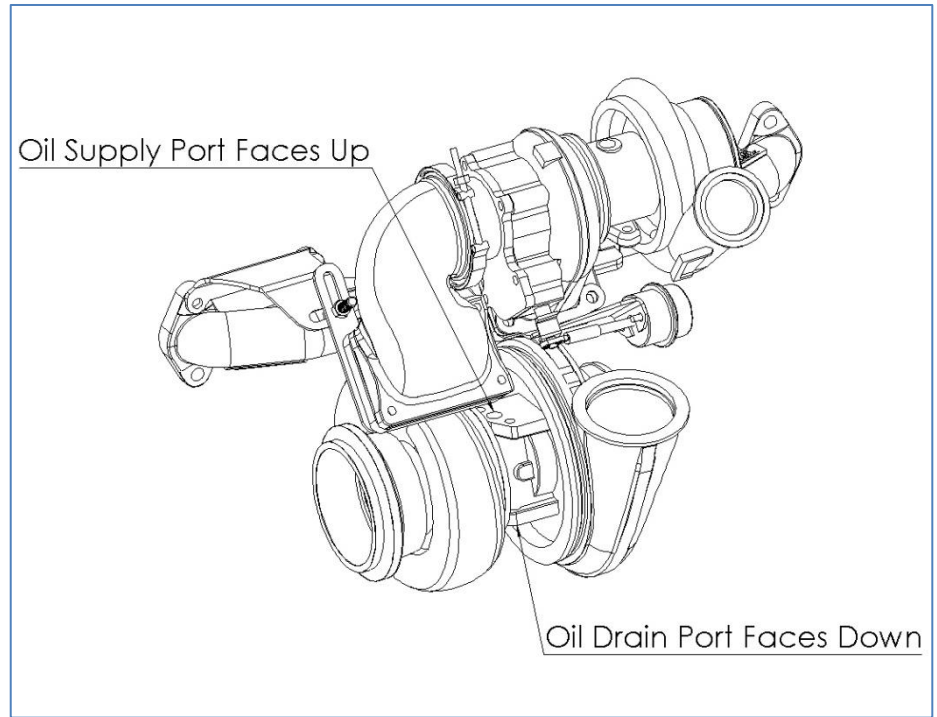


28. Install the oil inlet elbow fitting provided in the kit. Tighten it so the fitting points toward the compressor outlet side as shown.

29. Install oil supply line (steel braided hose without elbows) to the oil inlet elbow fitting on large turbo as shown. Tighten the fitting snug, but do not over tighten.



30. Carefully lower the large turbo to the front of the turbine housing and insert the turbine wheel into turbine housing already in the truck. **Do not allow the exposed turbine fins to touch anything. They can easily be damaged.** Orient the bearing housing so the oil supply port faces up and oil drain port points down (vertical of each other). Once aligned, tighten the v-band clamp to secure the turbo in place (Torque to 100 inch lbs.).

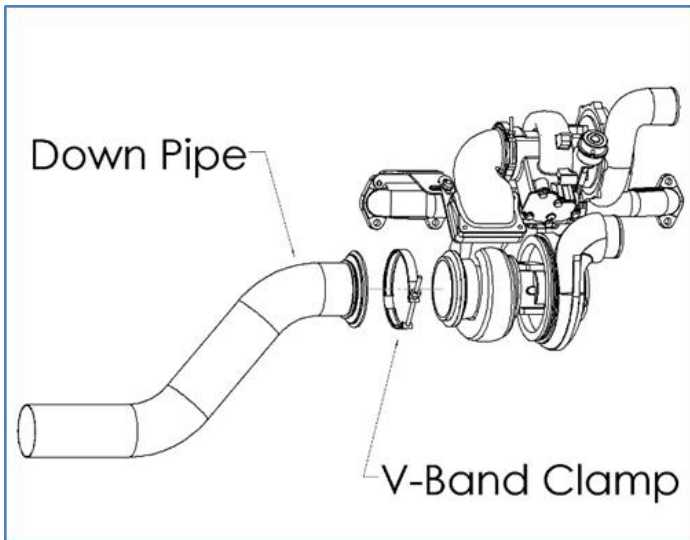


31. Every set of air conditioning, and transmission dipstick tubes are slightly different. Make sure that all tubes, cords, and lines (air conditioning tubes, heater lines, electrical cords, etc.) are not in contact with any portion of the Twin Turbo Kit, especially the hot side of the turbo. They could be damaged or melted due to high heat. If they are in contact by chance, carefully bend them to fit properly.



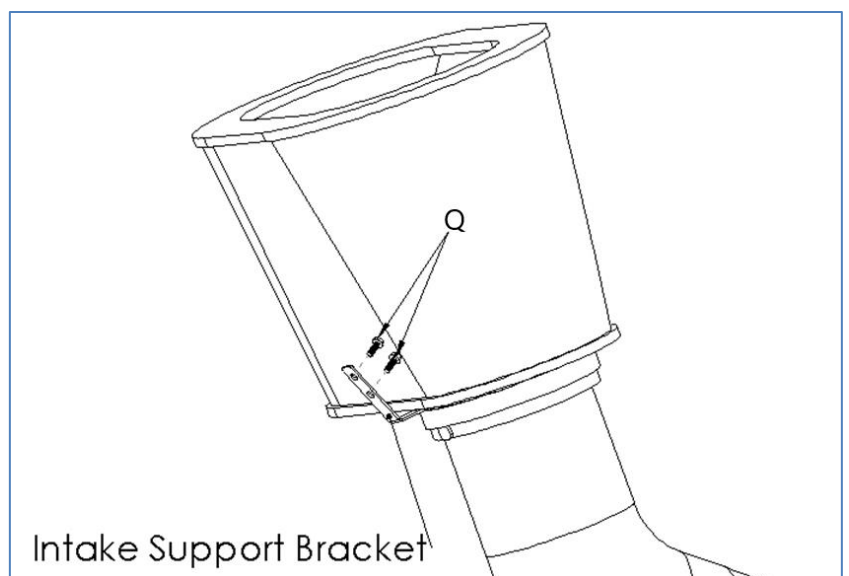
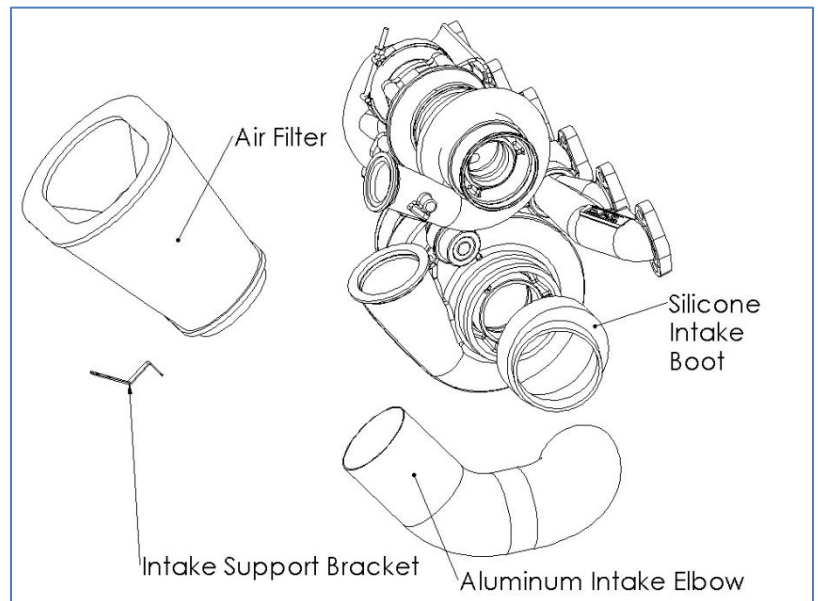
32. Remove one of the oil plugs from the top of the oil filter mount, and screw in the provided fitting (should be at the end of the steel braided oil line from the large turbo), then couple the oil line to that fitting.

33. Connect the shorter oil drain line to the large turbo using the last two **K** bolts and the last **C** gaskets provided in the kit.

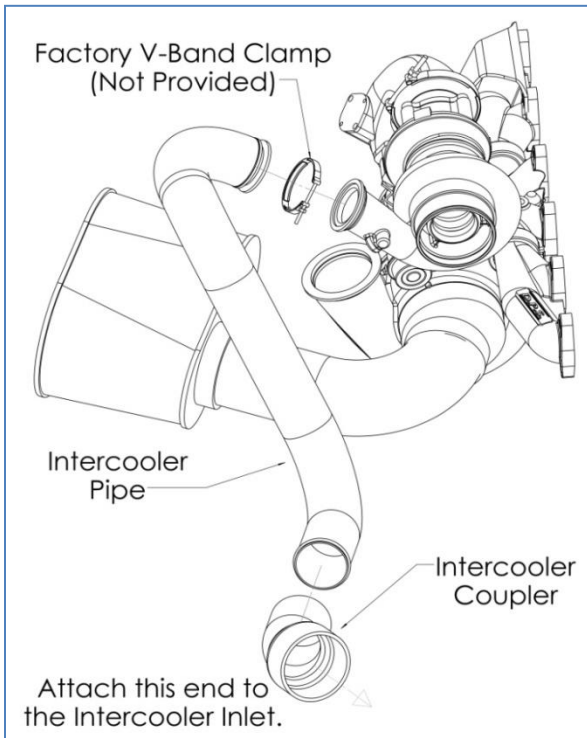


34. Using the v-band clamp, attach the down pipe on the back of the large turbo to the exhaust.

35. Install intake silicone boot, aluminum intake elbow, air filter, and intake support bracket on the large turbo inlet using the appropriate worm-gear clamps provided in the kit. Keep all clamps loose to allow for adjustments. Pass the intake support bracket behind the air filter clamp and adjust the whole air intake so that the support bracket sits flush against the inner wheel well. Mark the position of the support bracket on the wheel well with a marker. Remove the air filter and use two **Q** screws to drill the support bracket into the wheel well. Re-install the air filter ensuring the intake support bracket passes behind the air filter clamp. Now tighten all worm-gear clamps connected to the air intake.



Note: Oiling the filter with K&N filter oil is highly recommended, especially if being used in dusty environments. Also the K&N filter cleaning and oiling kit can be used to wash the air filter when it gets dirty.



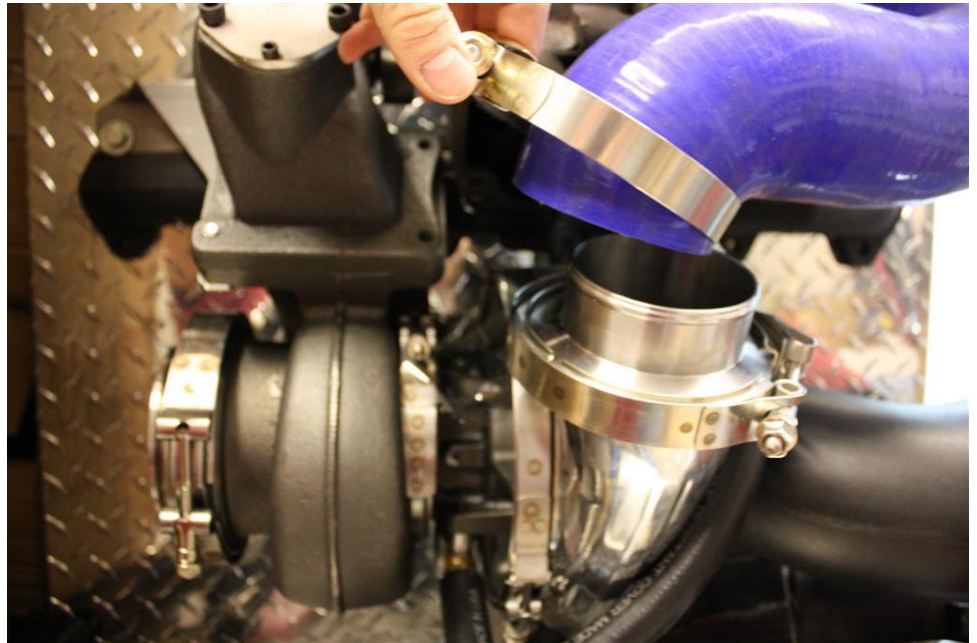
36. Install the polished aluminum charge pipe to the top turbo using the factory v-band clamp. Ensure there is a O-ring secured on the charge pipe flange. Connect the charge pipe to the intercooler inlet using the provided silicone coupler and T-bolt clamps. Tighten snug, but do not over tighten (appx. 7-8 ft. lbs.).

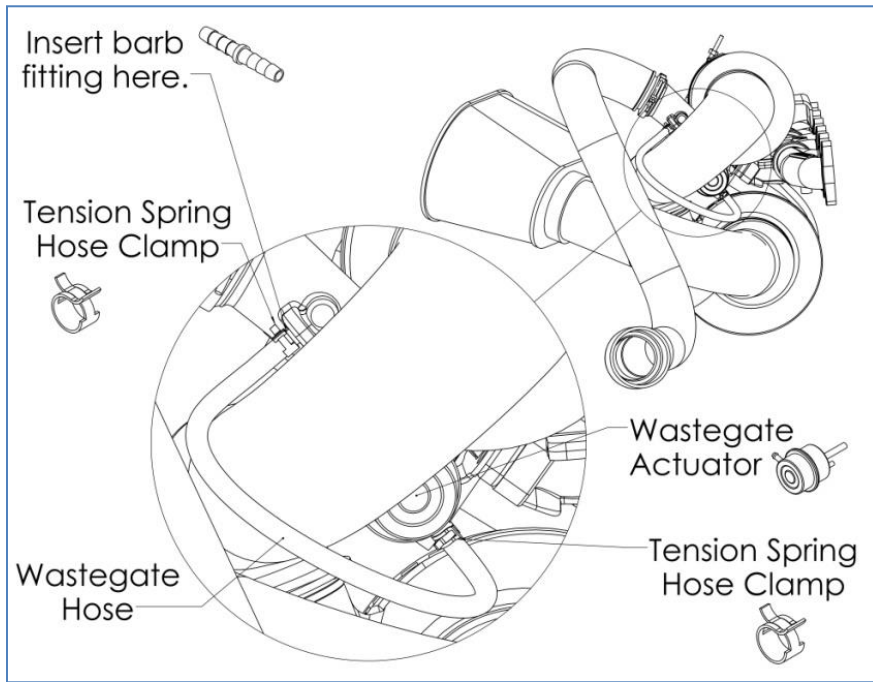
Note: If the charge pipe does not line up with the intercooler inlet, you may need to rotate the factory compressor housing slightly.

Note: If it is difficult to slide couplers on, you can use a small amount of soapy water to help the charge pipe slide into the coupler. **DO NOT USE OIL TO DO THIS** as oil will not dry and the charge pipe may slip out under pressure.

37. Install the metal fitting to the large turbo compressor outlet using the provided v-band clamp. Make sure the o-ring is attached to the metal fitting. It could come off during shipping.

38. Install the silicone charge pipe connecting the two turbos. Attach the silicone charge pipe to the top turbo **FIRST** to **make sure** the edge of the silicone charge pipe is flush against the compressor inlet all the way around before tightening the clamp (this will prevent blowing off or damage to the silicone charge pipe). Tighten the provided T-bolt clamp to secure it in place, then attach the other side of the pipe using T-bolt clamp to the metal fitting installed in the previous step.





39. For 1998.5-2002 Trucks Only: Connect the wastegate actuator and factory compressor housing using the provided hose and barb fitting.

40. Reinstall battery box.
41. Once again check to make sure that all tubes, cords, and lines are not in contact with any portion of the Twin Turbo Kit.
42. Reinstall battery and reconnect the battery terminals.
43. Start the truck and check for any oil leaks, air leaks, or unusual noises. If leaks are found, make sure all the clamps, bolts, or fittings are tight. Be sure that the oil pressure rises to the correct pressure. Allow it to idle for about 2-3 minutes without revving the engine. This allows the oil to reach the bearings of the new turbos. Don't allow truck to idle for long periods of time, especially on new turbos because it can cause turbo leaks.
44. Reinstall the plastic inner wheel well cover (splash guard) on the passenger side.
45. Drive conservatively for about 100 miles to allow some break-in time on the turbocharger. After driving about 100 miles, while engine is hot from running, put on gloves and re-torque all exhaust bolts and all clamps. This will ensure they do not loosen in the future.