Thank you for purchasing this product.

General Information
● This manual has been prepared to provide owners important information and data upon installing and using this product. Please read and utilize this manual fully to ensure your safety before starting your work.
● This manual is best to be kept in vehicles for constant reference.

Product information and mountable vehicle

- Vehicle Name: TOYOTA 86/SUBARU BRZ
- Vehicle Model: ZN6/ZC6
- Engine: FA20
- Transmission: TOYOTA 86 MT/AT / SUBARU BRZ MT/AT
- Model Year: 2012/4～(ZN6) / 2012/3～(ZC6)
- Product Name: BLITZ TURBO SYSTEM 86/BRZ
- Product Number:
  - TUNERS KIT W/O CATA: 10203
  - TUNERS KIT: 10202
  - STARTUP KIT: 10201
  - FULL KIT: 10200

※ Since January 2014, Products beside TUNERS KIT W/O CATA are compatible for TOYOTA 86(ZN6) MT and SUBARU BRZ MT.

Car fitting list (since January 2014)

<table>
<thead>
<tr>
<th>Product Type</th>
<th>TUNERS KIT W/O CATA</th>
<th>TUNERS KIT</th>
<th>STARTUP KIT</th>
<th>FULL KIT</th>
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<tr>
<td>86 (ZN6)</td>
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<td>BRZ(ZC6)</td>
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</tbody>
</table>

Contact us
For information, please contact us through fax or phone as stated as below:
- Contact name: Blitz Support Center
- Address: 4-7-6 Shinmachi, Nishitokyo-City, Tokyo 202-0023 Japan
- TEL: 0422-60-2277
- FAX: 0422-60-0066

Precaution
- This product is assembled from the parts and sub-parts as listed below. If any shortage or defected of goods is found, please contact our support center.
- Do not drop this product. Do not use excessive force while installing. These will lead to exhaustion or oil leakage and product might not be able to perform perfectly.
- Genuine parts are reused besides gasket with kit. If the reuse gasket is badly damage or deteriorated, it is advice to prepare a new one.
- Oil from engine will be extracted in the installment process. Therefore, it is advice to prepare fresh oil beforehand.
- Please use boost meter to check the condition of the turbocharger.
**Important Notice**

- This product is made to fit normal vehicles. However, there is possibility for this product to not fit vehicles that has been installed with conventional parts (besides genuine parts), or with accident history.
- The second catalyzer is a genuine product with certification and approval of exhaust gas. Replacement of second catalyzer to other catalyzer might be non-compliant for vehicle inspection.
- Re-setting of ECU such as pressure adjustment of booster, fuel and ignition settings is necessary upon usage of this product.
- All installment work must be operating when vehicle is completely stopped and parked on a flat compound when working. Engine must be completely cool down before installment work begins.
- All installment work must be operating according to the steps written on the manual handbook provided by the manufacturer.
- Regular maintenance is necessary after installment, be sure to tighten all loosen parts.
- Our Company will not be responsible for any installment of this product on vehicle other than the notation car model.
- Our Company will not be responsible for any side effects or damage of other parts after installment of this product.
- When driving on public roads, please abide by the law and regulations.

**Installment Cautions**

- This product must be clean thoroughly before installment.
  - Check for any burrs or debris, be sure to clean it all.
  - Be caution of foreign matters getting inside of the center core.
- Must read for all installer.
  - This manual must be return to customer after installation.
- Must read before installment.
  - A new genuine part must be replaced if any degradation of hose or bands in genuine parts is found.
  - Thorough Inspection of the reuse genuine gasket must be perform and must be replaced with a new genuine gasket if any defection found.

**Warning Injuries upon installment**

To prevent any injuries during installment of this product, it is advised to send your vehicle to professionals with equipped workshops for installment.

★Genuine products as above refer to vehicle manufactures standard installment products.
Before beginning installation, verify that all parts are included in the kit. Report us any shortages or damaged parts immediately.

<table>
<thead>
<tr>
<th>Item Number</th>
<th>Description</th>
<th>Qty</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Turbo Charger Assembly (B06-380R)</td>
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<tr>
<td>2</td>
<td>Exhaust manifold (Header)</td>
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<td>3</td>
<td>Turbo down pipe (TUNERS KIT is without the catalyzer)</td>
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<tr>
<td>4</td>
<td>Heat shield of exhaust housing</td>
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<td>5</td>
<td>Suction pipe (From air cleaner to turbo charger)</td>
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<tr>
<td>6</td>
<td>Intake pipe No1</td>
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<td>7</td>
<td>Intake pipe No2</td>
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<td>90° angle elbow fitting</td>
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<td>Silicon hose No1 (φ60 L=50mm)</td>
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<td>Silicon hose No2 (φ50 L=70mm)</td>
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<td>Silicon hose No3 (φ60 L=70mm)</td>
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<td>Silicon hose No4 (Reducer hose φ75-φ70 L=80mm)</td>
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<td>Joint Pipe for blow by gas hose (φ12 L=52mm)</td>
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<td>15</td>
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<td>Turbo Charger mounting stay No2</td>
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<td>Collar of Turbo Charger mounting stay (φ20 H=15mm)</td>
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<td>Mounting stay No1 for intercooler (RH)</td>
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<td>Mounting stay No2 for intercooler (LH upside)</td>
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<td>Mounting stay No3 for intercooler (LH downside)</td>
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<td>Oil drain pipe (φ16 For welding process)</td>
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<td>22</td>
<td>Oil outlet pipe for turbocharger</td>
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<td>23</td>
<td>Gasket for turbocharger oil outlet</td>
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<td>Oil drain hose (φ16 L=500mm)</td>
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<td>Heat shield M (φ23 L=500mm)</td>
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<td>Banjo fitting</td>
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<td>Cu washer (10φ t=1.0mm)</td>
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<td>φ4 silicon tube (L=500mm)</td>
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<td>φ6 silicon tube (L=500mm)</td>
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<td>Hose clamp No1 (φ1 5 – 2 2 mm)</td>
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<td>Hose clamp No2 (φ1 8 – 3 2 mm)</td>
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<td>Hose clamp No3 (φ4 6 – 7 0 mm)</td>
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<td>Hose clamp No4 (φ5 7 – 7 6 mm)</td>
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<td>Hose clamp No5 (φ5 9 – 8 2 mm)</td>
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<td>Hose clamp No6 (φ7 1 – 9 5 mm)</td>
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<td>Turbine In Gasket</td>
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<td>Turbine Out Gasket</td>
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<td>45</td>
<td>Exhaust Manifold Gasket</td>
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<td>46</td>
<td>Gasket for downpipe</td>
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<td>47</td>
<td>MAP sensor</td>
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<td>48</td>
<td>Ceramic fiber turbo wrap (heat shield wrap)</td>
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<td>Inter cooler assembly</td>
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<td>Air cleaner attachment</td>
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<td>51</td>
<td>Air cleaner core (SUSPOWER C4 core)</td>
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<td>52</td>
<td>M8 Stud bolt (for turbine housing IN)</td>
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<td>M8×25mm Hex socket head cap screw (for turbine housing IN)</td>
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<td>M8 Nut with flange (for Turbine In)</td>
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<td>M6×16mm Hex flange bolt (for Pipe Oil Out)</td>
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<td>M10×50mm Hex flange bolt (for turbine mounting stay)</td>
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<td>M8×12mm Hex flange bolt (for turbine mounting stay)</td>
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<td>M8×20mm Hex flange bolt (for turbine mounting stay)</td>
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<td>M8 Stud bolt (for turbine housing out)</td>
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<td>58</td>
<td>M8×25mm Hex socket head cap screw (for turbine housing out)</td>
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<td>M8 Nut with flange (for turbine housing out)</td>
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<td>M10×35mm Hex flange bolt (for down pipe)</td>
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<td>M10 Nut with flange (for down pipe)</td>
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<td>M6×12mm Hex flange bolt (for heat shield)</td>
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<td>M6×8mm pan head screw (for mass flow sensor)</td>
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<td>M6×16mm Hex flange bolt (for intercooler mounting)</td>
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<td>65</td>
<td>M6×20mm Hex flange bolt (for intercooler mounting)</td>
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<td>Heat shield cloth (200mm×150mm)</td>
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<td>68</td>
<td>CAG hose (φ24×50mm)</td>
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<td>Zip tie (plastic) set</td>
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<td>70</td>
<td>Belt cover</td>
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<td>71</td>
<td>Installation manual</td>
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Code No. 10200 include below parts

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<tr>
<td>68</td>
<td>Boost controller (SBC type S)</td>
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<tr>
<td>69</td>
<td>Boost sensor adapter</td>
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</tbody>
</table>

※You can choose an exclusive oil pan when you cannot process the oil pan.
This is an exclusive goods prepared for beforehand.
Code No. 10186 Retail price ¥20,000 (without tax)

※Customer who purchased STARTUP KIT (CODE 10201) and FULL KIT (CODE 10200) need to prepare genuine rewrite Tuning ECU beforehand.
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<td><img src="image17" alt="Part 17" /></td>
<td><img src="image18" alt="Part 18" /></td>
</tr>
</tbody>
</table>
1. Preparation / Removal
※Remember to mark any hose or pipes after detaching

(1) Disconnect the negative terminal of battery.

(2) Remove the engine under cover.
   There are 7 plastic clip and 19 bolts.

(3) Remove front bumper under cover with 7 plastic clip and 3 bolts.
   Remove front bumper mounting stay with 3 plastic clip and 3 bolts.

(4) Remove front bumper from car.
   This work need to remove 2 plastic clip and 5 bolts from the front upper part of car body,
   7 plastic clip and 2 bolts from lower part of car body, 4 plastic clip and 1 bolt from car side.
(5) Remove the washer tank.

(6) Remove bumper reinforcement. ※Remove the horn from reinforcement. The horn attach to relocation place later.

(7) Remove air cleaner box, chamber, cleaner duct, air guide and suction pipe. ※The mass flow sensor is reused. Please you keep it clean.

(8) Remove the exhaust manifold (Header) and exhaust pipe. ※The air-fuel ratio sensor and O2 sensor as well to be reused. Please you keep these clean.
(9) Remove the oil pan from engine.
※ The oil pan as well to be reused after.

(10) Remove the oil pressure switch.

(11) Remove the radiator core support.
Remove 3 bolts from bonnet hood lock then 4 bolts from the upper car body and 2 bolts on the lower car body of the radiator core support.
2. Turbo System Installation

(1) Modify of the radiator electric fan shroud (LH side) : As shown Fig.1
Cut off the support stay (As shown Fig.2) of the radiator electric fan shroud. Then the wiring of the fan is placed in behind side and fix it with zip tie. (As shown Fig.2) Please cover the connector of electric fan by the CAG hose. (Fig.4)
※ CAG hose : Parts list No.62
※ In some case you want to use the stainless steel wire.

(2) Modify of the oil pan
(2-1) On the oil pan, open a hole of φ20 as shown as below photo. Please refer to Fig.6 and Fig.7 for the hole position.
(2-2) Use a nut to temporary fix oil drain pipe on the oil pan. Please refer to Fig.8 for the pipe direction. ※Oil drain pipe : Parts list No.21

(2-3) Temporary fix the oil pan to the engine. Then Temporary fix the exhaust manifold with gasket. ※Parts list No.2, No.45  ※It will be removed after the oil drain pipe position is determined. ※Please reuse genuine bolts for fixing the oil pan and exhaust manifold.
(2-4) Attach the supplied oil outlet pipe to the turbo charger assembly using M6 ×15mm bolts with gasket. ※Parts list No.22, No.23, No.53  <Tightening torque : 10N•m(102kgf•cm)>

![Fig.10](image)

Oil outlet pipe

M6×15mm

Gasket for oil outlet

(2-5) Install the stud bolt of RH side of the turbine flange of the exhaust manifold. (Fig.11)
Then, turbocharger assembly is temporarily fix to the exhaust manifold using M8x25mm cap screw and M8 nut with flange.
※Note stud bolt and cap screw positions.
※Parts list No.1, No.46, No52

![Fig.11](image)

Stud bolt

![Fig.12](image)

Turbo Charger assembly

M8×25mm

M8 nut

(2-6) Put oil drain hose through the heat shield M.
Connect the oil outlet pipe to oil drain pipe with oil drain hose.
Please make a marking oil drain pipe position.
Note drain hose don’t touch to exhaust manifold, V belt and crank pulley. （Fig.13）
※Parts list  No.24, No.27

![Fig.13](image)

From under view

Oil drain hose
(2-7) Remove the oil drain hose, turbocharger assembly, exhaust manifold and oil pan

(2-8) Remove the nut from the oil drain pipe, then weld the oil drain pipe in the provisionally decided position.
   ※Note there is no leakage on the welding part.
   ※Please paint the welding part to prevent rust.
   ※Oil leaks can cause damage on turbocharger and engine.

(2-9) Attach the oil pan with genuine bolt.
       Make sure the connected surface of oil pan and engine is fully degreased before applying a liquid gasket.
       ※Insufficient degreasing leads to oil leakage.
       <Tightening torque : 6.4N·m(65kgf·cm)>

(3) **Attach the supplied turbocharger mounting stay No1**
(3-1) Turn the belt tensioner to loosen the V belt.
       Loosen V belt tensioner by clockwise with a wrench.
       When the tensional is a little loosen, stick in the allen key to fix the V belt. (Fig.14)

(3-2) Remove idler pulley mount bolt from two places. (Fig.15)
       Prepare 2 M10x50mm bolts, mounting stay No.1, collars of mounting stay. (Fig.16)
       Place the assembly of mounting stay No.1 on to the idler pulley then tighten all hardware. (Fig.17/18)
       ※Parts list No.15, No.17, No.54
       <Tightening torque : 36N·m(367kgf·cm)>
(3-3) Finish V-belt back into place by fully retracting the tensioner and correctly routing per the V-belt. ※Note perform the next process in advance please. (8-1), (8-2), (8-3)

(4) Attach the supplied exhaust manifold

(4-1) Wrap the exhaust manifold with ceramic fiber turbo wrap and secure it with stainless steel wire. Note wrap the place that close to crank pulley, V belt, radiator electric fan. ※Parts list No.2. No.48

(4-2) Mount the supplied exhaust manifold to engine using the supplied gasket. (Fig.19) ※Note use genuine flange nuts. ※Parts list No.2. No.45

<Tightening torque: 30N·m(306kgf·cm)>

(4-3) Attach the supplied turbo charger mount stay No.2

Connect T/C mounting stay No1 to exhaust manifold by T/C mounting stay No2. (Fig.20) ※Note using supplied bolts. ※Need to modify fan shroud again when exhaust manifold so close electric fan shroud. ※Parts list No.16. No.55]
(5) Attach the turbo charger assembly and turbo down pipe

(5-1) Temporarily secure the turbocharger assembly with supplied gasket using M8x25mm cap screw and M8 nut.
※ Note will be tighten after down pipe is mount.
※ Parts list No.43, No.52

(5-2) Attachment of A/F sensor and O2 sensor (removed from the genuine exhaust manifold) to the down pipe.
※ Note be caution of the mounting position.
※ A/F ratio sensor (the grey connector): Replace the up side of down pipe
※ O2 sensor (the black connector): replace the low side of down pipe
※ Parts list No.3
< Tightening torque : 21N・m(214kgf・cm)>

(5-3) Attach M8 stud bolts to the outlet flange of turbocharger assembly.
After that, the down pipe with gasket is temporarily fix using M8x25mm cap screw and M8 nut.
Each bolts position refer to as well Fig.23 and Fig.24.
※ Parts list No3, No44, No56]
(5-4) Temporarily secure the exhaust pipe and down pipe with gasket for down pipe using M10x25mm bolt and M10 nut. (Fig.25)
※Parts list No46, No57

(5-5) Adjust the position of the turbocharger assembly, the down pipe, exhaust pipe in best place and then fix all hardware.
※Exhaust manifold to turbo charger <Tightening torque : 25N・m(255kgf・cm)>
Turbocharger to down pipe <Tightening torque : 25N・m(255kgf・cm)>
Down pipe to exhaust pipe <Tightening torque : 35N・m(357kgf・cm)>

(5-6) Regarding O2 sensor and A/F ratio sensor, re-attach connector to the engine side.

(6)Attach oil drain hose
Connect the oil drain hose (has been wrapped with heat shield) with oil outlet pipe and oil drain pipe by using hose clamp No.2.
※Note drain hose don’t touch to exhaust manifold, V belt and crank pulley.
Please use supplied zip tie if necessary.
※Parts list No21, No27, NO38
(7) Attach the supplied turbo charger bypass hose (Actuator)
※ For customer, who purchased FULLKIT, please install the boost controller kit (SBC type S).
Please refer to installation manual of SBC. And It is easy to take manifold pressure with Boost Sensor Adpter.

φ4 silicon tube, φ4-φ6 union fitting and φ6 silicon tube are used to connect the turbocharger with the actuator and turbo compressor housing. (Fig.28)
Cut the silicon tube to fit the required length.
※ Parts list No34, No35, No36

(8) Attach the supplied oil line for turbo charger
※ Note use liquid gasket or sealing tape on the threaded portion, which is connected to the straight union and 3-ways union.
Mixing of oil line into the gasket dust will cause clogging that will damage the turbocharger. So be sure that the liquid gasket does not protrude into the oil line when applying.

(8-1) Mount the straight union with the genuine oil pressure switch on the mounting position. (Fig.29)
※ Parts list No28
<Tightening torque : 18N·m(184kgf·cm)>

(8-2) Attach the 3-way union to the straight union.
3-way union must be attached while direction the connection port in vertically. (Fig.30)
※ Parts list No29
(8-3) Attach the genuine oil pressure switch on the upper part of the 3-way union and 90 degree angle union on the lower part of 3-way union. (Fig.31)

※ Parts list No30

(8-4) Re-attach connector to the genuine oil pressure switch.

(8-5) Attach the banjo and banjo bolt using 2 copper washers to the turbocharger.

The banjo connection port must be facing the front side of the vehicle. (Fig.32)

※ Parts list No31, No32, No33]

<Tightening torque : 15N・m(153kgf・cm)>
(8-6) Cover the oil feed hose with heat shield S, and then connect the oil feed hose to the banjo and the 90 degree angle union. (Fig.33)
※Parts list No25, No26

(8-7) Drill a hole on the shroud of the electric fan, secure the oil feed hose with zip tie. (Fig.34)
※Hole size is about φ5mm.

(9) Attach the supplied heat shield of exhaust housing
Attach the heat shield of exhaust housing on the front pipe using M6x12mm cap screw. (Fig.35)
※Parts list No4, No58 <Tightening torque : 10N·m(102kgf·cm)>
(10) Attach the supplied air cleaner
(10-1) Attach the air cleaner to air cleaner attachment using hose clamp. (Fig.36)
※ Parts list No50, No51

(10-2) Install the 90 degree elbow fitting to the suction pipe, and using 2 piece of silicon hose No.1 and hose clamp No.4 to mount the suction pipe from the air cleaner to the turbo charger. (Fig.37)
※ Note use liquid gasket or sealing tape on the threaded portion, which is connected to the suction pipe.
※ Parts list No5, No9, No40

(10-3) Connect the blow-by hose and blow-by hose joint pipe by using 2 hose clamp No.1 from 90 degree elbow fitting to genuine ventilation hose.
Move the genuine ventilation hose and relocated it between oil filter and alternator cover. (Fig.38)
※ Parts list No8, No13, No14, No37
(10-4) Remove the belt alternator cover and set belt cover. Secure the blow-by hose to the belt cover using zip tie. (Fig.39 / Fig.40) ※Parts list No.66

(10-5) Applied to prevent coming off fuel vapor field hose No.1 and No.2 under the intake manifold. ※Using the supplied zip tie. Total 4 places.

(11) Inter cooler installation (Reinforcement and radiator core support modify)
(11-1) Prepare the previously removed front bumper reinforcement and put it against the intercooler assembly. Then mark the area to trim off for intercooler. (Fig.41)
※Be caution to not to trim off the bolt hole to be used for the intercooler stay on the RH side.
※Please trim dimensions refer to Fig.42 and Fig.43.
※After mounting the body on LH side, drill a hole for mounting the intercooler.
※Note anti-rust painted the cut portion.
(11-2) Install the cut front bumper reinforcement.

(11-3) Relocate the genuine horn.
Refer to below picture.
※Parts list No65

Remove: Don’t use.

Remove

Genuine Horn

Using the supplied M6×16 and M6 nut.

Slide to make a clearance
(11-4) Secure the intercooler by using the intercooler mounting stay No.1, No.2 and No.3.
※Note mounting stay, left and right position.
※Use supplied bolt and nut. M6x20mm hex flange bolt, M6 nut and M8x12mm flange bolt.

Temporarily secure the intercooler assembly by using the intercooler mounting stay No.1 and No.3. Carefully position the intercooler so as to be centered, and parallel with the A/C condenser, then the intercooler mounting stay No.2 to get a position to drill a hole (φ7) for fixing. （Fig.47）
※Regarding mounting stay No1, instead of genuine screw, use the supplied M6x20mm flange bolt and M6 nut. （Fig.46）
※The horn relocated to another location.
※Regarding mounting stay No3, secure the body by using M6x20mm flange bolt and M6 nut. (Fig.48)
※Parts list No18. No19. No20. No60

Fig.46
- M6×20mm and M6 Nut
- ※Remove the horn stay
- Mounting stay No1 (RH)
- M8×12mm flange bolt

Reinforcement RH

Fig.47
- M6×20mm and M6 nut
- ※Carefully drill a hole of φ7
- Mounting stay No2 (LH)
- M8×12mm

Reinforcement LH view from bottom

Fig.48
- M8×12mm flange bolt
- Secure mounting stay No.3 by using M6 nut in inside
- Intercooler mounting stay No3 (LH)
- M6×20mm flange bolt
(11-5) Temporarily locate the supplied intake pipe No.1 on to the turbocharger assembly. Using the supplied 2 silicon hose No.2 and 4 hose clamp No.3.
※Parts list No6, No10, No39

(11-6) locate the supplied intake pipe No.2 to the throttle body. Using the supplied silicon hose No.3, silicon hose No.4, 2 hose clamp No.4, 1 hose clamp No.5 and 1 hose clamp No.6.
※Note intake pipe No.2 will be hot so close to the exhaust manifold. Pasted heat shield cloth on the side close exhaust manifold.
※Parts list No7, No11, No12, No40, No41, No42, No61

(11-7) Attach intake pipe No1 and No2 to the intercooler assembly with the silicon hose provided. (Fig.52)
※Parts list No49
(11-8) Temporarily mount the radiator core support which removed in a previous step. This core support need to be modified to accommodate each intake pipe. Trim off all shaded areas for intake pipe. (Fig.53/Fig.54)

(11-9) Adjust all pipe position and attach the supplied hose clamp each place. Then tighten every clamp and attach radiator core support and bonnet hood lock. *Tightening torque of core support and hood lock : 18N·m(184kgf·cm)*

(11-10) Relocate genuine MAF sensor to intake pipe No.2. Using the supplied M4x8 pan head screw. ※Note re-attach connector. ※Parts list No59 *Tightening torque : 4.0N·m(41kgf·cm)*

(12) Replace the MAP sensor
Replace the Map sensor with the supplied unit using genuine bolt. ※Note re-attach connector. ※Parts list No47 *Tightening torque : 4.0N·m(41kgf·cm)*
(13) Attach washer tank, front bumper, front under cover, bumper under cover.
   ※Attach all in reverse order of removing.

(14) Wait until the liquid gasket of oil pan complete hardens before injecting engine oil.

(15)※In case of STARTUP KIT and FULL KIT, please install the rewrite ECU(B-EMU).

(16) Re-connect the negative terminal of battery.

3. Final check
   Warning: Do not attempt to operate the vehicle until all components are installed and all operations are completed including the final check.

● If your vehicle has gone over 30,000km since its last spark plug change, you should change the new one.
● Re-check all fluid levels, making sure that your tank need be filled with 98 octane or more higher fuel.
● Do cranking a few time before start up.
● Start the engine and allow to idle a few minutes, then shut off.
● Re-check to be sure that no hoses, wires, any other thing are exhaust manifold or moving parts. Look also for any signs of fluid and air leakage during idling.
● Adjust the tension of the actuator rod to not exceed 0.5hkp during peak boost.
   ※Customers, who purchase FULL KIT, please adjust the boost controller (SBCtypes) to not exceed 0,5hkpa.
● Replace the spark plug base on the engine condition.
● After all setting is done be sure to tighten every band and screw.
● In some cases, must remove the hood prop rod completely from vehicle or need to bend the hood prop rod to be fit.
**Set pressure adjustment for Actuator:**

① Refer to Fig.A2, need to prepare pressure supply device and boost gauge.
   Change the initial pressure to adjust the turnbuckle of actuator rod.
   *Note be sure to adjust it to not exceed recommend boost.
   Recommend Boost : 0.5 hkPa and fewer

※Standard length : Refer to Fig.A2
   Set pressure 0.5hkPa STD length:150.0mm
   ※This value is a reference. In some case, there are other value different from this.
   ※Standard set length, measure it remove actuator from the turbo charger.
② After adjustment, secured turnbuckle and then attached it to turbo charger.

※Adjustment of the boost pressure is gradually increased from lower value upon confirmation each time.
※Each vehicle with different element and parts will cause slight difference in boost pressure.
Also, install of other components than this turbo system may lead different adjustments needed.
Always listen carefully for engine detonation. Discontinue heavy throttle usage if detonation is heard.
※The higher gear used when driving, will lead to higher boost pressure.
Be sure to adjust it to not exceed the maximum boost. (0.5hkPa)

※If the numbers still not exceed 0.5hkpa even after adjustment, please replace to hi type spring of the actuator.
Parts list No.63
Set pressure 0.7hkPa STD length:156.5mm

4. Maintenance
For more comfortable drive, please do a daily inspection before driving.
●Engine oil SAE viscosity 10W-30, 10W-40, 5W-40 (100% Full synthetic Polyol ester) is recommended.
●Change engine oil and oil filter regularly. (Every 3000km is recommended)
●Tighten every screw regularly.
●Be sure to use high-octane gasoline. Over 98.
5. Data sheet of power graph

● POWER CHECK SHEET

<table>
<thead>
<tr>
<th>TURBO SYSTEM</th>
<th>NORMAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>POWER 258.9ps/6320rpm</td>
<td>190.8ps/6970rpm</td>
</tr>
<tr>
<td>TORQUE 302.6N·m/4820rpm</td>
<td>212.5N·m/4780rpm</td>
</tr>
</tbody>
</table>

※設定ブースト圧は約0.5hkPaで、B-EMUをインストールした際の特性です。
※弊社シャーシダイナモータによる実測値です。
測器機器、コンピュータセッティングにより出力は異なる場合があります。

Reference of power check data
※ Settings of boost pressure is around 0.5hkPa is the characteristic of B-EMU installment.
※ Use chassis dynamometer from Bosch.
Boost pressure 0.5hkpa with boost controller (SBC typeS)
ECU TUNE : BLITZ ORIGINAL DATA  B-EMU (JAPAN SPEC)