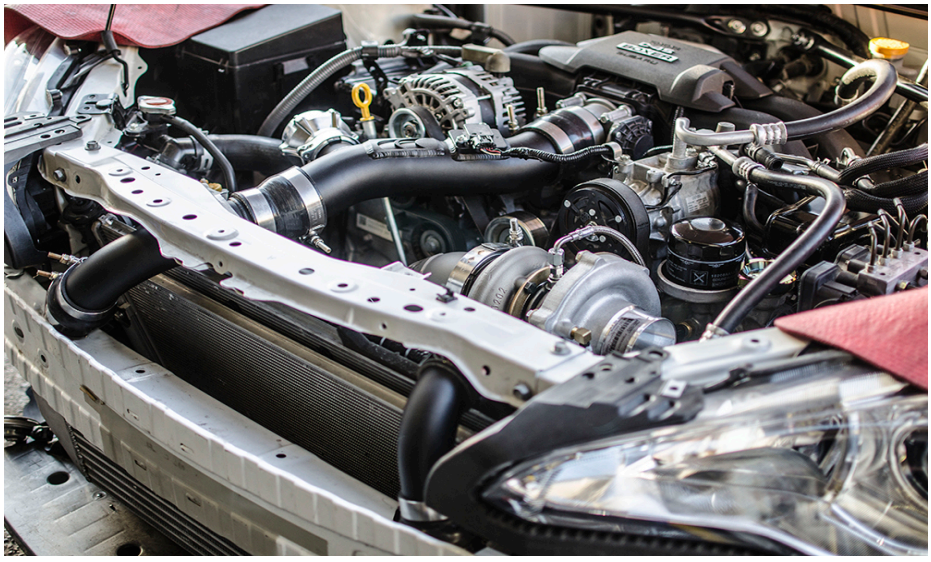
FT86 Turbo Kit Installation Guide

1. Charge pipe layout

A. Hot side consistent of a 2” 45* coupler, 2’” Aluminum 90*, and 2” Hump hose in that order

B. Cold side consists of 2.25” coupler, 2.25” Aluminum 90*, 2.25”-2.75” coupler, 2.75” Aluminum MAF pipe with BOV flange, and 2.75”-3” Coupler in that order

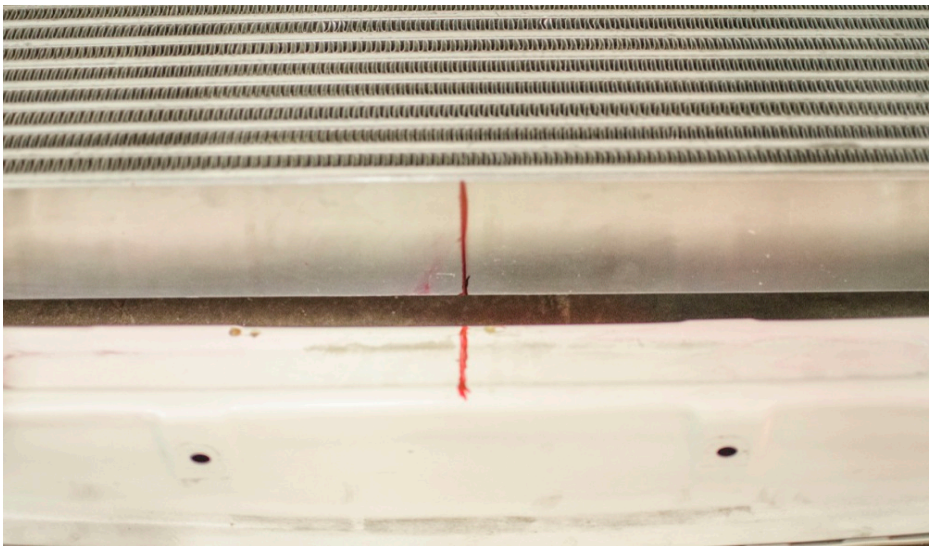


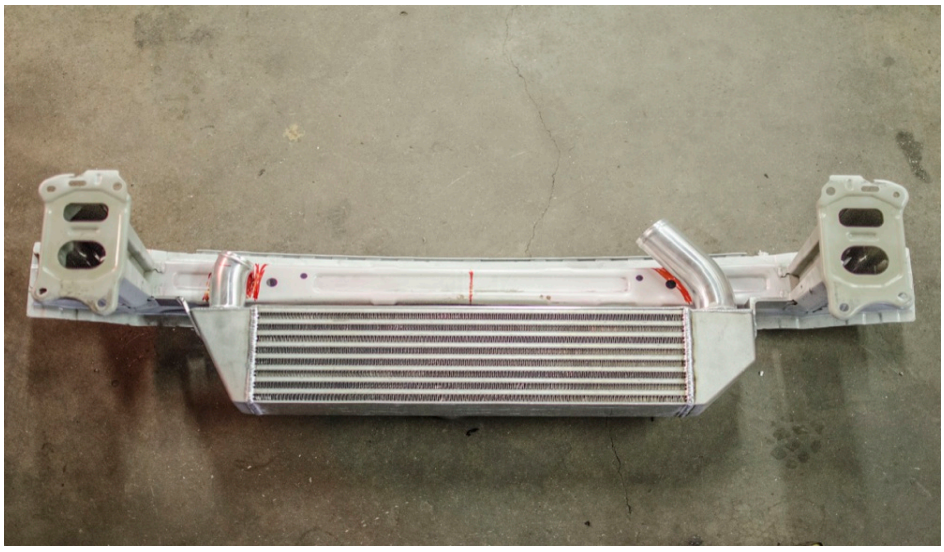
2. Intercooler Core Install

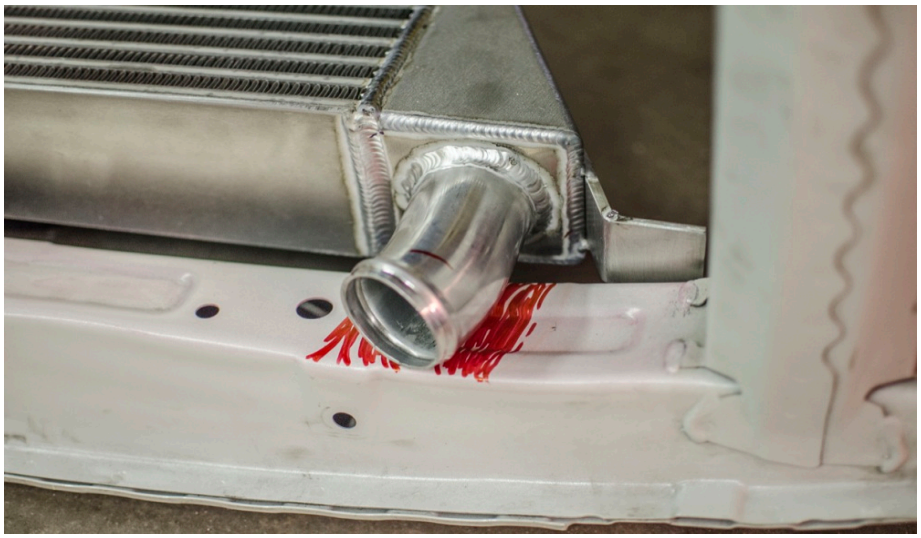
A. Measure and mark the center of both the IC core and the bumper bar. The bar will need to be removed to trim for the end tanks.

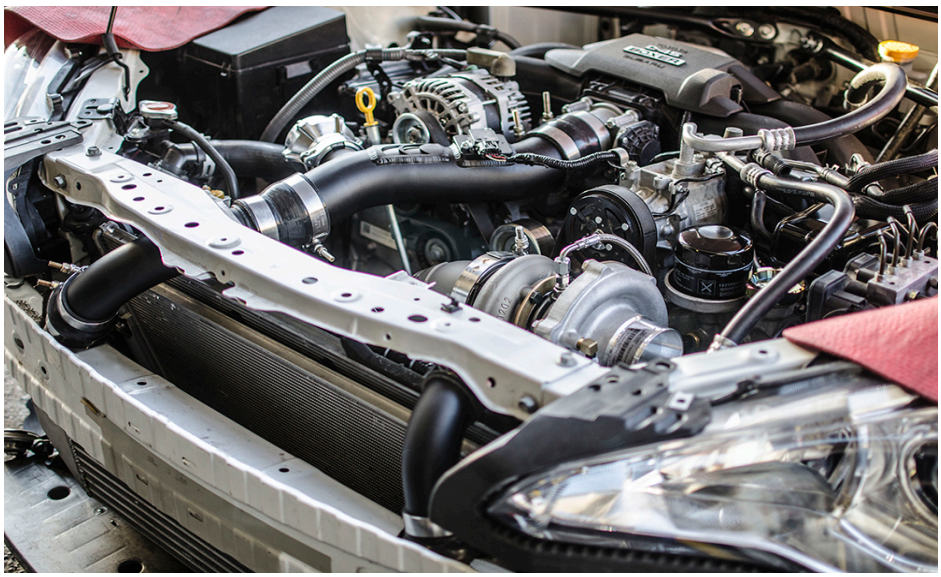
B. Trace both end tank pipes so you get a good layout of the orientation

C. Cut both sides a little at a time until the IC fits with couplers. Be sure to smooth any rough edges to prevent cutting/tearing of the couplers





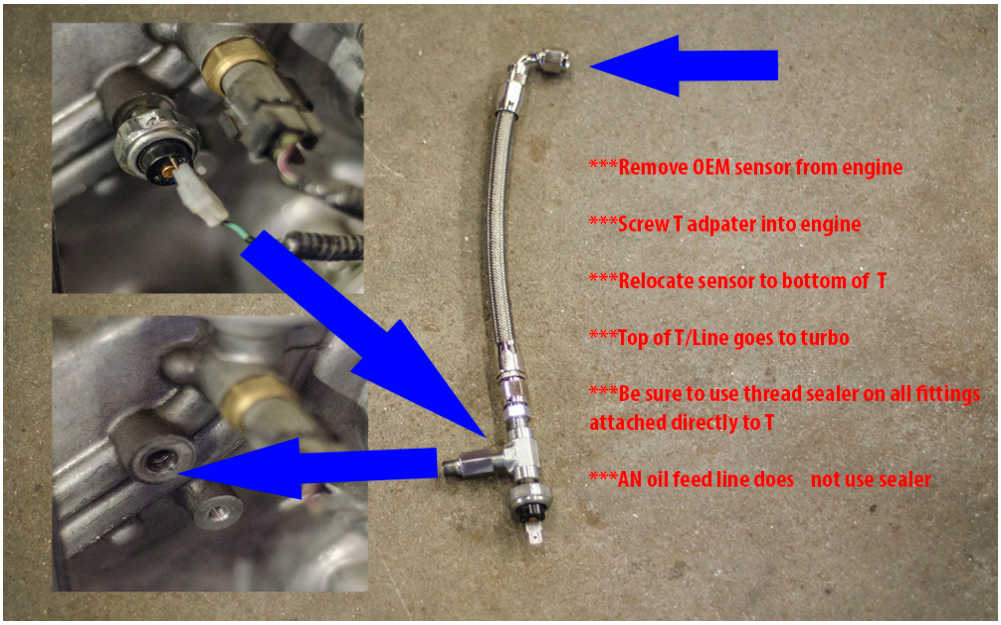




3. Oil Lines

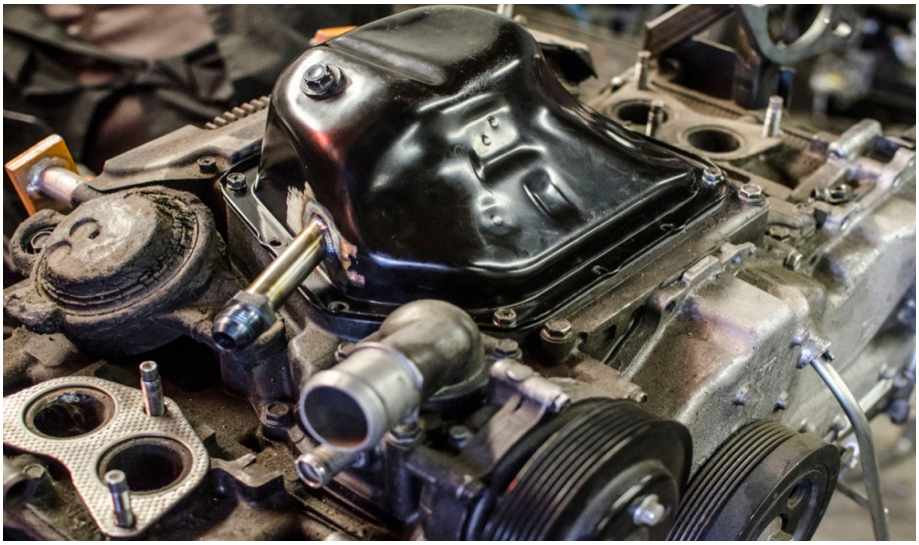
A. Oil feed consisted of 1/8" BSPT to NPT adapter, 1/8" NPT T, and 1 or 2 1/8" to -4 AN adapters. You will receive 2 1/8" to NPT adapters if you are running a Precision Turbo. If you are running a Garrett Ball Bearing Water cooled turbo you will get 1 1/8" to -4 AN adapter and 1 -4 AN GT specific oil restrictor

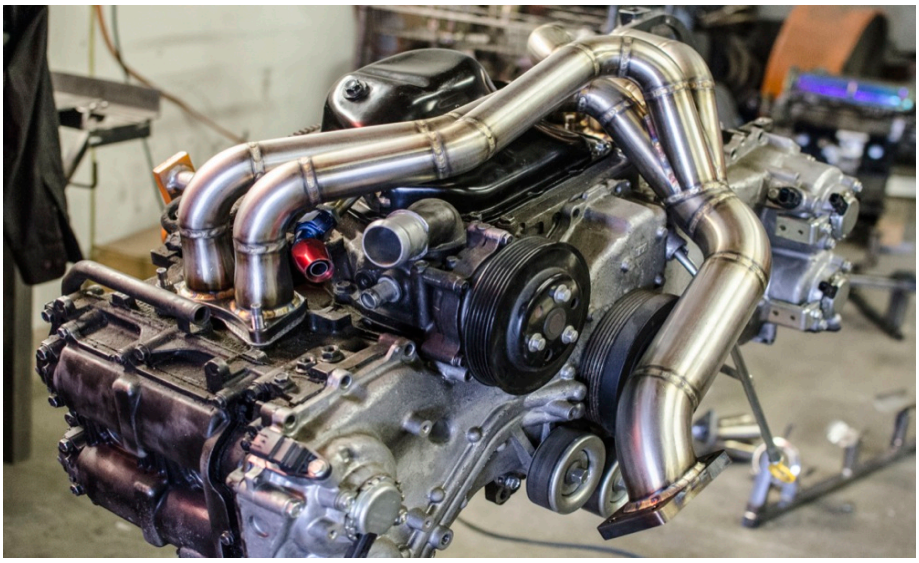
One 1/8" to -4AN or GT specific oil restrictor will screw into the feed of the turbo



B. Oil drain consist of 2 -10 AN 45* push lock fittings, -10 AN push lock hose, Fire sleeve, FT86 oil pan weld on fitting, Oil drain flange with -10 AN male fitting, and Oil flange drain gasket.

Oil pan must be removed to weld on drain fitting. Use OEM sealant or equivalent to reseal pan to engine





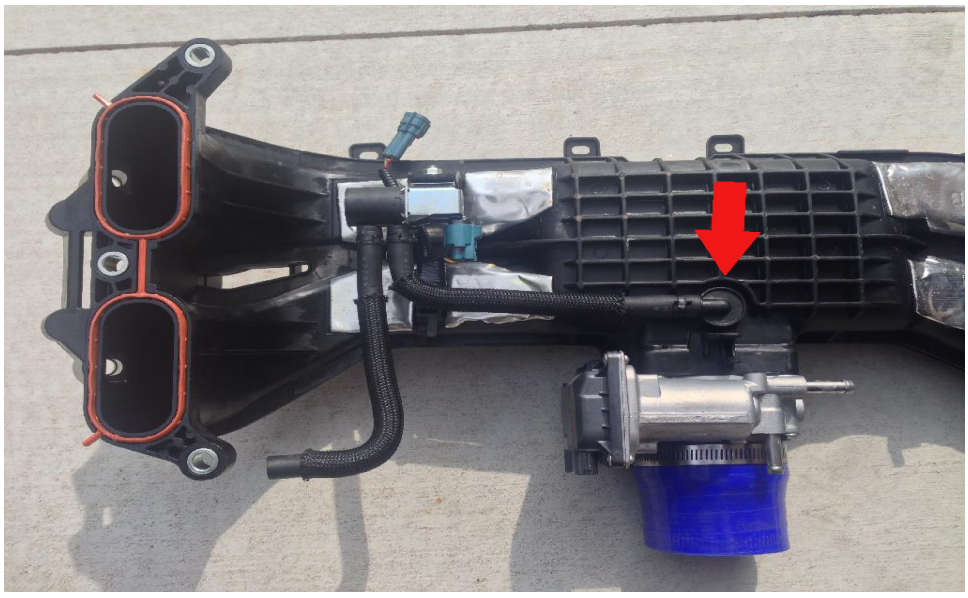
4. Vacuum Line for BOV and Wastegate

A. If you are eliminating your purge valve there will be a free vacuum port under the intake manifold. That can be used for both the BOV vacuum source and Wastegate source.

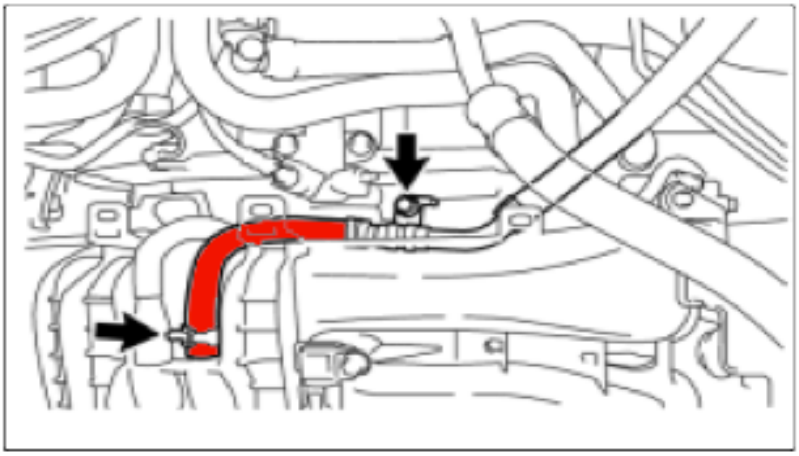
B. If you are using a Precision turbo its better to use the nipple provided on the compressor housing for wastegate signal. You can still use the port under the intake manifold for your BOV vacuum source.

C. If you are not eliminating your Purge valve you will need to T into the brake boost line. Ensure you T into the before the check valve to ensure you get both vacuum and boost signal

This shows the purge valve vacuum port



The red highlighted area is the vacuum line to the break booster. This also can be used as another vacuum source



This shows a Precision turbo using the port on the compressor housing

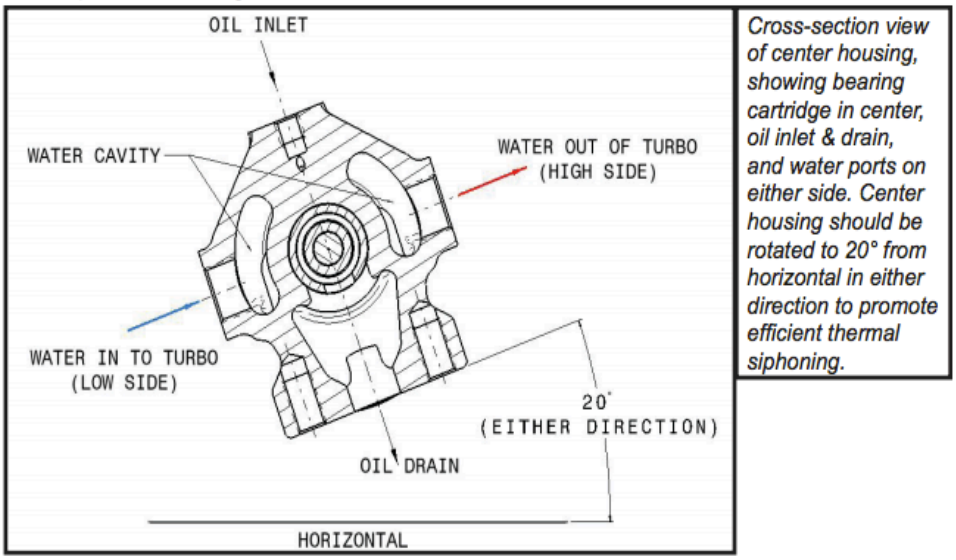
5. Water Lines for Garrett GT/GTX turbo

A. The inlet should be lower than the outlet per Garrett. Either side of the CHRA can be used as the inlet

B. The inlet must be the colder of the coolant sources chosen

C. Both Throttle body and heater core lines are acceptable sources. We recommend the throttle body hoses to keep lines as possible

For more info see
https://www.turbobygarrett.com/turbobygarrett/Garrett_White_Papers



Cross-section view of center housing, showing bearing cartridge in center, oil inlet & drain, and water ports on either side. Center housing should be rotated to 20° from horizontal in either direction to promote efficient thermal siphoning.

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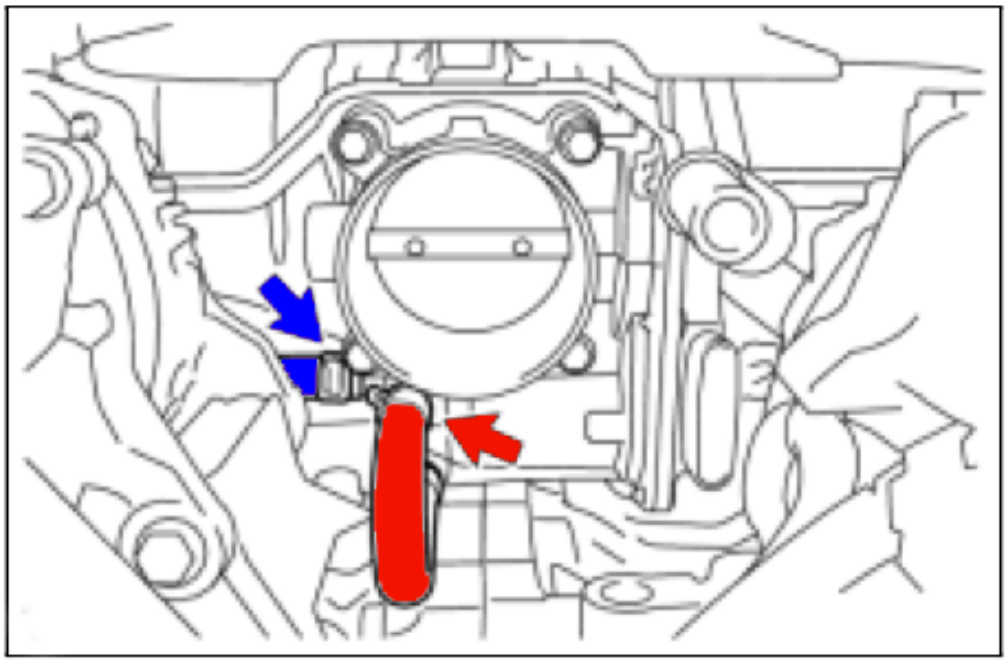
The blue hose will be for coolant inlet and red will be the outlet



Installed example. These lines were from the Throttle Body hoses