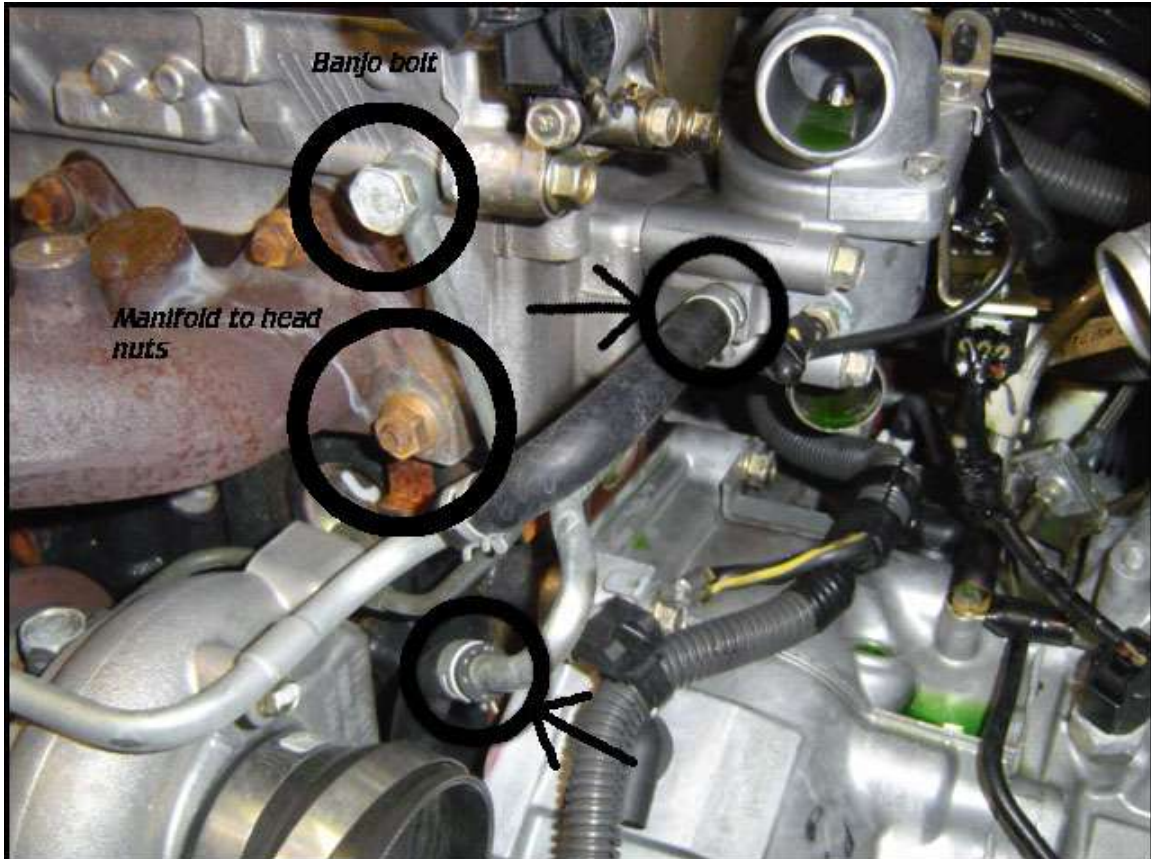


From Bottom Side of Vehicle

1. Disconnect battery
2. Jack up front and use suitable jack stands to support
3. Drain oil and coolant
4. Remove under tray and cross braces
5. Remove down pipe
6. Remove bolts for oil return line at oil pan
7. Remove brace at turbo down pipe by removing (2) 14mm bolts
8. Remove front bumper assembly to gain access for removal of stock lower intercooler pipe. (Not necessary if stock down pipe has been replaced by aftermarket)
9. Remove stock lower intercooler pipe

¹From Top Side of Vehicle

1. Remove intake and air filter box
2. Remove exhaust manifold heat shield
3. Remove spark plug wire cover and disconnect O2 sensor
4. Unplug fan resistor box and remove driver side fan
 - ***Note:** If you still have stock upper inter cooler pipe you may need to remove the 12mm bolt on the upper pipe bracket and gently pry pipe away from fan to gain clearance.
5. Once coolant is completely drained remove and set aside upper radiator hose
6. Remove upper radiator support bolts
7. Remove lower radiator hose from thermostat housing and remove radiator
8. Remove water feed lines to turbo



9. Remove all exhaust manifold to head nuts
10. Remove oil feed banjo bolt and save bolt
11. Pull turbo assembly forward and pull out through top
12. After stock/old turbo setup has been removed, place AMS GT Series turbo kit in engine bay and tighten the two outer bolts on the header flange. Temporarily install radiator in its stock position and loosely fit lower intercooler pipe.
13. Clock the compressor housing to the correct position and tighten one of the bolts on the compressor housing.
14. Remove the AMS GT series turbo kit and tighten all 6 bolts on the compressor housing.
15. Reinstall AMS kit and proceed with installation.

Turbo Install

1. Turbo should come assembled
2. While under the car install oil pan return line flange with gasket use RTV on bolt threads to prevent leaks
3. Transfer old O2 sensor to new O2 housing (Use anti-seize on threads)
4. Remove water pipe banjo bolts and install new crush washers on both sides of supplied water pipe fittings

5. Long hose in front
6. Short hose in rear
7. Position fitting and hose to be directed down.



8. Lower complete turbo down into position and reinstall all exhaust manifold bolts
9. Plug O2 sensor back into connector and reinstall spark plug cover
10. Rear water line to steel line (route behind turbo)
11. Front water line to thermostat hosing (route behind turbo)



12. Use new copper washers with original oil feed banjo bolt and tighten to head
***Note:** Do not over tighten!!! (Torque spec: 10 – 14 ft. lbs.)
13. Connect and tighten oil feed line to banjo fitting
14. Install slim line fan in place where old fan used to be following instructions in box
15. Cut small plug off of old fan and remove resistor box
16. Wire new fan to cut off connector – black to black red to blue



17. Install lower inter cooler pipe and reinstall front bumper assembly
18. Reinstall lower splash shield
19. Reinstall radiator fan resistor box using existing hole in frame or find other suitable location
20. Flip overflow hose brackets



21. Reinstall lower radiator hose on thermostat
22. Cut 1" – 1 ½" of hose from the upper hose on the radiator end



23. Slip heat shielding over hose and reinstall
24. Install intake
25. Refill oil and coolant
26. Start vehicle and **CHECK FOR LEAKS!**
27. Check oil level
28. Let car warm up to bleed cooling system and let fan turn on
29. **GET TUNED!!!!!!!!!!**