New

TURBOCHARGERS

CARDONE 100% New Turbochargers are available for a vast array of automotive applications to meet the growing demand for maximum vehicle performance with optimal fuel efficiency. Every CARDONE turbocharger has been designed and tested to guarantee O.E. fit and performance. CARDONE is committed to getting your vehicle back on the road and back to peak performance with these brand-new, direct-replacement turbochargers.

• 100% dynamic balancing of compressor wheels, turbine shaft/wheel assemblies and complete rotating assembly guarantees proper operation and extends unit life.

• Unit comes with the required gaskets and mounting hardware for easy installation.

• Meets or exceeds O.E. performance.

• Unit comes with a pre-lube syringe to ensure product protection during installation.

• Manufactured with 100% new components and tested to ensure trouble-free operation.

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Good Maintenance Practices

The following tips will help maintain the proper operation of a turbocharger:

• Replace oil, oil filter, and air filter when installing a new turbocharger using only manufacturer recommended oil and filter types.

• Prime the turbocharger with the supplied syringe tool before engine start-up to ensure proper lubrication.

• Clean or replace oil inlet lines of any carbon deposits, sludge or foreign objects that could restrict oil flow.

• Never use Teflon tape or sealant on gaskets or fittings in the oil system to avoid potential clogs in oil supply.

• Clean the entire air and exhaust system including any intercooler or charge air cooler.

• Identify any source of the restriction in the exhaust and replace damaged components.

• Change oil, oil filter, and air filter at factor specified intervals according to the vehicle’s owner manual.

• Allow engine to warm up at least 20 seconds after startup and up to 2 minutes when freezing to prevent oil starvation.

• Avoid hot shut downs by allowing the engine to idle for at least 1 minute before turning off to properly cool the turbocharger.

• Clean the oil inlet and drain ports that connect to the engine side of the pedestal for adequate oil supply.

Signs of Wear and Troubleshooting

Common signs of wear indicating replacement may be required:

• A decrease in engine power may be your first indication your turbocharger is damaged or has failed.

• Contact of either wheel resulting from excessive radial play indicates worn rotating components likely due to improper lubrication.

• Axial end play of the wheels and shaft in-and-out greater than the thickness of a sheet of paper indicates a worn thrust bearing due to excessive exhaust backpressure.
• Any nicks, scratches or chips on either wheel are evidence of foreign object damage caused by contaminants entering the airflow to or from the engine.

• Failed turbochargers must be replaced, and the original cause must be diagnosed and corrected to protect the new installation.

FAQs

Do I need to replace the engine oil at regular intervals?
• Yes, most turbocharger failures are caused by oil starvation from old or contaminated oil.

Can the turbocharger fail if a foreign object is sucked in?
• Yes, replacing the air filter and cleaning entire air and exhaust system will prevent damage to the fragile blades on the turbocharger wheels.

Do I need to let the engine cool off before shutting down?
• Yes, cutting off the supply of fresh oil to a hot turbocharger can cause oil coking.

Do your aftermarket turbochargers meet emission regulations?
• Yes, all turbochargers are engineered to match O.E. performance and comply with all federal regulations.