

### Issue no. 05/2017: Instructions for the assembly of non-controlled turbochargers

As non-controlled turbochargers are sometimes delivered in “zero position”, manual adjustments to the position of the housing are required for some models of commercial vehicle depending on the installation position and application.

To this end, the screw connection of the compressor and/or exhaust housing must be loosened and adjusted so that the connections and lines can be assembled kink- and stress-free.

The specified torques are:

Compressor side: M6: 6 Nm (+/-1) M8: 20 Nm (+/-2)

Exhaust side: M8: 26 Nm (+/-2)

V-band clamp: M6: 6 Nm (+/-1) M8: 14 Nm (+/-1)

Caution: No adjustments should be carried out for controlled turbochargers with wastegate or variable turbine geometry (VTG). Changes to the position of the housing will lead to deviations of the boost pressure control and result in serious damage.

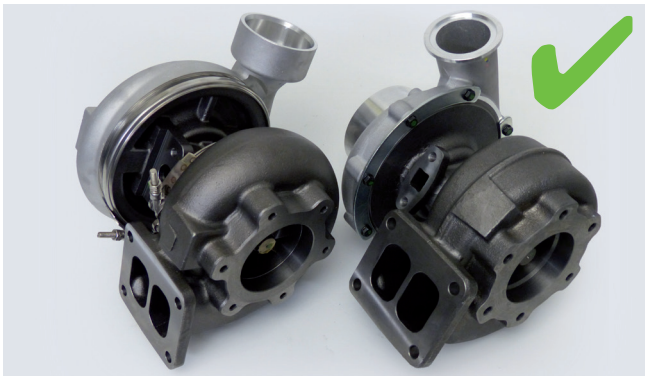


Figure 1: Non-controlled turbochargers (left) and controlled turbochargers (right)—adjustments are only permitted for non-controlled models!

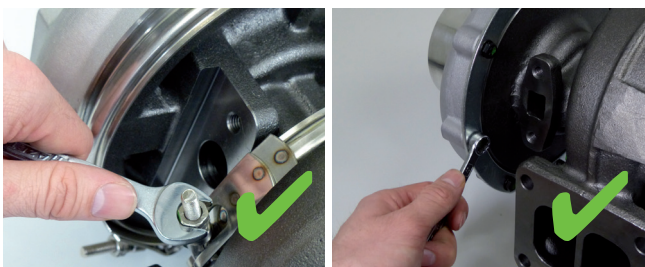
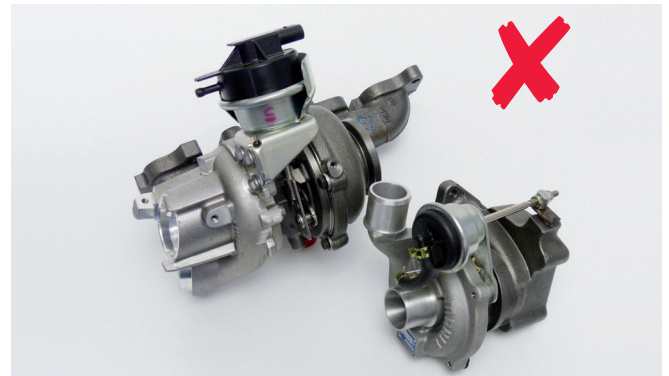


Figure 2: Clamping collars and bolts may be loosened for adjustment



Figure 3: The housing can be adjusted by rotating to the installation position

**Important:** After assembling a turbocharger, it must be tested for leak tightness and proper functioning. The installation note enclosed with the turbocharger must be observed in all cases! This information can also be downloaded in PDF format at [www.mahle-aftermarket.com](http://www.mahle-aftermarket.com).