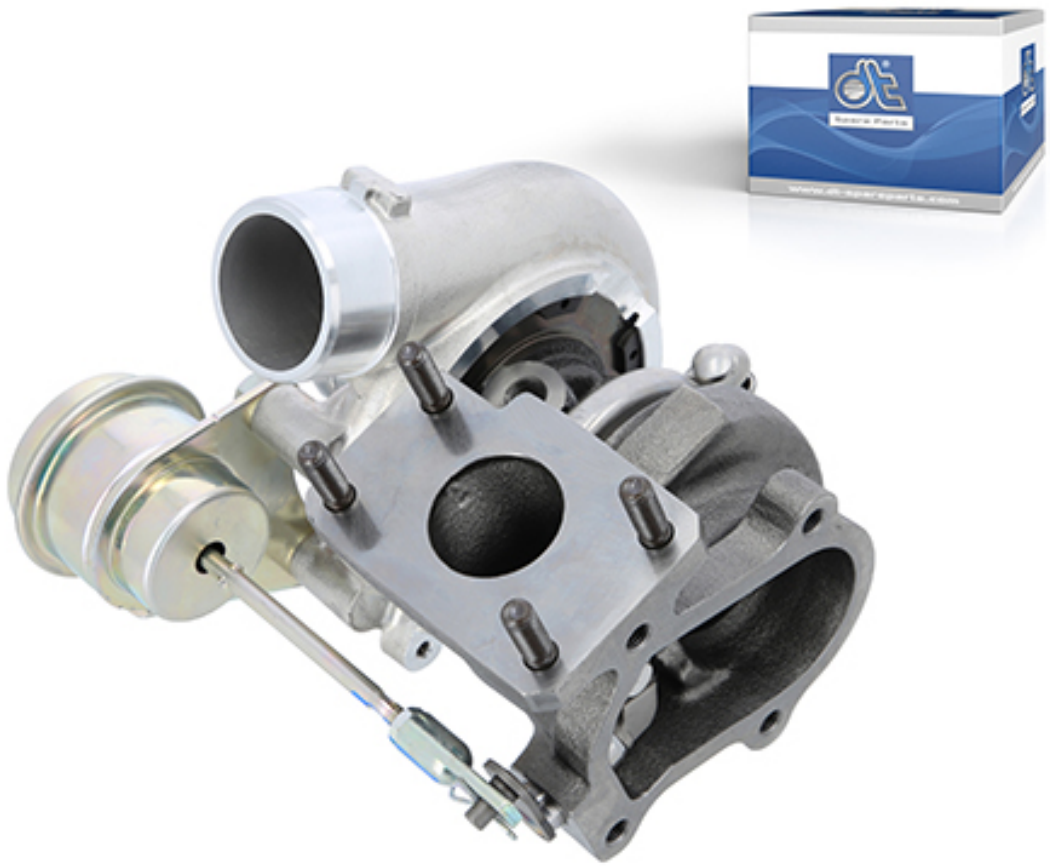
Turbocharger

Suitable for: Fiat, Iveco



Exhaust turbochargers consist of two flow machines; one turbine and one compressor that are placed on a joint s-haft. The compressor draws in fresh air, which is then pressed through the charging air cooler for cooling down and then at up to 2 bar in the combustion chamber.

The charging pressure then needs to be adjusted to the engine's operating conditions again. For that reason, the ex-haust flow is forwarded with the use of the charging pressure control valve through the turbines into the exhaust plant. The turbocharger is balanced at 100,000 min-1 . and subjected to a hot gas test conducted at real operating conditions.

Tips & tricks

Before replacing the turbocharger, the cause of the damage must be localised. What consequential damage was caused? Are foreign bodies or engine oil deposits in the suction channel? Clean suction channel, replace charging air

cooler if required. Engine oil deposits in the charging air cooler may result in damage to the engine. Engine oil drawn in burns in an uncontrolled manner and the engine can rotate excessively. Subsequently, check the lubricant line for leakproofness and soiling.

Adjust turbocharger to the assembly components, where applicable twist the housing and assemble with the seals provided. Finally, replace the engine oil and check the air filter, replace if required.

Structure of the turbocharger:

1. Compressor housing
2. Clamps
3. Compressor wheel
4. Oil separator
5. Washer
6. Bushing
7. Bearing housing
8. Gasket
9. Heat shield
10. Exhaust gas wheel with shaft
11. Turbine housing

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