



364 Edward Street P. +61 2 6925 4348  
Wagga Wagga NSW 2650 F. +61 2 6925 3314

**if it's diesel injection or turbo DENCO DO IT.**

## **FITTING INSTRUCTIONS**

### **MITSUBISHI 4M**

### **SUIT TRITON-PAJERO 2.8 LTR DIESEL**

AS AT 12.07.01

1. Remove air cleaner and hoses from engine bay to make room to work.
2. Remove front sway bar and drop LHS steering idler arm to make room for the removal of engine sump. Drain oil and remove sump.
3. Remove oil filter to allow for more room to work.
4. Remove exhaust manifold and exhaust system.
5. Drill hole in engine block on large oil return raised round section just in front of oil filter from top using a right angle drill and now tap to 3/8 BSP and fit oil return fitting. Thoroughly clean drill fillings out of block.
6. Remove 5mm gallery plug from engine block just above engine mount with Allen key, and replace with small oil nipple and then fit stainless steel braided oil hose.
7. Fit new turbo manifold then turbo.

NOTE: Heat shields will have to be removed in order to tighten manifold nuts.

8. Connect oil line to top of turbo and oil return from turbo to new fitting in side of engine block. (Cut to suit).
9. Refit sump with approved sump sealant.
10. Connect turbo to intake manifold with casting 402 using hoses and clamps supplied.
11. Re-fit air cleaner.
12. Connect turbo to air cleaner using casting elbow and front section of original convoluted hose.

13. Connect engine breather to turbo intake using LOL-12 - 3/4" hose supplied.
14. Fit exhaust dump pipe to turbo using 5 bolts and stainless steel spring washers.
15. Fit new flex exhaust elbow then double bent pipe followed by muffler and tail pipe - use brackets 1 to 4 in order from front.
16. Refit oil filter. Refill with oil. Fit boost gauge and pyrometer.
17. Start engine and allow to idle whilst checking for air exhaust and oil leaks.
18. Set maximum boost under full power to 60 KPA. Set maximum fuel to maximum 500°C under full load at 4500 RPM on dyno.

Under no circumstances go above these specifications as damage may result.

#### WARNING TO ALL FITTING STATIONS

INSTALLATION OF DIESEL TURBOCHARGER EMISSION CONTROL SYSTEMS SHOULD NOT BE UNDERTAKEN UNLESS YOU HAVE A BOOST GAUGE AND A PYROMETER.

**ALL TURBO-DYN SYSTEMS RUN AT 60 KPA BOOST MAXIMUM AND A MAXIMUM OF 500°C UNDER POWER LOAD UNLESS OTHERWISE STATED.**

REMEMBER: OVER FUELLING NOT ONLY CAUSES BLACK SMOKE IT ALSO GENERATES EXCESS HEAT. EXCESS HEAT CAN ALSO BE CAUSED BY AIR AND EXHAUST RESTRICTIONS SO CHECK ALL AIR CLEANERS AND DUCTING TO THEM FOR RESTRICTIONS BEFORE TESTING. EXHAUST BRAKES AND EXHAUST SYSTEMS SHOULD ALSO BE CHECKED FOR CORRECT OPERATION AND RESTRICTION.

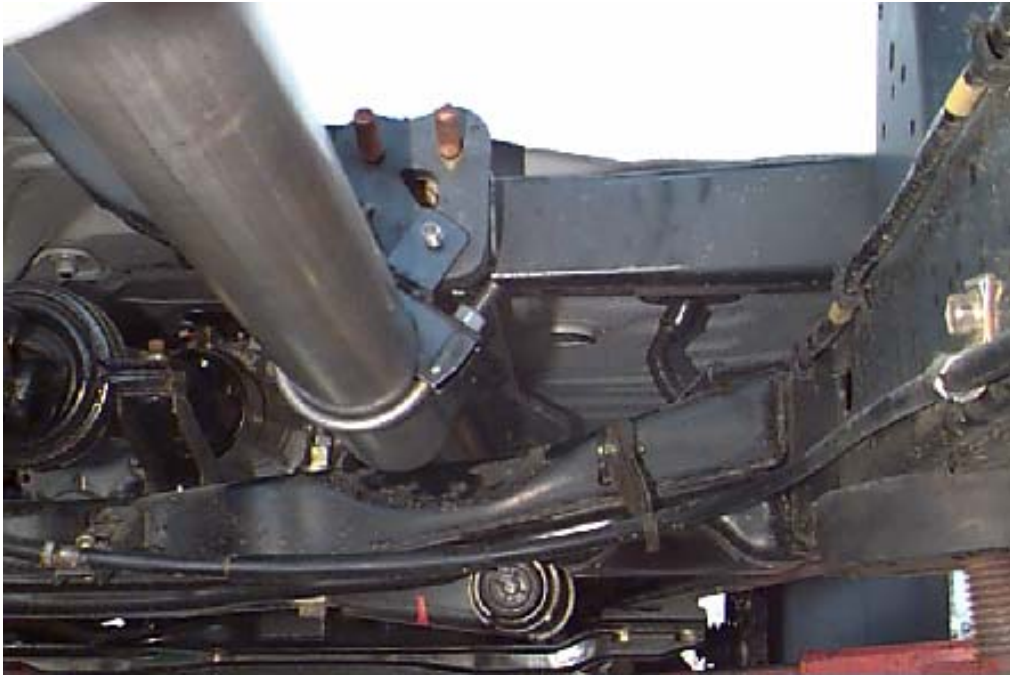
EXCESS HEAT CAUSES MANY PROBLEMS INCLUDING HIGH N<sup>o</sup>X EMISSIONS, LAMINATION OF TURBINE HOUSING AND MANIFOLD, STUD STRETCH AND PREMATURE ENGINE FAILURE.

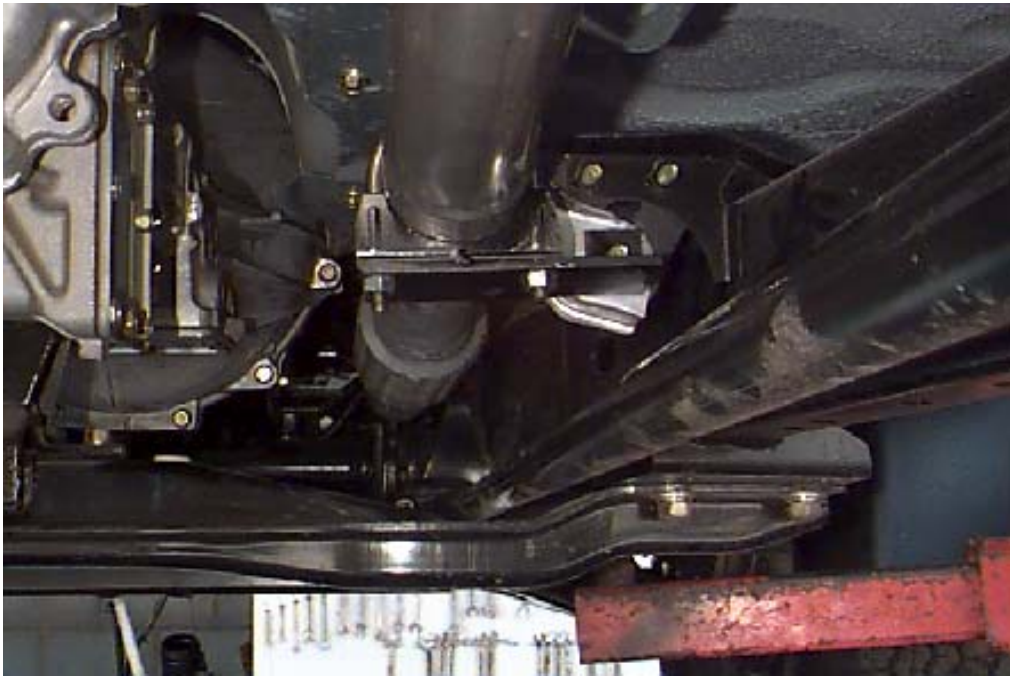
TURBO DYNAMICS WILL NOT ACCEPT LIABILITY FOR ANY PARTS RETURNED FOR WARRANTY THAT SHOW ANY OF THE ABOVE SIGNS.

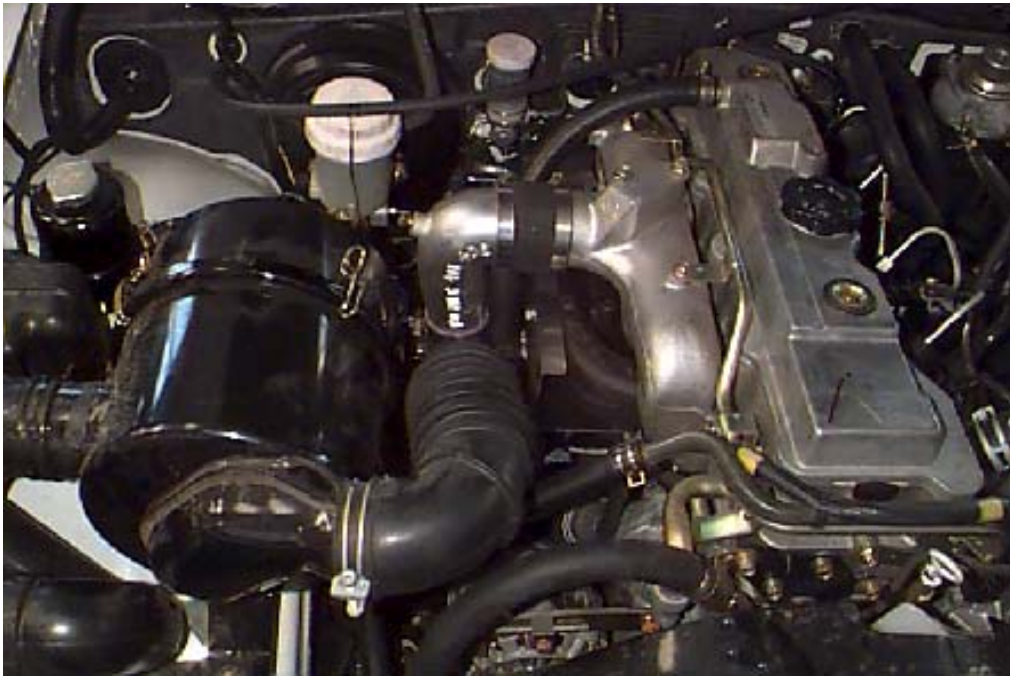
WARRANTY WILL NOT BE CONSIDERED IF REPAIRS ARE CARRIED OUT WITHOUT TURBO DYNAMICS AUTHORISATION.

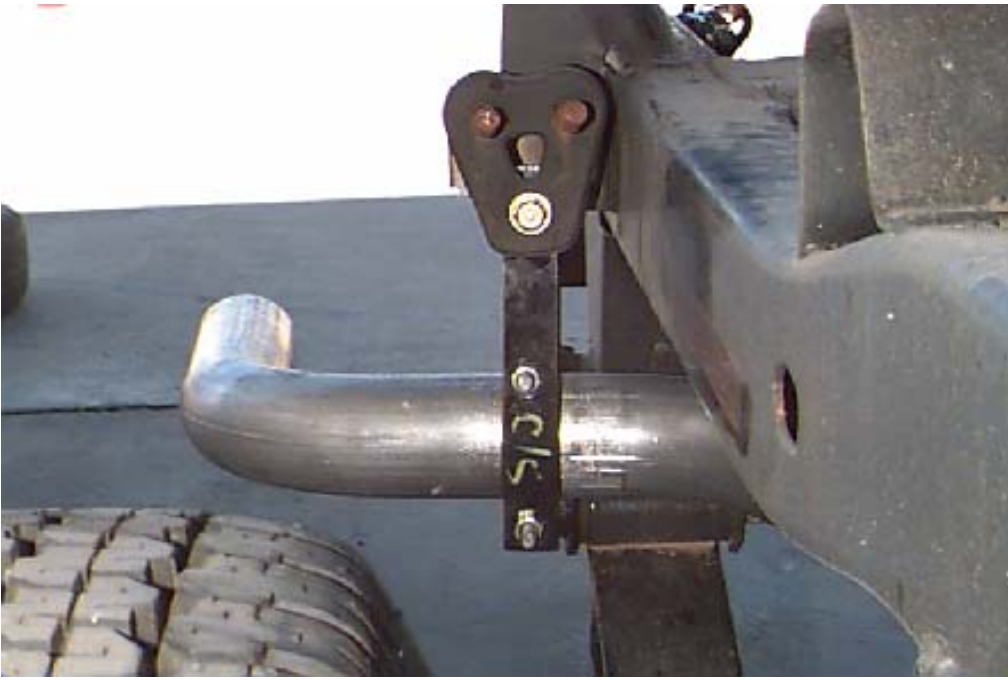
ALL KITS NOW HAVE DUMP PIPES WITH THE PROVISION FOR VDO PYROMETERS.

REMEMBER: IF SET CORRECTLY OUR PRODUCT IS ENVIRONMENTALLY FRIENDLY AND SAFER TO THE ENVIRONMENT THAN PETROL ENGINES.









NO.	QTY	PART NO.	BIN NO.	DESCRIPTION
<b>Exhaust manifold and turbocharger pre assembled assembly</b>				
1	1	313297		S1BG Turbocharger
2	1	TDM208		Exhaust Manifold
3	1	TDM068		1" Aluminium Sleeve for compressor cover
4	4	TDM010	X18	M8 incanol studs
5	4	DNF	X17	M8 hi tensile locknuts
6	1	TDM074	K7	MIT 4M actuator bracket
7	1	TDM045	K10	Manifold Heatshield
8	6	826 0650	X12	M8 * 16 Bolts
9	6	826 7170	X11	s/s spring washers
10	1	SP3-0407	X5	¼ hose * 7/16 UNS fitting
11	1	80-025	W6	24cm Purosil hose
12	2	MS8241	X2	Goss fuel hose clips
13	1	TDM047	X26	4M oil out fitting
14	5	826 0652	X14	M8 * 25 Exhaust bolts
15	5	826 7170	X11	S/S spring washers
<b>AIR IN AND OUT</b>				
16	4	DSF4M	K8	Exhaust manifold gaskets
17	1	TDM207	K15	Cast air out pipe
18	1	A64-02	T13F	1/8 BSP boost gauge plug
19	1	TDM206	K3	Cast air in pipe
20	1	BP3-1206	T27	3/4" * 3/8 BSP hose tail
21	1	LOL-12		400mm of 3/4" oil hose for breather
22	1	670BLK-250	V4	2½" of 2½" turbo hose
23	4	HS40	HCB11	No 40 hose clamps
24	1	670BLK-200	V2	2" of 2" turbo hose
25	2	HS10	HCB5	No 10 Hose Clamps
26	2	HS32	HCB9	No 32 hose clamps
27	1	HS44	HCB12	No 44 hose clamps
<b>OIL IN AND OUT</b>				
28	1	HOS370	K14	S/S braided oil supply hose 370mm long
29	1	A7-0402	T15	¼ * 1/8 BSP flare male union
30	1	TD80*270*16		90 degree oil out hose
31	2	HS10	HCB5	No10 hose clamps
32	1	BP3-1006	C11	5/8" * 3/8 BSP hose tail
<b>EXHAUST</b>				
32	1	TDM075	K4	Dump pipe with plug
33	1	TDM076	K17	Pipe with flex
34	1	DDTRI4M-3MB	RACK	Pipe
35	1	TR616CC225-GP		2¼" Muffler
36	1	DDTRI4M-4MB	RACK	Tail pipe
37	1	TDM079	K7	Exhaust bracket
38	2	TDM080	K7	Exhaust bracket

<b>NO.</b>	<b>QTY</b>	<b>PART NO.</b>	<b>BIN NO.</b>	<b>DESCRIPTION</b>
39	1	TDM082	K12	Long clamp strap ute
40	1	TDM083	K12	Short clamp strap cab chassis
41	4	C11	W10	2 3/8 Exhaust clamps
<b>mits pajero exhaust system</b>				
1	1	TDM208		Dump pipe
2	1	TDM212		Exhaust bracket no 1
3	1	TDM210		Exhaust bracket no 2
4	1	TDM080	K7	Exhaust bracket no 3
5	1	TDM211		Rear hanger weld no 4
6	1	DDPAJ4M-2MB		Pipe no 2
7	1	DDPAJ4M-3MB		Pipe no 3
8	1	TR616CC225-GP		2¼" muffler
9	4	C11	W10	2 3/8 exhaust clamp
				Straight pipe 17 ½ inches long with flex, expanded one end



