



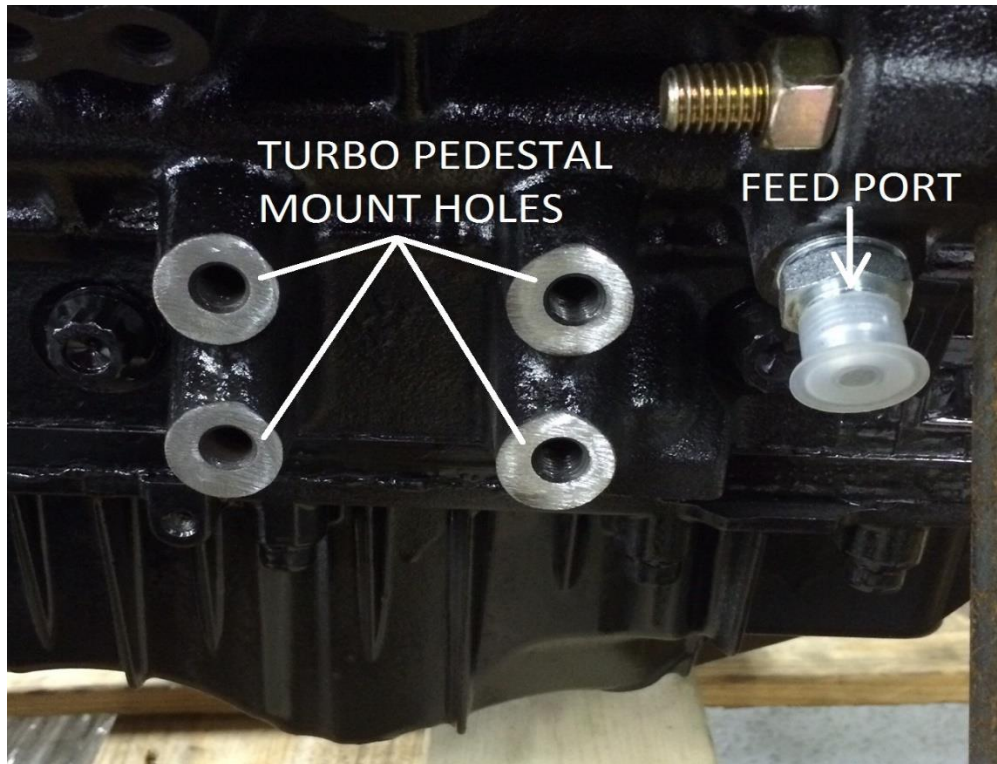
Twin Turbo Oil Line Install

Overview- Installation instructions for twin turbo oil feed and drain line. These instructions compliment all WCFab twin turbo kits for 2001-2016 Duramax.

1. First check over the included packing list to be sure you have all items on the list in the bag. '01-10 Duramax use a 30" long feed and drain line, while 2011-16 use a 36" long feed and drain. The fitting with the O-ring seal washer is an M14 straight thread for the engine block oil galley. The 1/4" NPT fitting is for the turbo oil feed, and the 3/8" NPT 45* is for the upper oil pan.

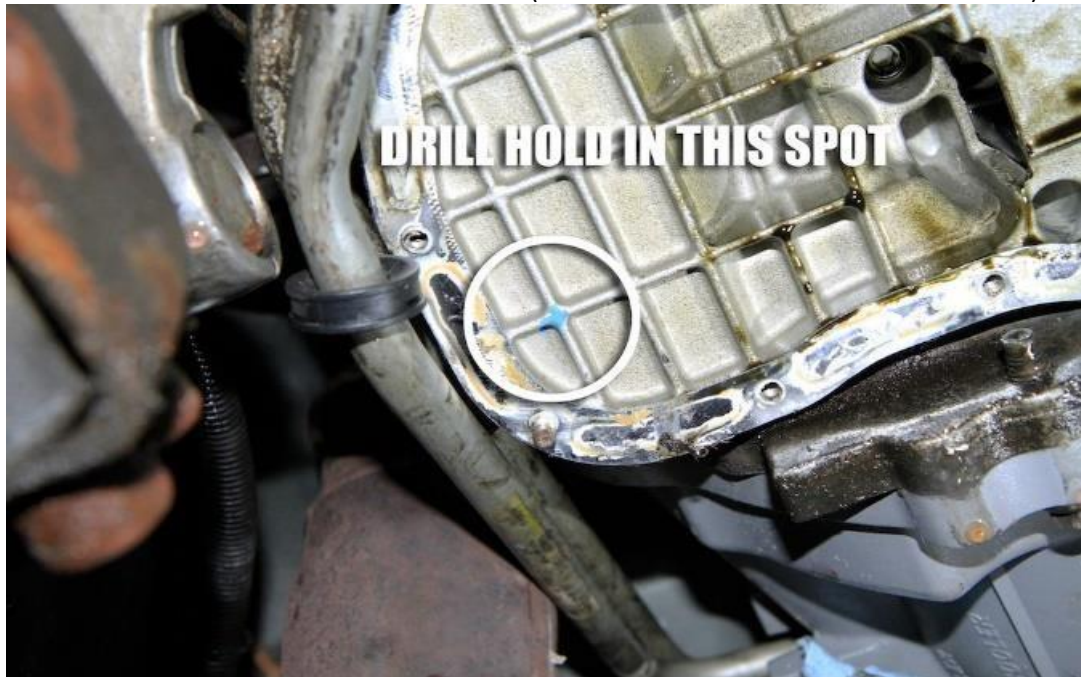


2. On the passenger side front of the engine block you will see the 4 bolt holes that our Twin Turbo pedestal fastens to for twin turbo kits (pictured below) just in front of the upper right hole is a 19mm Hex head oil galley plug. Remove the oil galley plug, about 1/4 cup of oil will drain from the hole. You can now install the Supplied 14mm O-ring Boss fitting supplied in the bag. Snug up the fitting.



3. Next locate the 1/4" NPT X #4 JIC straight fitting. Apply Teflon Paste (**DO NOT use Teflon tape!**) to the threads and install into the turbo's center section feed port.
4. The stainless oil feed line can now be installed from the port on the block to the Turbo. Be sure to pre-lube the turbo with some oil before installing oil line to the turbo.
5. Next Step is Turbo Drain Line. If you did not purchase our lower oil pan with bung (WCF100384 or WCF100385) then skip to step #11.
6. Drain the engine oil and remove the cross member underneath the oil pan.
7. Remove all the 10mm head bolts holding the lower oil pan on and remove pan. This will take some force to break the silicone seal from the upper pan.

8. Locate the supplied 90° fitting that came with the WCFab oil pan with welded bung. Apply Teflon Paste to the threads and install a few turns, NOT tightening it completely yet.
9. Apply (healthy amount) of silicone to the edge of new oil pan. Reinstall oil pan and cross member.
10. Now tighten fitting so that it points up/towards frame slightly and aims towards your big turbo. Turbo drain line can now be attached and you can refill the engine with oil. You are completed now.
11. Unbolt the starter and pull forward, it does not need to be removed completely only forward to give access to the oil drain port drill location.
12. Drain the engine oil and remove the cross member underneath the oil pan.
13. Remove all the 10mm head bolts holding the lower oil pan on and remove pan. This will take some force to break the silicone seal from the upper pan. Set oil pan aside.
14. It is very important to drill the hole for the drain fitting in the correct spot so that threads can be made in the cross members of the upper pan. Here is a picture from underneath the truck of where the hole needs to be drilled. (Notice blue mark in center of white circle)



15. Drill a small pilot hole first for the large drill to follow. Then **drill with a 3/64" Bit.**



16. Next you will need to **tap the hole from the TOP side** Using a 3/8"-18 NPT Tap.



17. Thoroughly clean any debris from the drill and tapping process.
18. With Teflon Paste install the supplied 45* fitting into the oil pan. The fitting will need to face forward/slightly offset towards the frame rail.
19. Clean the lower oil pan and apply (healthy amount) new silicone. Reinstall oil pan, cross member, and starter.
20. Turbo drain line can now be attached and you can refill the engine with oil.

Any Questions, Comments, or Feedback?

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Or the shop phone- 630-277-8239

Thanks for Purchasing from Wehrli Custom Fab!!