



## PRO-RMK OIL LINE UPDATE

### Notes:

Due to continual improvement on the part of Mountain Tek Performance this oil update has been offered for the PRO-RMK Turbo Kit Model Years 2011-15. MTNTK Performance has found improved performance and improved engine life in some circumstances through the modification of the oil system. These turbo kits came with an “oil atomizer” type system which used a wet intake. Due to the widespread sales of our products we cannot control the type and brand of two stroke oil that customers are able to obtain. Thus we have found that differing types of oils have varied amounts of ability to “atomize” especially at low temperatures and low throttle settings. This modification will result in superior engine lubrication and reduction of leaking of engine oil in the case of improper installation of the older system or non-typical riding habits. This upgrade is required when adapting the system to the water/air intercooler kit.

### KIT CONTENTS:

- (1) 1/4” BRASS PIPE PLUG
- (1) 1/8” BRASS PIPE PLUG
- (1) OIL LINE ASSEMBLY
- (1) OIL INLET FITTING – MACHINED
- (1) BRASS OIL LINE CHECK VALVE
- (1) 1/4” OIL LINE PINCH CLAMP

### INSTALLATION:



1) REMOVE MUFFLER AND TURBOCHARGER FROM SLED. REMOVE THE OIL LINE LOOP TUBE FROM THE TURBO CENTER SECTION/COMPRESSOR HOUSING.

2) REMOVE THE BRASS TUBE ADAPTER FITTING FROM THE INTAKE OF THE COMPRESSOR HOUSING.



3) PLUG THE HOLE IN THE COMPRESSOR HOUSING WITH THE 1/8" BRASS PIPE PLUG. USE THREAD SEALANT AND TIGHTEN.



4) REMOVE THE OUTER/LOWER NUT ON THE WASTEGATE AND REMOVE THE ROD.



5) USING A 4MM ALLEN L-WRENCH REMOVE THE 3 SCREWS HOLDING THE WASTEGATE BRACKET AND REMOVE IT.



6) REMOVE AND REPLACE THE OIL LINE INLET FITTING WITH THE NEW FITTING. TIGHTEN AND MARK THE FITTING WHERE THE OIL LINE SHOULD POINT WITH THE WASHER AND O-RING INSTALLED. IT SHOULD POINT TO THE REAR OF THE SLED WHEN THE TURBOCHARGER IS INSTALLED.



7) UNTHREAD THE FITTING AND USING A THREAD LOCKING COMPOUND PRESS THE OIL CHECK VALVE IN ALIGNED WITH THE MARK YOU MADE. REINSTALL THE FITTING AND TIGHTEN.



8) REINSTALL THE WASTEGATE BRACKET



9) REINSTALL THE WASTEGATE ROD AND TAKE CARE NOT TO MOVE THE INNER/UPPER NUT SO YOUR BOOST LEVEL WILL REMAIN THE SAME.



10) TURN THE TURBOCHARGER OVER AND FILL THE CENTER SECTION FROM THE BOTTOM DRAIN HOLE WITH CLEAN TWO STROKE OIL LEAVING A 1/2" AIR SPACE FROM THE TOP. APPLY THREAD SEALANT AND INSTALL THE 3/8" BRASS PLUG.



11A) USING PICTURES 11A AND 11B FOR A REFERENCE INSTALL THE NEW OIL LINE ASSEMBLY AS SHOWN AND SECURE PROPERLY.



11B) ENSURE THE OIL LINES ARE CORRECT EVEN THE ONES YOU HAVE NOT CHANGED. USE THE ORIGINAL PINCH CLAMPS TO SECURE THE LINES AND MAKE SURE THE LINES ARE PROPERLY TIED TO PREVENT RUBBING ON THE ENGINE OR CHASSIS.

12) ROUTE THE LONG LINE OF THE NEW OIL LINE ASSEMBLY UP AND TO A SUITABLE LOCATION TO CONNECT TO THE TURBOCHARGER. THE LINE SHOULD BE ENTERING THE TURBO FROM THE REAR OF THE SLED TO PROTECT THE LINE FROM EXTREME EXHAUST HEAT.

13) INSTALL THE TURBOCHARGER AND MUFFLER. CHECK AND FILL COOLANT TO REPLACE ANY THAT WAS LOST. USING A LONG WIRE PULL THE OIL PUMP ROD TO MAXIMUM. START AND RUN THE SLED UNTIL ALL THE LINES HAVE PUSHED THE AIR UP AND OUT THE FEED LINE TO THE TURBO. WHEN ALL THE AIR IS BLEDED OUT THEN CONNECT THE LINE TO THE CHECK VALVE ON THE TURBOCHARGER. MAKE SURE THE PROTECTIVE SLEEVE IS COVERING THE LINE UP TO THE CLAMP AND THE PINCH CLAMP IS INSTALLED ON THE CHECK VALVE. REMOVE THE WIRE FROM THE PUMP ROD.

14)

\*\*\*\* CHECK FOR LEAKS! \*\*\*\*

- TWO STROKE OIL
- COOLANT
- EXHAUST

\*\*\*\* CHECK FIRE HAZARDS \*\*\*\*

- FUEL SYSTEM
- ELECTRICAL SYSTEM

8) DOUBLE CHECK YOUR WORK. FILL THE OIL TANK WITH TWO STROKE OIL AND ENSURE THAT YOU KNOW HOW FULL IT IS. MIX YOUR FIRST TANK OF FUEL WITH 1QT OR LITER OF OIL TO A FULL TANK OF FUEL.

CHECK AFTER RIDING THAT THE OIL LEVEL IS GOING DOWN, AND THAT THERE ARE NO LEAKS.