

TURBOCHARGER KITS & RELATED PARTS

Highlights

1

More than 140 New, No Core and Remanufactured Turbocharger Kits for Gas, Diesel, Domestic and Import Applications

2

Turbocharger kits include everything needed for a complete, efficient repair

3

Direct Ship / NAPA Express Programs available on the entire turbo line

What's in your box?

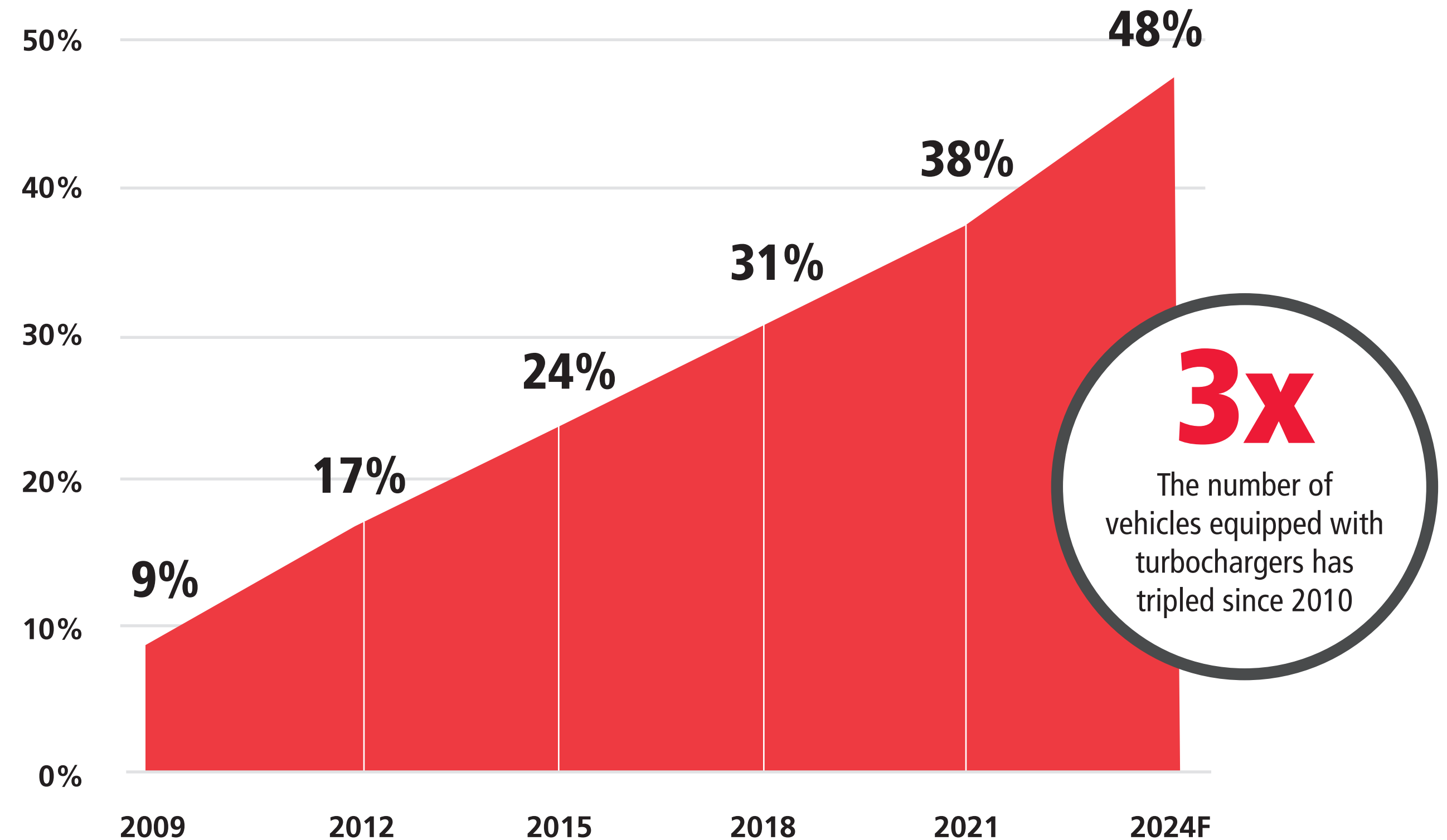


TURBOCHARGER KITS

Growing Market

In an effort to increase fuel efficiency, maintain vehicle performance and reduce emissions, vehicle manufacturers have added turbocharged engines to their lineups at a significant rate.

Vehicles Equipped with Turbochargers



Source: SMP Internal Data

Did You Know

In 2008, the popular Ford F-150 offered 3 engines – none had a turbocharger. In 2018, Ford offered 3 different EcoBoost turbocharged engines for the F-150



2018 Ford F-150 EcoBoost

NAPA® ECHLIN®
TURBOCHARGER KITS

Sales Opportunities

The GM 1.4L Ecotec engines may develop an oil leak around the PCV valve and plugs on the front engine cover. (GM Service Bulletins PIP5197/PIO957).

The loss of oil can starve the turbocharger of lubrication, causing the turbocharger to fail prematurely.

NAPA® Echlin® Training Tip

Before installing a replacement turbo on a GM 1.4L, carefully check for any oil leaks. It is likely the original turbo failed due to lack of lubrication.



NAPA® Echlin® New, No Core Turbocharger Kits for the GM 1.4L Ecotec engine contain everything needed for a complete repair, helping techs do the job right

2-551021 includes premium turbocharger, new gaskets, oil line and required hardware



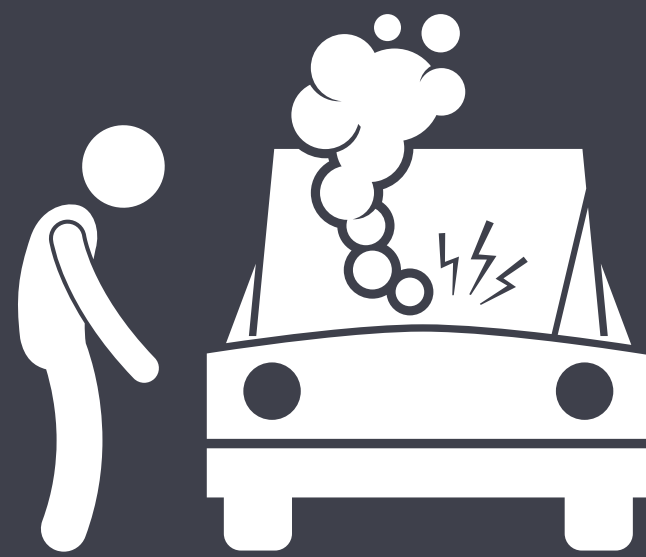
GM 1.4L Ecotec Engines

Buick Encore (2018-13)
Chevrolet Trax (2018-13)

Chevrolet Cruze (2015-11)
Chevrolet Sonic (2015-12)

TURBOCHARGER KITS

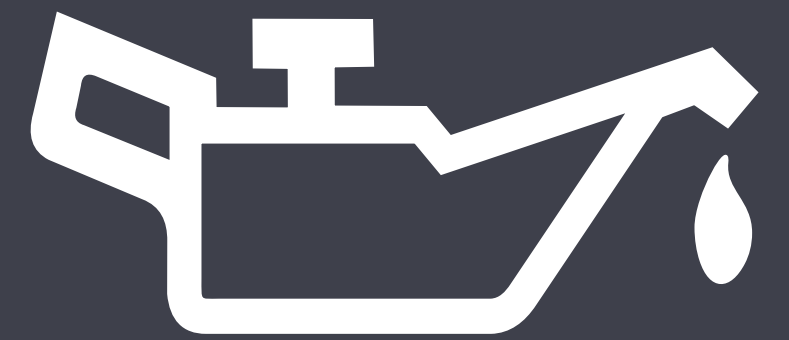
Impact on Engine Systems



When a turbocharger fails, the motorist will likely experience a lack of power and reduced fuel mileage — the engine may also begin to operate at higher temperatures



Driving with a failed turbocharger can quickly cause damage to both engine and emission components



Turbos usually don't fail on their own — the primary causes of turbo failure are contamination and lack of oil

**NAPA® ECHLIN® NEW, NO CORE
TURBOCHARGER KITS**

What's New

Turbochargers are one of the fastest growing categories in the industry — NAPA® Echlin® is committed to regularly introducing new turbocharger kits.

For the most recent applications, check the online catalog at NAPAEchlin.com



2-551099
Ford Mustang
(2020-15)
VIO: 210K



2-551089
Ford F-150 2.7L
(2017-15)
VIO: 385K



TRB833N
Ford Super Duty
(2019-15)
VIO: 800K



**NAPA® ECHLIN® TURBO
RELATED PARTS**

What's New

From sensors and actuators to coolant and oil lines, regularly introducing related parts for the turbocharger system is a staple of NAPA® Echlin's complete turbo program.

For the most recent applications, check the online catalog at NAPAEchlin.com



**Turbocharger
Coolant Line**

2-56068

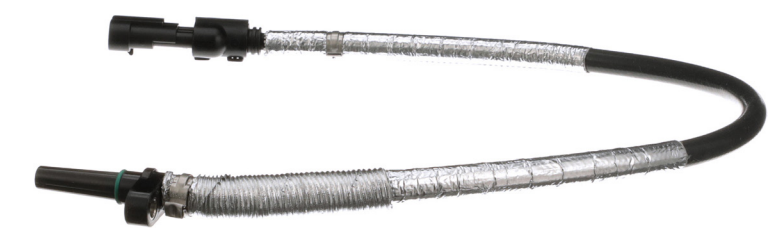
Ford Super Duty (2014-11)
VIO: 425K



**Turbocharger
Oil Line**

2-56067

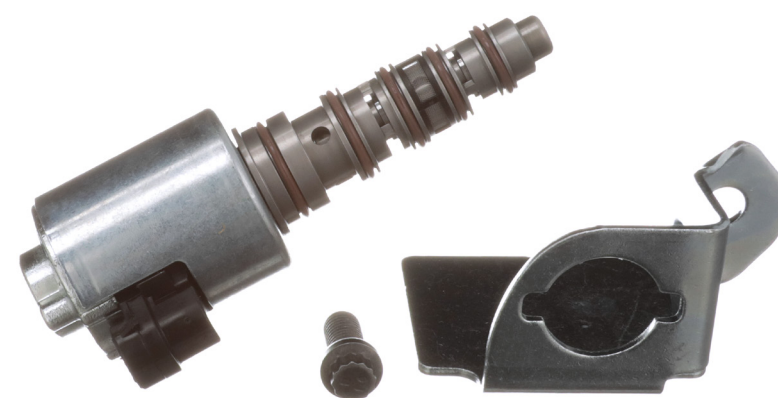
Ford Super Duty (2016-11)
VIO: 810K



**Turbocharger Speed
Sensor**

TBS302

Ram 2500 & 35000 (2020-14)
VIO: 775K



**Turbocharger
Actuator**

TBS111

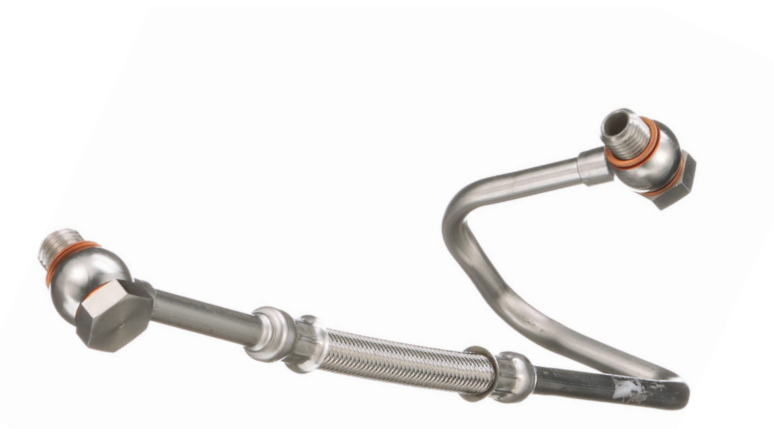
GM 6.6L (2010-04)
VIO: 550K



**Turbocharger
Wastegate Solenoid**

2-16900

Ford F-150 (2019-17)
VIO: 740K



**Turbocharger
Oil Line**

2-56040

Ford 2.0L (2018-12)
VIO: 1.6 Million

NEW, NO CORE
TURBOCHARGER KITS

NAPA® Echlin® Quality

Turbochargers operate at temperatures in excess of 1700°F with the turbine spinning up to 200,000 RPM. Using quality components to manufacture a premium replacement is critical to optimal turbocharger performance.

3-year / 36,000-mile
limited warranty

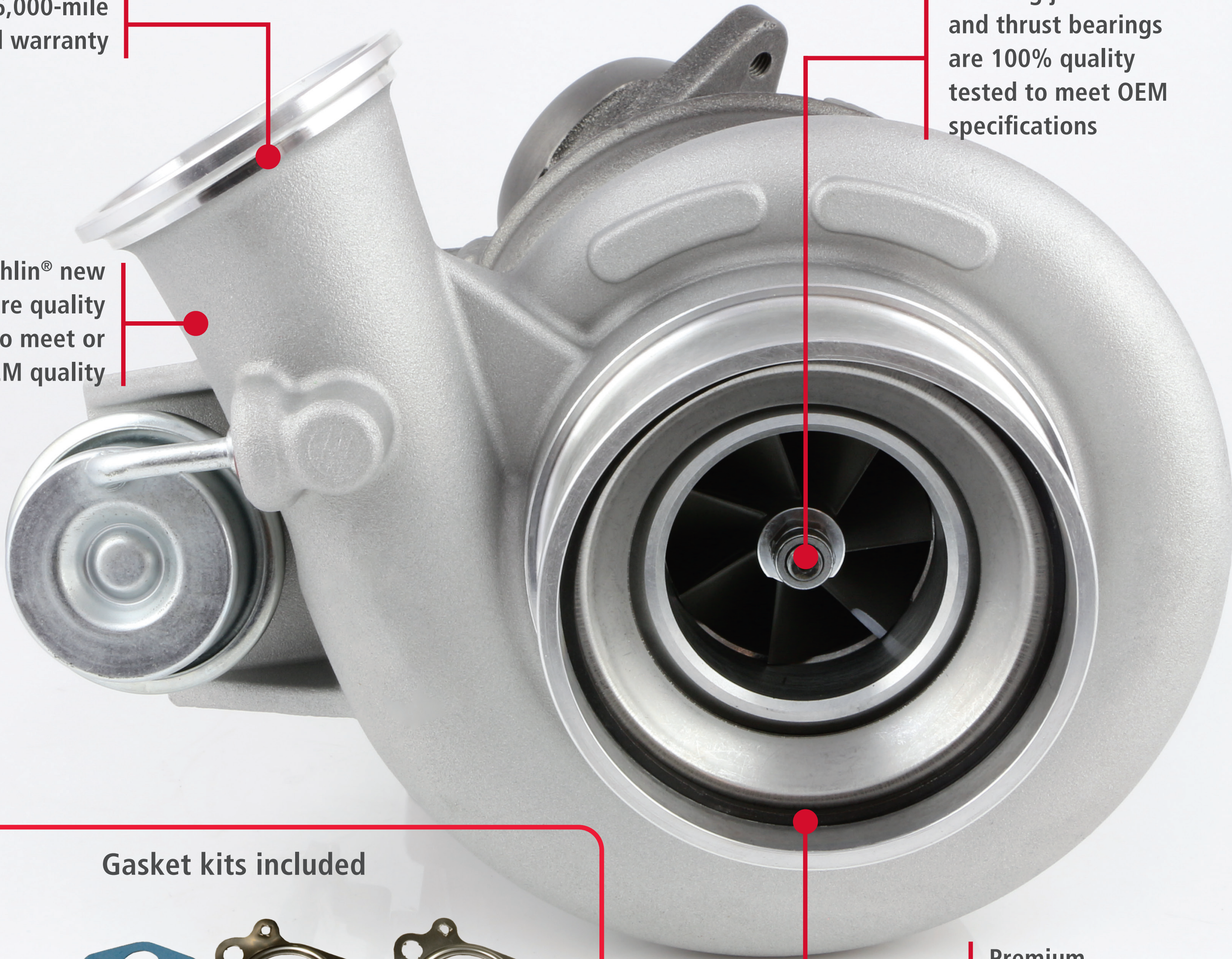
All NAPA® Echlin® new
turbos are quality
tested to meet or
exceed OEM quality

Rotating journal
and thrust bearings
are 100% quality
tested to meet OEM
specifications

Gasket kits included



Premium
cast housing
for superior
durability

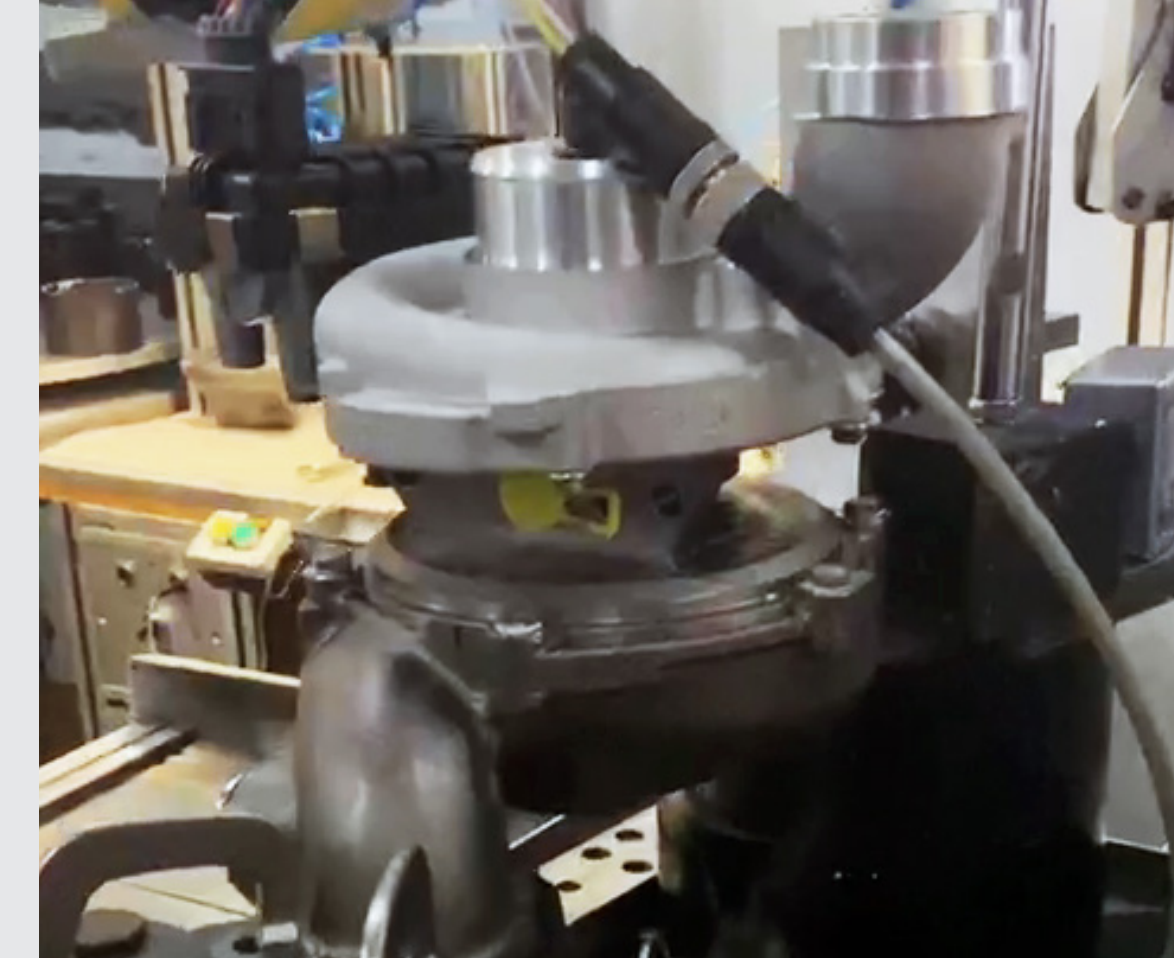
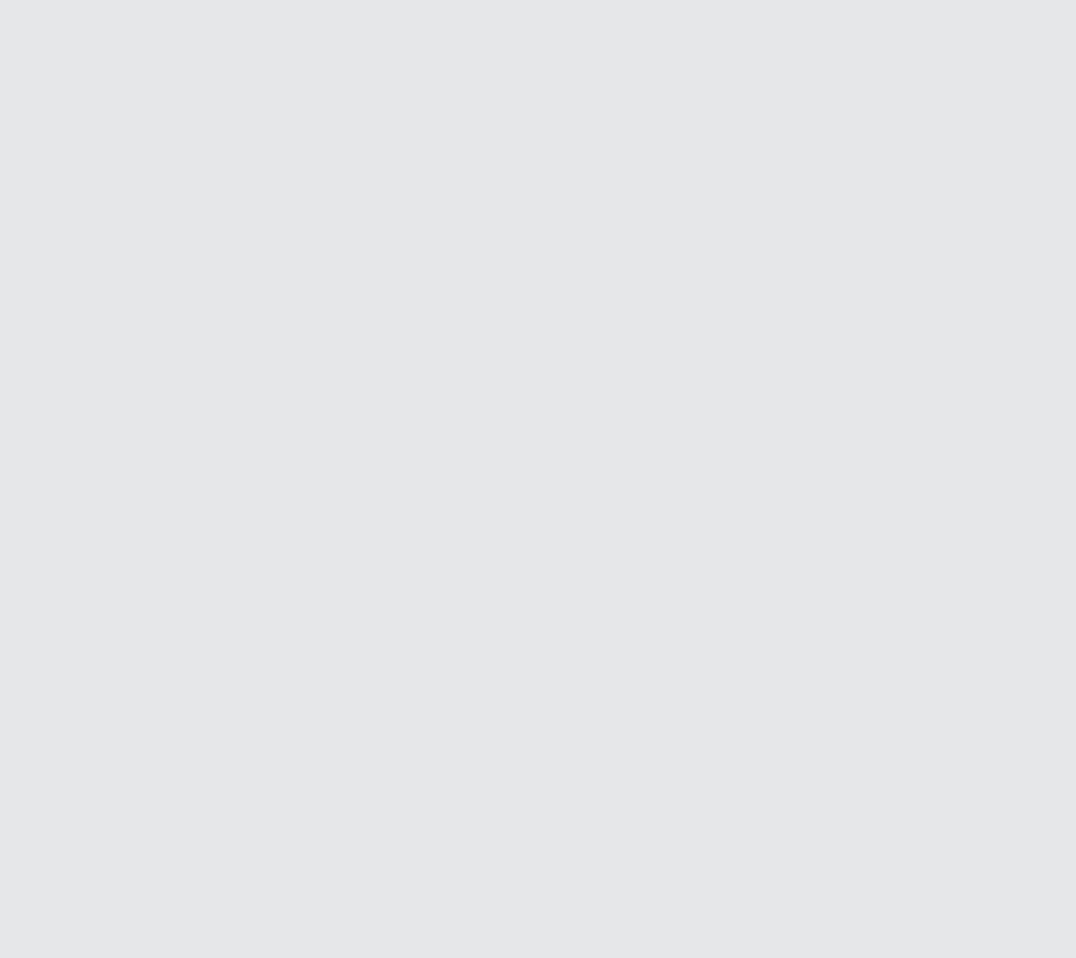
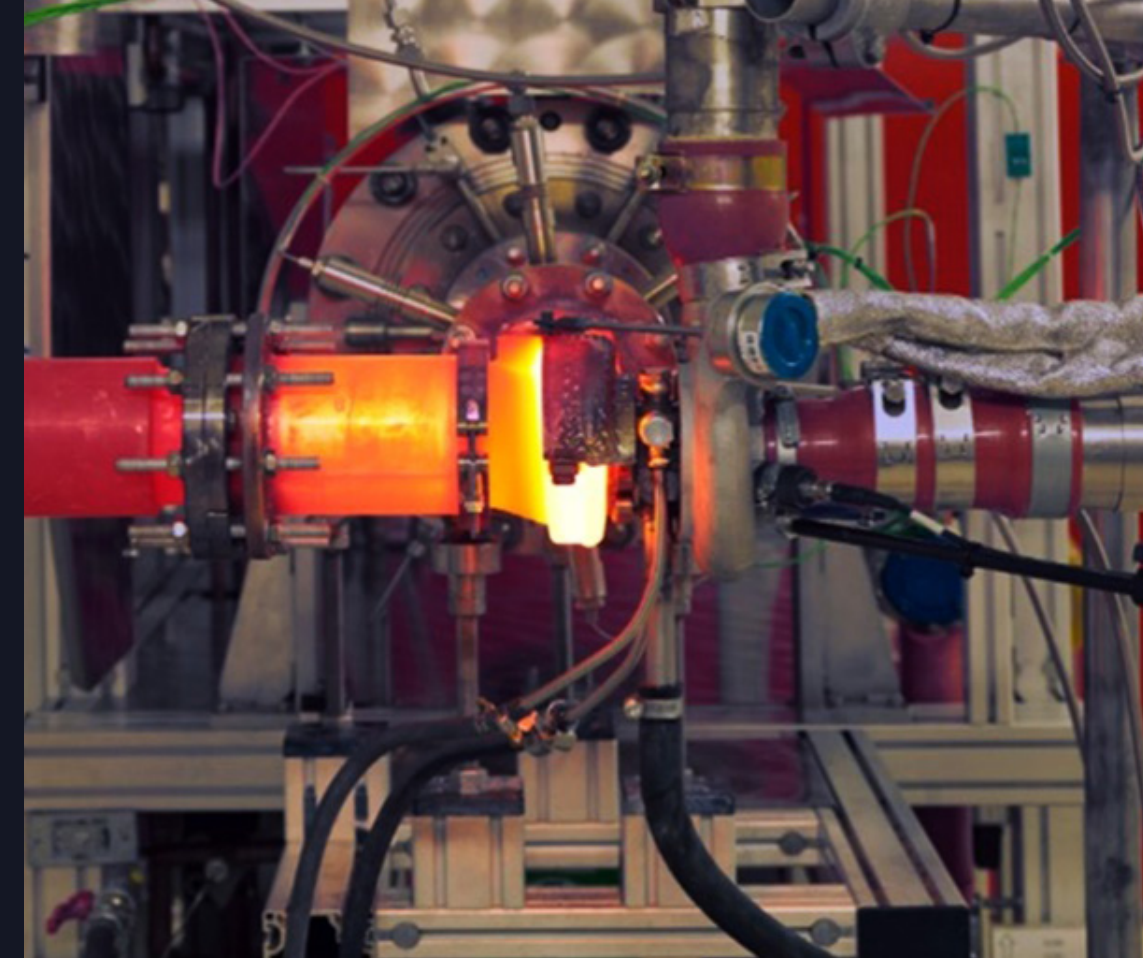


**NAPA® ECHLIN®
TURBOCHARGERS**

Testing and Warranty

In the lab and on-vehicle, all NAPA® Echlin® turbochargers go through a rigorous testing regimen that includes hot gas stand and burst test validation to ensure structural integrity, durability and performance. In fact, NAPA® Echlin® turbochargers are 100% end-of-line tested through the full RPM range.

That's why all NAPA® Echlin® Turbocharger Kits come with a 3-year / 36,000-mile limited warranty.



3/36
**3-Year / 36,000-Mile
Limited Warranty**



100%
**End-of-Line
Testing**



NAPA® ECHLIN® NEW, NO CORE TURBO KITS

Top Movers



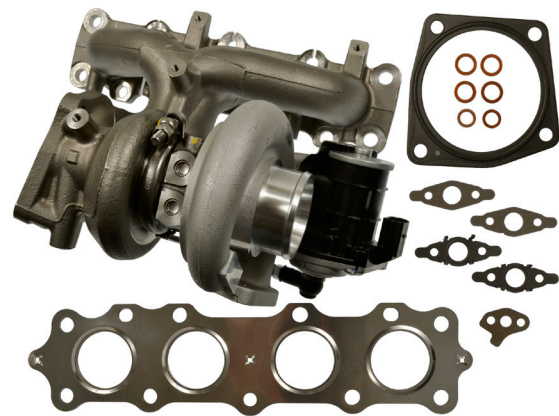
GASOLINE



2-551021
Chevy / Buick Cars
(2018-11)



2-551036
Hyundai / Kia Cars & SUVs
(2016-11)



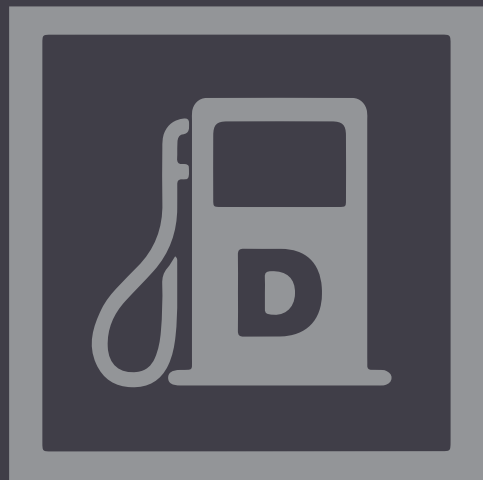
2-551037
Hyundai / Kia Cars & SUVs
(2020-15)



2-55089
Subaru Impreza
(2007-02)



2-551094
Ford F-150
(2012-11)



DIESEL



TRB225NX
Ford Trucks
(2010-05)



TRB801N
Mercedes-Benz Light Duty
(2019-09)



TRB215N
Ford Trucks
(2003-99)



TRB800N
Dodge, Jeep, Mercedes-Benz
(2009-07)



TRB230N
Ford Trucks
(2010-04)

NAPA® ECHLIN® TURBOCHARGER

Related Parts

In addition to the highest quality replacement turbos, NAPA® Echlin® offers a full line of components to repair the turbocharger system including the actuators, solenoids and sensors technicians are looking for.



Turbo Actuators

Direct OE Replacement for Ford and GM Diesel Trucks



Turbo Boost Sensors

Measures turbo manifold pressure to the ECM, calculates air density and required fuel delivery for optimum combustion

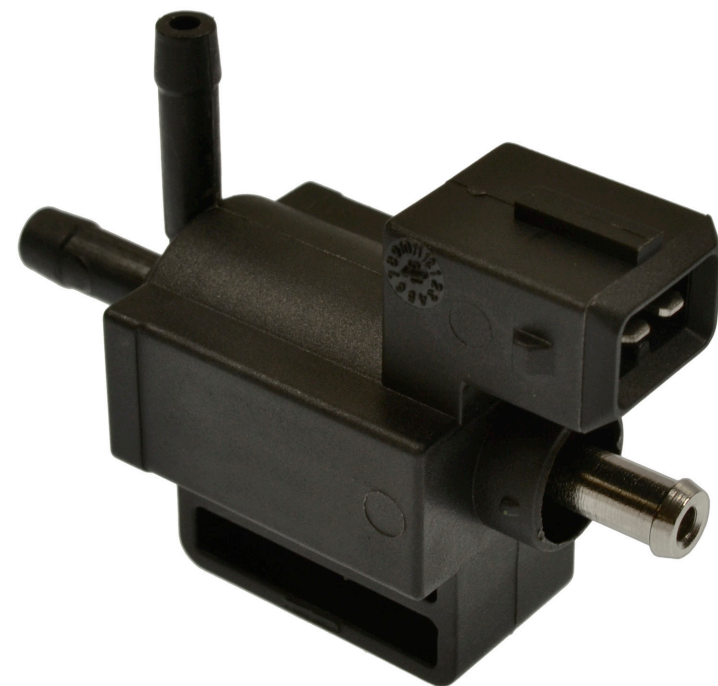
45 SKUs with coverage through 2021



Turbo Boost Solenoids

Regulates the amount of boost on turbocharged engines

Expanding coverage for import and domestic applications



Turbo Wastegate Solenoids

Regulates the amount of boost on turbocharged engines

Coverage for GM, Ford, Chrysler, Hyundai and Kia through 2021



Turbo Bypass Valves

Includes an upgraded internal spring to help the turbo spool up faster, and maintain constant boost pressure

Import and domestic coverage through 2022



Turbo Speed Sensors

Provides the ECM with a speed reading which helps prevent excessive turbo RPM that can cause turbo and/or engine damage

Related Parts

The NAPA® Echlin® Turbo Program includes all related components to do the job right: coolant lines, oil lines, drain tubes, gasket sets and charge air coolers.

NAPA® Echlin® Training Tip

Be sure to inspect the oil lines when installing a new replacement turbo. Cooked oil build-up can clog the lines and is a common cause of turbo failure.



Turbo Coolant Lines

Exact OEM fitment engineered to provide cooling on turbochargers

Growing category with coverage through 2021



Turbo Gasket Sets

NAPA® Echlin’s turbos come complete with gaskets, but sometimes, the tech only needs gaskets

* where required



Turbo Oil Drain Tubes

Upgraded, zinc-coated steel resists corrosion. Includes a new gasket*

Coverage through 2022



Charge Air Coolers

Cools the air before it enters the intake for improved performance. Available for Ford Trucks

Coverage for GM, Ford and Chrysler through 2021



Turbo Oil Lines

Helps keep the turbo lubricated as designed for a longer service life. Includes new gaskets*

25 SKUs with coverage through 2021



Turbo Hoses

Allow quicker airflow to the turbo, which helps provide efficient power and response to the engine

Growing category with coverage through 2019

NAPA® ECHLIN®
TURBOCHARGER PROGRAM

Packaging
with a
Purpose

The most complete turbo program includes complete support. That’s why NAPA® Echlin® provides illustrated installation instructions and on-the-box alert labels for every New, No Core Turbo Kit, to help technicians perform a successful install.

NAPA® ECHLIN® Step-by-Step Turbocharger Removal and Installation Instructions



1. Remove plastic cover on top of engine bay and detach wire harness from mounts. Move the wiring harness out of the way to improve access.
Retirer le couvercle en plastique situé sur le dessus du compartiment moteur et détacher le faisceau électrique des supports.
Retire la cubierta de plástico del compartimiento del motor y desconecte de su montaje el arnés de cableado. Ponga a un lado el arnés de cableado para facilitar el acceso.



2. Remove turbocharger intake tube.
Retirer le tube d'admission du turbocompresseur.
Desconnecte la tubería de entrada del turbocompresor.



3. Disconnect charge air cooler inlet pipe.
Débrancher le tuyau d'admission du refroidisseur d'air de suralimentation.
Desconnecte la tubería de entrada del interenfriador.



4. Disconnect turbocharger variable vane hydraulic control valve electrical connector.
Débrancher le connecteur électrique de la soupape de commande hydraulique à aube fixe à incidence variable du turbocompresseur.
Desconnecte el conector eléctrico de la válvula de control hidráulico de las paletas variables del turbocompresor.



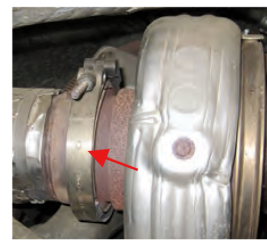
5. Remove fasteners connecting the oil supply line to the turbo.
• Discard gasket. **REUSE** fasteners.
Retirer les pièces qui fixent la canalisation d'huile au turbocompresseur.
• Jeter le joint d'étanchéité. **RÉUTILISER** les pièces de fixation.
Desinstale los sujetadores que conectan la línea de suministro de aceite al turbocompresor.
• Deseche la empaquetadura. **VUELVA A UTILIZAR** los sujetadores.



6. Remove fastener on the flange of oil supply line connected to the oil cooler.
• Discard O-ring & fastener.
Retirer la pièce de fixation située sur la bride de la canalisation d'huile branchée au refroidisseur d'huile.
• Jeter le joint torique et la pièce de fixation.
Desinstale el sujetador en la brida de la línea de suministro de aceite conectada al enfriador de aceite.
• Deseche la junta tórica y el sujetador.



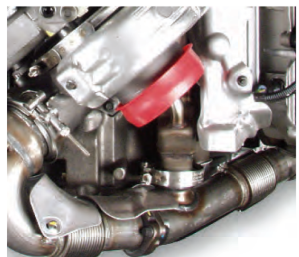
7. Remove and discard the fastener and the wire retainer.
Retirer et jeter la pièce de fixation et la bride de retenue métallique.
Desinstale y deseche el sujetador y el retén del cable.



8. Remove Marman clamp from the turbocharger turbine outlet.
Retirer la bride de serrage Marman de l'orifice de sortie de la turbine du turbocompresseur.
Desinstale la abrazadera de apriete de tornillo del tubo de salida de la turbina del turbocompresor.



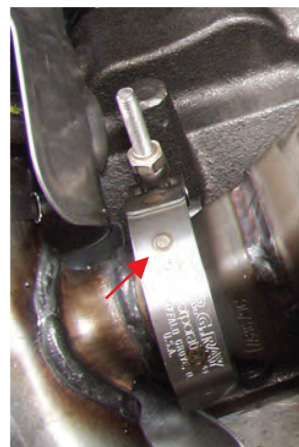
9. Remove Marman clamp from the turbocharger turbine inlet.
Retirer la bride de serrage Marman de l'orifice d'entrée de la turbine du turbocompresseur.
Desinstale la abrazadera de apriete de tornillo del tubo de entrada de la turbina del turbocompresor.



10. Loosen the exhaust inlet pipe-to-EGR cooler clamp.
Desserrer le collier de serrage qui unit le tuyau d'entrée des gaz d'échappement au refroidisseur du système RGE.
Afloje la abrazadera que conecta la tubería de entrada del escape al enfriador de EGR.

4. Install & properly position turbocharger inlet Marman clamp. Installer et positionner correctement la bride de serrage Marman sur l'orifice d'entrée du turbocompresseur. Instale y coloque correctamente la abrazadera de apriete de tornillo de la tubería de ingreso del turbocompresor.

5. Install exhaust inlet pipe-to-EGR cooler clamp. Installer le collier de serrage qui unit le tuyau d'admission des gaz d'échappement à la tubulure d'échappement. Instale la abrazadera que conecta la tubería de entrada del escape al el enfriador EGR.



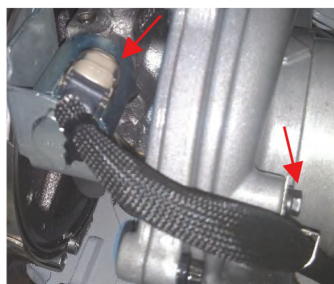
6. Install LH and RH exhaust inlet pipe-to-exhaust manifold nuts. Alternate tighten the bolts on each side of the engine to draw inlet pipes equally to each exhaust manifold flange.
Note: Gap between pipe flange and exhaust manifold should be even for both exhaust connections on the engine.

Installer les écrous qui unissent le tuyau d'admission des gaz d'échappement à la tubulure d'échappement, du côté gauche et du côté droit du moteur. Serrer les boulons alternativement de chaque côté du moteur afin de caler les tuyaux d'admission uniformément sur la bride de chacune des tubulures d'échappement.
Note: L'espace libre entre la bride de tuyau et la tubulure d'échappement doit être exactement le même pour les deux raccords de tuyaux d'échappement sur le moteur.

Installer las tuercas del lado izquierdo y lado derecho del múltiple que conecta la tubería de entrada al escape. Apriete alternadamente los pernos en cada lado del motor de manera que las tuberías de entrada se asienten de manera pareja en cada brida del múltiple del escape.
Nota: El espacio entre la brida de la tubería y el múltiple del escape debe ser igual en ambas conexiones del escape del motor.



7. Install turbocharger exhaust Marman clamp.
Installer la bride de serrage Marman de l'échappement du turbocompresseur.
Instale la abrazadera de apriete de tornillo en el escape del turbocompresor.



8. Install wire retainer & fastener. Reconnect the turbocharger variable vane hydraulic control valve connector.
Installer la pièce de fixation et la pièce de retenue métallique. Rebrancher le connecteur électrique de la soupape de commande hydraulique à aube fixe à incidence variable du turbocompresseur.

Instale el retén del cable y el sujetador. Vuelva a conectar el conector de la válvula de control hidráulico de las paletas variables del turbocompresor.



9. Install oil supply tube, then pour a quart of new engine oil into the inlet hole of the turbocharger.

Installer la canalisation d'huile, puis verser 946 ml d'huile moteur fraîche dans l'orifice de remplissage d'huile du turbocompresseur.

Instale la tubería de suministro de aceite, luego vierta un cuarto de galón de aceite nuevo de motor por el agujero de entrada del turbocompresor.



10. Position oil supply line with new gasket, then install original fasteners.
Positionner correctement la canalisation d'huile sur le nouveau joint d'étanchéité, puis installer les pièces de fixation d'origine.

Coloque la línea de suministro de aceite con una empaquetadura nueva, luego instale los sujetadores originales.



11. Install inlet & outlet air hoses to the turbocharger compressor.

Installer les tuyaux flexibles de prise d'air et de sortie d'air sur le compresseur du turbocompresseur.

Instale las mangueras de aire de entrada y salida al compresor del turbocompresor.

ALERT:
PROPER DIAGNOSIS IS REQUIRED
BEFORE REPLACING THE TURBO

Failure to properly diagnose the root cause can lead to a repeat problem and void the warranty

ALERTE :
UN DIAGNOSTIC PRÉCIS DOIT ÊTRE POSÉ
AVANT DE PROCÉDER AU REMPLACEMENT
DU TURBOCOMPRESSEUR

Tout défaut de poser un diagnostic précis de la cause peut entraîner la répétition du problème et invalider la garantie

ALERTA:
ANTES DE REEMPLAZAR EL TURBOCOMPRESOR
DEBE HACER UN DIAGNÓSTICO APROPIADO

Si no hace el diagnóstico apropiado, la causa del fallo puede producir un problema repetido y anular la garantía



TURBOCHARGER KITS

NAPA® Echlin®

Tech Tip

Napa® Echlin® Trainers have installed hundreds of turbos and trained thousands of technicians. Here's what they say to look out for during a turbo install.



**Air intake
ductwork must
be sealed and
perfectly clean**



**Ensure there is proper
lubrication and cooling at
the turbo — bleed fresh
engine oil through the
new turbo before starting
the engine**



**Install a new air filter
along with an oil
change and replace all
applicable breathers**

TURBOCHARGER KITS

NAPA® Echlin® Training

**Award-Winning In-Person, Live
Virtual, and Online Learning**

NAPA® Echlin® Training delivers accredited classes that educate technicians in the latest automotive repair technologies, and techs can earn CEU credits.

An extension of NAPA® Echlin® training, our extensive ADA-compliant YouTube professional video library features more than 500 installation and product videos.



**PRO
TRAINING**
ON-DEMAND

NAPA® Echlin® offers an annual subscription to Pro Training On-Demand. This subscription grants access to more than 200 English, and over 50 Spanish 1-hour courses – and the NAPA® Echlin® on-demand library continues to grow. Topics range from fundamentals to advanced concepts, and include HVAC, diesel, hybrid, ignition, injection, electrical and communication diagnosis.



**PRO
TRAINING**
ON-SITE

Whether in-person at your location or virtually via computer, all NAPA® Echlin® Training classes feature a live instructor and are fully interactive as students work through real-life scenarios. Virtual class “workbooks” include on-demand links to video content and student configurable scan data.

Visit NAPAEchlinTraining.com