**PART 1: Removing Stock Turbo**

1) Remove the intake snorkel. There are two screws that hold the snorkel to the radiator support. The other side just pops right out of the air box.

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2) Remove MAF Hose and Disconnect the MAF Sensor. On a stock car, there is a spring clamp holding the hose to the MAF housing. Some cars may have aftermarket worm clamps.

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3) Remove air box and MAF hose from the engine bay. This will give you a lot more room to remove the stock turbo.

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4) Remove the Primary and Secondary O2 Sensors from the Testpipe or HFC.

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5) Start removing the test pipe to turbo nuts. There are four total and you may need to go from underneath for best access.

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6) Remove the test pipe from the turbo. You can leave it connected to the downpipe as there should be enough slack in the system to move it out of the way.

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7) Remove the two hoses that are connected to the passenger side of the valve cover. These will later be replaced by JHM Small and Large Valve Cover Hoses.

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8) Undo the accessory belt and tensioner so you gain more room for your hands when working on the coolant return line.

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9) Loosen the “engine lift point” bracket so you can move it out of the way to get complete access to the coolant return connection.

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10) Disconnect the stock coolant return line that goes from the stock turbo, to the coolant pipe along the intake manifold.

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11) Disconnect the N249 (Diverter Valve) Harness.

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12) Drain the engine of oil.

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13) Disconnect the Intercooler charge pipe hose/coupler from the turbo outlet.

14) Use the petcock to drain the engine coolant. Be careful not to break the petcock on the lower radiator hose. Just give the knob a slight twist until coolant comes out.

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15) Remove the Coolant and Oil Feed Lines from the block.

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16) Remove the Oil Drain Line from the Oil Pan.

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17) Remove the lower bolt from the stock turbo bracket that is underneath the turbo, and connected to the block. (Save this bolt for later use)

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18) Remove the small factory heat shield that attaches to the head, just above the exhaust manifold with two bolts.

19) Remove the five exhaust manifold nuts so the turbo and exhaust manifold (one piece) can be removed from the head.
NOTE: Some studs may come off with the nuts. That is okay, just reinstall the studs.

20) Pull the stock turbo out of the engine bay. You do not need to loosen the manifold wedges as you should be able to just pull the turbo straight out of the engine bay.

You are now ready to proceed to Part 2.