

A photograph of an engine compartment with various components highlighted by white circles. The circles are placed on several vacuum hoses, electrical connectors, and other small parts. A large metal heat shield is visible in the lower right, and a vertical metal bar runs through the center. The text at the bottom explains that these items are to be removed to access the heat shield.

BASICALLY YOUR REMOVING ALL THE PIPING AND
VACUUM HOSES TO GET THE THE HEAT SHIELD.



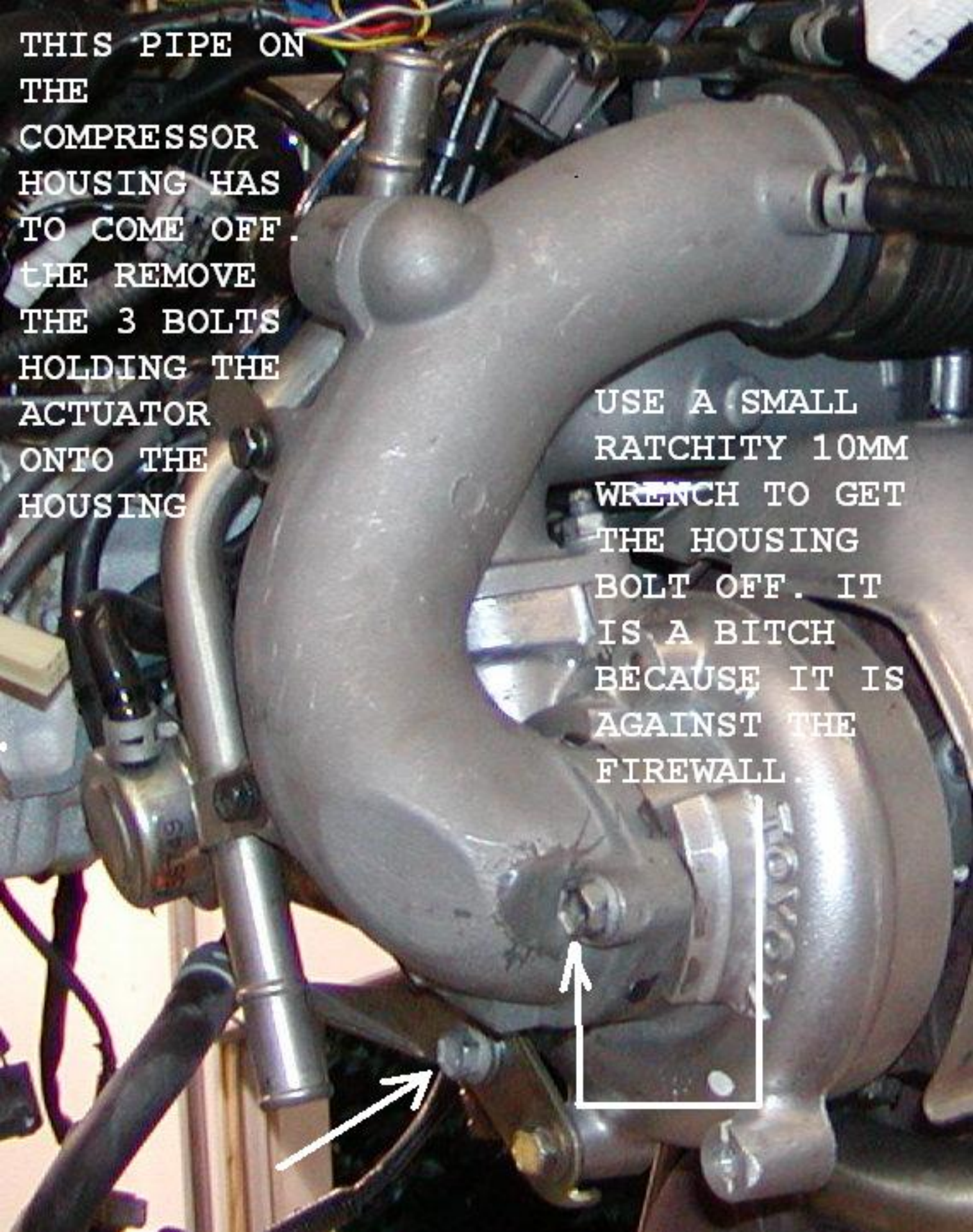
WATER LINE
TO REMOVE


TURBO BAND
CLAMP TO
REMOVE

12/5/2007 19:42

THIS PIPE ON
THE
COMPRESSOR
HOUSING HAS
TO COME OFF.
THE REMOVE
THE 3 BOLTS
HOLDING THE
ACTUATOR
ONTO THE
HOUSING

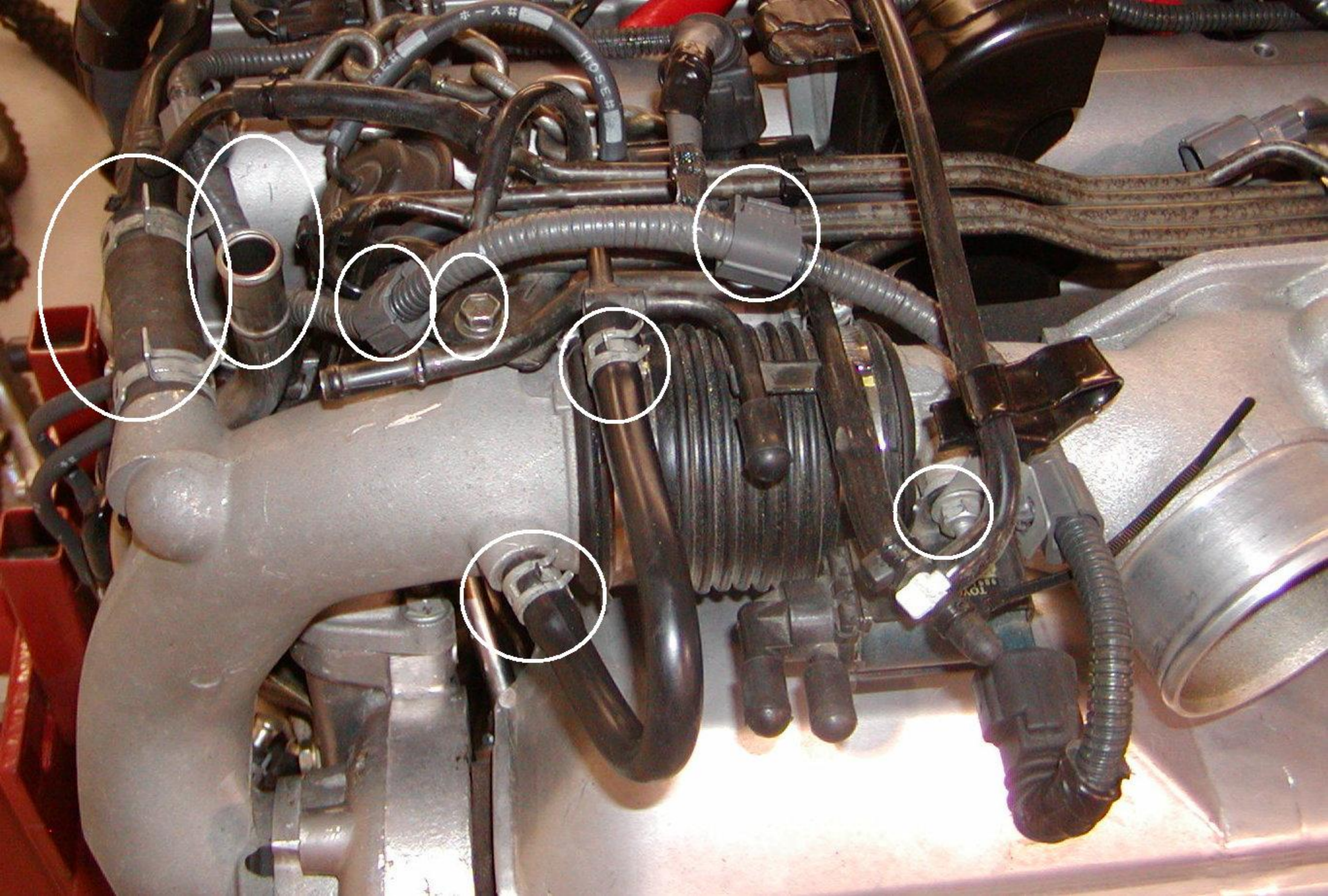
USE A SMALL
RATCHITY 10MM
WRENCH TO GET
THE HOUSING
BOLT OFF. IT
IS A BITCH
BECAUSE IT IS
AGAINST THE
FIREWALL.

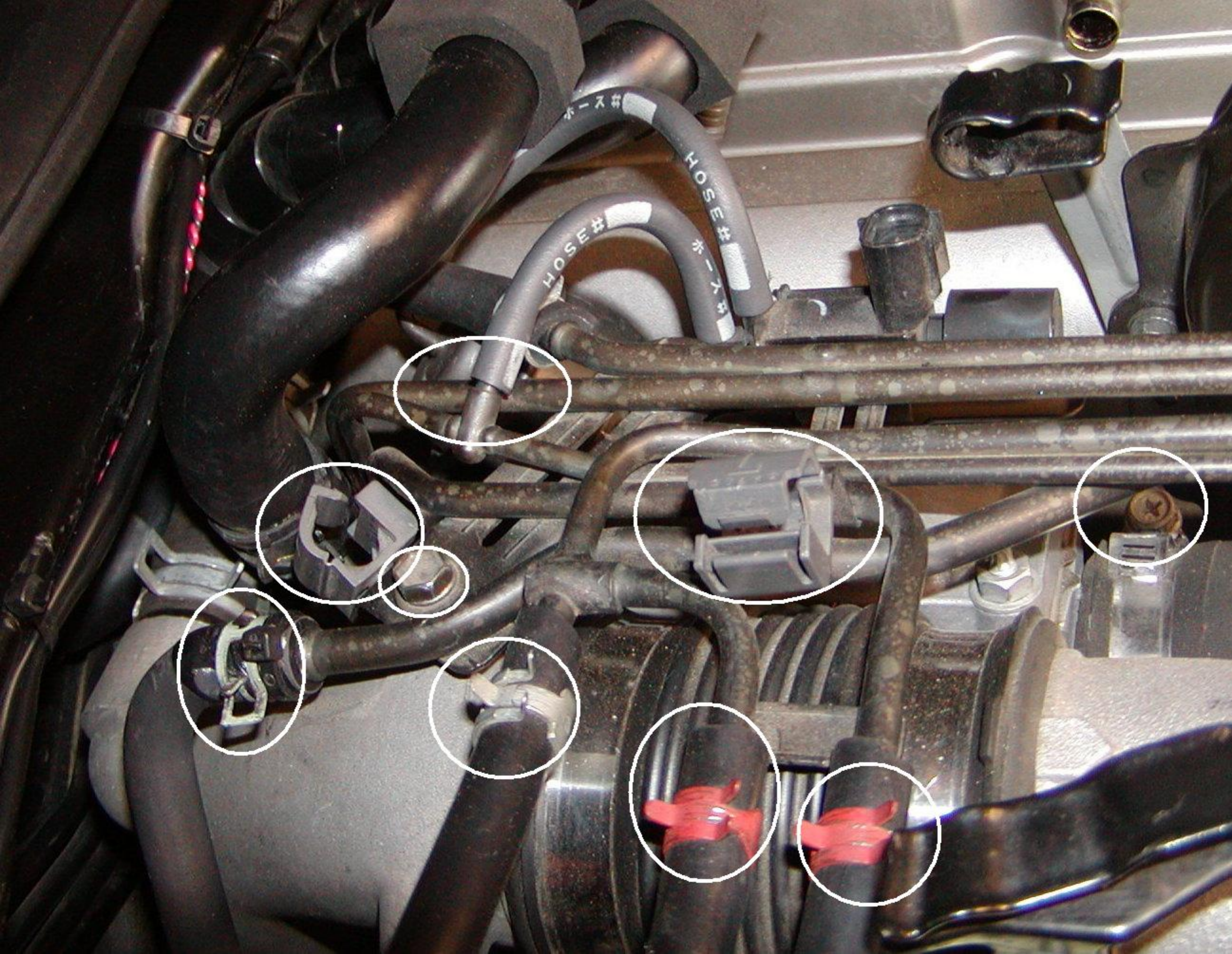


A detailed photograph of an engine bay, likely from a vehicle, showing the turbocharger and surrounding components. The turbocharger is a large, cylindrical metal component with a central turbine housing and a compressor housing. It is mounted on the engine block. The engine block is a large, silver-colored metal component with various bolts and nuts. The surrounding area is filled with hoses, wires, and other engine parts. A yellow and white tool, possibly a torque wrench, is visible on the right side of the image. Two white circles are drawn around specific parts of the engine: one around a cylindrical component on the left and another around a bolt on the turbocharger. A white arrow points from the text 'THIS NEEDS TO COME OFF FIRST' to the bolt in the second circle. Another white arrow points from the text 'YOUR GOAL TO GET HERE TO START THE TURBO REMOVAL' to the bolt in the first circle.

THIS NEEDS
TO COME OFF
FIRST

YOUR GOAL TO
GET HERE TO
START THE TURBO
REMOVAL





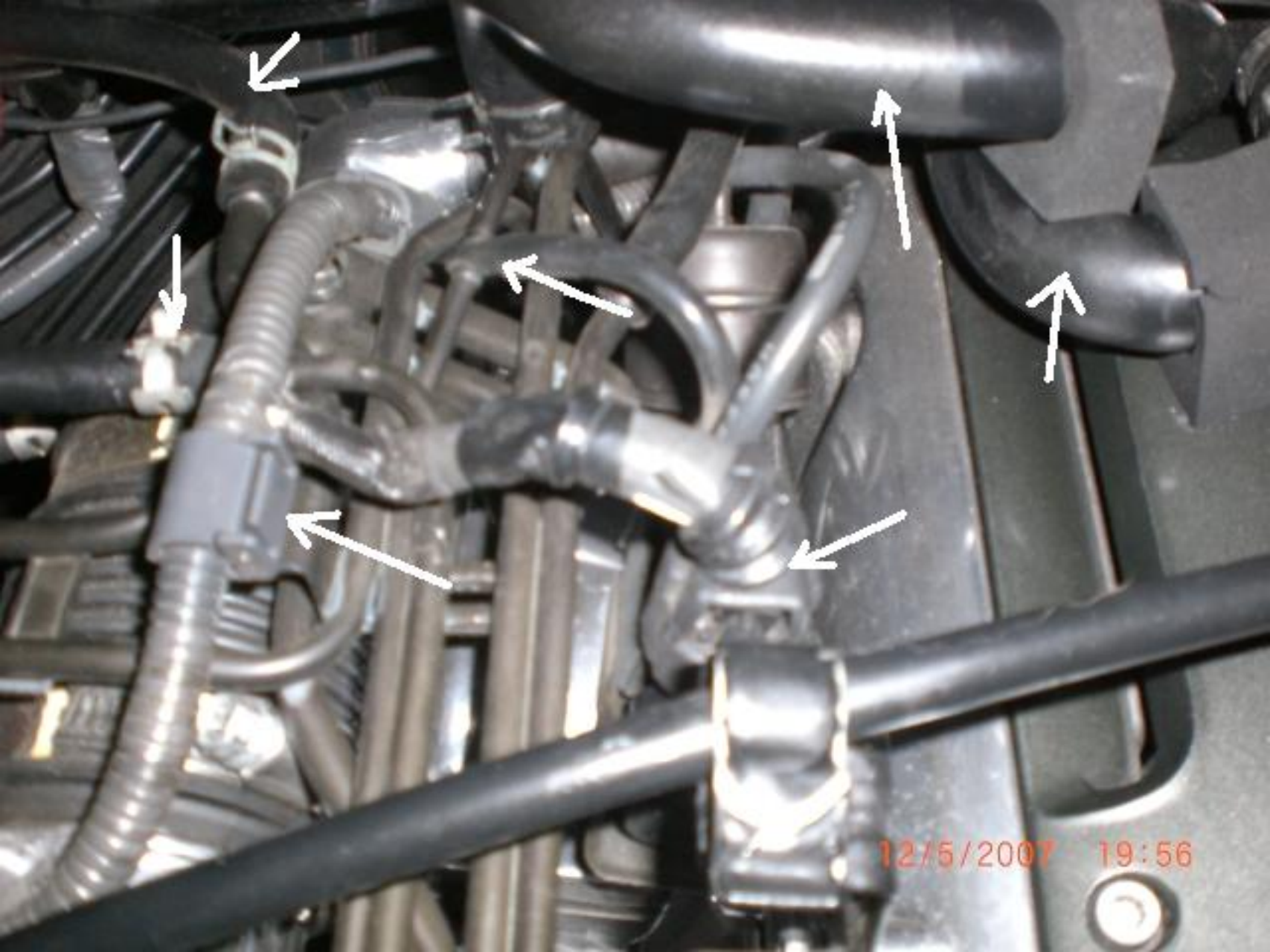


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HEAT
SHIELD-2
BOLTS



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REMOVE ALL VSV'S AND ASSOCIATED VACUUM HOSES



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REMOVE ALL
VACUUM HOSES



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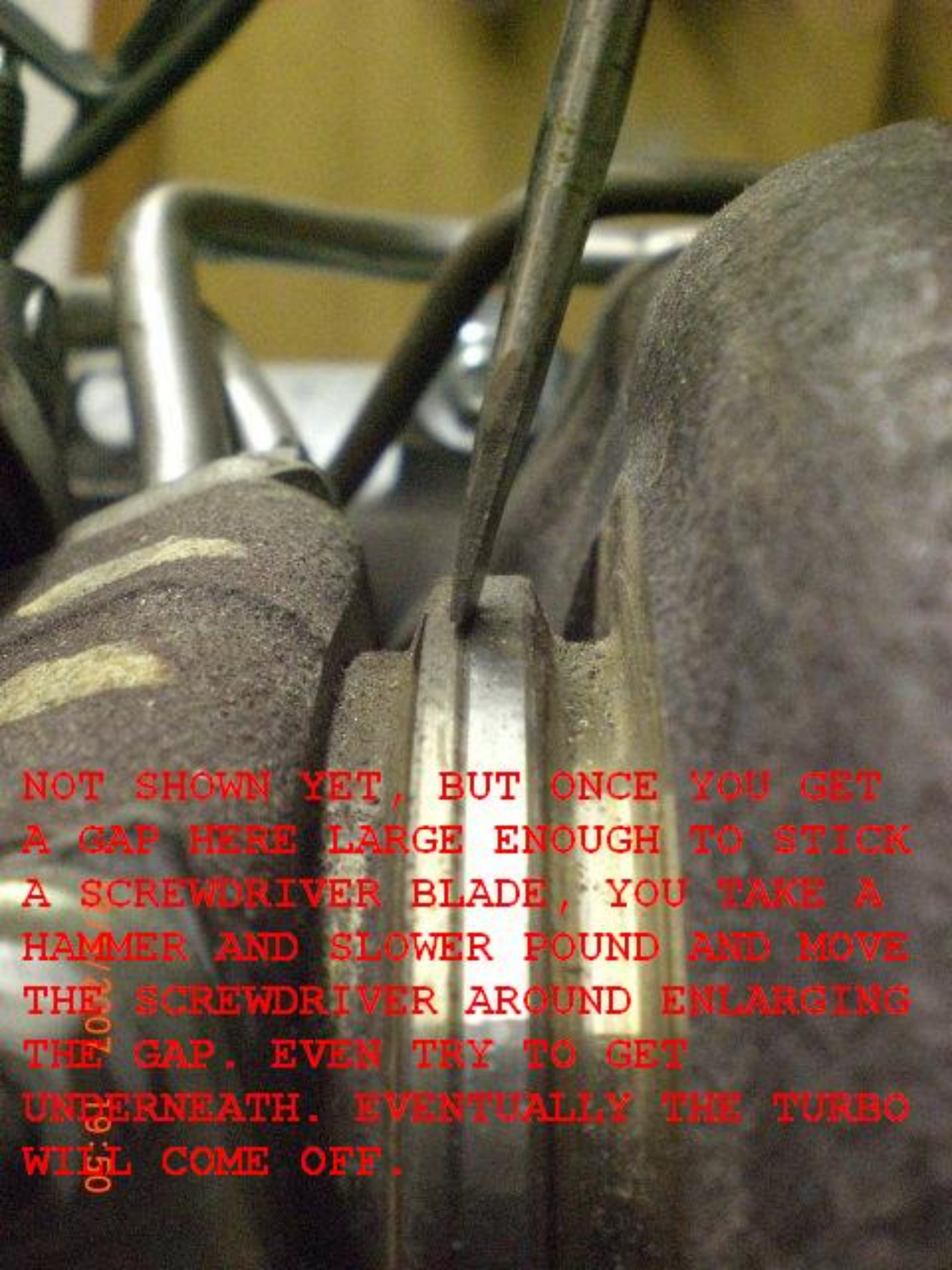
TO START, YOU NEED TO
GIVE THE TURBO
COMPRESSOR HOUSING A
FEW GOOD WHACKS TOP
AND BOTTOM TO CREATE
THE GAP FOR THE
SCREWDRIVER

CREATE A
GAP HERE

12/5/2007 19:51



12/5/2007 19:50



NOT SHOWN YET, BUT ONCE YOU GET A GAP HERE LARGE ENOUGH TO STICK A SCREWDRIVER BLADE, YOU TAKE A HAMMER AND SLOWER POUND AND MOVE THE SCREWDRIVER AROUND ENLARGING THE GAP. EVEN TRY TO GET UNDERNEATH. EVENTUALLY THE TURBO WILL COME OFF.

ANOTHER VIEW OF THE TURBO AND WHERE IT
CONNECTS TO THE EXHAUST HOUSING.



AFTER BAND CLAMP IS
REMOVED AND TO START
TAPPING THE HOUSING TO
SPLIT THE GAP AND TO
SLOWLY KNOCK THE TURBO
OUT

A close-up photograph of a turbocharger housing. A metal band clamp is wrapped around the middle of the housing. Two white arrows point to the gap between the band and the housing. The housing is dark and shows signs of wear and rust. The background is dark and out of focus.

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BAND CLAMP TO
BE REMOVED



WATER LINE

LOOK LIKE THIS ONCE ALL PIPES
AND SHIELD ARE REMOVED





ANOTHER LOOK AT UNDERSIDE
OIL LINE CONECTION

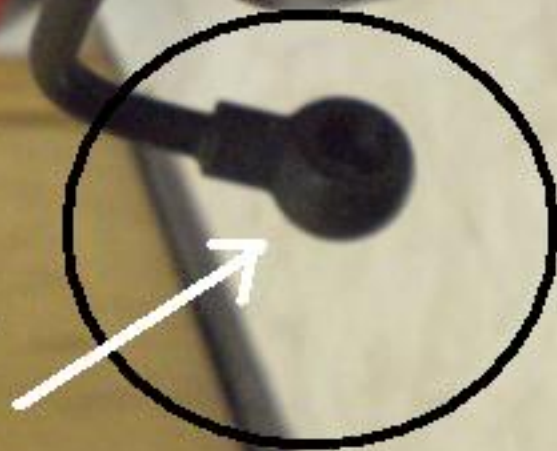
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UNDERSIDE OIL
FLANGE ON TURBO-
REMOVE BOTH NUTS
AND TAKE OFF
ENOUGH TO MOVE THE
TURBO OUT

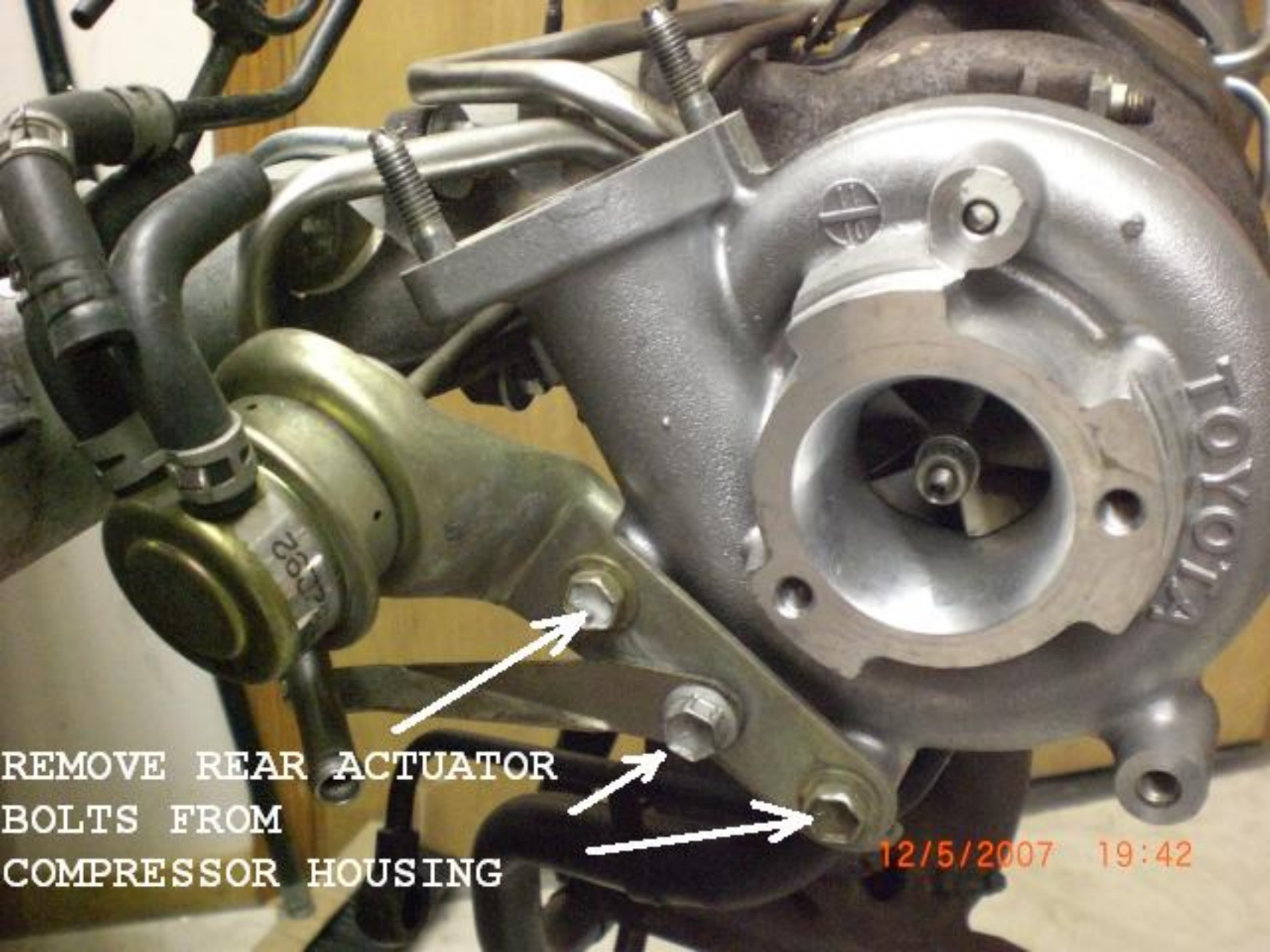


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OIL LINE-REMOVE
FROM BLOCK 2 EA
METAL WASHERS




12/5/2007 19:43



REMOVE REAR ACTUATOR
BOLTS FROM
COMPRESSOR HOUSING

12/5/2007 19:42

A close-up photograph of a mechanical assembly. On the left, there is a grey metal component with a circular opening and two brass-colored screws. A dark, flexible hose runs across the top right. In the center, a metal pipe is secured to a base with a hex nut and a washer. A white dashed circle highlights this connection point. The background is dark and out of focus.

WATER LINE
CLOSE UP

12/5/2007 19:42