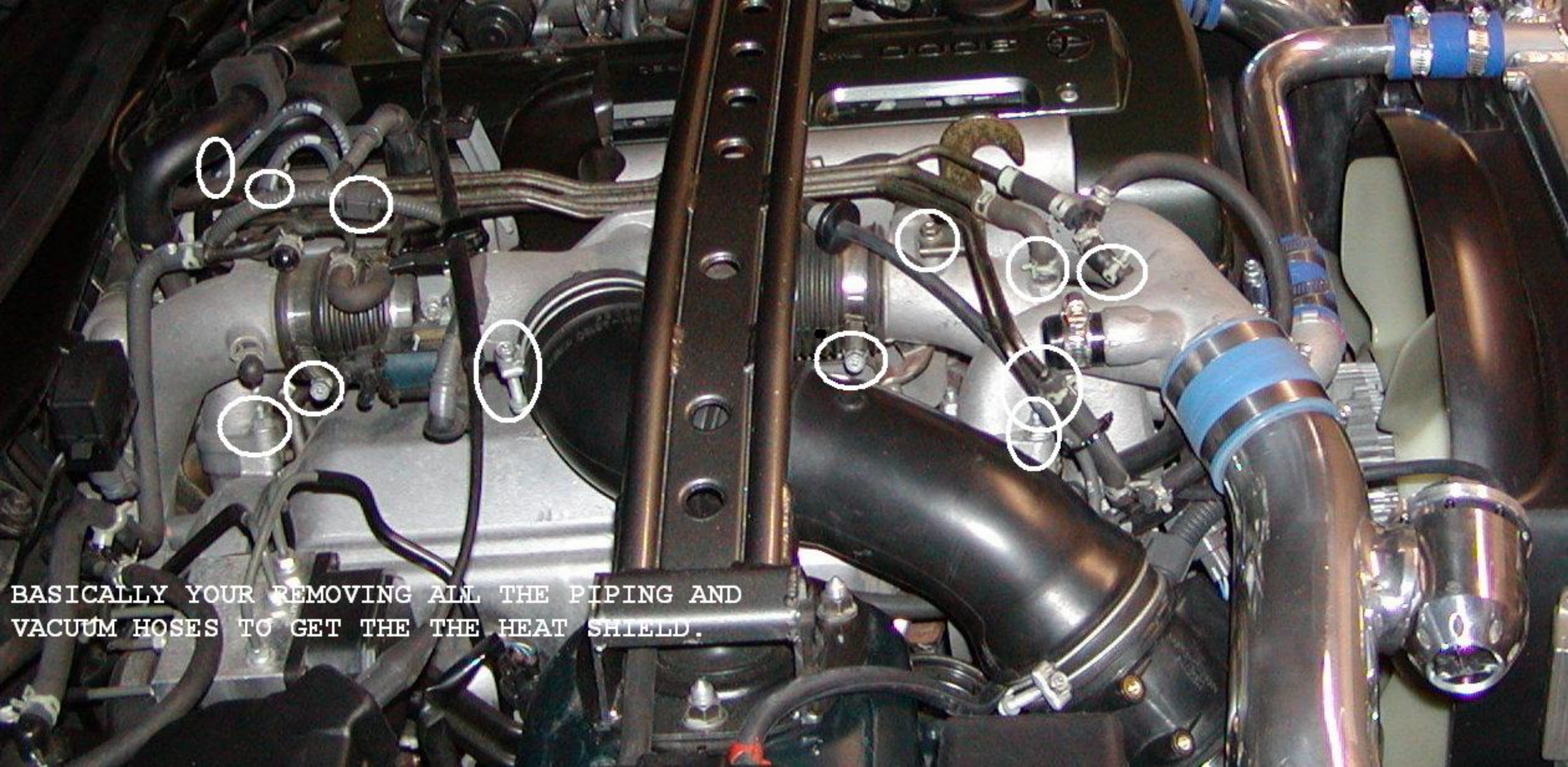
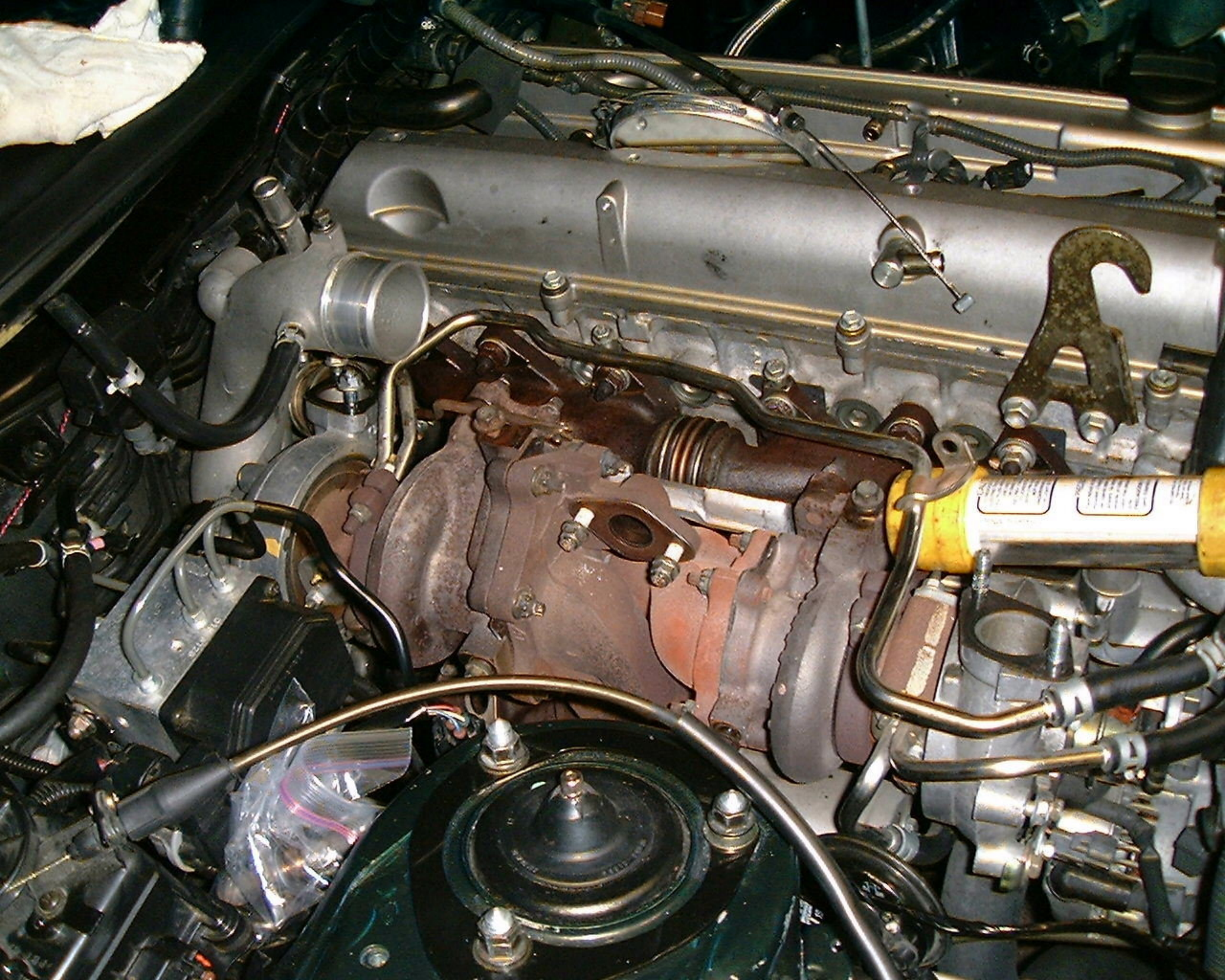
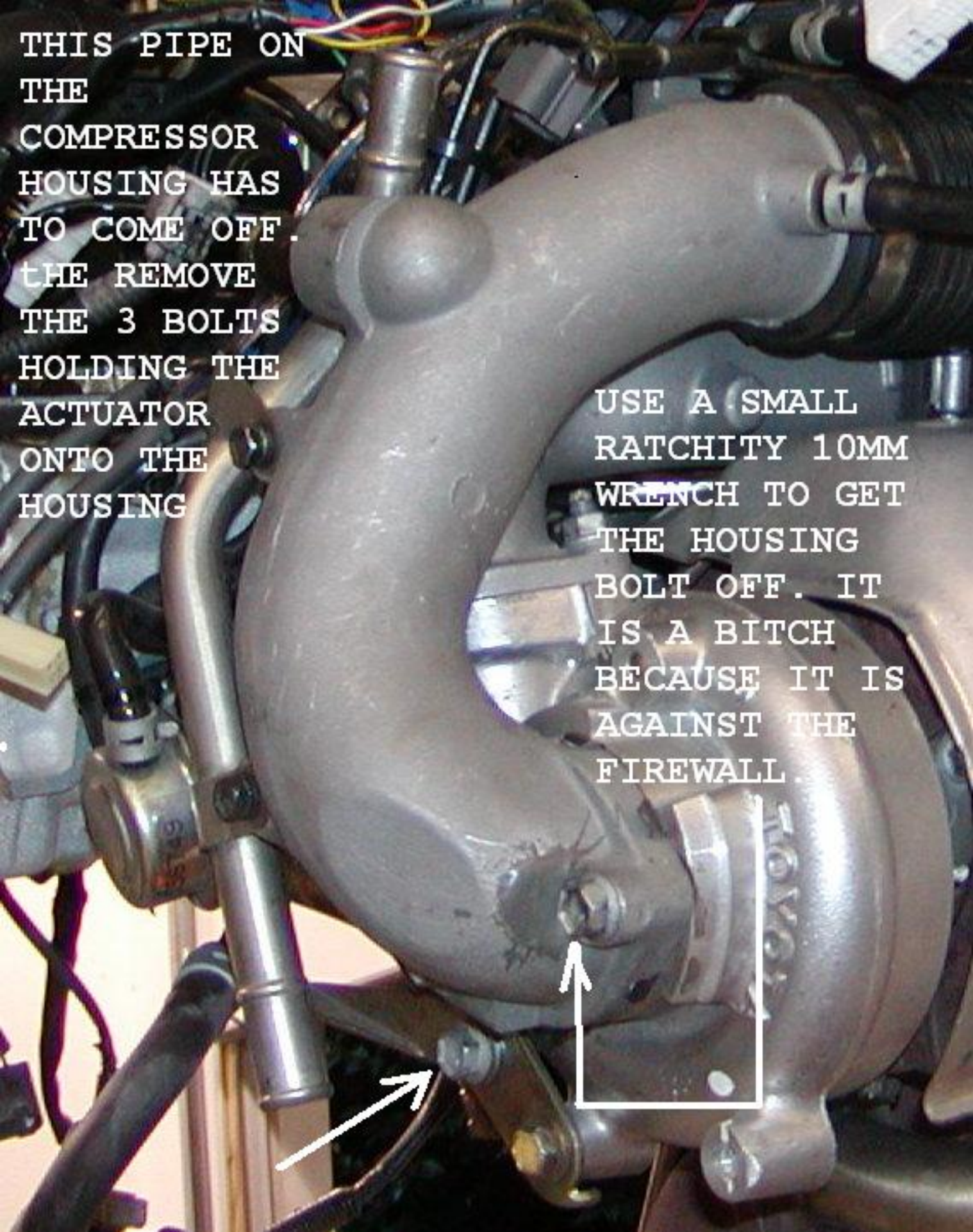
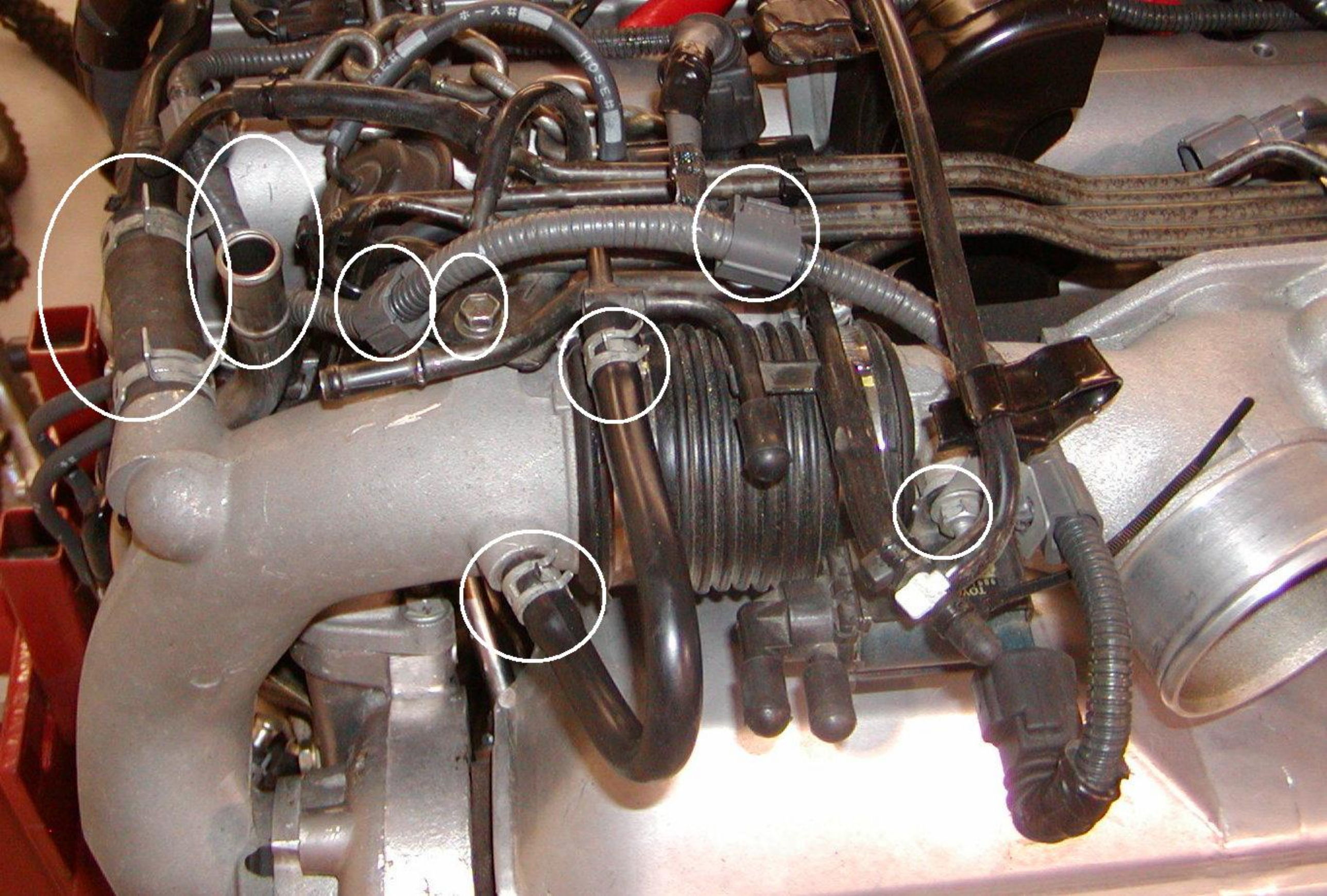

BASICALLY YOUR REMOVING ALL THE PIPING AND
VACUUM HOSES TO GET THE THE HEAT SHIELD.




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.


THIS NEEDS
TO COME OFF
FIRST
YOUR GOAL TO
GET HERE TO
START THE TURBO
REMOVAL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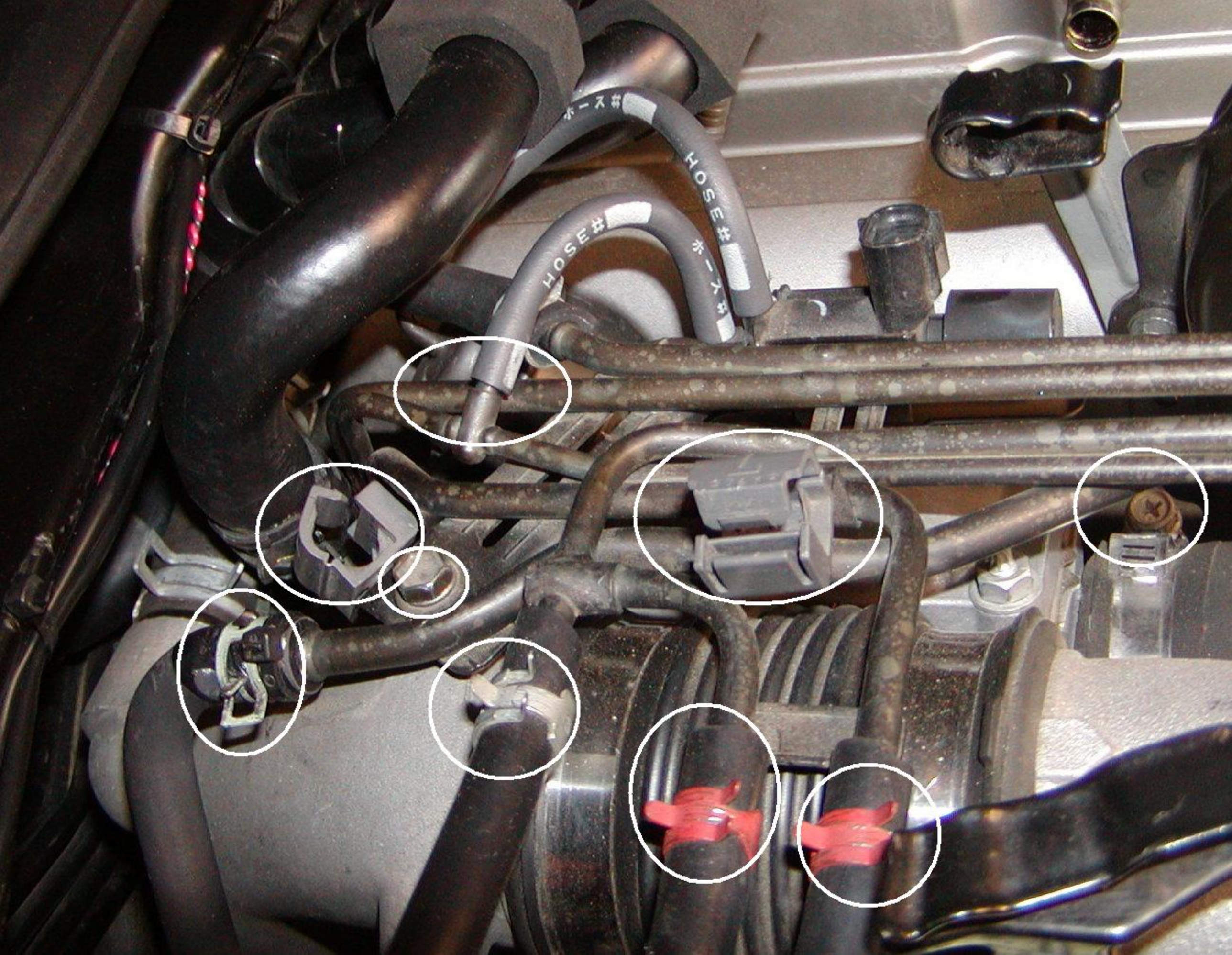
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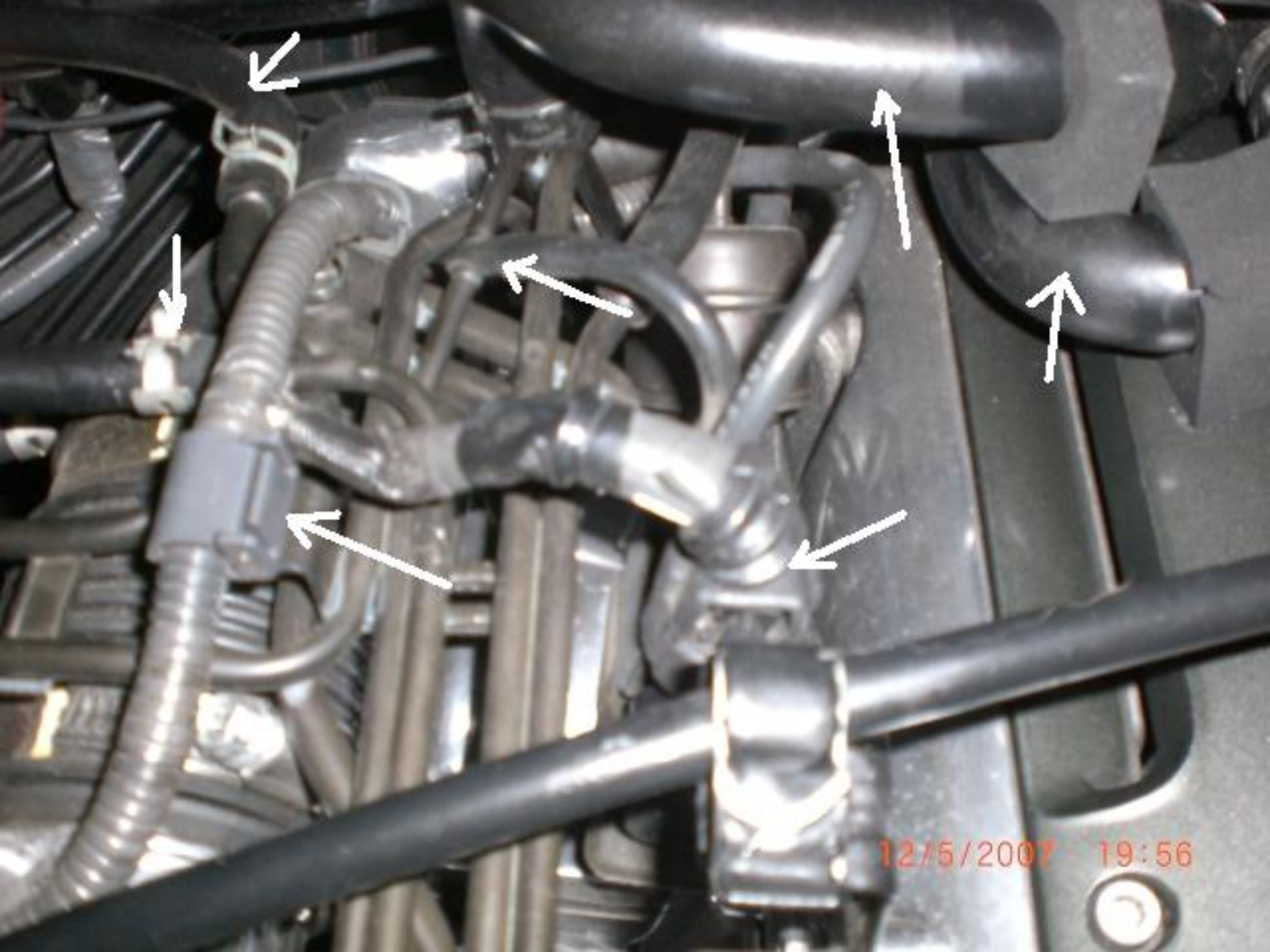
12/5/2007 19:57


HEAT
SHEILD-2
BOLTS


12/5/2007 19:56


12/5/2007 19:56

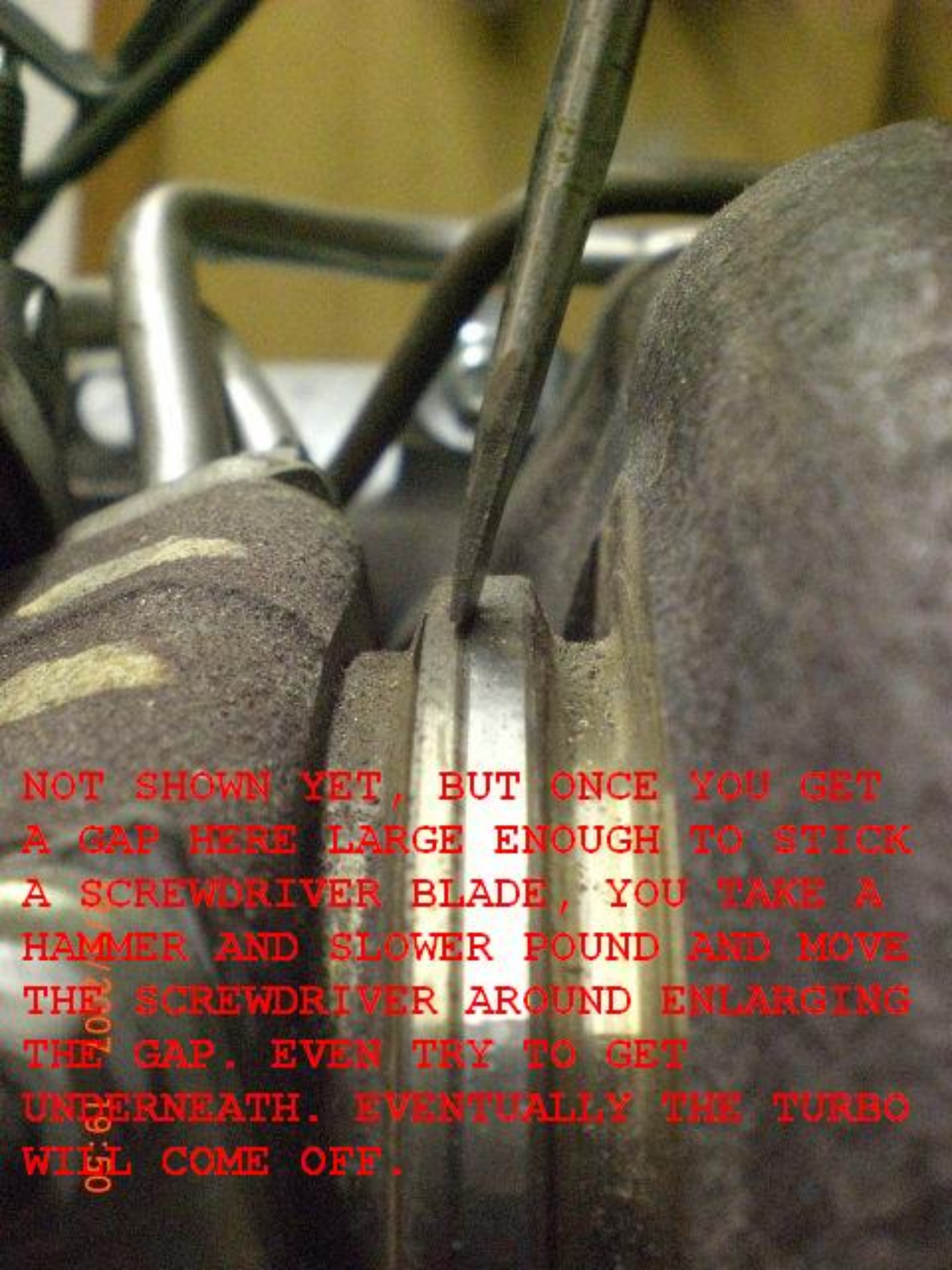

REMOVE ALL VSV'S AND ASSOCIATED VACUUM HOSES
12/5/2007


REMOVE ALL
VACUUM HOSES
12/5/2007 19:54

12/5/2007 19:51

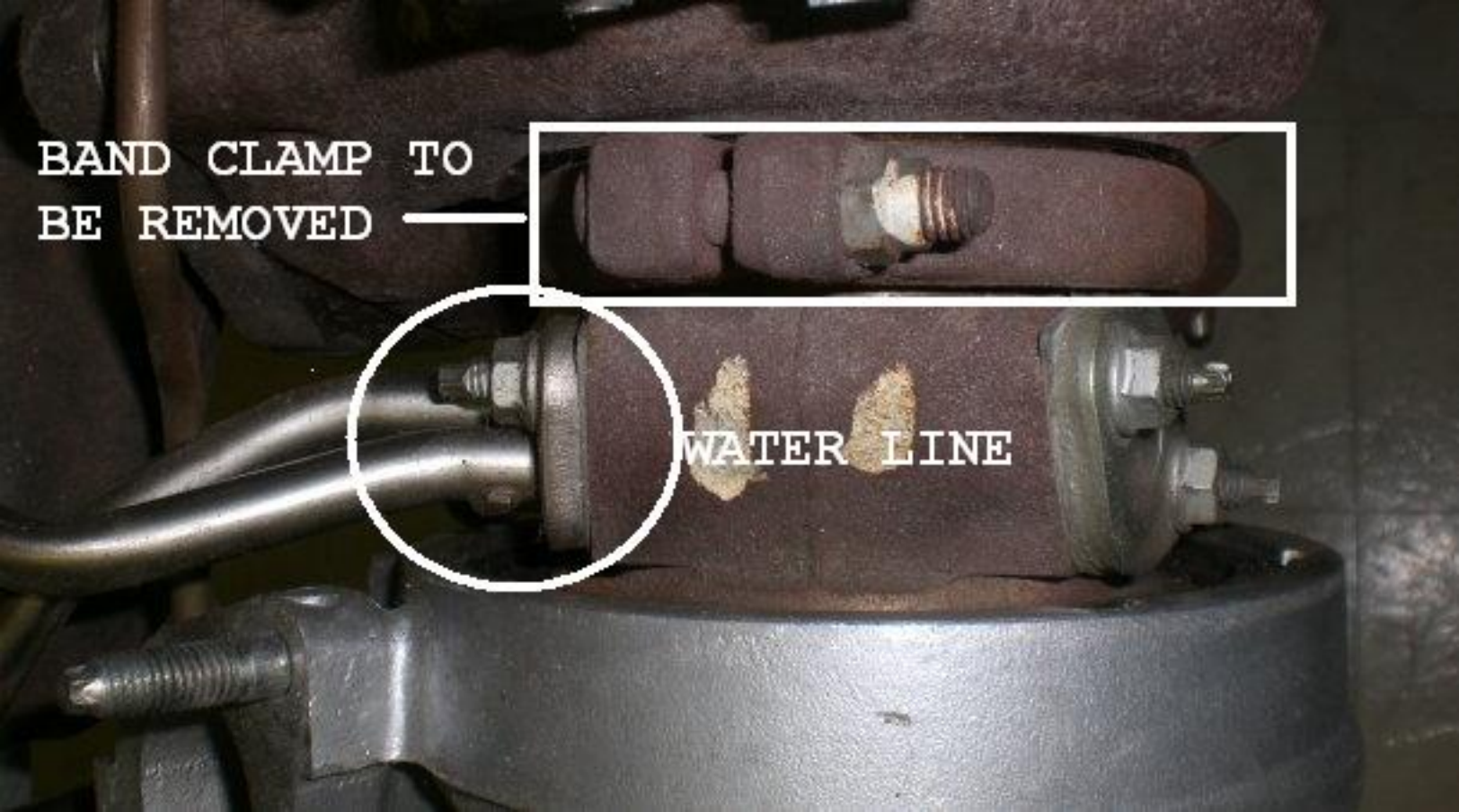

TO START, YOU NEED TO GIVE THE TURBO COMPRESSOR HOUSING A FEW GOOD WHACKS TOP AND BOTTOM TO CREATE THE GAP FOR THE SCREWDRIVER
CREATE A GAP HERE
12/5/2007 19:51

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.
12/6/2007 19:49


AFTER BAND CLAMP IS
REMOVED AND TO START
TAPPING THE HOUSING TO
SPLIT THE GAP AND TO
SLOWLY KNOCK THE TURBO
OUT
12/5/2007 19:48


BAND CLAMP TO
BE REMOVED
WATER LINE


LOOK LIKE THIS ONCE ALL PIPES
AND SHIELD ARE REMOVED
12/7/2007


ANOTHER LOOK AT UNDERSIDE
OIL LINE CONECTION
12/5/2007 19:44


UNDERSIDE OIL
FLANGE ON TURBO-
REMOVE BOTH NUTS
AND TAKE OFF
ENOUGH TO MOVE THE
TURBO OUT
12/5/2007 19:43


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
TOYOTA


WATER LINE
CLOSE UP
12/5/2007 19:42