Please read all instructions before installation.

Thank you for purchasing the ATS Aurora Compound Turbo Kit. This manual will assist you with your installation of the system. If you are installing this system for a customer, please pass this manual on to your customer for future reference.

1) Begin by removing the negative battery terminals on both batteries and remove the passenger side battery.
2) Remove the Air Filter box and the Air duct that goes from the box to the turbo.
3) Remove the pipe that runs from the intercooler to the turbo.
4) Disconnect the exhaust down pipe from back of the turbo.
5) Disconnect the oil lines that go to the top and bottom of the turbo and any lines running to the waste gate.
6) Remove the manifold and turbo; they can be removed as one piece after removing the 12 manifold bolts if you choose.
7) Remove the filter.
8) Now the plug shown must be removed from the engine block, then install the ATS turbo oil drain by pressing the o-ring end into the hole completely.
9) Prepare the turbos for installation by loosening the three clamps that hold the two pipes on the ATS Compound Turbo Assembly. Also remove the 5 bolts that hold the waste gate housing to the exhaust housing of the smaller turbo (three of these bolts are shown in the picture below). This allows you to separate the assembly into two pieces for an easier install.

Note: During the install you may need to move the transmission fluid dipstick tube and/or air conditioning lines. When doing so, be very careful not to kink the line(s).

10) Set the Aurora 5000 (larger turbo) into the engine compartment.
11) Set the Aurora 2000 (smaller turbo with manifold) into the engine compartment and bolt the manifold to the engine head. Having someone help can make this step a lot easier. Make sure you use the supplied shorter bolts in the locations shown by arrows in the picture below. Don’t forget the gaskets!

12) Reattach the turbos with the five bolts that you removed in step 9. Having someone help can make this step much easier.

13) After attaching the Aurora 5000 to the Aurora 2000 and tightening all bolts, connect the oil return lines (make sure gaskets are properly aligned). The Aurora 2000 will return using the supplied tube to the front return fitting on the lower side of the motor. The Aurora 5000 will use the factory return line and feed into the rear return fitting on the lower side of the motor.
14) Disconnect the factory oil supply line from the oil filter housing and screw the ATS three-inch extension into the filter housing. Connect this to the factory oil line and connect to the supply fitting for the Aurora 5000.

15) Remove the 1/8” pipe plug closest to the motor on the factory oil filter housing and install the blue 1/8” fitting. Then reattach the supplied feed line for the Aurora 2000.

16) Attach the factory exhaust elbow to the back of the Aurora 5000 and then attach the elbow to the downpipe of the exhaust system.
17) Install the discharge pipe from the Aurora 5000 to the inlet of the Aurora 2000 using the supplied tube and clamps.

18) Install the discharge pipe from the Aurora 2000 to the intercooler (the clamps of the compressor housing of the Aurora 2000 might need to be loosened in order to clock the housing/pipe). Be sure to retighten any loose clamps on the Aurora 2000 when position is finished.

19) Reinstall oil filter for motor

20) Install the black 5” 90° flexible hose for the air inlet of the Aurora 5000, then connect the 4” molded hose and connect to the 5” 90° Intake. This will route underneath the battery tray. The inlet of the pipe will need to face up towards the hood so that the air filter can be attached. Attach the air filter to the 4” molded hose.

21) Remove the air sensor from the stock turbo and connect to the wiring harness in the truck and wire tie this sensor up and out of the way.

22) Double check all fittings, clamps and bolts to ensure that they are tight.

23) Reconnect negative battery terminals.

24) Start truck and inspect for oil leaks.

Allow 500 miles break-in time for the turbos with non-aggressive driving. Initially the bearings will be very tight and will then gradually loosen to normal specifications.
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