

WARNING

Avoid Premature, Non-Warrantable Turbo Failures!

Attention Cruze and other owners of GM 1.4L LUV Engines

While failures of the turbocharger utilized by the Chevy Cruze 1.4L LUV Engines are often attributed to a variety of issues, our engineers have determined that most failures are commonly related to restricted oil feed lines and contamination from reused installation (banjo) bolts.

What are “Restricted” oil feed lines? How are they caused?

Due to the location of the oil feed line near the exhaust manifold (which is utilized for cooling and lubrication) on GM 1.4L LUV Engines, it is common for the oil to “cook” or “solidify” within the line and installation bolts when the engine is abruptly turned off.



Please see the image provided for an example of these “clogged” oil lines commonly found on a failed turbocharger from these engines.



What’s The Fix?

- 1. When replacing a previously failed turbocharger on this application:**
Always Replace your oil feed line and installation bolts (included with new oil feed lines) to ensure your new product is getting proper lubrication. *Lack of lubrication can and will result in premature failure of your new product and result in a denial of a warranty claim.*
- 2. Check your gaskets!**
This new turbocharger does not come with the necessary gaskets needed for reinstallation! *Improper seating from bad gaskets can lead to oil leaks causing less lubrication and cooling for this turbocharger.*
- 3. Change Your Oil!**
Most turbochargers utilize oil for lubrication and cooling. A fresh oil change can help you get the most out of your new product by ensuring proper operation.

PLEASE NOTE: AS STATED ABOVE, WARRANTIES WILL BE DENIED IF CAUSE OF FAILURE IS DETERMINED TO BE LACK OF LUBRICATION RELATED TO A RESTRICTED OIL FEED LINE OR CONTAMINATED INSTALLATION BOLT!