

L67 And L32 M90 Modification (Supercharged Cars)

This portion of Installation Guide is intended to help those who are converting a supercharged vehicle to a turbocharged vehicle. Congratulations! Please refer to the main installation guide for all precautions, and disclaimers when working on your vehicle, or having hired a professional to do so.

We get to this stage once the fuel rail has been removed to change the fuel injectors for your turbo kit. Now is the time to remove the supercharger. The picture enclosed in this paragraph gives you a good idea of bolt locations removed. The bolts holding down the supercharger are all of 10mm head. Once all bolts are removed and the supercharger has been taken off of the lower intake manifold, the first thing you want to do is clean all gasket surfaces on the bottom of the supercharger, and lower intake manifold. Be sure not to lose the two yellow o-ring washers which have to be replaced. Also be sure not to get ANY particles into the intake manifold or injector openings in the heads while scraping away gasket material.



Separating the snout from the casing. In order to separate the snout from the supercharger casing, you'll first need to drain all the fluid out of the snout, by removing the drain plug, and draining it out. Once that is done, you can sit the supercharger flat, and remove the 10mm bolts holding them together. There are 9 (nine) on the Series II engines, and 8 (eight) on the Series III. You can now pull the snout (with rotors) out of the casing very carefully, being sure to support the rotors as you pull the assembly out. Make sure that the coupler comes with the snout, so that your case looks like the enclosed picture once removed.



Porting the supercharger outlet (OPTIONAL). This optional step has been found to increase airflow, and help out horsepower, but understand that not only is it optional (as increases are not astronomical) but it can also be done in the future. We recommend taking great care when doing this. The idea here, is to remove the triangular output and make it more square by removing a good chunk of the aluminum material. You can use a sawz-all, rotary tool, etc. ALWAYS use common sense with safety, use eyewear, gloves, etc. The most important step here, is to make sure that you CLEAN the supercharger case PERFECTLY so that no particles are remaining before reassembly to the engine.



Installing the block off plate. You can now install the block off plate. Check orientation. The plate looks symmetrical, but isn't. Use some silicone sealant, such as Ultra-Copper, or RTV on the face of the supercharger where the plate goes. Install using the provided M8 x 25 bolts with collared lockwashers and tighten firmly. Once this is done, the supercharger is ready for re-installation. Don't forget about the new supercharger gasket provided in the kit, and the two yellow o-rings you have to reuse. Tighten the factory supercharger bolts down to about 15ft/lbs. The installation should look like the enclosed picture.



Vacuum line modification. Finally, the enclosed picture shows how you have to modify your vacuum lines. Remove the short line feeding the boost bypass valve altogether by slitting it's ends (this helps not break the plastic – brittle). Use the port which is now open on top of the supercharger to feed the wastegate, BOV, etc. You can now continue with the installation in the main installation manual!

