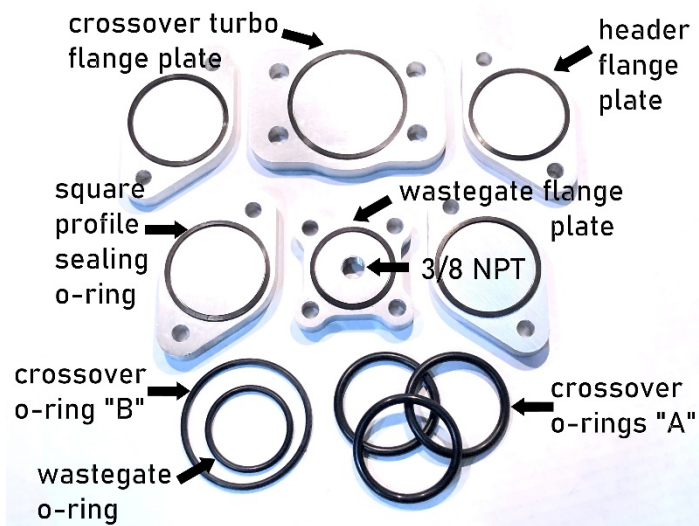


Pressure Test Kit Install Information Document

- Upon receipt of the pressure test kit from M44 Performance inspect items to ensure everything has been included
- Kit contains 4 header block offs with square o-rings, crossover block off plate, wastegate block off with square o-ring
- Three "A" spec crossover / wastegate sealing o-rings, one "B" spec crossover o-ring, and one extra wastegate o-ring



- The "A" spec o-rings are to be used in factory systems where the factory steel crush ring is removed to seal the joint
- Two "A" spec o-rings will go into the crossover flange grooves, one "A" spec o-ring will go into the shrimp pipe groove
- All OEM flange surfaces must be clean and flat to ensure the system will seal, any exhaust scale needs to be removed
- All OEM flange sealing ring grooves must be clean and free of scale and debris to ensure the system will pressurize
- All o-rings should be lubed up with a thick grease, preferably the yellow non-toxic lithium type or a similar kind
- The grease is a key ingredient to ensure the pressure testing kit will seal and hold pressure up to 100psi
- 3/8 NPT bung port should have Teflon compound installed at the threaded joint with the air fitting is installed
- All block off plates should be installed with new hardware and tightened all the way until the mating surface is flush
- Shop air compressor hose can connected to the air fitting and pressure regulator turned down to 65-85psi
- Constant air pressure is recommended due to the amount of leaks present in aged and heat cycled OEM systems
- Dish soap and water in a spray bottle can be used to identify micro cracks and their resulting leaks
- Large leaks are easily detectible audibly and via feel do to the amount of air escaping from the system