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058145703A, 058145703B, 058145703C, 058145703D, 058145703E, 058145703EX, 5703JV, 058145703JX, 058145703K, 058145703L, 058145703LV, 058145703LX, 058145703N, 058145703NV, 058145703NX, 058145703Q, 058145703QV, 058145703QX



AUDI, SEAT, SKODA, VW

1998 >



1.8T 110-132 KW

AEB, AJL, AMB, ANB, APU, ARK, AVJ, AWM, AWT, BFB, CFMA, L4

ISSUE POSSIBLE OIL CARBONIZING AND FLOW RESTRICTIONS

OIL FEED LINE PLACED VERY CLOSE TO THE EXHAUST MANIFOLD

The turbo oil feed line in this particular engine model is placed very near the engine's exhaust manifold. The high temperatures generated by the exhaust gases flowing through the manifold exposes the oil stream inside the feed line to high thermal stress. This leads to the formation of solid particles inside the pipe due to oil coking and carbonizing.

Consequently, the feed oil flow gets restricted. An excessive formation of the particles will contaminate the lubricant. Particles, when loosened (e.g. by moving the pipe) can then get to the turbo bearing/shaft. All these instances are very harmful to the shaft operation. The shaft gets under-lubricated and will seize. Seizure can block the shaft completely and cause the compressor nut to unscrew, leading to further mechanical damages.

RECOMMENDED SOLUTION

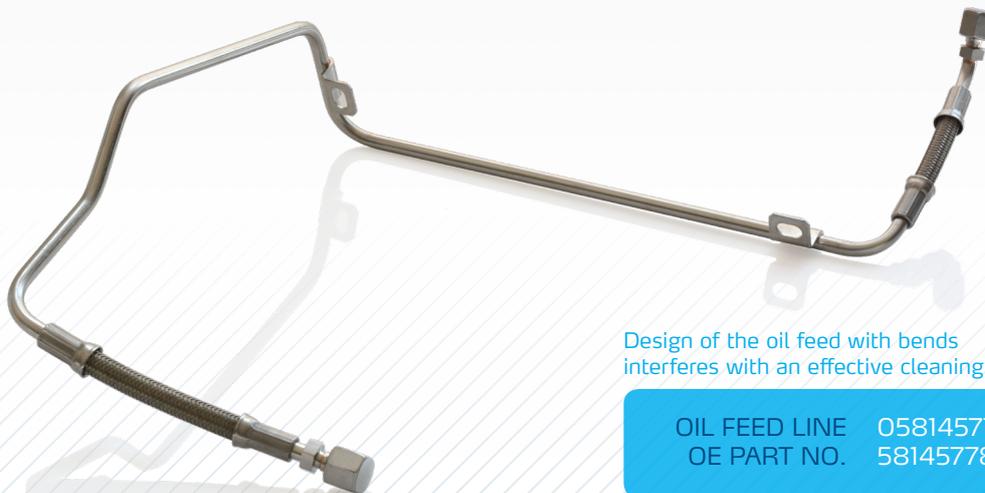
To avoid critical failures of the new turbo we highly recommend the following actions before installing the new turbo:

- **Install new oil feed line** (Effective cleaning impossible due to design)

Once turbo is installed, remember to check the oil pressure on the oil feed line or check the oil flow when decoupling the oil return line from the installed turbo



NB! When installing the new turbo from Nissens, always comply with the installation instructions included in the product box. Disregarding of the above instructions may lead to serious, irreversible failures of the newly installed turbocharger or/and of the engine.



Design of the oil feed with bends interferes with an effective cleaning

OIL FEED LINE 058145778C, 058145778
OE PART NO. 58145778



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