



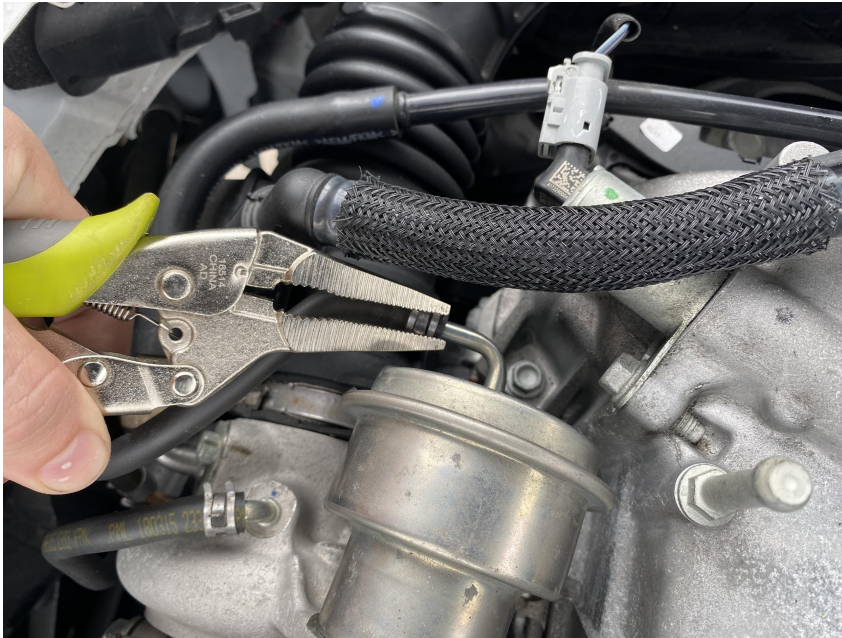
BNR LE2 (TD025/TD025R) WASTEGATE ACTUATOR INSTALL GUIDE

This product fits the GM LE2 engine using the Mitsubishi TD025 Turbo as well as the BNR TD025R upgrade turbo. An aftermarket tune running 20psi or more boost is required with this product. Running less boost (or the stock tune) will result in an overboost code and limp mode.

1. Remove the turbo heat shield by removing the 5 10mm bolts holding it on.



2. Remove the boost/vacuum line attached to the stock actuator by using pliers to release the clip and sliding it off of the actuator, allowing you to pull the line off of the fitting, it is recommended that you leave the clip a good distance back on the hose to make install of the BNR actuator easier.



3. Remove the 2 10mm bolts holding the stock actuator in place, and also remove the retainer clip on the wastegate arm, which you should be able to work out by hand. Do not lose this retainer/pin as you will reuse it.

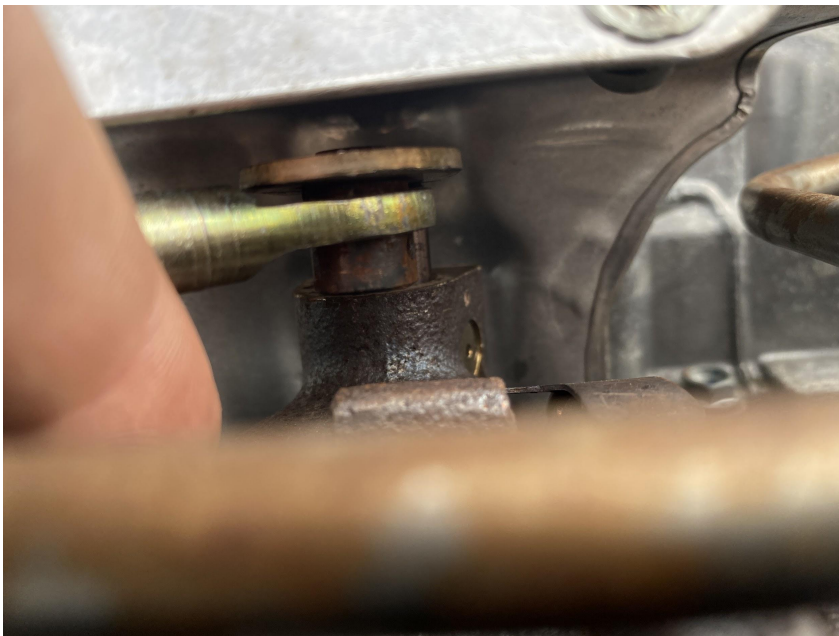


Note that the piece of heat shield over the turbo isn't removable at this point, however the metal is malleable and you CAN bend it up and out of your way if you'd rather not work around it just don't bend it too far and be gentle when doing it

3. Use a flathead screwdriver to work the actuator off of the wastegate control arm if you're unable to do so by hand, at this point the stock actuator is removable.



4. Determine which of the two supplied turnbuckles fit your wastegate flap arm, note that the fit should be snug with no play between the two pieces.

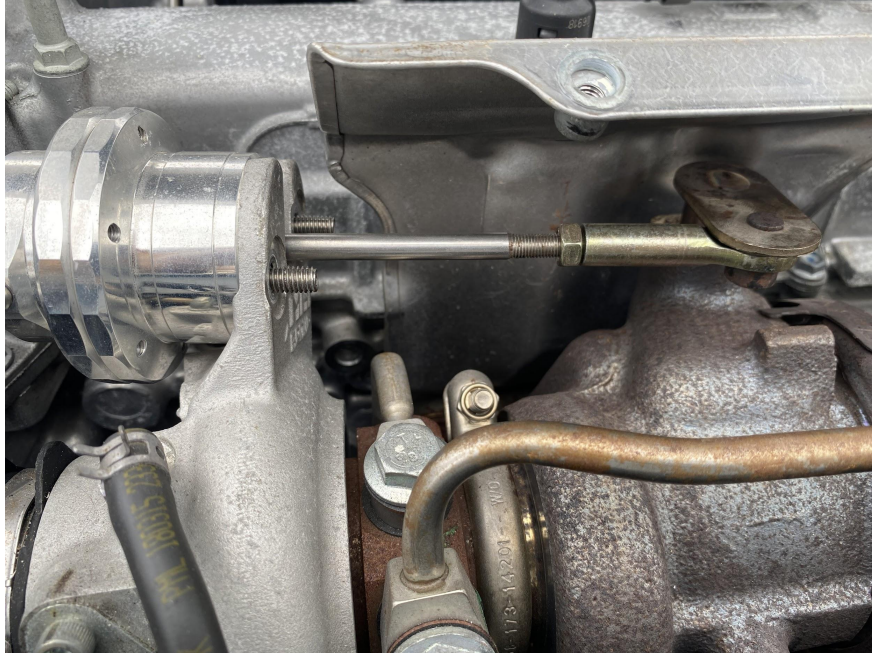


5. Once you've determined which turnbuckle to use, thread it onto the actuator followed by the fitting, you can ascertain an approximate thread depth by holding the actuator up to the turbo as shown in the picture. Once you have it close you can put the actuator into place making sure that the intake port on the top is facing outward.



DO NOT reinstall the hose or tighten the actuator down at this point.

6. Slide the end of the actuator onto the Wastegate Arm as shown in the pictures, it should slide on and off easily. This is 0 preload. From here, tighten the turnbuckle 1.5 turns to add preload, then slide the turnbuckle back onto the wastegate arm. You should have to pull on it to get it onto the arm at this point, as it's now preloaded.



7. After you've got the actuator fitted to the wastegate arm and you're happy with the tension just simply put everything back together, make sure to move the metal clamp back over the actuator with the rubber intake hose. If you have a BNR tune, you should be seeing 21-23psi of boost at wide open throttle. Tighten or loosen the arm as needed to make the desired boost.

