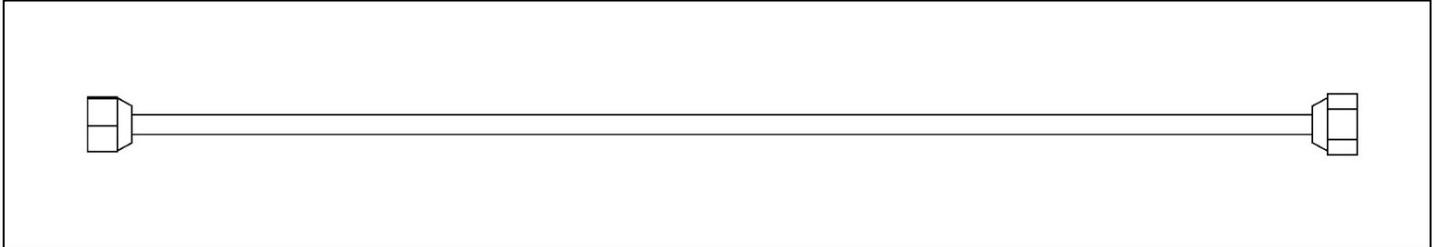


**Warning:** If your specific application of the DPS Turbonator VGT requires you to re-clock the 3-stage actuator. Do not clock it above the exhaust manifold and VGT turbine housing. The excessive rising heat produced by the exhaust manifold and VGT turbine housing could damage your 3-stage actuator. If your application requires you to position it in this location. It is critical that you heavily shield the actuator from the rising heat.

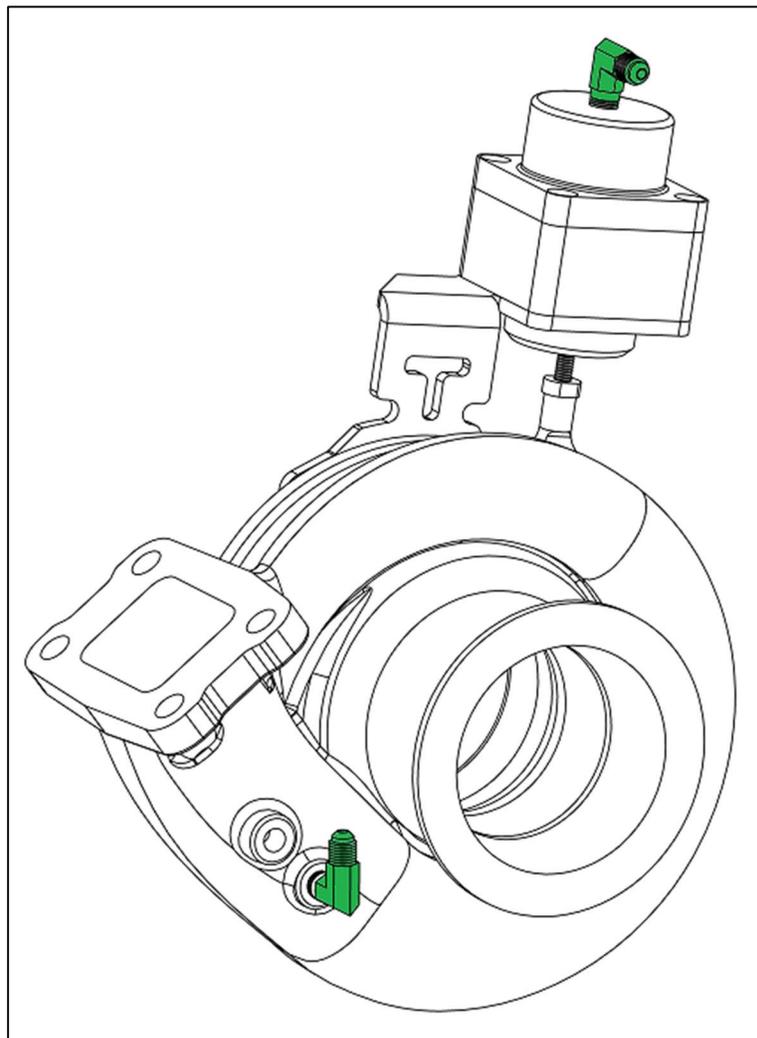
A large, stylized version of the Diesel Power Source logo, centered on the page. It features the word "DIESEL" in a large, metallic, blocky font above the words "POWER SOURCE" in a similar but smaller font. The text is set against a red, brush-stroke-like background.

## 3 Stage Pneumatic Turbonator Stainless Tube Instructions

- Included with your pneumatic Turbonator VGT is a straight stainless-steel tube with two fittings.

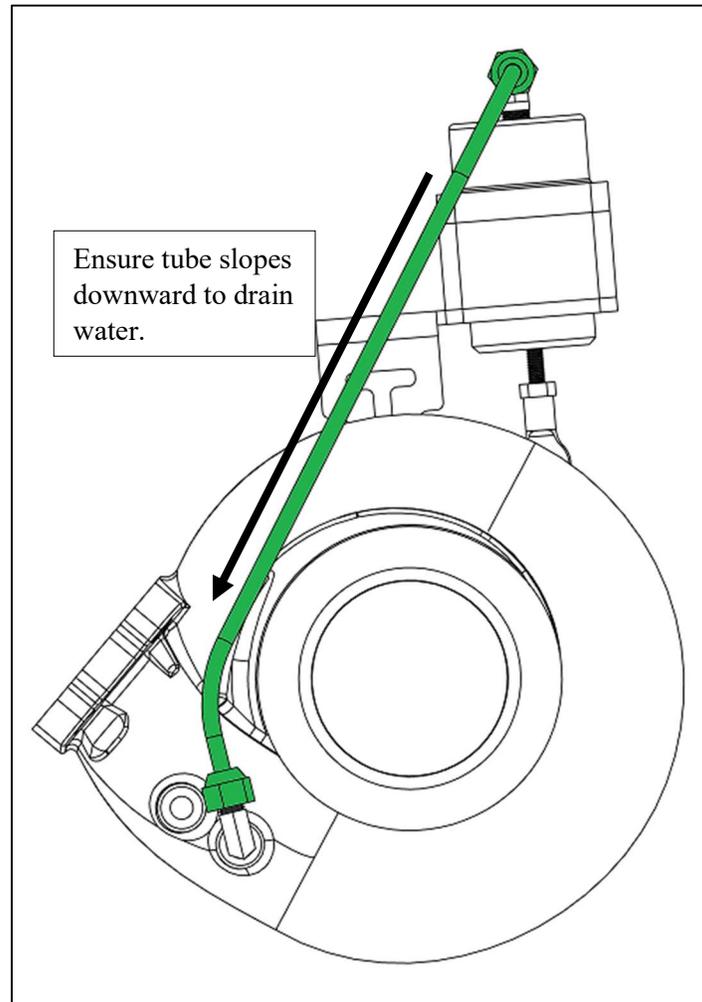


- Attached to your Turbonator housing are two fittings used to attach the stainless-steel tube.
  - The first fitting is located on top of the 3-stage pneumatic actuator.
  - The second fitting is located on the backside of the housing near the turbo flange.

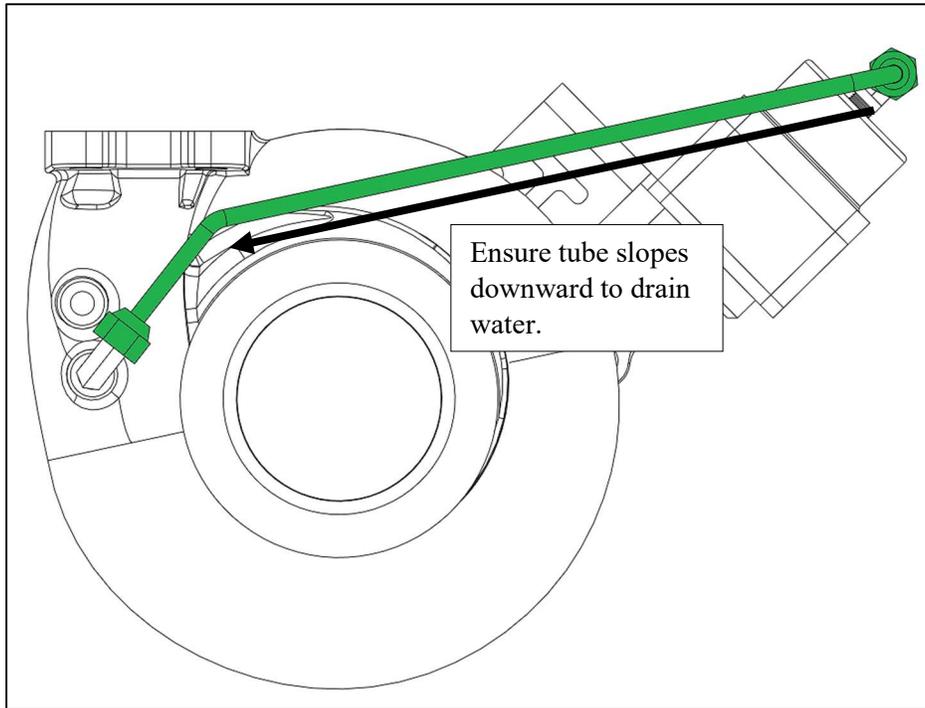


- Bend the stainless-steel tube and route it so water can continually drain down towards the turbine housing. Condensation can occur in the tube and must be routed to drain the water away from the pneumatic actuator. Also, ensure the ends of the tube align concentrically with the fittings to ensure a proper seal. **Warning:** (Do not kink or bend the tube with a tight radius. This will restrict exhaust flow to the actuator making your VGT less reactive) See the photos below for suggested routing.

**1G / 2G single turbo suggested routing:**



**3G single turbo / 3G SWAP suggested routing:**



**Twin turbo suggested routing:**

