

TURBO-MASTER

MODEL FORD 73 and 7399 INSTALLATION INSTRUCTIONS

TM73 FOR USE IN 1999-2003 Ford 7.3L with stock turbos or Garrett GTP38R ball bearing turbo.

TM7399 FOR USE IN early 1999 Model Ford 7.3L with stock turbos. Use Model 73 for early 1999 with GTP38R.



MODEL 73 (longer shaft than Model 7399)



Model 7399 – shorter version

Please read all instructions before beginning.

Call 888-414-3457 for TECHNICAL SUPPORT ISSUES.

1

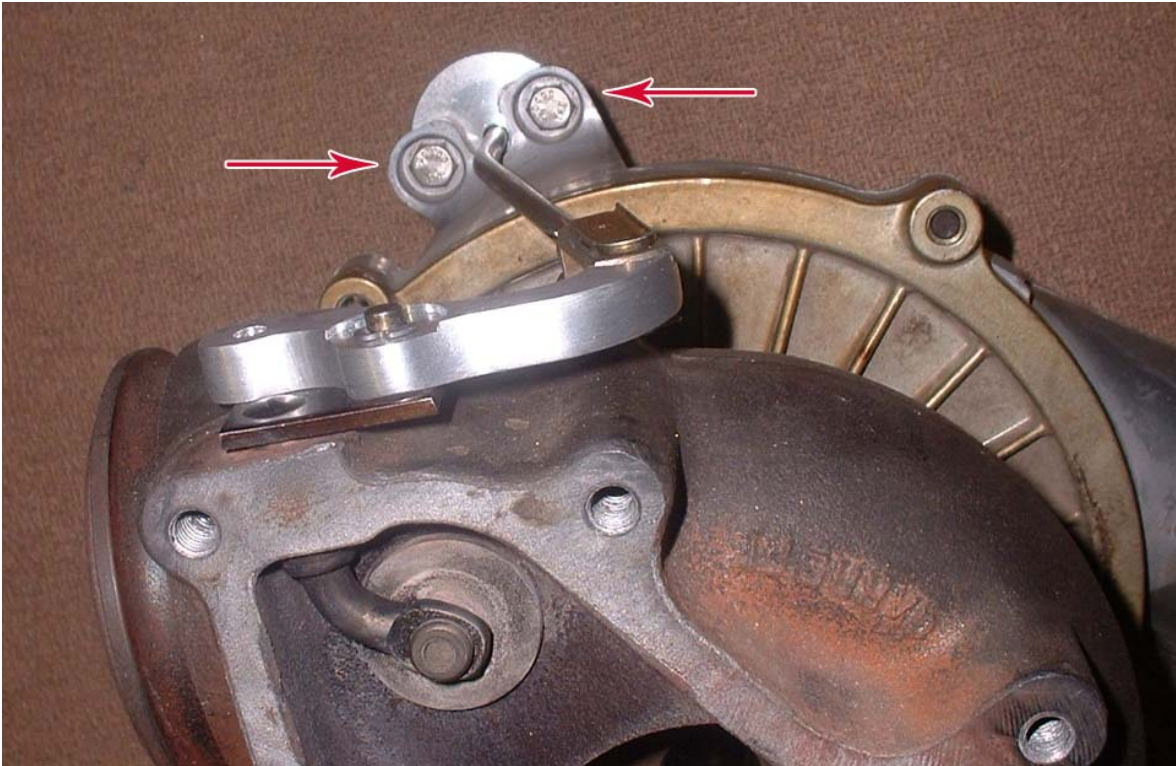
Remove the factory wastegate canister. Two bolts hold the factory canister to the turbocharger and there is an e-clip, which retains the pull rod to the wastegate lever. Remove the clip to pull the rod off. On TM73 models there is very little access for big hands and the clip is tough to get to. Use a small pick to remove the clip and a magnet close to the clip to catch it as it comes off.

2

Plug the boost pressure hose that originally supplied pressure to the canister using the supplied plastic ball.

Two bolts fasten the **TURBO-MASTER** spring retainer to the compressor bracket.

Install the spring retainer with its black dot facing toward the center of the turbo. See last photo.



Install the **TURBO-MASTER** pull rod through the large spring retainer and onto the wastegate lever. Now you can install the spring onto the pull rod and up against the bolt on spring retainer.

Place the **TURBO-MASTER** lever onto the wastegate arm as shown. Be certain that the **TURBO-MASTER** lever wear pin is located correctly. Install the supplied e-clip into the groove of the stepped pin of the wastegate arm to retain the **TURBO-MASTER** lever.

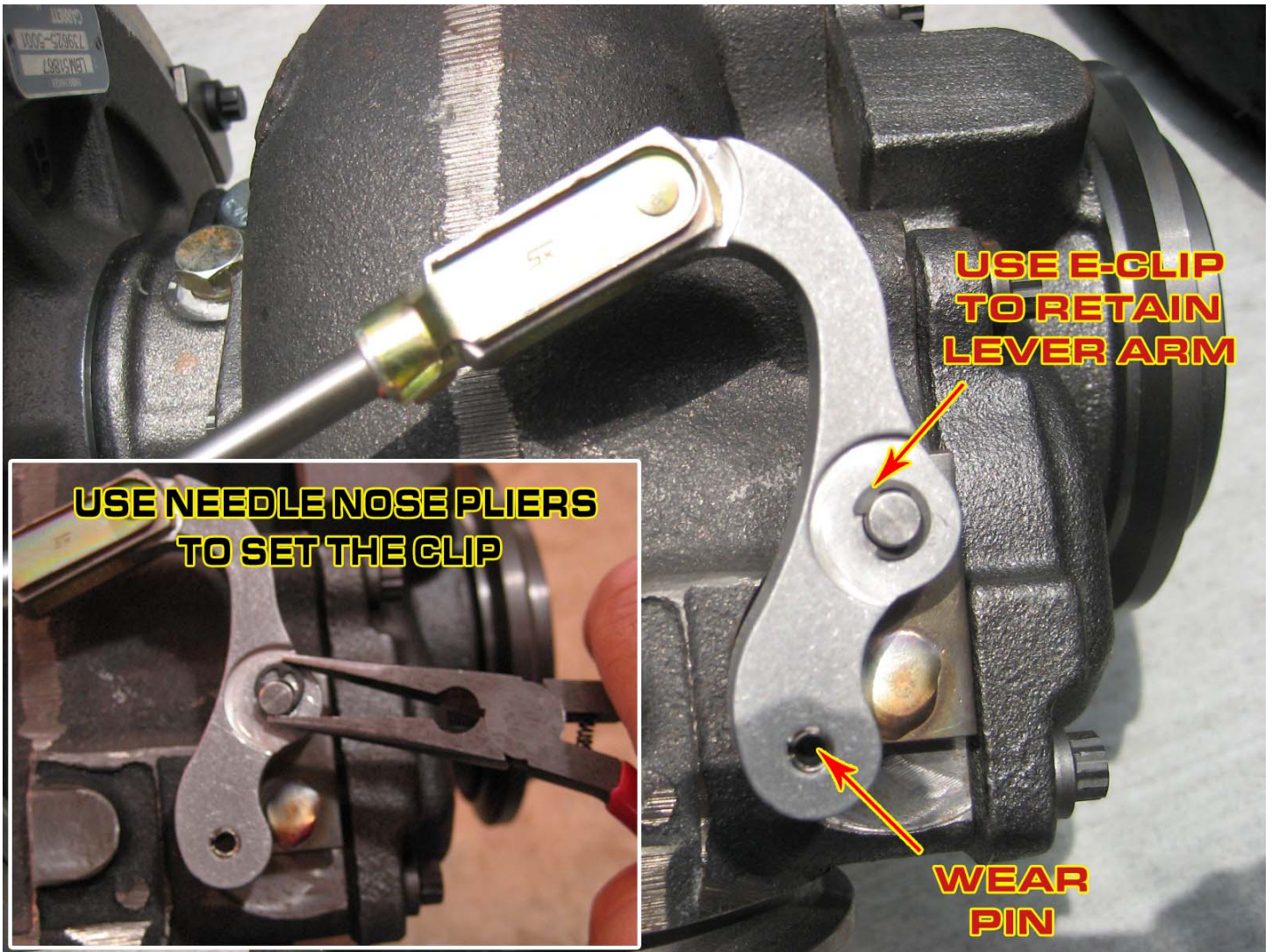


Above: Stock Turbo **NOT CORRECT!**

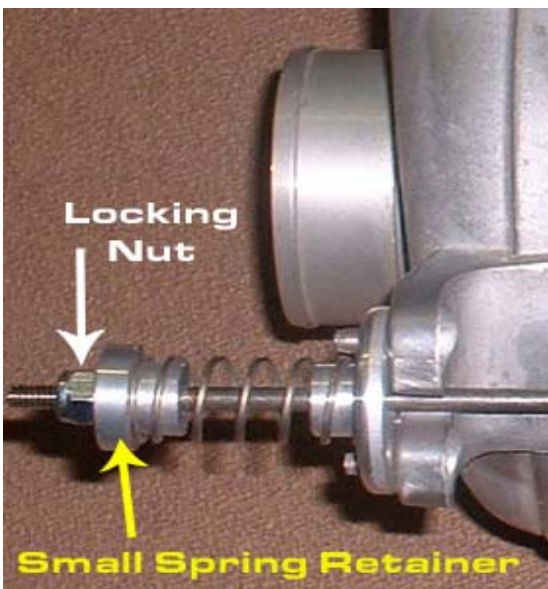


Above: Stock Turbo **CORRECT!**

CORRECTLY INSTALLED **TURBO-MASTER** on Garrett GTP38R Ball Bearing SHOWN BELOW.

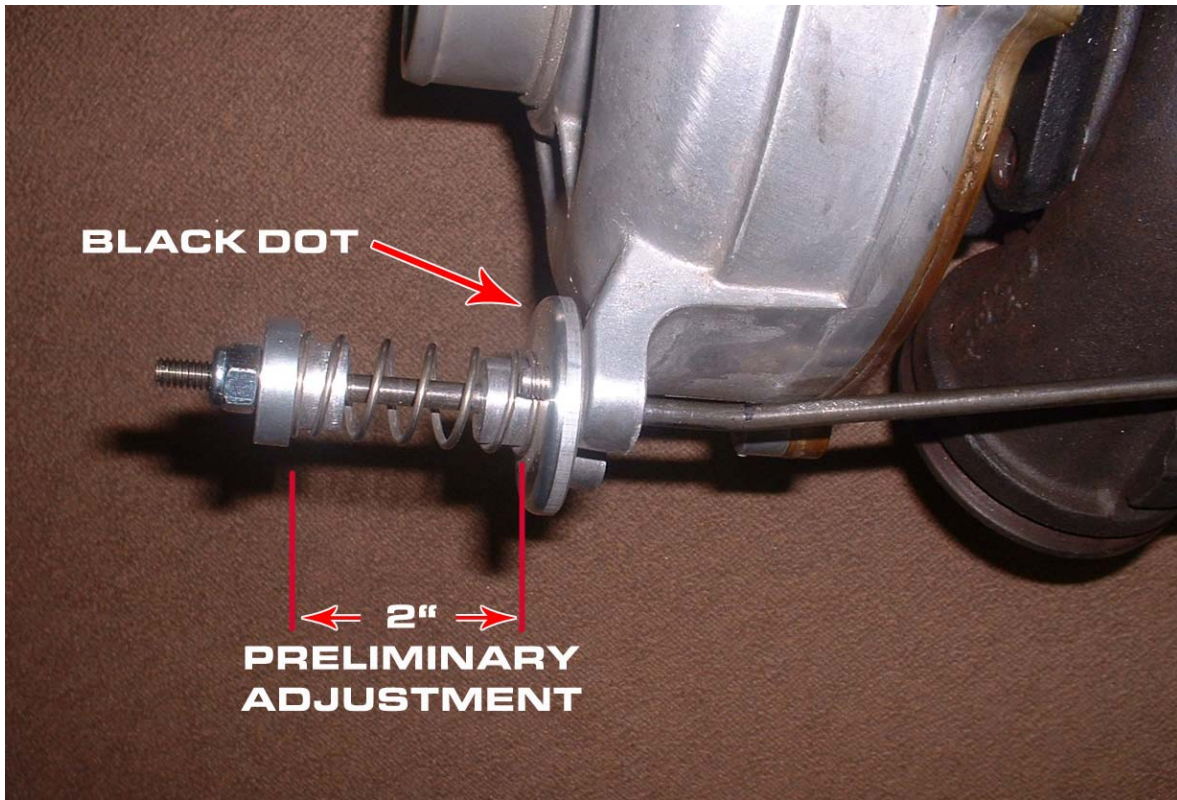


4



Install the smaller spring retainer and locking adjustment nut onto the threaded pull rod as shown.

Finally, set your boost pressure and you're ready to go!



SETTING BOOST PRESSURE WITH THE **TURBO-MASTER**.

As a preliminary setting, adjust the spring to a length of 2" as measured inside the retainers. You will leave it at this setting if you do not have a boost gauge to fine tune the wastegate. If you do have a boost gauge and would like to adjust to an exact boost number, take several small wide open throttle runs in your truck, each time making adjustments to the spring tension until you reach the desired boost. The Boost pressure is increased by increasing the spring tension. Boost is decreased by decreasing spring pressure. A boost pressure of 25 psi is a reasonable maximum for a stock turbocharger but will still require the **DIESEL SITE BRV+** to eliminate the SES light and subsequent defueling of your truck. (anything over 24psi will set the SES light)

Enjoy your improved boost control and throttle response.

Thanks for choosing the **TURBO-MASTER** Wastegate Controller!

NOTE: You will have a noticeable difference in your truck's response. Factory wastegate canisters have leakage that causes boost loss. Installing the TurboMaster eliminates this boost loss and typically results in increased boost numbers. The turbomaster does not create boost. The TurboMaster simply lets you reach your maximum boost faster and sustain it longer. **TIGHTENING THE NUT FURTHER AFTER YOUR BOOST LIMIT IS REACHED DOES NOT PRODUCE MORE BOOST THAN YOUR TRUCK CAN NORMALLY CREATE.**



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888-414-3457