

AVP Boost Master 66/88 GTP38 Upgrade Kit

Fits: Ford 1999.5-2003 7.3L GTP38

Part Number: BM6688



Parts Included:

- 66/88 Compressor Housing
- Compressor Housing Back Plate
- Inlet Tube/Boot
- 66/88 Billet Compressor Wheel
- 360 Degree Thrust Bearing
- Thrust Collar
- Thrust Spacer
- Back Plate Seal O-Ring
- (2) Journal Bearings
- Journal Bearing Spacer
- (4) Turbine Housing Bolts
- Compressor Piston Ring Seal (Small “C” Clip)
- Turbine Piston Ring Seal (Large “C” Clip)
- (2) Oil Feed O-Rings
- (2) Oil Drain O-Rings
- Back Plate to Center Cartridge Seal (Cross Shaped)

Tools Needed:

- 8mm Wrench (12pt)
- 8mm Socket (12pt)
- 10mm Socket
- 16mm (or 5/8”) Wrench
- Locking Pliers
- Needle Nose Pliers
- Rubber Mallet (or Soft Blow Hammer)
- Small Pick
- Penetrating Lube (PB Blaster, WD40...)
- Compressed Solvent (Brake Parts Cleaner)
- Small Wire Brush
- Scotch Brite Pad
- Fresh Motor Oil
- Small Cup (Used To Soak Bearings)
- Air Compressor & Blow Gun
- Torque Wrench

Parts Note:

- The rebuild kit fits the TP38, GT38, & GTP38 turbos. Therefore, you will have 2 unused seals. One will be the round back plate seal and the other will be an outer housing seal.

Please Read Instructions before starting installation. If you don't feel confident that you can complete this task, do not start it and seek professional help!

*These instructions are based off of already removing the turbo from the engine and working on a benchtop.

*Remove the NEW Journal Bearings, Thrust Bearing, & Thrust Collar from the packaging and place them in a cup of Fresh Motor Oil.

•Once you have the turbo out of the truck, you will want to soak all the bolts with penetrating lube to ease the disassembly process.

- Use 8mm (12pt) wrench to break lose the exposed housing bolts.

*Make note of the marks on the turbo to help with alignment during reassembly (taking photos with your phone is a great way to achieve this).

- Use 10mm Socket & Needle Nose Pliers to remove Wastegate Actuator.

- Use 8mm Wrench/Socket to remove (7) bolts & Exhaust Back Pressure Valve (EBPV) Housing. *You might need to tap with rubber mallet to loosen housing.

- Use 8mm Wrench/Socket to remove (5) bolts & Compressor Housing. *You might need to tap with rubber mallet to loosen housing.

- Using Locking Pliers, firmly clamp hub of turbine wheel. Use 16mm (or 5/8") Wrench to loosen the Compressor Wheel while holding the turbine wheel with the Locking Pliers. *The wheel removes by rotating Counter Clockwise

- Use 8mm Wrench/Socket to remove (4) bolts & Compressor Housing Back Plate. *While lifting the back plate off, collar & bearings might come off with plate. Just be sure to take note (or cell phone photo) of their orientation for reinstallation.

- Use 8mm Wrench to remove (4) bolts from center section hold on the Turbine Housing. Then using Rubber Mallet, tap Turbine Housing to gently remove while being careful not to damage fins on the Turbine Wheel.

- Use Rubber Mallet to tap on end of Turbine Shaft (where Compressor Wheel was removed) while holding center section. The Turbine Wheel & Shaft should slide & remove from the center section.

- Remove Journal Bearings & Spacer from Turbine Shaft.

- Using a Small Pick, remove the Turbine Piston Ring Seal from the Turbine Shaft.

- Use Small Wire Brush & Scotch Brite Pad to remove coked on oil residue from Turbine Shaft. *Start with wire brush and polish with the Scotch Brite Pad.

- Install NEW Turbine Piston Ring Seal (Large "C" Clip) into the Turbine Shaft groove.

- Using Small Wire Brush & Scotch Brite, clean Center Cartridge where it mates to the Turbine Piston Ring Seal. Flush debris from the Cartridge with Compressed Solvent and blow out with Blow Gun.

- Slide the (2) NEW Journal Bearings (that were soaking in Fresh Motor Oil) with the NEW Journal Bearing Spacer on the shaft between the 2 Journal Bearings.

- Insert the Turbine Shaft (with Bearings, Spacer, & Seal installed) into the Center Cartridge. You will feel the Turbine Piston Ring Seal contact the Center Cartridge, then apply light pressure until you feel it pop into place.
- Place the Turbine Housing back onto the Center Cartridge installing the (4) NEW Turbine Housing Bolts and torque bolts to 15 ft pounds in a cross pattern.
- Remove NEW Thrust Bearing and Collar from oil and install NEW Compressor Piston Ring Seal into the Thrust Bearing groove.
- Lay the NEW Compressor Housing Back Plate face down (Center Cartridge mounting surface facing up). Place NEW Thrust Collar into Back Plate with Compressor Piston Ring Seal down into the back plate. Pressing firmly, you should feel the Piston Ring Seal pop into place. Lay the NEW 306* Thrust Bearing on top of the Thrust Collar with the oiling grooves facing up away from the back plate. Insert the NEW Thrust Spacer so that the lip goes down into the Thrust Bearing.
- Install NEW Back Plate to Center Cartridge Seal into groove on Back Plate. *Small dab of RVT or petroleum jelly can be used to help hold in place if needed.
- While keeping Bearing & Thrust Assembly fully seating in Back Plate, slide Back Plate onto Turbine Shaft & align bolts. *The holes should only align one way. Install & Torque bolts (4) to 15 ft pounds using a cross pattern.
- Install the NEW Billet Compressor Wheel onto the Turbine Shaft. While firmly holding the Turbine Wheel, Torque the Compressor Wheel to 10 ft pounds.
- Install NEW Back Plate Seal
- Install NEW Compressor Housing onto Back Plate being sure to seat down evenly.
- Install & Torque housing bolts (5) to 15 ft pounds using a cross pattern.
- Install EBPV & Torque EBPV bolts (7) to 15 ft pounds using a cross pattern.
- Install Wastegate Actuator & Torque bolts (2) to 60 INCH pounds. Place Wastegate Rod End on Wastegate Lever and reinstall E-Clip ensuring it is fully seated in the groove.

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