

PREPARATION:

- Step 1 Remove the stock exhaust pipe and muffler set-up.
- 2 Remove the stock aircleaner. Remove the stock fuel supply hoses between shut-off valve and carburetors. Remove tank. Remove the side covers from both the battery and the regulator.
- 3 Disconnect the throttle cables at the carburetors.
- 4 Remove the two screws that hold the throttle twist grip clamp. Separate the two halves so you can get at the cable and nipples. Remove both the stock cables and replace with the single throttle cable supplied. Replace and tighten the two screws.
- 5 Remove the stock carburetor set-up.

INTAKE MANIFOLD:

- Step 1 In place of the original bolts, install the eight studs (1) supplied (long thread into head). Tighten. Position the four gaskets supplied (2), then install intake manifold (3). Secure with the eight nut/washers (4) supplied. Tighten.

EXHAUST HEADER:

- 2 Remove the old exhaust gasket rings and install the four new ones supplied.
- 3 Install new header (5) as you would stock pipes. Secure using original parts.

OIL FEED (See insert "A")

- 4 Disconnect the oil pressure indicator wire. Now remove the four bolts that secure the oil transfer block to engine housing, (retain "O" rings).
- 5 Remove the oil pressure switch and the oil plug from the transfer block.
- 6 Now in the location shown drill a 21/64 inch hole through to the oil way. De-burr then tap using a 1/8" National Pipe Thread tap. After tapping, clean transfer block THOROUGHLY.
- 7 Now screw the elbow (6) into the oil transfer block and tighten into position shown (straight up). Re-install the oil pressure switch and oil plug into transfer block. Now re-install the complete assy back onto engine housing. Tighten the four bolts.

MOUNTING THE TURBO:

- Step 8 Push the rubber coupling (7) onto the flange of the intake manifold port, then slip the two clamps (8) onto it. Make sure the clamps are loose as shown.
- 9 Hold the Turbo Charger and check to be sure that the big "V" clamp (9) is loose and that the two housings will turn easily inside the clamp. If they won't turn, loosen the clamp until they will. (Loosen clamp, don't remove it.)
- 10 Attaching straight end of oil pressure hose (10) to elbow in Turbo housing. Tighten.
- 11 Working from the kickstart side, push the pressure port of the Turbo into the open end of the rubber coupler (7) until it is firmly home. Don't tighten clamps (8) yet.

EXHAUST PIPE:

- Step 12 Slip clamp (11) onto exhaust pipe (12). Push the split end of pipe onto the exhaust header. Now turn the pipe until the holes in the flange align with the holes in the flange of the Turbo, as shown. When aligned, install the gasket (13) then the three nut/bolt/washers (14). Hand tighten till the flanges are a snug fit.

MOUNTING THE TAIL PIPE:

- 13 Loosely attach tail pipe/muffler (15) to the rear frame tail pipe bracket using bolt/nut/washer (16).
- 14 Swing up and mate the tail pipe flange to the turbo flange. Install gasket (17). Install the two allen screws/washers (18) and one hex bolt/washer (19) (bottom hole). Now tighten bolts (16) (18) (19).

NOTE: When aligning the flanges, move the Turbo flange forward or back by moving the exhaust pipe on the exhaust header as required.

- 15 Now tighten the three bolts (14) and clamp (11) left hand tight in Step 12.

BACK TO THE TURBO:

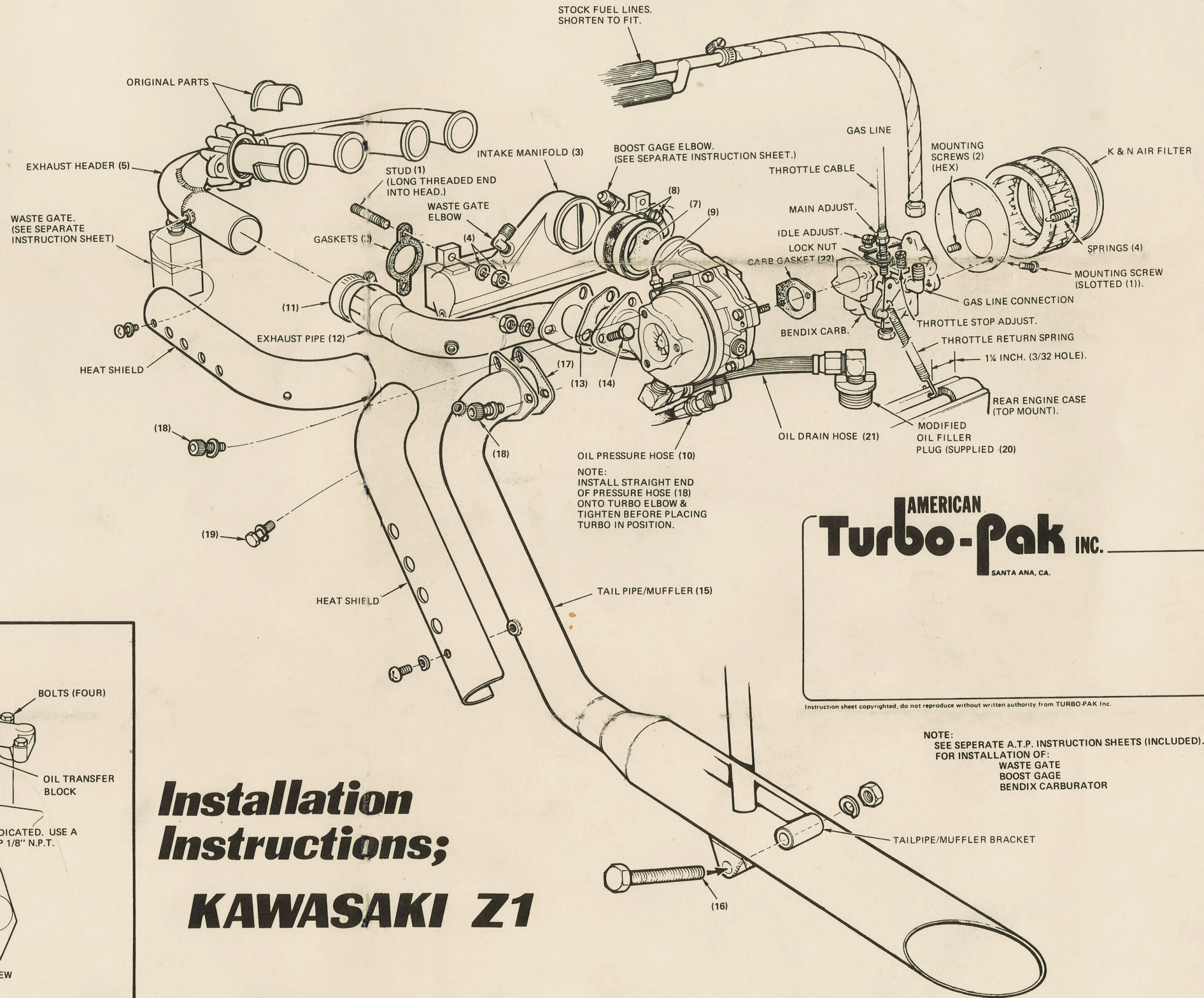
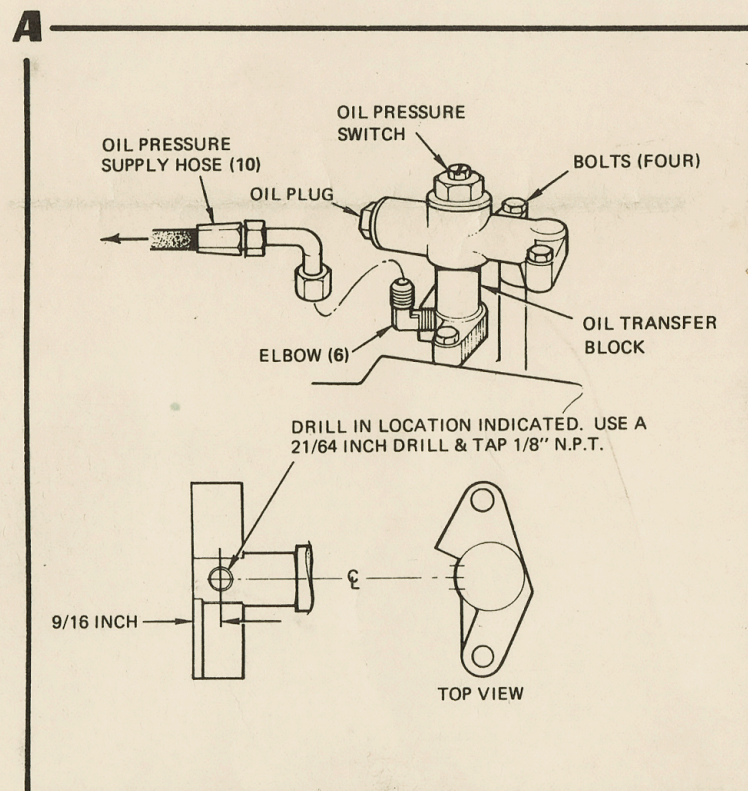
- Step 16 Now you check the position of the compressor side of the turbo. Turn the housing in the "V" clamp (9) until the pressure port "points" smoothly into the rubber coupling (7) and the intake manifold port. When it looks good, retighten the "V" clamp (9). Use a torque wrench, torque to 20 inch lbs. Now tighten the two clamps (8) so both ends of coupler are tightly sealed.

- 17 Now connect elbow end of oil pressure hose (10) to the elbow (6) you installed in the oil transfer housing (Step 7) and tighten.
- 18 Screw in the new oil filler plug (20) supplied. Connect the oil drain hose (21) to the elbow in bottom of turbo, and elbow in oil filler plug (20). Tighten.

CARBURETOR

- 19 Drill a 3/32 inch hole in engine case at rear top mount in position shown.
- 20 Mount Bendix carburetor onto turbo using gasket (22) (gasket sealer). Secure carb with nut/washers supplied.
- 21 Shorten stock dual fuel lines to fit. Connect to carburetor using gas line/clamp supplied.
- 22 Now check separate carburetor mounting instruction sheet supplied.
- 23 To reattach battery and regulator side covers, a little remodeling is required. Small cut-outs must be made to fit side covers around air filter and tailpipe. The covers, made of plastic, are easily cut. Worked carefully the results look neat.

That's it, you're finished. Now! Read the separate start-up and running instructions, then fire her up, and go out and blow off everyone in sight.



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Turbo-Pak INC.
SANTA ANA, CA.

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NOTE:
SEE SEPARATE A.T.P. INSTRUCTION SHEETS (INCLUDED).
FOR INSTALLATION OF:
WASTE GATE
BOOST GAGE
BENDIX CARBURATOR

Installation Instructions; KAWASAKI Z1