

Z1 Motorsports Silicone Oil Drain Lines for Garrett GT BB Turbos Installation Guide

Install the metal flanges onto the turbos with the provided viton o-rings. Insure the supplied o-ring is properly seated in the groove on the mating face of the metal flange. Then use the supplied Allen head bolts to secure the flange to the oil drain port on the bottom side of the CHRA. Depending on the turbo and how the CHRA and housings are clocked, in some cases there may be interference between the flange and the bolts that secure the housings to the center section. If an interference problem exists that can't be solved by clocking the turbo, grind the outside edge of the flange in the necessary area enough to clear the bolt head.



After the turbos are in place on the engine and mounted to the manifolds, test fit the silicone hoses. Be sure to lubricate the inside of the hoses to ease fitting and avoid damage. We recommend a silicone based lubricant. Depending on the particular turbos and exhaust manifolds being used the silicone hoses may need to be trimmed for proper fitment. Make sure the lines have a continuous downward slope. The oil must be able to drain completely counting on gravity alone. Failure to maintain a continuous downwards slope can potentially cause oil to back up in the hoses, resulting in a smoking turbo.



Check for sufficient clearance between the steering knuckle and return hose. Clearance can be increased by trimming the top end of the silicone return hose.



Some applications, particularly those with aftermarket exhaust manifolds, may result in interference between the right side silicone hose and the oil pressure sending unit. We have included a threaded 90 degree adapter fitting included with each kit to relocate the oil pressure sending unit if necessary.



Unscrew the oil pressure sending unit from the oil filter tree. Screw in the provided 90 degree elbow as shown in the picture. We recommend using a Teflon thread sealant.



Screw the oil pressure sending unit back into the elbow and plug it back up.



After the silicone hoses have been test fit and if necessary trimmed to length and the insides lubricated, install the original clamps taken from the rubber oil drain line couplers, onto each end of the silicone hoses. This will require adjusting the clamps out to their limits as the silicone hoses do have a larger outer diameter than the original rubber hoses. You may choose to use properly sized aftermarket worm drive clamps instead of the original Nissan hose clamps. Slide each hose into place between the turbo and the oil pan. Adjust the hose position as necessary to insure there are no kinks and there is sufficient length over the metal nipples on each side to secure the clamps. Then tighten the clamps. Run the car and inspect for leaks.