

# ATTENTION

## Technical information 2009068



To ensure a long life of your new turbocharger, please follow the directions within this folder before mounting.



Um eine lange Lebensdauer Ihres neuen Turboladers zu gewährleisten, befolgen Sie bitte vor dem Einbau die Anweisungen in dieser Broschüre.



Læs venligst instruktionerne i denne folder før montering for at sikre et langt liv for din turbolader.



Pour assurer une longue durée de vie à votre nouveau turbocompresseur, veuillez suivre les instructions contenues dans ce dossier avant le montage.



Para garantizar una larga vida útil de su nuevo turbocompresor, siga las instrucciones de esta carpeta antes del montaje.



Per garantire una lunga durata del vostro nuovo turbocompressore, seguite le indicazioni all'interno di questa cartella prima del montaggio.



Para assegurar uma longa vida útil do seu novo turboalimentador, por favor siga as instruções dentro desta pasta antes de montar.



Aby zapewnić długą żywotność Twojej nowej turbosprężarki, proszę postępować zgodnie ze wskazówkami zawartymi w tym folderze przed montażem.



Abyste zajistili dlouhou životnost nového turbodmychadla, dodržujte před montáží pokyny uvedené v této složce.



Pentru a asigura o durată de viață lungă a noului turbocompresor, vă rugăm să urmați instrucțiunile din acest dosar înainte de montare.



Az új turbófeltöltő hosszú élettartamának biztosítása érdekében a felszerelés előtt kérjük, kövesse az ebben a mappában található utasításokat.



Da bi zagotovili dolgo življenjsko dobo novega turbinskega polnilnika, pred montažo upoštevajte navodila v tej mapi.



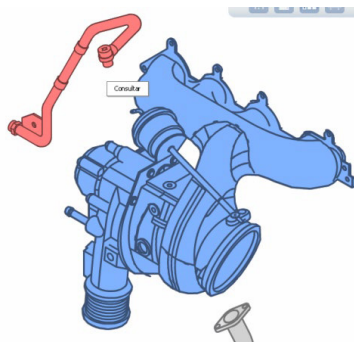
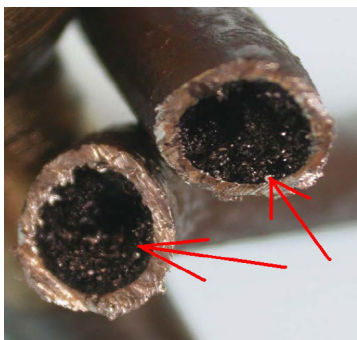
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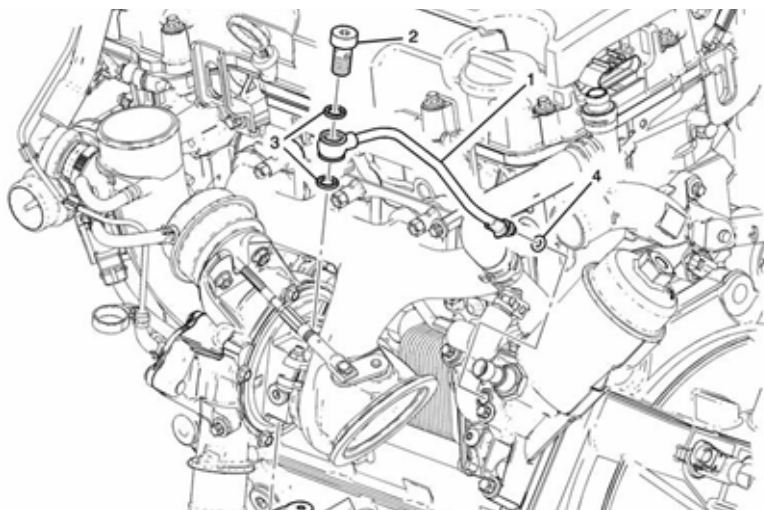
## TECHNICAL DATA SHEET 2009068

TURBO FOR VEHICLES.CHEVROLET CRUZE A14NET gasoline 140HP, OPEL/VAUXHALL ASTRA MERIVA A14NET gasoline 140HP, SAAB 9.1 A14NET gasoline 140HP

The oil inlet hose to the turbo tends to get obstructed with time due to its proximity to the exhaust manifold which reduces the oil flow reaching the turbo and producing a break in the turbo because of a lack of lubrication. It is imperative that the hose is replaced when changing the turbo.



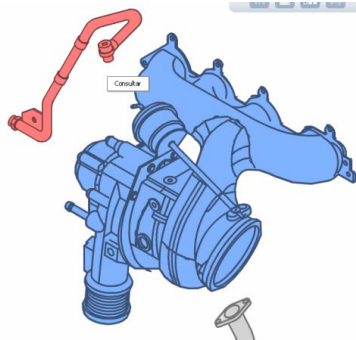
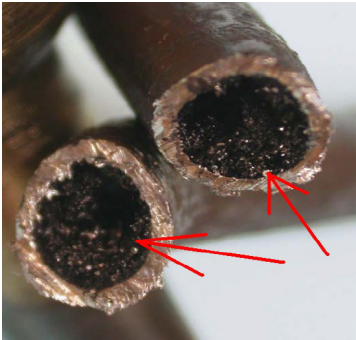
Reference no. of the oil inlet hose:  
55580423



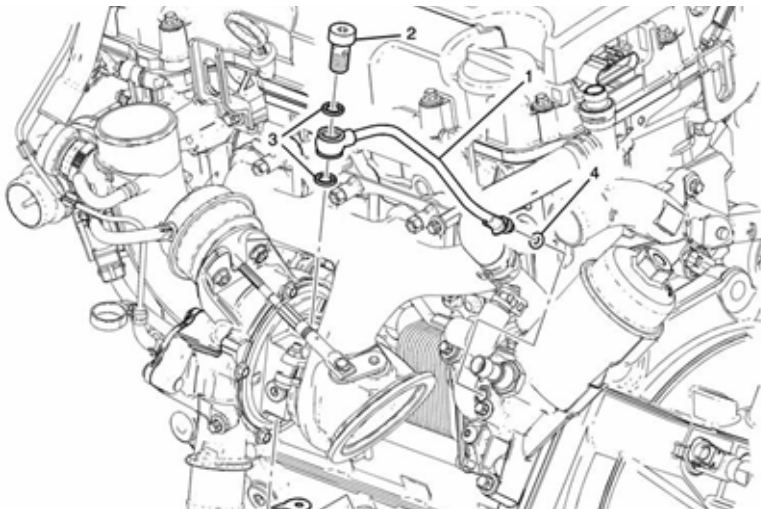
## TECHNISCHES MERKBLATT 2009068

TURBO FÜR DIE FOLGENDEN FAHRZEUGE:CHEVROLET CRUZE A14NET  
Benzin 140PS OPEL ASTRA-MERIVA A14NET Benzin 140PS OPEL SAAB 9.1  
A14NET Benzin 140PS

Der Öleinlassschlauch zum Turbo tendiert mit der Zeit aufgrund seiner Nähe zum Abgassammler zum Verstopfen, was den Ölfluss zum Turbo dramatisch verringert und dessen Beschädigung wegen Schmierungs-mangel verursacht. Dieser Schlauch ist bei Austausch des Turbos zwingend zu ersetzen.



Best.-Nr. des Öleinlassschlauchs:  
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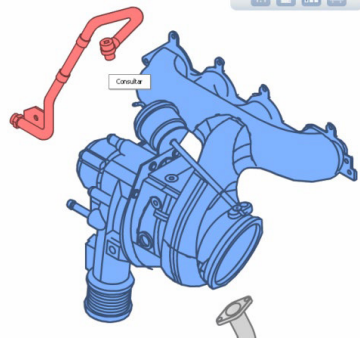
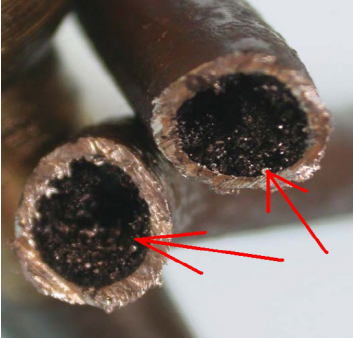


## TEKNISK DATABLAD 2009068

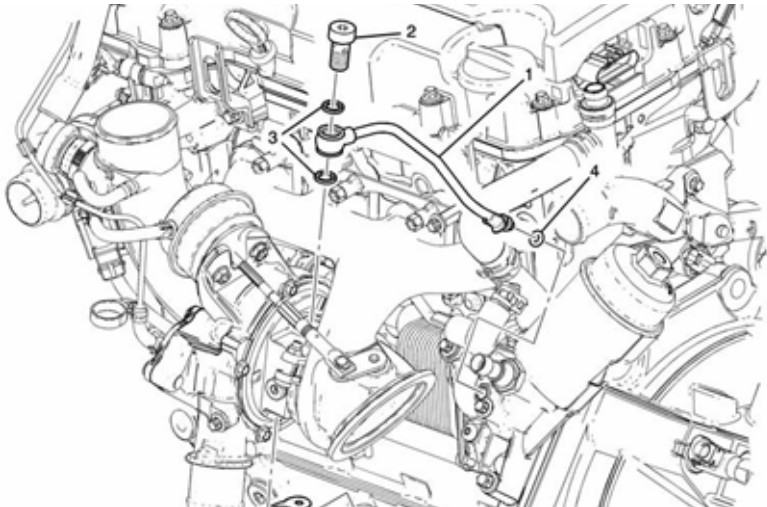
TURBO TIL KØRETØJER.CHEVROLET CRUZE A14NET benzin 140HP, OPEL/VAUXHALL ASTRA MERIVA A14NET benzin 140HP, SAAB 9.1 A14NET benzin 140HP

Olieindløbsslangen til turboen har en tendens til at blive blokeret med tiden på grund af dens nærhed til udstødningsmanifolden, hvilket reducerer oliestrømmen, der når frem til turboen, og giver et brud i turboen på grund af manglende smøring.

Det er vigtigt, at slangen udskiftes, når turboen udskiftes.



Reference nr. på olieindtagsslangen:  
55580423

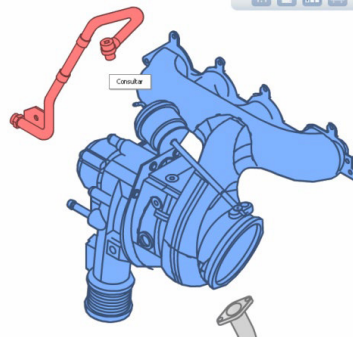
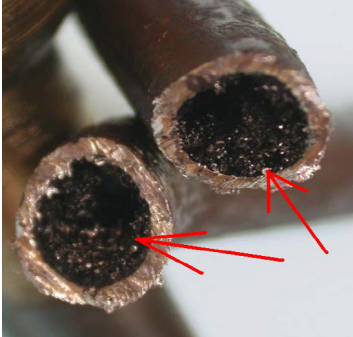


## FICHE TECHNIQUE 2009068

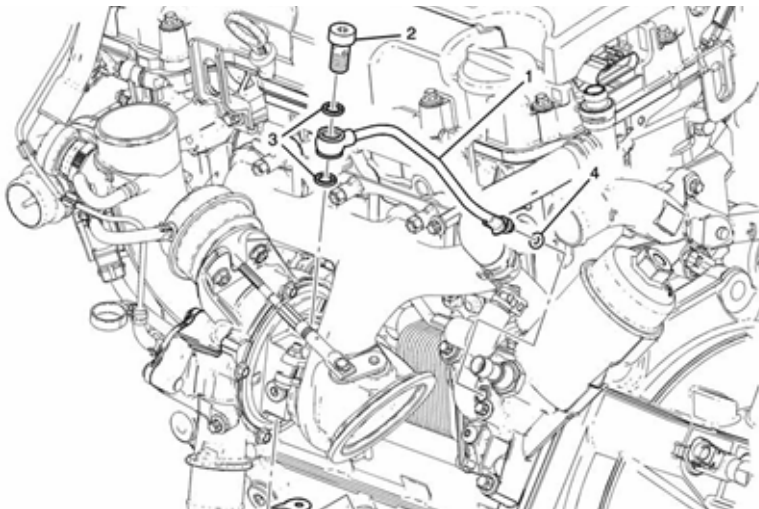
TURBO POUR LES VÉHICULES: CHEVROLET CRUZE A14NET essence 140CV  
OPEL ASTRA A14NET essence 140CV, OPEL MERIVA A14NET essence 140CV  
SAAB 9.1 A14NET essence 140CV

Le tuyau d'entrée de l'huile au turbo a tendance à se boucher avec le temps, du fait de sa proximité avec le collecteur d'échappement, ce qui réduit considérablement le débit de l'huile qui arrive au turbo et peut donc provoquer une rupture du turbo par manque de lubrification.

Il faut impérativement remplacer ce tuyau lorsque l'on change le turbo.



Réf. du tuyau d'entrée d'huile : 55580423



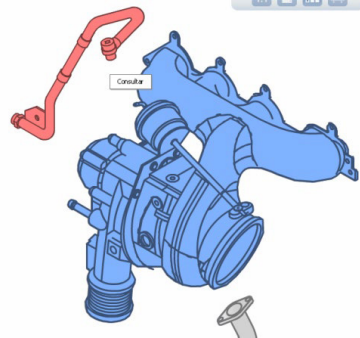
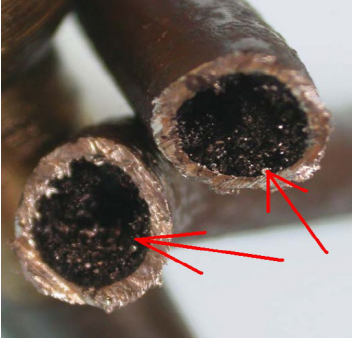


## FICHA TÉCNICA 2009068

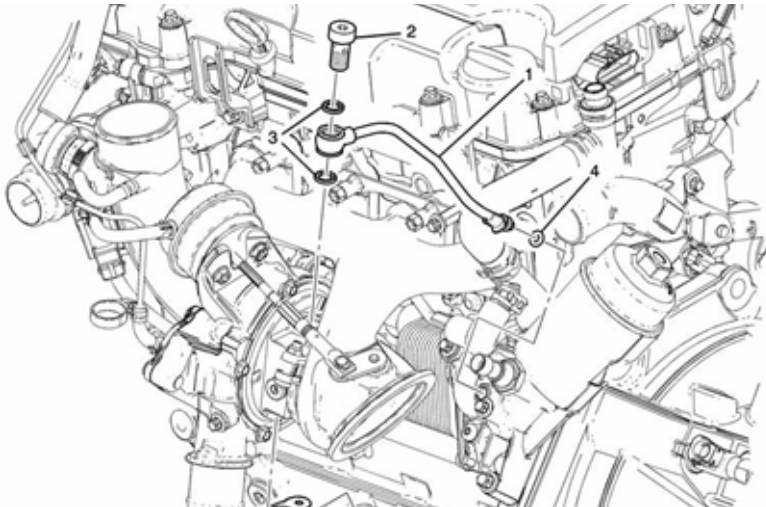
TURBO PARA LOS VEHICULOS: Chevrolet cruze, Opel Astra, Meriva, Saab 9.1  
MOTORES : A14NET gasolina 140CV

El latiguillo de entrada de aceite al turbo, tiende a quedar cegado con el tiempo, debido a su proximidad al colector de escape, lo cual reduce dramáticamente el flujo de aceite que llega al turbo produciendo su rotura del turbo por falta de lubricación.

Es imperativo reemplazar el latiguillo cuando se cambia el turbo.



Ref. del latiguillo de entrada de aceite :  
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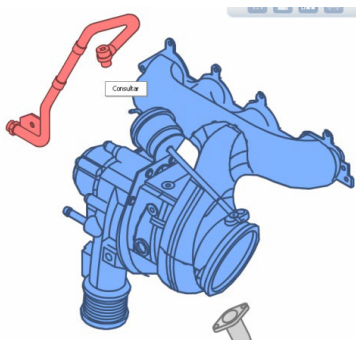
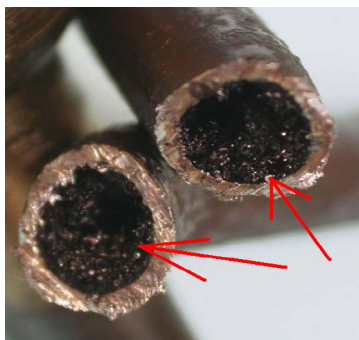




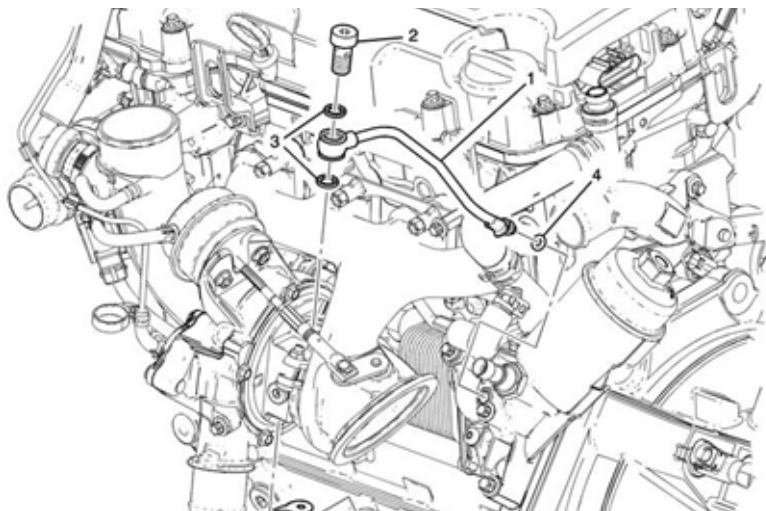
## SCHEMA TECNICA 2009068

TURBO PER VEICOLI. CHEVROLET CRUZE A14NET benzina 140CV, OPEL AS-TRA- MERIVA A14NET benzina 140CV, SAAB 9.1 A14NET benzina 140CV

Il tubo flessibile di ingresso dell'olio al turbo tende a otturarsi con il tempo, a causa della vicinanza al collettore di scappamento; ciò riduce drasticamente il flusso dell'olio che giunge al turbo, provocandone la rottura per l'assenza di lubrificazione. È assolutamente indispensabile sostituire il tubo flessibile quando si cambia il turbo.



Rif. del tubo di ingresso dell'olio:  
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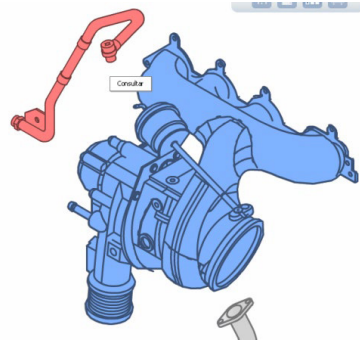
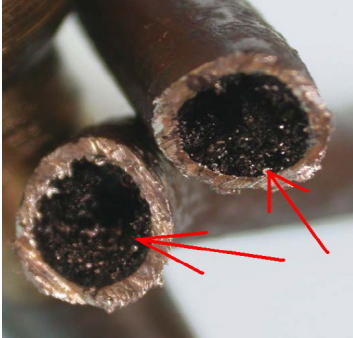


## FICHA DE DADOS TÉCNICOS 2009068

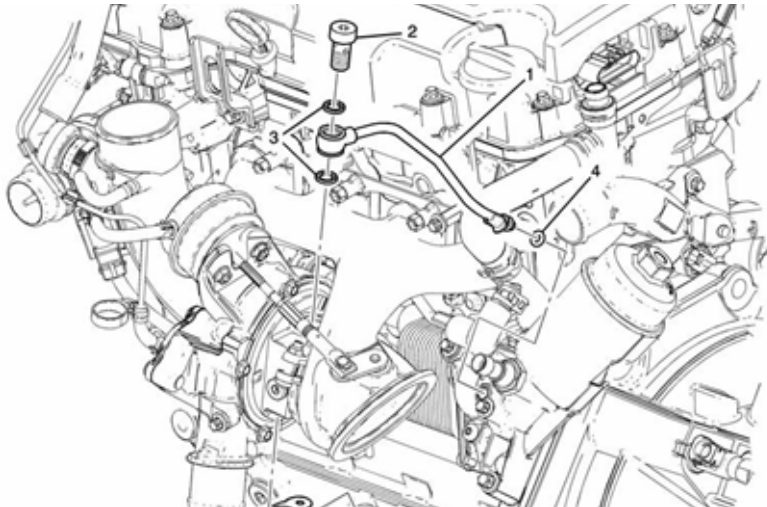
TURBO PARA OS VEÍCULOS. CHEVROLET CRUZE A14NET gasolina 140 CV, OPEL ASTRA -MERIVA A14NET gasolina 140 CV, SAAB 9.1 A14NET gasolina 140CV

O tubo de entrada do óleo no turbo tem tendência a ficar obstruído com o tempo devido à sua proximidade com o coletor de escape, o que reduz drasticamente o fluxo de óleo que chega ao turbo provocando a sua separação do turbo por falta de lubrificação.

É imperativo substituir o tubo quando se troca o turbo.



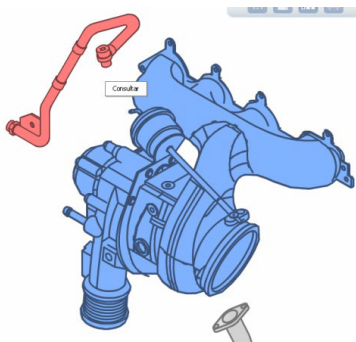
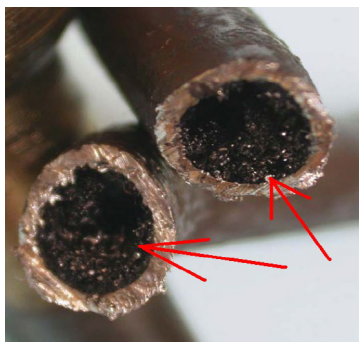
Ref.<sup>a</sup> do tubo de entrada do óleo:  
55580423



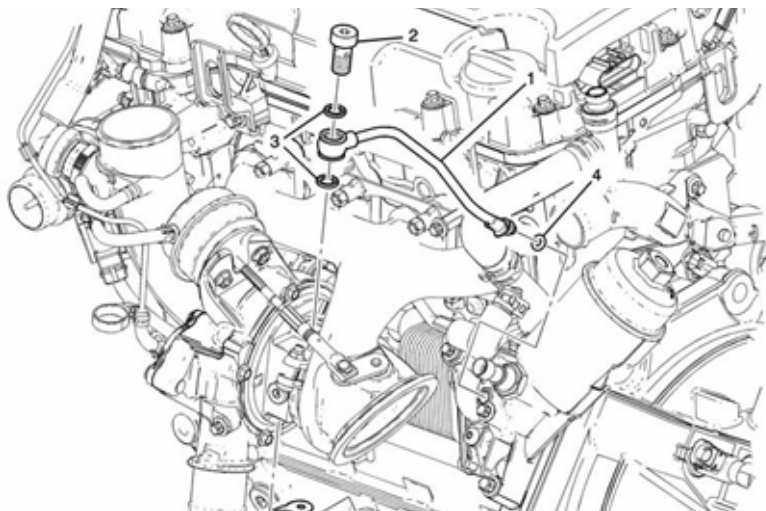
## KARTA DANYCH TECHNICZNYCH 2009068

TURBO DO POJAZDÓW.CHEVROLET CRUZE A14NET benzyna 140KM, OPEL/VAUXHALL ASTRA MERIVA A14NET benzyna 140KM, SAAB 9.1 A14NET benzyna 140KM

Wąż wlotowy oleju do turbo ma tendencję do zatykania się z czasem ze względu na bliskość kolektora wydechowego, co zmniejsza przepływ oleju docierającego do turbo i powoduje przerwę w turbo z powodu braku smarowania. Konieczna jest wymiana węża przy wymianie turbo.



Nr referencyjny węża wlotowego oleju:  
55580423



W razie jakichkolwiek pytań prosimy o kontakt z dystrybutorem.

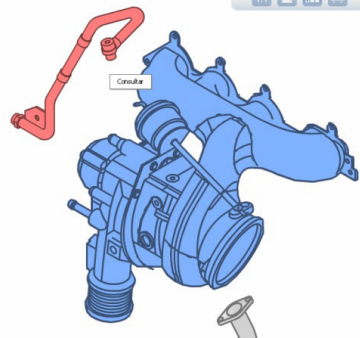
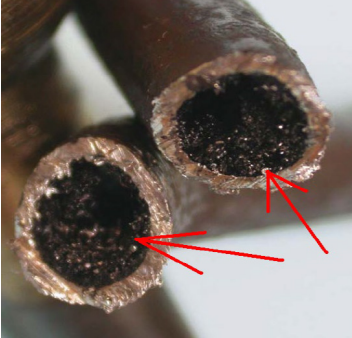


## TECHNICKÝ LIST 2009068

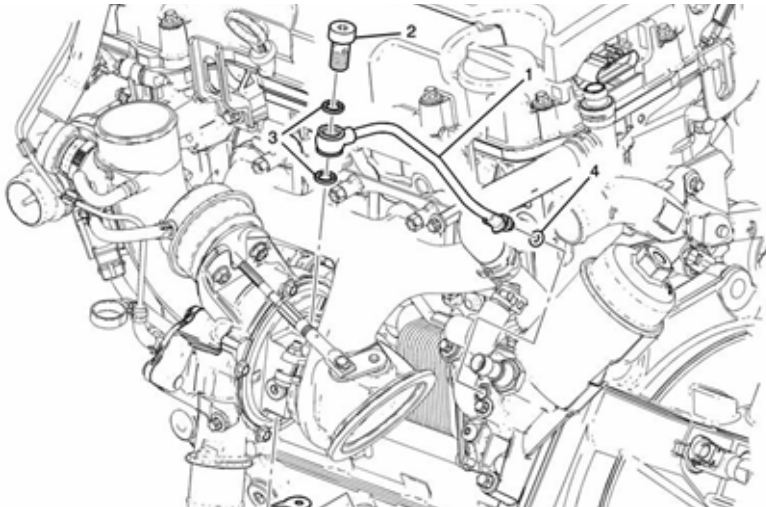
TURBODMYCHADLO PRO VOZY: CHEVROLET CRUZE A14NET benzín 140 CV  
OPEL ASTRA MERIVA A14NET benzín 140 CV SAAB 9.1 A14NET benzín 140 CV

Hadička pro vstup oleje do turba se časem zanese, protože se nachází blízko sběrače výfuku, což drasticky sníží tok oleje do turba, které kvůli nedostatečnému promazání praskne.

Při výměně turba je zcela nezbytné vyměnit i hadičku.



Zn. hadičky pro vstup oleje: 55580423

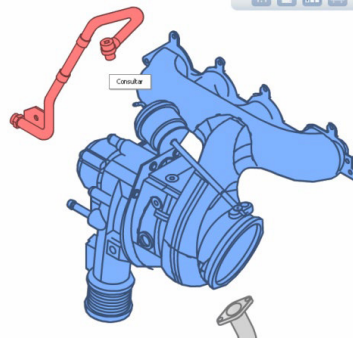
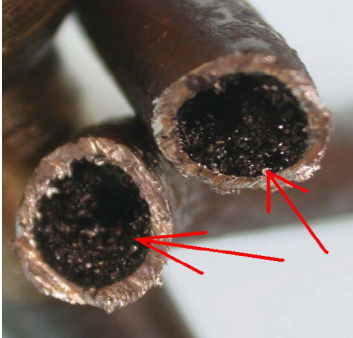


## FIȘĂ TEHNICĂ 2009068

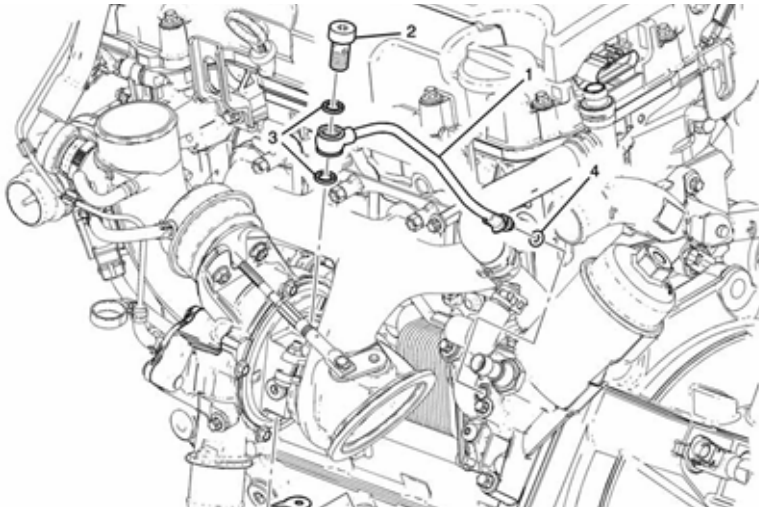
TURBO PENTRU VEHICULE.CHEVROLET CRUZE A14NET pe benzină 140 CP, OPEL/VAUXHALL ASTRA MERIVA A14NET pe benzină 140 CP, SAAB 9.1 A14NET pe benzină 140 CP

Furtunul de admisie a uleiului la turbo tinde să se blocheze în timp din cauza apropierii acestuia de colectorul de evacuare, ceea ce reduce debitul de ulei care ajunge la turbo și produce o ruptură a acestuia din cauza lipsei de lubrifiere.

Este imperativ ca furtunul să fie înlocuit atunci când se schimbă turbo.



Nr. de referință al furtunului de admisie a uleiului: 55580423

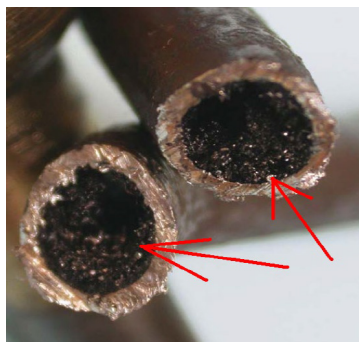


## MŰSZAKI ADATLAP 2009068

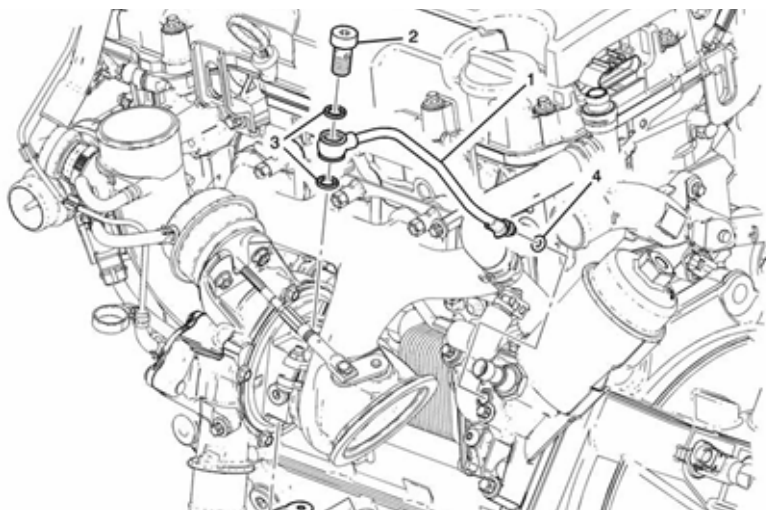
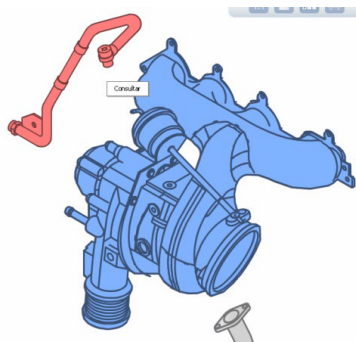
CHEVROLET CRUZE A14NET benzin 140 LE, OPEL/VAUXHALL ASTRA MERIVA A14NET benzin 140 LE, SAAB 9.1 A14NET benzin 140 LE, SAAB 9.1 A14NET benzin 140 LE.

A turbóhoz vezető olajbevezető tömlő idővel hajlamos eltömődni a kipufogócsőhöz való közelsége miatt, ami csökkenti a turbóhoz érkező olajáramlást, és a kenés hiánya miatt a turbó törését eredményezi.

A turbó cseréjekor feltétlenül ki kell cserélni a tömlőt.



Az olajszívótömlő hivatkozási száma:  
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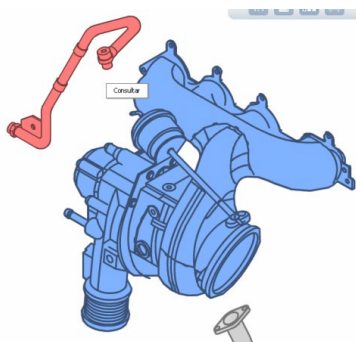
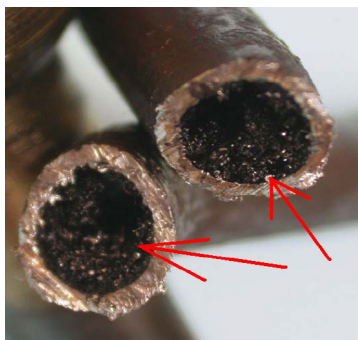


## TEHNIČNI LIST 2009068

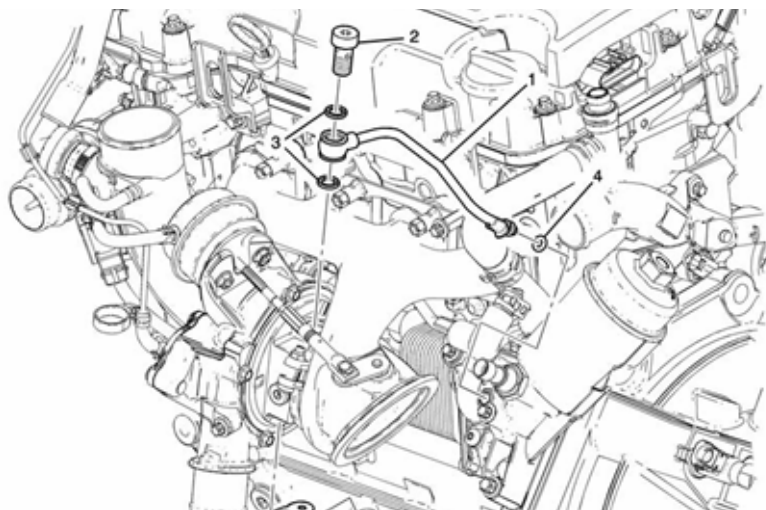
TURBO ZA VOZILA.CHEVROLET CRUZE A14NET bencin 140 KM, OPEL/VAUX-HALL ASTRA MERIVA A14NET bencin 140 KM, SAAB 9.1 A14NET bencin 140 KM

Cev za dovod olja v turbo se zaradi bližine izpušnega kolektorja sčasoma zamaši, kar zmanjša pretok olja, ki doseže turbo, in zaradi pomanjkanja mazanja povzroči zlom turba.

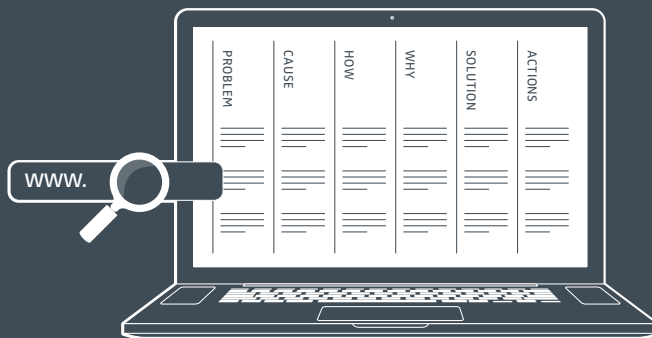
Pri menjavi turbopolnilnika je treba nujno zamenjati cev.



Referenčna številka cevi za dovod olja:  
55580423



## Further information



You can find more information in our trouble shooting guidelines online.