

BASIC TURBO INFO on MY-TURBO

Type: KO3

Boost is set to relieve through waste gate at 5 PSI at 3500 feet. Boost changes based on air density. Boost is adjustable up to 14 psi. Know what you are doing before adjusting

Timing: no more than 6 BTDC at warm idle, Set at 6 with vac line to distributor CLAMPED off. Then remove clamp when finished. Colder plugs can be ordered from any autoparts store. If pre detonating there is something wrong and PLEASE use only high octane fuel.

Water Cooling: The KO3 has two water ports that have 3/8th" NPT. A 5/16" barb fitting can be installed to have cooling water flow through. The best ports to bring water in would be the port on the MY-Side Billet block closest to the carb. Remove that hose and connect the billet block to turbo and the turbo water out to the water port at the back of the intake manifold. The smaller water port is hidden behind the larger heater hose port.

Intercooler: Send us pictures of your install of a inter cooler to remove heat from boosted air. Inter Coolers are not part of the MY-Turbo kit.

Boosting an engine causes:

Blow by gasses to accumulate at valve cover filter. If excessive, a catch can can be installed. The condensed blow by is often mistaken for engine oil, it is the residue of the explosion that condenses.

Hoses can swell up and clamps need to be re-tightened regularly.

General Info:

Watch your water temperature and coolant level. Monitor for higher than normal coolant temps.

Oil should be changed at a normal interval of 3,000 miles. 10-30 oil is recommended

No Warranty is implied or offered on any parts of the turbo system, your engine or engines we assembled.

Zip ties on old hoses help hold them on when under boost.

Do not use choke under boost. It will drip fuel in cab as boost pushes fuel into almost all the hoses eventually. Annual or more of often replacement of hardened hoses is required with turbo.

Have Fun, Be Safe and Enjoy.

MY-Turbo instructions

Oil drain is stainless wrapped that has to be cut to length, internally cleaned and connected to fittings. Youtube has great videos on the procedures. We also added instructions to the Turbo section on ZORum.

Oil feed line starts by removing the oil pressure sending unit on driver side of engine. Insert nipple that has been modified to 1/8 BPT into hole where sending unit was. The oil restrictor is threaded into the brass 4way block. The oil feed line joins oil restrictor to turbo oiler hole. Screw sending unit into empty hole on block/T. Using thread sealing compound/tape is advised.

Cut 2" charge tubes to fit your application. Remove all burrs that could be forced into engine.

Tack weld before final welding to make sure turbo out tube is not touching anything. IT GETS HOT! After welding wrap it with heat wrap and clamp in place.

Fuel pump is located back by tank. A on/off fused switch is highly recommend and using a key on power source is the best option.

Install a new filter before E-pump and a filter before the carb.

Pressure Regulator or PR is not adjusted and it must be for your application. Adjust to under 2.5 lbs so that fuel does not enter charge tube via the pitot tube hose.

The 7:00 port on air ring will ow control the PR boost port. The 11:00 breathing port is no longer open to atmosphere. It has been re routed to the new elbow on side of carb where the pitot tube hose connects.

Purchase a tube of Permatex high temp gasket maker for sealing Turbo inlet and outlet flanges. You could buy gaskets but they are a one time throwaway gaskets.

Re torquing head bolts OR more importantly confirming they are at a minimum of 55 ft lbs is highly recommended.

Starting a Samurai engine with an air bubble in the block requires you allow it to get to temp, open the t-stat and watch the coolant level drop. Fill as needed. Keep an eye on temperature. It is a closed system and trapped air can cause excessive pressure on the head gasket if boosted with low coolant level.

Drilling a 1/8" hole in the Thermostat flange is highly recommended.

New additional part is oil line restrictor. Your kit should have one. If not call us.