

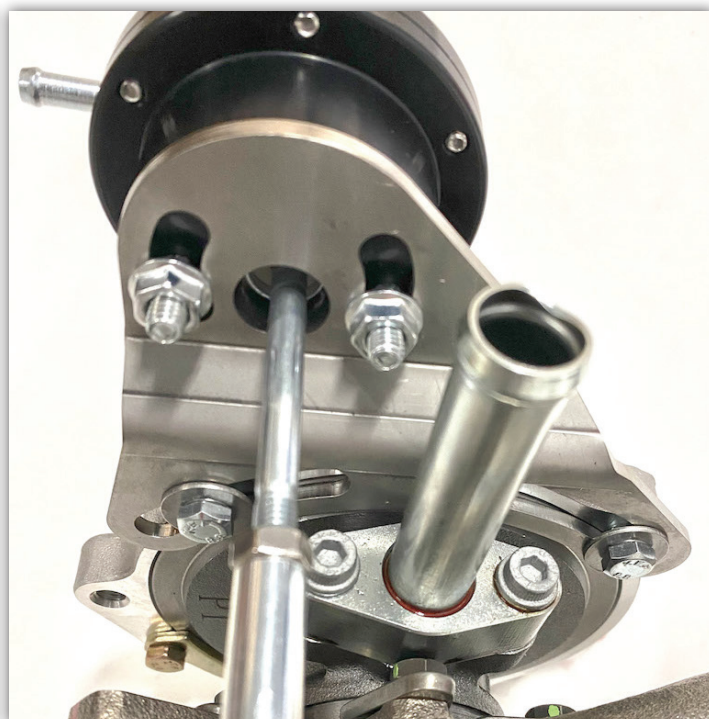


RZR TURBO & PRO XP BILLET WASTEGATE

Thank you for purchasing your billet wastegate kit from AA! Over time, wastegate spring will sag and need replacement. This kit is designed to replace your worn out wastegate with a fresh one, and it allows for easier adjustments. This kit also allows for a higher PSI wastegate crack pressure, especially when using the stiffer 7-11 psi spring in the kit. We highly suggest you have a wastegate actuator pressure pump to complete this job. Any pressure pump will work with a low PSI gauge. See below for instructions, and reference your service manual if needed.

Items included: Billet WG, mounting nuts, stainless bracket, bolts + washers for bracket, 3 spacer washers for actuator bolt, drain tube o-ring

- Remove the seats (rear seats if 4 seat) and the lower panel from the RZR to access the turbocharger (Pro XP remove top & bottom panels).
- Remove the oil supply line from the top of the turbo and the bolt that holds it to the turbo support bracket.
- Remove the top turbo support bracket bolts that mount the turbo to the bracket.
- Loosen the bottom turbo support bracket bolts and rotate the bracket away from the turbo.
- Remove the bolt on the heim joint side of the wastegate actuator (that attaches to the turbo). Be careful not to lose the small washer.
- Remove the oil drain tube clamp and hose, then remove the two allen head bolts holding the drain tube to the turbo.
- Remove the wastegate actuator bracket 10mm bolts and remove the factory wastegate
- Install the AA wastegate actuator bracket with the supplied bolts/washers loosely (see images for rough bracket/bolt location)
- Install the wastegate actuator on the bracket and leave nuts hand tight
- Move the bracket and wastegate actuator in the slots to get the wastegate rod to line up as straight as possible with the turbo arm
- Tighten the bolts for the wastegate actuator and bracket. Keep in mind the bracket bolts are only threading into aluminum.
- **** IMPORTANT** Set your rod length/crack pressure.** The actuator rod needs to hold the wastegate flap valve shut. For a base setting, the rod end should nearly line up with the turbo arm; using only a small amount of force to pull the wastegate rod over and insert the bolt (loosely for now). This will give you a crack pressure of roughly 5 to 5.5psi with the standard spring that comes in 5-11psi kit.
- We suggest checking this crack pressure with a pressure pump. If you do not have a pressure pump, note that each turn (shorter) is roughly 1psi of pressure higher. Set your arm at near zero preload to start, and add turns as needed for higher crack pressures.
- Crack pressures for AA tunes are listed online under tune product descriptions. If not listed, 5.5-6psi is the standard XPT/Pro crack pressure.
- Once crack pressure is set, install your actuator bolt assembly properly with the washers as shown in the image below.
- Install the boost line on the wastegate using a zip tie to hold it on the barb, then install your turbo drain, bracket, plastic & seats.
- Go ride!



Standard actuator kits come with a stiffer 7-11psi spring option. Swapping the spring is easy. If needing to use the stiffer spring to achieve proper crack pressure, simply remove the 6 bolts holding the billet actuator together; keeping in mind there is some light spring pressure. Remove the assembly inside and swap the spring. When bolting back together, make sure you center the inner seal as best as possible.