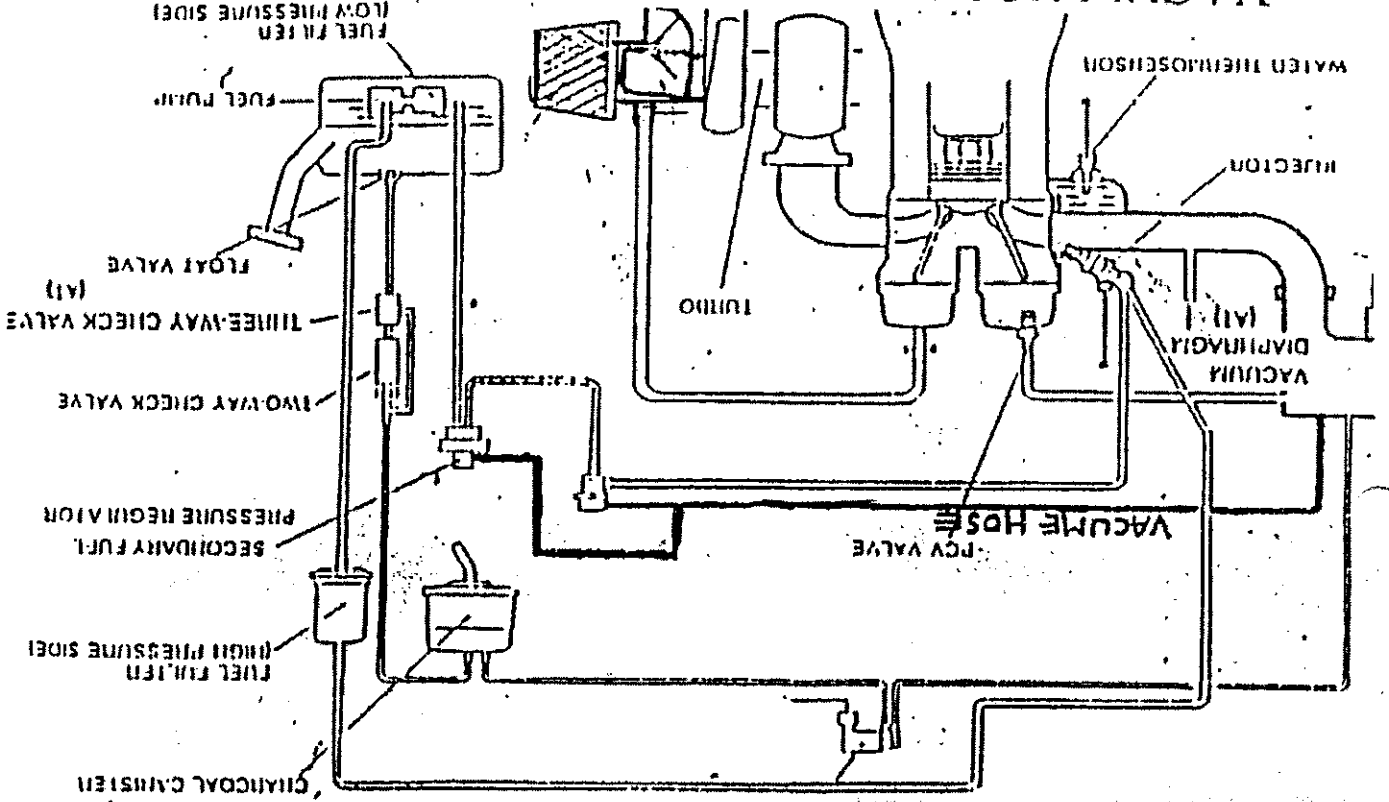


EREDITY

MAZDA MIATA MX-5
TURBO KIT



VACUUM HOSE ROUTING DIAGRAM
AFTER MODIFICATION



Greddy Performance Products
Turbo Charger Kit Number XXX
 California Air Resources Board Exemption
 I.G. timing at idle 6° BTDC
CARB D-xxx



Thank you for purchasing the MIATA(NA6CE) Greddy TD-04H Turbo Kit.
Please read through this installation guide careful until fully understood, and enjoy the full potential of the kit for the miles to come.

IMPORTANT! (FOR THE INSTALLATION)

This Kit is specially designed for MAZDA MIATA (B6-ZE) NA6CE, and is not applicable to the vehicles equipped with ABS(Anti Lock Brake System).

Before the installation, please check the following s:

- 1) Make sure the engine condition is good. Engine leak down test is recommended. (Should be no higher than 12%)
- 2) Engine should be in fresh state of tune. (Spark plugs, secondary ignition cables, fuel filter, timing belt.
- 3) Use premium fuels. 92 octane or higher. (Unleaded)
- 4) Ignition timing should be retarded 4 degrees to a final setting of 6 degrees before TDC.
- 5) After the installation, "Break in" should be done below 4,000 rpm for more than 300 to 600 miles.
- 6) The engine compression ratio must not be higher than stock.

IMPORTANT! (AFTER THE INSTALLATION)

- * After the installation, disconnect the primary ignition wire, and crank the engine for about 10 seconds, and check to make sure that the oil pressure is in the feed hose(#11) before starting.
- * If there is any concern after the installation, please contact the dealer or the GPP.

MAZDA MIATA (B6-ZE)
 TD04H TURBO KIT

1 PARTS LIST

1	Turbine TD04H-15C-8.5 cm
1	Exhaust Manifold
1	Muffler Adapter (Front Pipe)
1	Intake Pipe U-Bend
1	Compression Pipe (Charge pipe)
1	Gasket Turbine Inlet
1	Gasket Turbine Outlet
1	Gasket Oil Return
1	Oil Return Pipe
2	Copper Washer
1	Oil Pressure Hose 800 mm
1	Oil Pressure Hose Banjo Union, small, male
1	Oil Pressure Hose Banjo Union, small, Female 10 X 1.24 mm
1	Union Hose Fitting Straight 1/8 pt--M10 X P 1.50
1	Union Hose Fitting
1	M10 End Cap
1	3 Way Fitting
1	Oil Return Hose 19 mm x 1600 mm
1	Hose 500
1	Hose 600 45 degrees
1	Hose 700
1	Secondary Fuel Pressure Regulator
1	Hose Clamp for 10 mm End Cap
2	Hose Clamp for Oil Return Hose
2	Hose Clamp for 500 Hose
2	Hose Clamp for 600 Hose
2	Hose Clamp for 700 Hose
2	Heat Shield Cloth 100 mm x 1000 mm
5	Tie Lap
4	Bolt 8 mm x 25 mm (for Turbine Ex. Side)
4	Bolt 8 mm x 35 mm (for Muffler Adopter)
8	Lock Washer 8 mm
2	Bolt 6 mm x 15 mm (Oil Return Pipe)
2	Lock Washer 6 mm
3	Bolt 10 mm x 35 mm (Muffler Adductor Front Pipe)
3	Lock Washer 10 mm
3	Nut 10 mm
1	Air Filter

Parts List continued

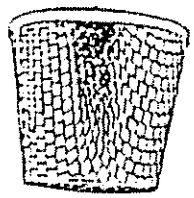
39. Tee for vacuum line.....	1
40. Fuel Line 8mm x 500 mm	1
41. Metal Screw.....	2
42. Vacuum Line.....	1
43. Hose clamp For fuel line.....	3

33 31 32 34



35 36 37

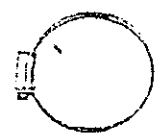
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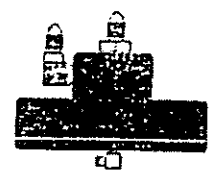
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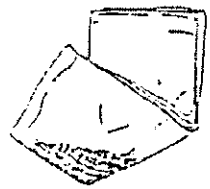
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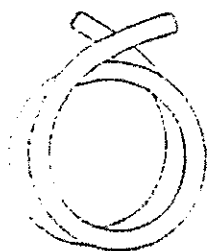
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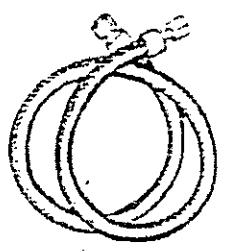
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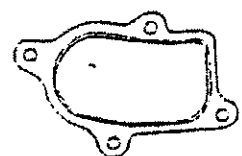
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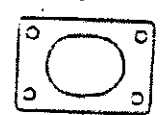
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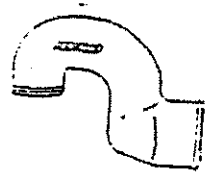
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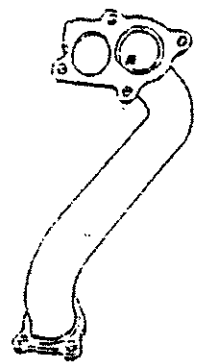
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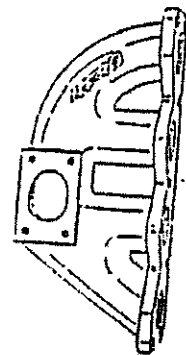
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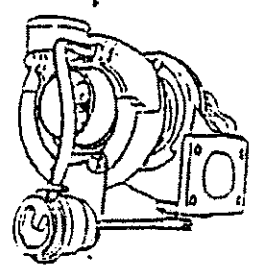
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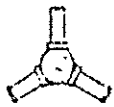


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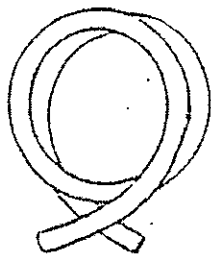


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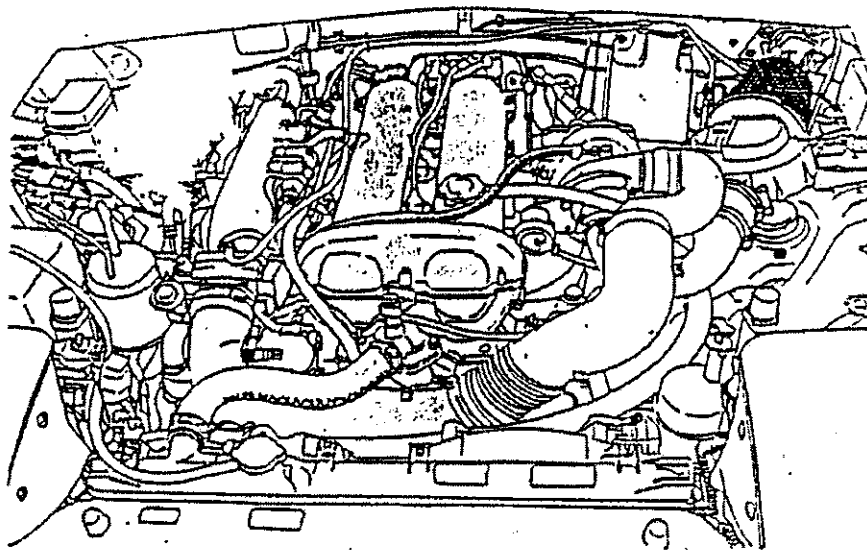
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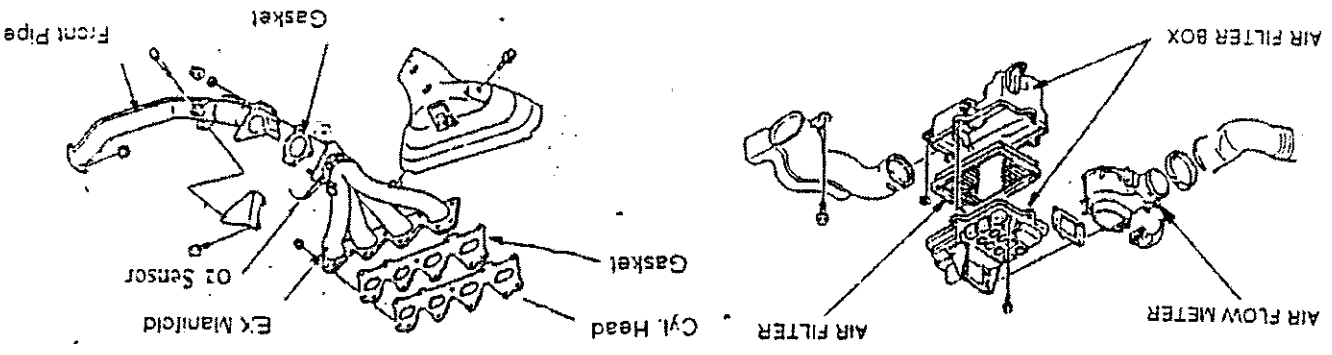
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2 TURBO KIT INSTALLATION

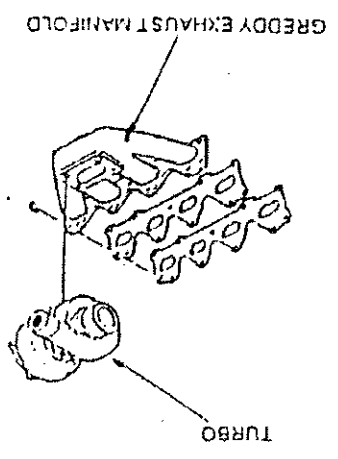
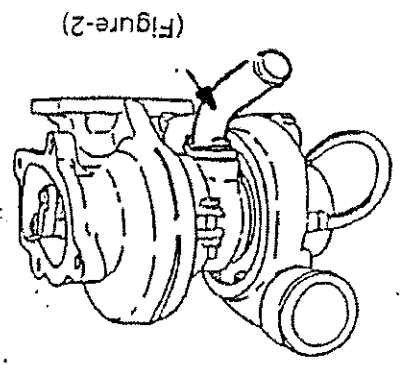
2-1 STOCK PARTS REMOVAL

- (1) Disconnect battery
- (2) Remove the Strut Tower Brace if it is applicable.
- (3) Unplug the Air-Flow Meter Harness and remove the Stock Air Filter Box and the Air-Flow Meter assembly.
- (4) Unplug the O2 sensor. Remove the Stock Exhaust Manifold. (Save the stock exhaust manifold gasket if in good condition for reuse, if not in good condition, replace it with new gasket.)
- (5) Remove O2 sensor from manifold and save.

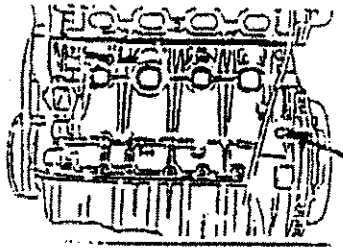


2-2 TURBO KIT INSTALLATION

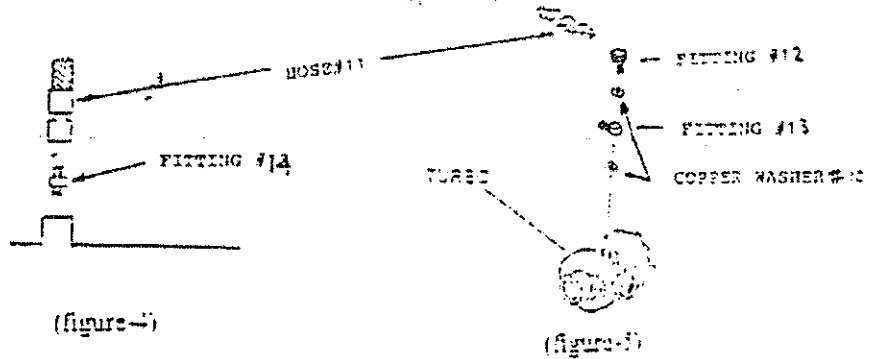
- (1) Install the exhaust manifold(#2) using the stock exhaust manifold gasket. (Tightening torque 3.9 ~ 4.7 kg/m)
- (2) Install the oil return pipe(#9) with gasket(#8) to the turbo charger(#1). (figure-2)
- (3) Install the Turbo Charger unit to the exhaust manifold, using the gasket(#6).



(4) Remove the plug on the engine block shown in (figure-3) and install the oil pressure hose to the engine block using the fittings (#12) (figure-4). Install the other end of the oil pressure line to the turbo using fitting (#14) and a copper washer (#10)(figure-5).



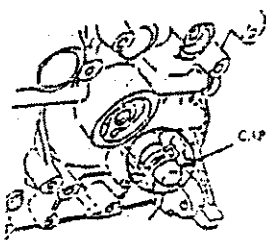
(figure-3)



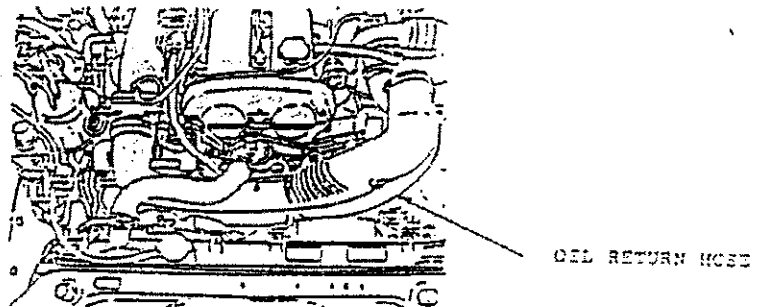
(figure-4)

(figure-5)

(5) Remove rubber oil cap for oil return hose on engine block.(figure-6a) Connect the oil return hose . Be sure the hose will not rub against part of the engine component which may cause excessive wear on the hose by the vibration.(figure-6b) The oil return hose must be free of oil pressure under the operation.(Figure-6c)



(figure-6a)



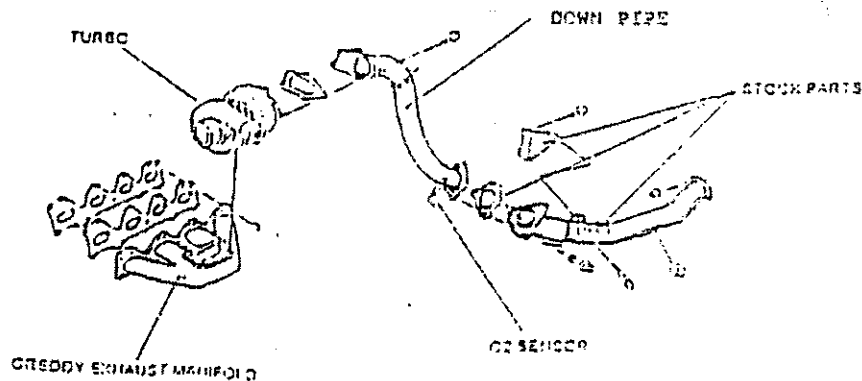
(figure-6b)

2-3 INSTALLATION OF DOWN PIPE

(1) Install the down pipe(#3) using the gasket(#7) at the turbine out let and reusing the stock flange gasket for the other end of the front pipe.

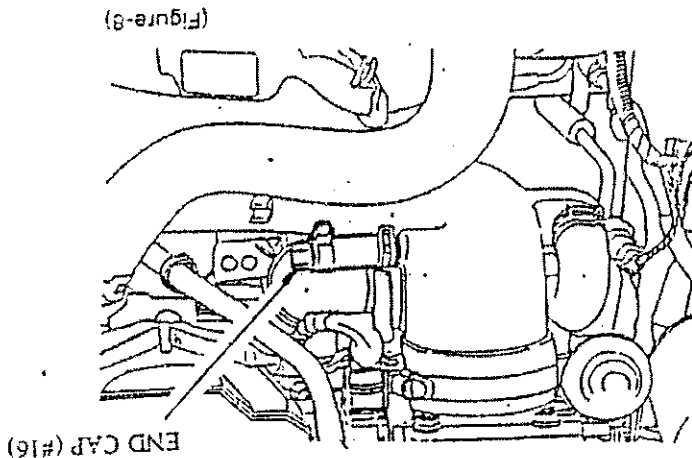
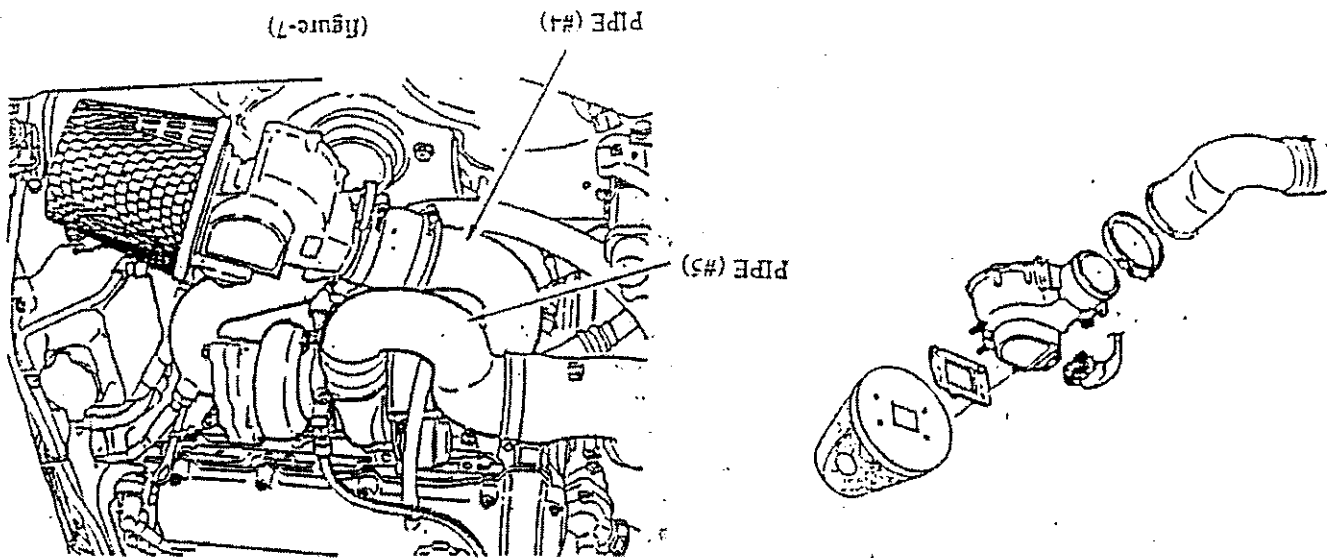
(2) Install O2 sensor to the down pipe(#3).

(3) Apply the heat shield cloth to turbine housing, AC piping, heater hose, and brake master cylinder. Wrapping the front pipe with thermo insulating cloth (#43) is recommended.



2-4 INSTALLATION OF PLUMBING

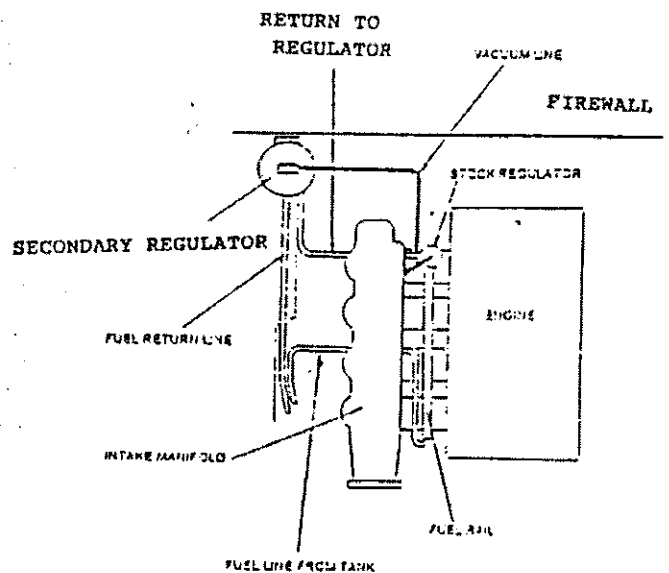
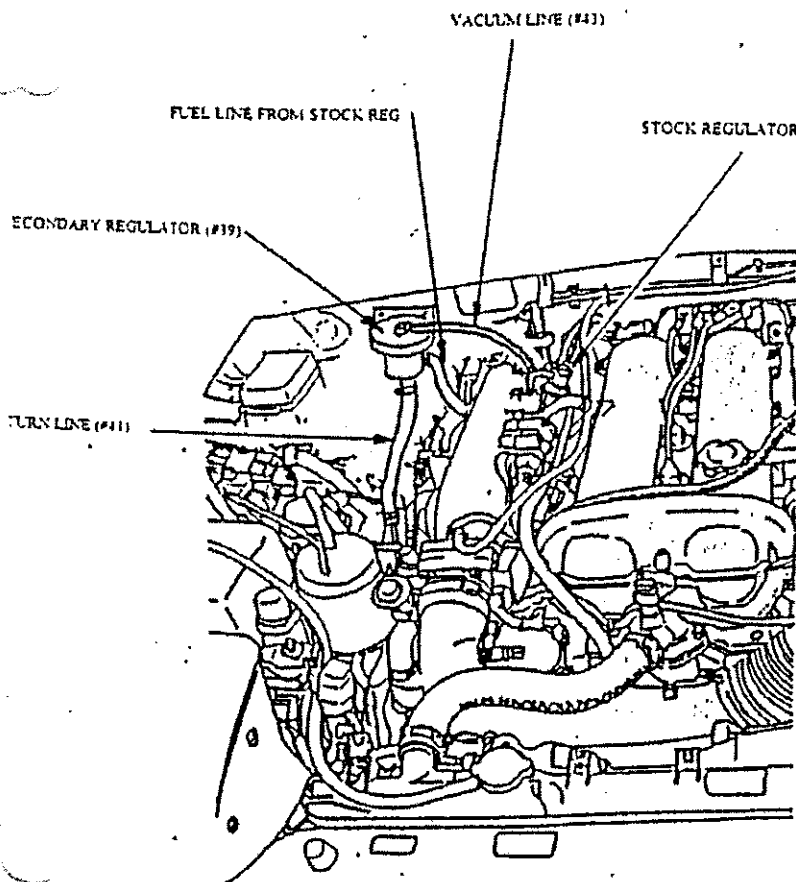
- (1) Install the Airinx air filter and the air-flow meter assy. Reuse the stock gasket and nuts.
- (2) Connect the pipe (#4) to the compressor inlet and to the air-flow meter.(figure-7)
- (3) Install charge pipe (#5). (figure-7)
- (4) Connect the positive crankcase ventilation hose to air inlet aluminum pipe(#4).
- (5) Block off the positive crankcase ventilation hose by using 100 end cap(#16). (figure-8)



2-5 INSTALLATION OF SECONDARY FUEL PRESSURE REGULATOR

This Secondary Fuel Pressure Regulator is installed in the return line with the stock regulator.

- (1) Mount the secondary fuel pressure regulator (#22) on to the fire wall with the provided metal screw (#41).
- (2) Disconnect the fuel return hose from the hard line (hard return line to the tank). Make sure to relieve any pressure in the fuel tank by removing fuel tank cap (filler cap).
- (3) Connect the fuel line you have just Disconnected to the inlet of the secondary regulator (#22). (The inlet is the offset fitting).
- (4) Install the fuel return line (#40) from the secondary regulator outlet to the fuel return line (hard line). (The outlet is the center fitting).
- (5) Install the vacuum line to the secondary regulator. Tap-in to the vacuum line that is connected to the primary regulator using the tee (#39)



Before Driving

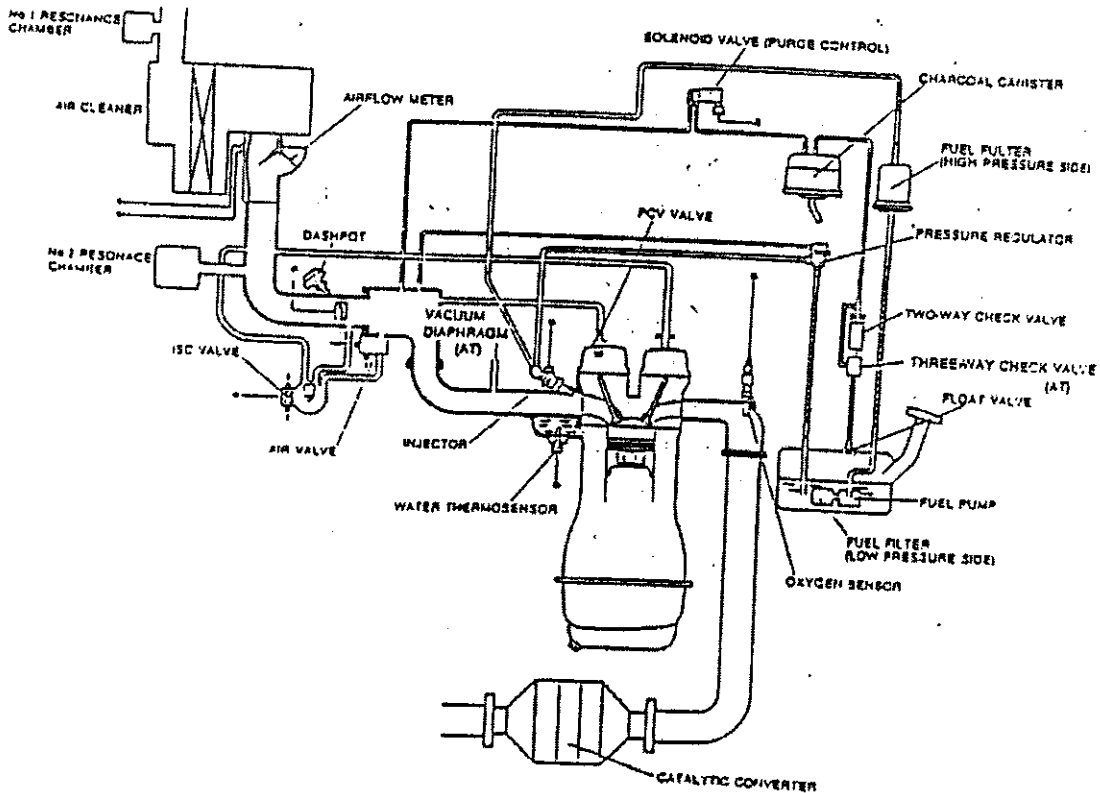
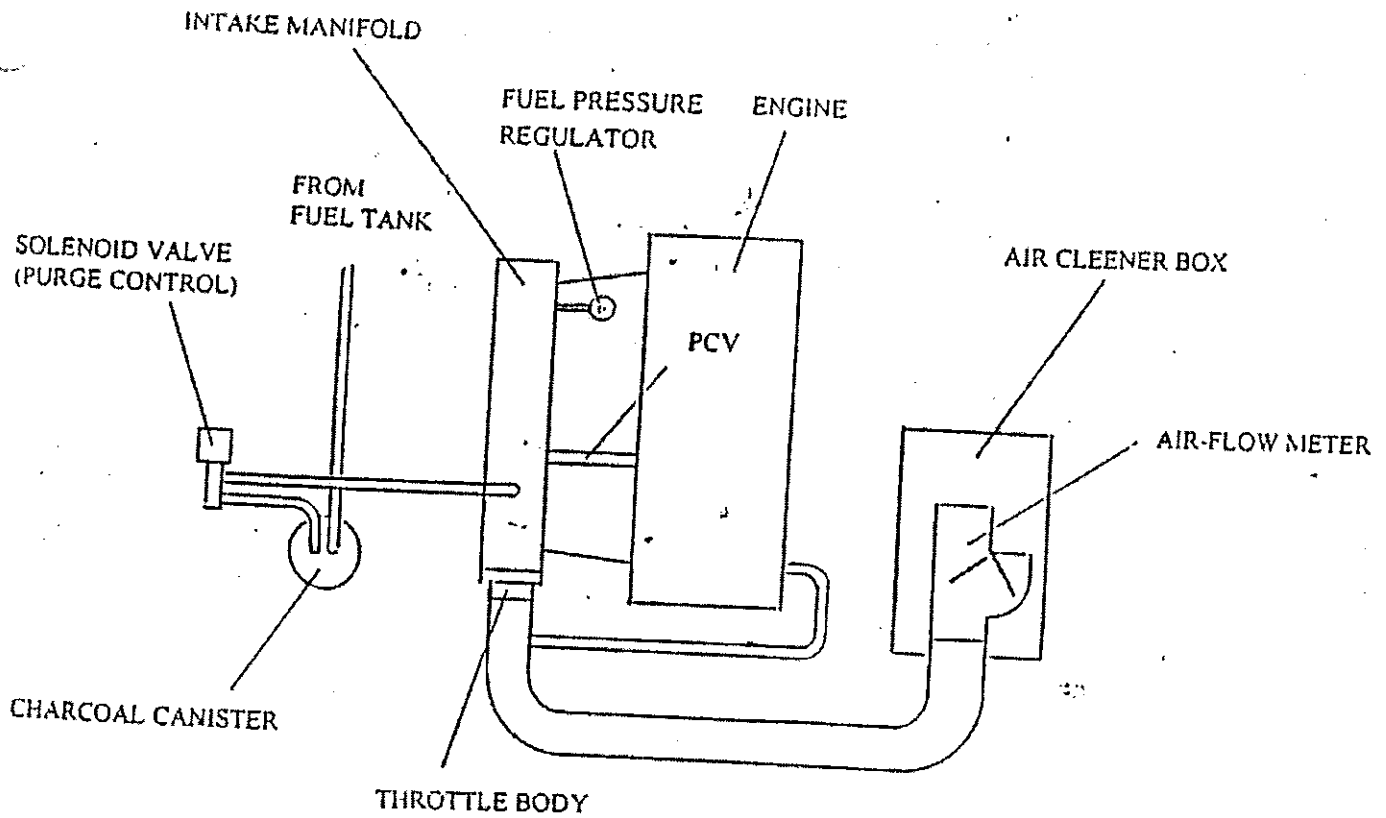
- Ignition timing should be retarded 4 degrees to a final setting of 6 degrees before TDC.
- Stock Timing : 10 degrees BTDC

Precautions

- Max. boost pressure setting: 0.35 kg/cm or 5 psi
- DO NOT exceed the boost setting more than the suggested value (0.35 kg/cm).
- Air to fuel ratio will become too lean condition at higher than 0.35 kg/cm or 5 psi which can possibly cause detonation and the damage engine.
- It is highly suggested to monitor the boost pressure with Gredly boost gauge.
- * The actuator rod is adjusted from the factory and sealed. Breaking this seal will void warranty.

VACUUM HOSE ROUTING DIAGRAM

BEFORE MODIFICATION



VACUUM HOSE ROUTING DIAGRAM AFTER MODIFICATION

