

MK4 OIL SUPPLY LINE INSTALL INSTRUCTIONS

(similar to Mk3 (both adapters are the same size)) (different for PD140 Line)

The oil supply line ships with unions on both ends. One fitting is M10x1, and the other is M12x1.5. The M12 union threads into the oil sender below the the oil filter canister in place of the factory banjo bolt. The M10x1 threads into the turbo. You'll need to remove the factory union from the turbo first prior to installing the M10 union. The 90* end of the line is intended for the turbo, and should be pointed rearward. This keeps it clear of the exhaust manifold and actuator. From there the line can be routed through the factory Adel clamps (one on the bracket attached to the manifold, and one on the coolant return pipe.) Torque spec is finger snug + 45-90* with a wrench. As always, check for leaks after the initial test drive. The o-rings on the unions merely center the crush washers during installation.