

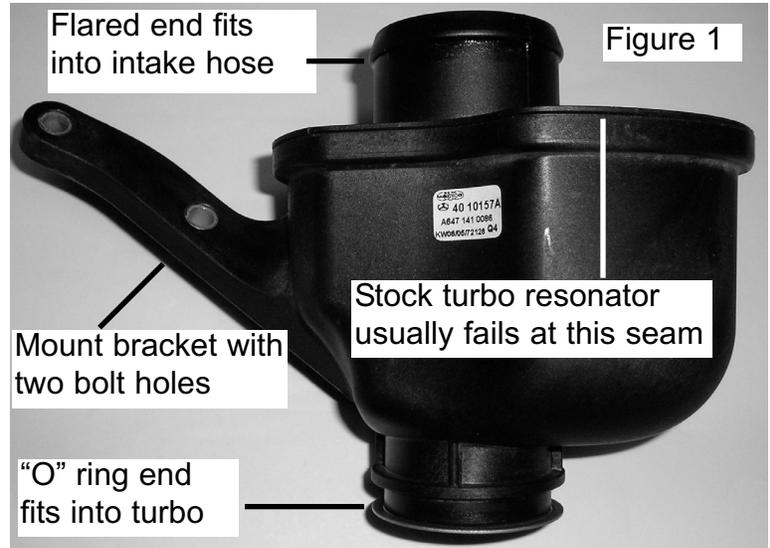
# DIRECTIONS FOR INSTALLING THE SPRINTER<sup>(tm)</sup> TURBO RESONATOR ELIMINATOR

## For Late 2004 through early 2007 Sprinter<sup>tm</sup> 2.7 liter , 5cyl. In-line engines

**TOOLS YOU WILL NEED:** A 1/4 inch box end wrench, a 5/16 socket with ratchet and short extension or a 5/16 inch box end wrench, a clean lint-free rag.

This installation is not hard to do and can be done by anyone who is capable of changing a radiator hose. While it is easiest to do with the Sprinter on a rack, it is also easy to do by simply laying on your back and sliding under the front passenger side of the Sprinter. It can usually be done (even on the side of the road) in about 15 minutes.

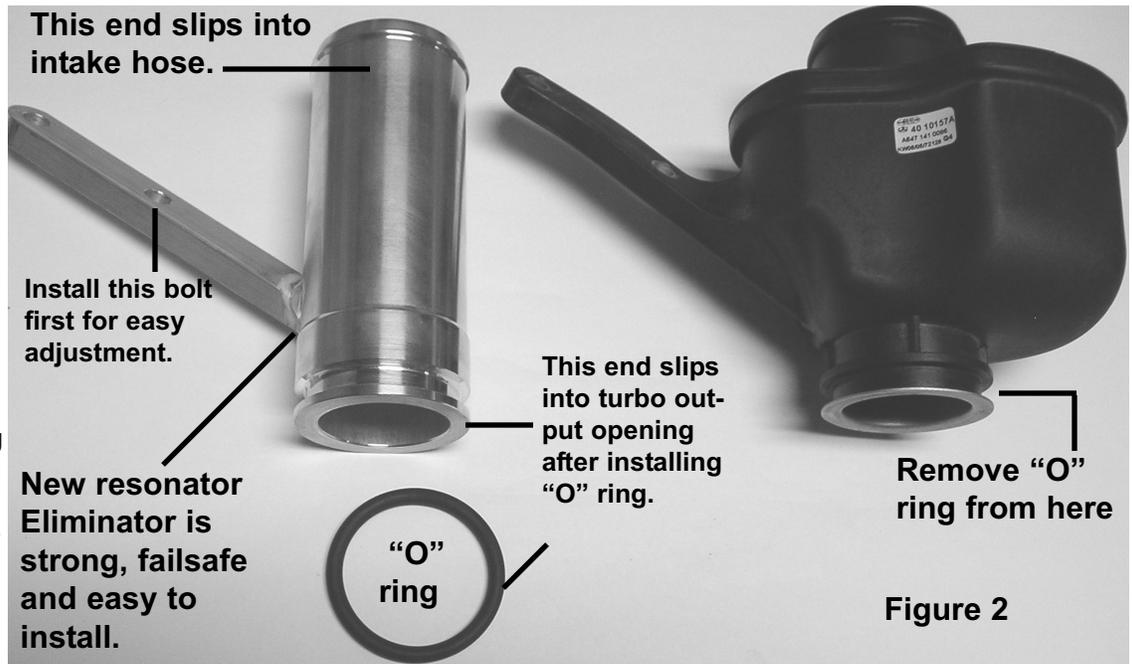
**Step 1.)** Locate the Turbo resonator. The turbo resonator is a plastic canister type device that is easily spotted by laying on your back and looking up into the engine compartment just behind the front bumper on the **passenger side** of the van. Out of the vehicle it looks like this (**see figure 1**) The “flared” end is pushed inside the intake hose and held in place with a hose clamp. The “O” ring end is pushed inside the output side of the turbo and the two bolts that go through the mount bracket and into the alternator bracket are the only bolts holding the device in place.



**Step 2.)** Using a short 5/16 inch box end wrench (or small ratchet and socket), loosen the intake hose clamp (**see Figure 4**) to the point where it is loose enough to move freely around the hose. **DISCARD THIS CLAMP AFTER REMOVAL!!** No need to remove the other hose end.

**Step 3.)** The two mount bracket bolts have “Torx” type heads. For those of you unfamiliar with the “Torx” bolt head configuration, they look different than a normal bolt at first glance. No worries. Take out your short 1/4 inch box end wrench (or small ratchet and 1/4 inch socket) and remove both of the Torx bolts (**See Figure 3**) attaching the resonator mount bracket to the alternator mount bracket. This is much easier than trying to find and fit a Torx driver into this rather confined space.

**Step 4.)** Gently “wiggle” the flared end of the resonator out of the intake hose. We say gently because you do not want to damage the “O” ring on the other end of the resonator. Once the flared end is free, gently pull the resonator “O” ring end out of the turbo output tube. It should come out fairly easily. Lay the plastic resonator on top of the intake hose and remove it from the engine compartment FROM THE TOP SIDE. Lots easier than trying to get it out through the bottom.



**Step 5.)** Using a small flat blade screwdriver or your fingers, GENTLY lift the “O” ring off the “input” end of the resonator. (**See Figure 2**) It comes off very easily. You will be fitting this same “O” ring onto your new resonator eliminator so treat it with care and keep it clean.

**Step 6.)** Place the “O” ring onto the input end of your new Resonator Eliminator, (which looks like the input end of the resonator canister from which you just removed the “O” ring). (**see Figure 2**) It may help to place a small drop of engine oil from the dipstick onto the outside of the “O” ring to help ease the “O” ring end of the eliminator back into position inside the turbo.

**Step 7.)** Using a clean finger, reach into the turbo output tube and be sure that any loose debris **(Continued on page 2)**

**(DIRECTIONS Continued from page 1)**

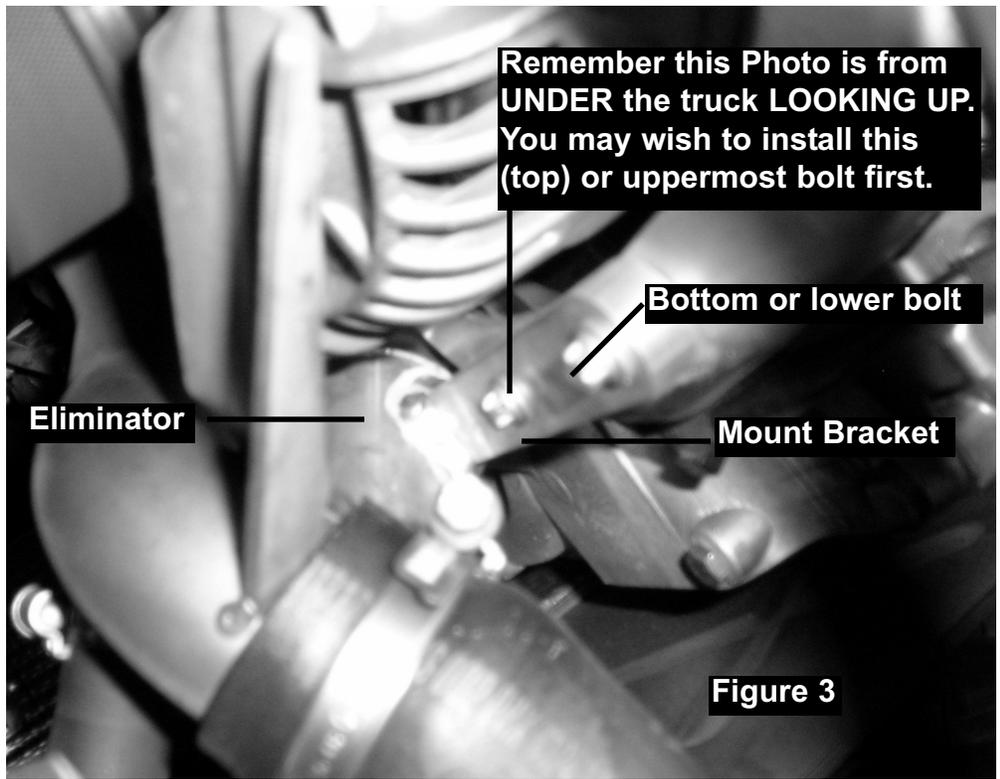
or carbon deposits are removed leaving the end of the turbo output tube clean. Do the same with the end of the intake rubber hose just to be sure no particles get into the system.

**Step 8.)** Position the Eliminator in such a manner that when you place the input end of the Eliminator into the turbo, the bolt holes in the "mount bracket" will line up with the bolt holes on the alternator bracket, just like the "mount bracket" on the canister did. Slide the Eliminator "O" ring end fully into the turbo output tube (**See Figure 4**) until it "bottoms out." Then, align the bolt holes for the "mount arm" and **INSTALL THE TOP (or uppermost) BOLT** first. This will make it easier for you to slip the intake hose over the flared end of the Eliminator and achieve proper alignment of the Eliminator before installing the remaining bottom bolt.

**Step 9.)** Check that the Eliminator "O" ring end is centered nicely in the turbo output tube, tighten the "mount bracket" bolts (**See Figure 3**) and then tighten the intake hose clamp (**See Figure 4**). PLEASE BE SURE TO FOLLOW THE TIGHTENING TORQUE GUIDELINES IN FIGURE 4 for the new ENCLOSED Norton clamp. The Turbo hoses carry a lot of pressure and our clamp is designed to take this pressure when tightened to our specs. Also be sure that the hose end is CLEAN. Some techs have told us they use a little Windex in the end of the hose to be sure it is oil-free. That's it! You are done and you can now forget about ever having another turbo resonator leaving you stranded. The only difference you may notice is a little more "turbo whine" or "turbo chirp" under hard acceleration, which is certainly not annoying. I'll take a little more whine any day over being stranded! Now you too can fully ENJOY the best vehicle in the world without turbo resonator worries. **NOTE: If you replaced your resonator with our Eliminator after a failure of the resonator, it may take a few days of "Starting cycles" for the "check engine light" to turn itself off. This is normal.**

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Finished installation looking DOWN from ABOVE

Figure 4

"O" ring end pushed into turbo output

**DO NOT USE** this "stock" Daimler Intake hose clamp on flared end of Eliminator.

Use the Norton "lined" clamp supplied in your kit and torque to a **MINIMUM 60 INCH POUNDS** using your ratchet, extension & 5/16 socket to prevent hose from blowing off.

Finished installation from BELOW looking UP

Alternator

Eliminator

Mount Bracket attached to alternator bracket

Figure 5