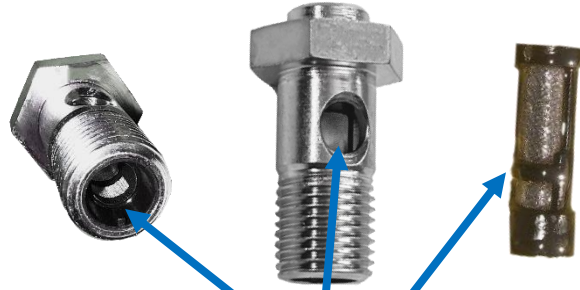


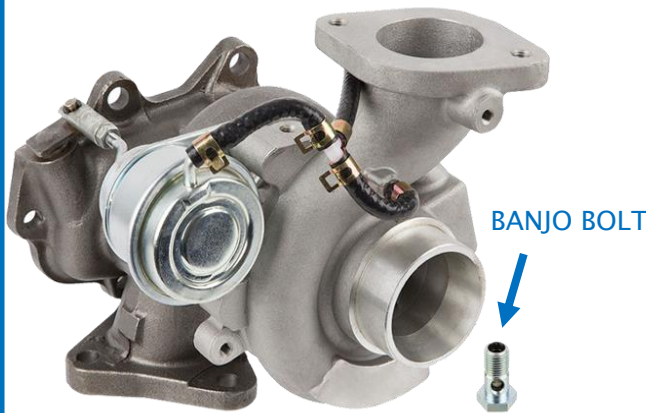
# Turbochargers Requiring Banjo Bolt Replacement at Time of Installation



gpd has identified select applications with turbochargers (turbos) where the banjo bolt, connected to the oil feed line, is clogged/restricted when the original turbo fails. Failure to replace the banjo bolt when replacing the turbo for the select applications listed below risks premature repeat failure of the turbo charger.



Banjo Bolt Internal Filter



2511324

The filter screen inside of the banjo bolt can collect debris and oil sludge, restricting oil flow from the oil feed line to the turbo.

**\*IT IS NOT RECOMMENDED TO REMOVE/ REPLACE JUST THE FILTER.** The complete banjo bolt should be removed/replaced.



gpd turbos are TS16949:2009 and ISO 9001:2008 certified, balanced tested, and come equipped with

- Gasket and mounting kit
- Work gloves
- Pre-filled engine oil syringe for pre-installation

**THE FOLLOWING GPD TURBOS INCLUDE A BANJO BOLT REPLACEMENT, in addition to standard gasket installation kit, work gloves, and pre-filled engine oil syringe included with all gpd turbos.**

Part No.	Application	Part No.	Application
2511287	2003–2005 Subaru Impreza 2.0	2511311	2007–2009 Subaru Outback 2.5
2511288	2005–2006 Subaru Outback 2.5		2007–2009 Subaru Legacy 2.5
	2005–2006 Subaru Legacy 2.5	2511324	2009–2013 Subaru Forester 2.5
2511310	2006 Saab 9–2X 2.5 H4	2511325	2008–2014 Subaru Impreza 2.5
	2004–2006 Subaru Baja 2.5	2511326	2008–2014 Subaru Impreza 2.5
	2004–2007 Subaru Forester 2.5		
	2003–2007 Subaru Impreza 2.5		

**Please Note:** It is very important to identify the underlying cause of turbo failure before replacing the turbo and to **ALWAYS change the engine oil and filter when replacing a turbocharger.** Failure to change the engine oil and filter may void warranty. Refer to gpd Tech Tip #189 for general guidance on turbocharger installation and common reasons for failure.

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