KRAFT WERKS

INSTALLATION INSTRUCTIONS

TURBOCHARGER SYSTEM | 2019-21 HONDA TALON | #165-05-1000

2019-21 HONDA TALON

INTRODUCTION

The Kraftwerks Turbo kit for the 2020-21 Honda Talon was designed for easy installation. Competent mechanics with the appropriate tools will find the process to be relatively simple. This is a GENERAL installation guide; the installation and vehicle may vary slightly and some parts may not reflect current production pieces. PLEASE BE AWARE THAT SOME PARTS MAY COME PRE-ASSEMBLED BUT ARE NOT TORQUED TO SPEC. Review the installations in its entirety before beginning the installation. If you have any questions about your ability to perform the installation, take your vehicle to a qualified installer. If you cannot find an installer, please contact the seller or Kraftwerks directly for a referral. If you will be using a floor jack, be sure to have properly rated jack stands to safely keep the vehicle in the air while it is being worked on. NEVER WORK UNDER A VEHICLE WITHOUT APPROPRIATE JACK STANDS.

GENERAL DISCLAIMER

- Kraftwerks Turbo Kits do not require break-in or warm-up periods. However, always warm your engine up properly before operating at full boost.
- If an engine oil and filter change has not been performed recently, do so now using a high quality oil and filter.
- A minimum of 91 OCTANE fuel must be used.
- Fuel Filters with more than 50,000 miles of use must be replaced prior to operating engine under boost (this is critical to proper fuel flow and engine performance).
- Vehicles with more than 100,000 miles of use, consider installing a new radiator and thermostat (coolant / water with high calcium content can leave deposits over time that can inhibit proper cooling.

TUNING DISCLAIMER

ECU TUNING IS REQUIRED once the Kraftwerks Turbo Kit has been installed.
We recommend that the ECU Tuning Device (with proper base map uploaded) be ready to go PRIOR to installing the Turbo Kit itself; this will reduce time that your vehicle is down.

***DISCLAIMER: KraftwerksUSA is not responsible for any direct or incidental tuning related engine or vehicle damage.**

Unlocked/open base tune file supplied by Kraftwerks are intended to get KW Turbo Kit owners going, but are not optimized. Factors including variations in vehicle condition, optional original equipment, aftermarket parts, and operating environments make it impossible to develop a one-size fits all optimized base tune. Furthermore, KW base maps do not modify or optimize DCT mapping. Additional tuning will be required to optimize the performance of the engine and transmission beyond what the base map provides. We recommend seeking tuning support from the tuner listed below or from you preferred tuner of choice. If you choose to further optimize your vehicles tune, we recommend the addition of a Dynojet Wideband Sensor Kit for AFR measurement and data logging purposes.

*KrafwerksUSA recommends PPEI for tuning optimization. Getting started with PPEI is as simple as creating a support ticket at www.ppei.com/ticket/

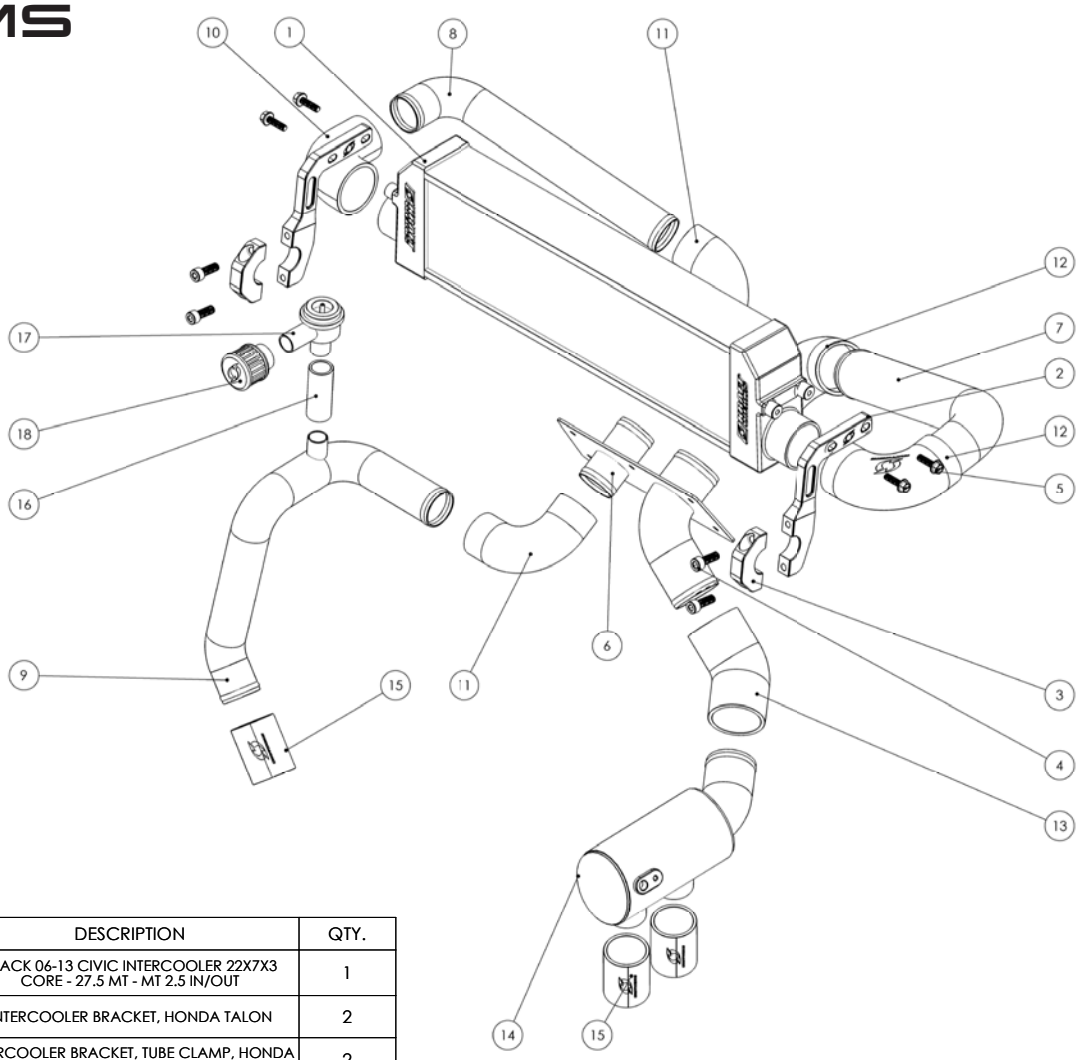
PPEI
https://ppei.com/
(337) 485-7070
6096 Candice Lane, Lake Charles, LA 70615

TURBO DISCLAIMER

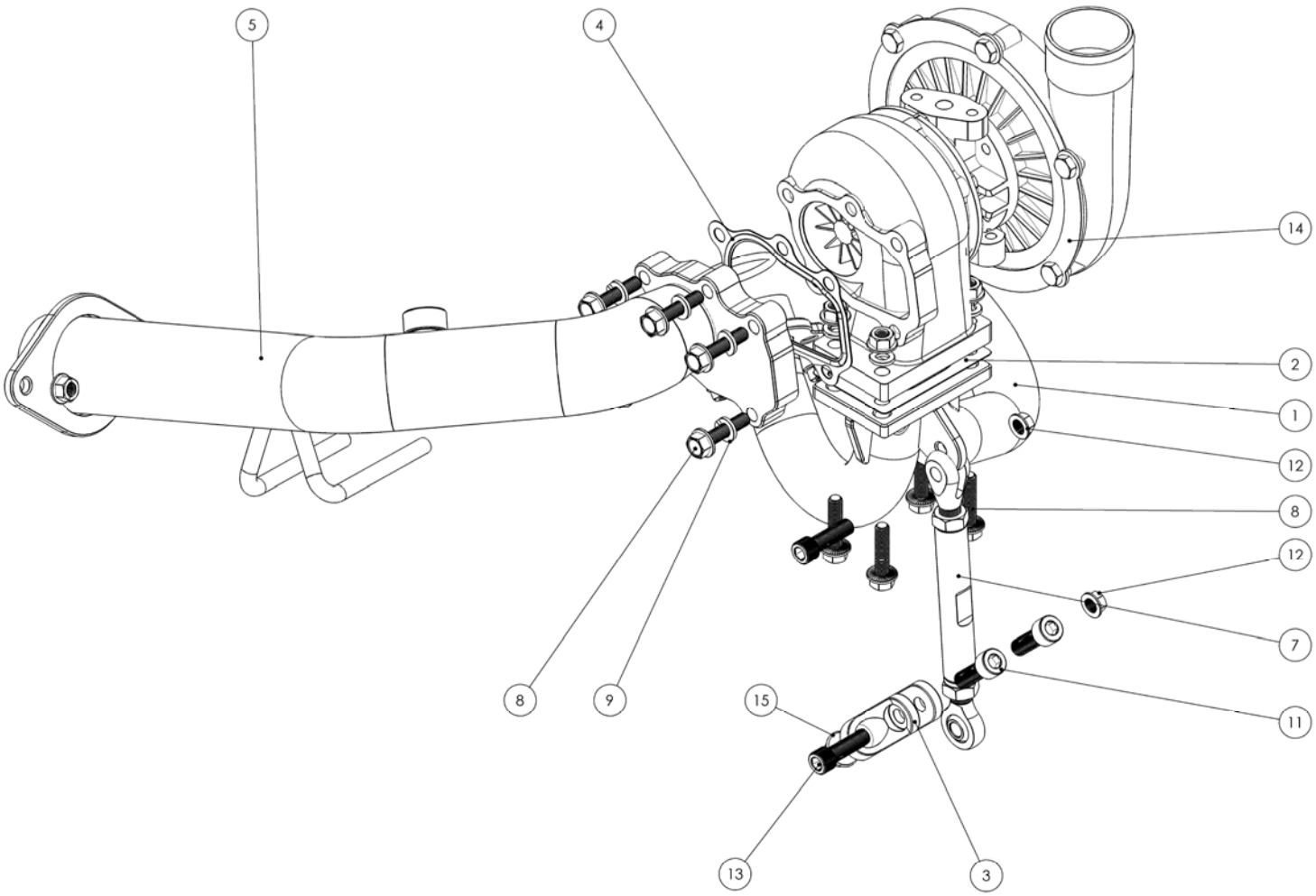
Tampering with any of the turbos settings that are pre-set can cause engine damage and will void any warranty.

WARNING: THIS TURBO KIT MAY NOT BE LEGAL FOR USE ON PUBLIC ROADS OR POLLUTION CONTROLLED ENVIRONMENTS. PLEASE CHECK YOUR LOCAL REGULATIONS BEFORE INSTALLING THIS TURBO KIT.

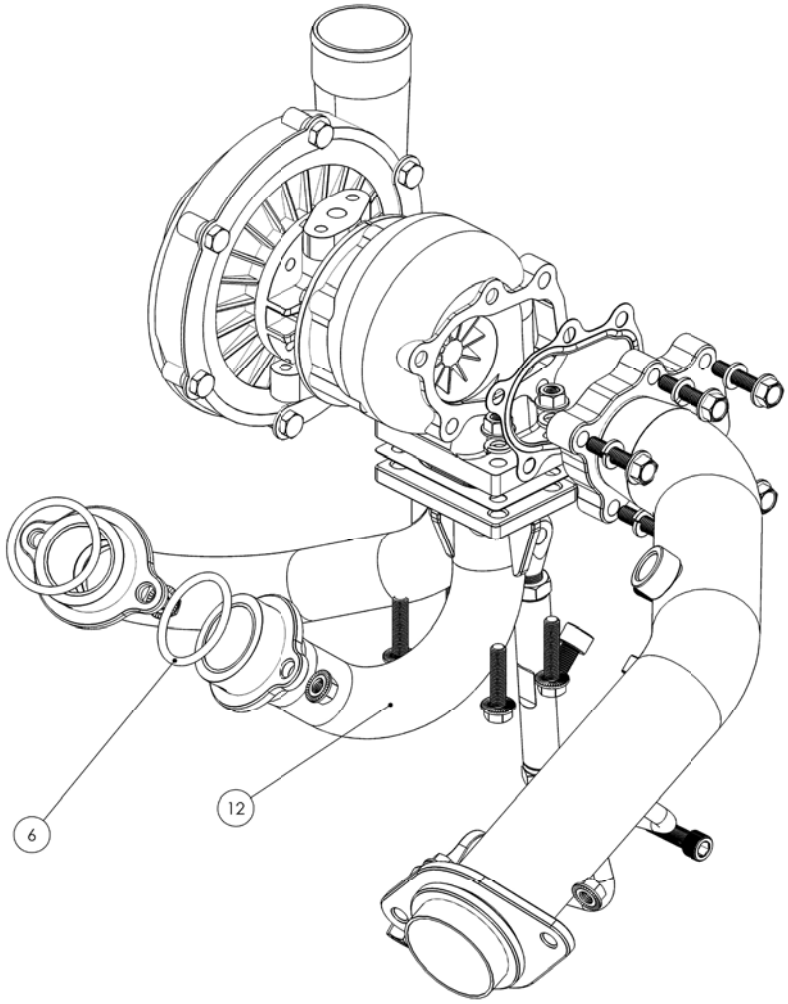
COMPONENT DIAGRAMS



ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	C122-0019-05 REV 1	BLACK 06-13 CIVIC INTERCOOLER 22X7X3 CORE - 27.5 MT - MT 2.5 IN/OUT	1
2	C032-0306-06 REV NC	INTERCOOLER BRACKET, HONDA TALON	2
3	C032-0307-06 REV NC	INTERCOOLER BRACKET, TUBE CLAMP, HONDA TALON	2
4	C2AC-1025-30	Alloy Steel Socket Head Screw M10 x 1.25 mm Thread, 30 mm Long	4
5	C2FH-0825-30	Bolt, Flange, M8x1.25x30MM	4
6	C056-0127-03 REV NC	TUBING JUNCTION, 20+ HONDA TALON TURBO KIT	1
7	C056-0128-03 REV NC	TALON CHARGE PIPE, COLD SIDE	1
8	C056-0129-03 REV NC	TALON CHARGE PIPE, HOT SIDE, TOP	1
9	C056-0130-03 REV NC	TALON CHARGE PIPE, HOT SIDE, BOTTOM	1
10	C7SL-2025-90D REV 1	SILICONE , 90° Rdcr, 2.5"-2.0"	1
11	C7SL-2020-90D REV NC	SILICONE, 90°,2.0" ID	2
12	C7SL-2525-90D REV B	SILICONE, 90°,2.5" ID	2
13	C7HS-S025-45D	HOSE, SILICONE, 2.5"ID x 45°	1
14	A071-0050-09 REV NC	INTAKE MANIFOLD, HONDA TALON TURBO KIT	1
15	C7SL-2020-SS	Hose, Silicone, Straight, 2.0"	3
16	C7HT-1000-BU	HOSE, HEATER, 1.0ID, Bulk	1
17	C097-0001-01	Disc-Bypass Valve, Standard BLOW OFF VALVE, BOSCH	1
18	C072-1000-RND REV NC	AIR FILTER, BREATHER, 51MM OD X 38MM H, 25MM OUTLET	1



ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	C090-0002-01 REV A	TURBO MANIFOLD, HONDA TALON	1
2	C022-0113-13 REV NC	T25 TURBO INLET FLANGE GASKET, STAINLESS STEEL	1
3	C032-0305-12 REV NC	TURBO SUPPORT BRACKET, HONDA TALON	1
4	C022-0114-13 REV NC	T25 TURBO EXHAUST FLANGE GASKET, STAINLESS STEEL	1
5	C116-0013-01 REV A	HONDA TALON, TURBO DOWNPIPE	1
6	C022-0115-18	OEM HONDA TALON HEADER GASKET	2
7	A014-0225-20	TURBO SUPPORT ROD ASSEMBLY, HONDA TALON	1
8	C2FH-0825-35SS REV NC	BOLT, FLANGE, M8 X 1.25 X 35MM, 18-8 STAINLESS	9
9	C3LW-1508-SS REV NC	LOCK WASHER, 15MM OD X 8MM ID, STAINLESS STEEL	9
10	C1FN-0825-SS REV NC	NUT, FLANGED, SERRATED, M8 X 1.25, 18-8 STAINLESS	10
11	C2AC-1025-30	ALLOY STEEL SOCKET HEAD SCREW M10 X 1.25MM THREAD, 30MM LONG	2
12	C1HN-3824-CZ	NUT, FLANGE HEX, 3/8"-24, CLAER ZINC	2
13	C2AC-3824-SS REV NC	SCREW, AHCS, 3/8"-24 Thread Size, 1-1/4" Long, STAINLESS STEEL	2
14	C133-2554-01	GARRET DUAL BALL BEARING TURBO, GT2554R	1
15	C1FN-1025-CZ	NUT, FLANGED, M10 X 1.25	2



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15	C1FN-1025-CZ	NUT, FLANGED, M10 X 1.25	2

PRE-INSTALLATION

» Tools/Materials Required for Installation:
- Metric Wrench Set
- Screw Driver Set
- Metric Socket Set
- Dremel Tool
- Drill Bit Set
- Drill
- Hole Saw
- Hose Cutter
- Plier Set
- Torque Wrench
- Red Thread locker
- Blue Thread locker
- Silicone Sealant
- Razor Blade
- Wire Cutters
- Impact Driver

1 BATTERY

» Disconnect the Battery Ground/ Negative Cable.

2 REAR ENGINE COVER

» Remove the rear engine cover.

3 FACTORY AIRBOX

» Remove the factory air box.

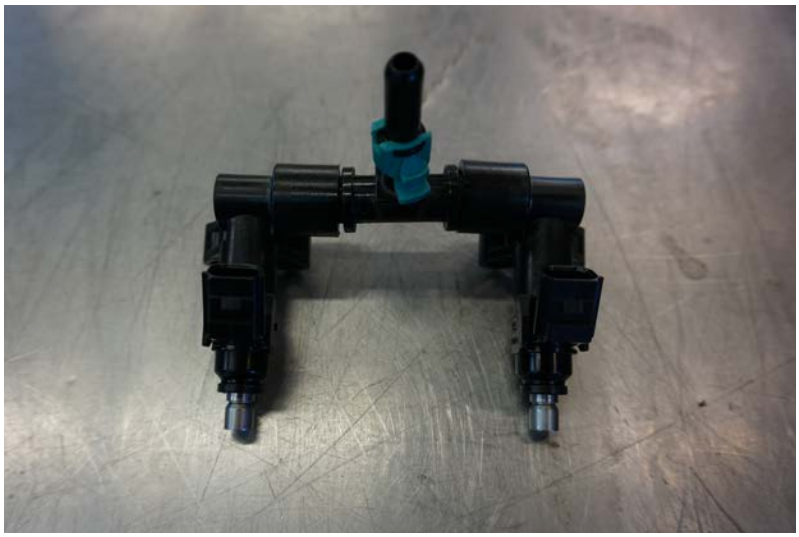
4 EXHAUST REMOVAL

» Remove the exhaust system and the (x2) old exhaust gaskets.

5 FUEL INJECTORS

» Disconnect all connectors for injectors, IACV and fuel rail.

Remove the four 8mm bolts from the fuel rail and remove the injectors.



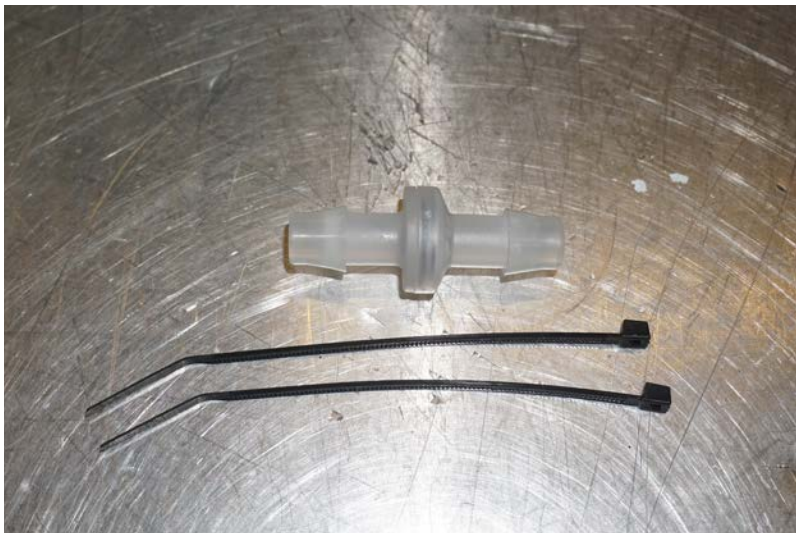
6 VACUUM HOSES

» Zip tie all the vacuum hoses on the throttle body.

7 AC TYPE CHECK VALVE

» (Ac type only) Locate the check valve and zip-ties.

(x1) Check Valve
(x2) Zip-ties



8 AC TYPE CHECK VALVE

» Install the check valve on the emissions hose (direction of flow goes towards the throttle body).

9 VACUUM PLATE

» Locate the vacuum plate, vacuum hose, and zip-tie.

(x1) Vacuum plate
(x1) 36" vacuum hose
(x1) Zip-tie

10 VACUUM PLATE

» Remove the factory plate and install the new vacuum plate. Red loctite the bolts.

Next install the vacuum hose and zip-tie

11 TB HOSE ADAPTER

» Remove the factory plastic throttle body hose adapter from the top of the throttle bodys.

Remove the O-ring from the throttle body hose adapter.

12 BILLET HOSE ADAPTER

» Locate the billet throttle body hose adapter.

(x1) Billet throttle body hose adapter

13 BILLET HOSE ADAPTER

» Install the O-ring to the billet throttle body hose adapter and install it back on the throttle body's.

Add red loctite to the bolts.

14 INJECTORS

» Locate the supplied injectors.

(x2) injectors

15 INJECTORS

» Remove the orange rubber O-rings off the factory injectors and install on the new injectors.

16 INJECTORS

» Install the new injectors to the fuel rail and install onto the throttle body.

Plug in all connectors.

17 INTAKE PLENUM

» Locate the intake plenum, hoses, and clamps.

(x1) Intake plenum
(x2) 2" silicone hoses
(x4) 40-64mm Hose clamps

18 I.A.T SENSOR

» Remove the I.A.T sensor from the stock air box.

19 I.A.T SENSOR

» Locate the small O-ring.

(x1) Rubber O-ring

20 I.A.T SENSOR

» Install the O-ring on the I.A.T sensor.

21 I.A.T SENSOR

» Install the I.A.T sensor to the intake plenum.

22 THROTTLE BODY CLAMPS

» Install the (x2) 2" silicone hoses to the throttle body's and install the (x4) 40-64mm hose Clamps.

Note: Silicone hoses may need to be trimmed for proper alignment.

23 INTAKE PLENUM INSTALL

» Install the plenum, tighten the hose clamps, and install the I.A.T sensor adapter.

24 OEM FILLER RELOCATION

» Remove the oil filler tube and cut 1-1/2" off the top of the filler tube.

25 FILLER RELOCATION

» Locate the oil filler relocation parts.

(x1) P-clamp 20E
(x1) Aluminum spacer
(x1) M6x1.0x55mm Bolt
(x1) M6x1.0mm Flange nut

26 FILLER RELOCATION INSTALL

» Install the cut side of the hose to the engine, install the filler neck to the other side of the hose and mount it to the chassis.

27 EXHAUST GASKETS

» Locate the (x2) Factory exhaust ring and (x2) copper crush gaskets.

28 EXHAUST GASKETS

» Install the (x2) new exhaust rings.

29 TURBO MANIFOLD

» Locate the new turbo manifold and nuts.

(x1) Turbo manifold
(x4) M8-1.25 SS Nuts

30 TURBO MANIFOLD INSTALL

» Install the turbo manifold.

Torque the nuts to 20 lb•ft.

31 TURBO MANIFOLD SUPPORT ROD

» Locate the turbo manifold support rod and hardware.

(x1) Turbo support rod
(x2) AHCS M10x1.25x30mm Bolts
(x2) M10x1.25 Nuts
(x1) Turbo support bracket
(x2) AHCS 3/8”-24x1-1/4 Bolts
(x2) 3/8”-24 Nuts

32 TURBO MANIFOLD SUPPORT ROD

» Assemble the support rod; do not tighten jam nuts.

Install the turbo support rod to the tab on the exhaust manifold.

Install the lower support rod end into the support-rod lower mount.

The lower mount MUST SIT FLAT against the surface of the factory mount just above the weld. Adjust the support rod length until this is achieved (make sure the rod ends on both sides of the support rods have the same amounts of thread showing).

With the lower mount location mocked up, mark the hole centers where you will be drilling.

33 TURBO MANIFOLD SUPPORT ROD

» Drill the (x2) 10mm holes into the motor mount.

34 TURBO MANIFOLD SUPPORT ROD

» Install the lower support bracket using the (x2) M10x1.25x30mm bolts and nuts,

Torque the bolts to 30 lb•ft.

35 TURBO MANIFOLD SUPPORT ROD

» Install the support rod add rod.

Do not preload the support rod.

adjust rod length so there is no freeplay.

Torque the 3/8” bolts to 20 lb•ft.

Next tighten the jam nuts.

36 TURBO

» Locate the turbo and hardware.

(x1) Turbo
(x4) M8x1.25x35 Bolts
(x4) Lock washers
(x4) M8x1.25 Flange nuts
(x1) Turbo gasket

37 TURBO INSTALL

» Install the turbo to the manifold install the gasket and hand tighten the nuts for now.

Add anti seize to the bolts before installing.

38 TURBO EXIT PIPE

» Locate the turbo exit pipe and hardware.

(x1) Gasket
(x1) Turbo exit pipe
(x5) M8x1.25x35mm Bolts
(x5) lock washers

39 TURBO EXIT PIPE INSTALL

» Install the turbo exit pipe the gasket and the (x5) M8x1.25x35m bolts.

Add anti seize to the bolts, then hand tighten bolts.

40 TURBO EXIT PIPE INSTALL

» Install the factory muffler using th factory exhaust donut, spring, bolts and (x2) new M8x1.25 flange serrated nuts.

Torque the turbo bolts (from step 39) to 30 lb•ft.

41 FITTINGS

» Locate the -3, -10 fittings, and aluminum washer.

(x1) Aluminum -3 fitting
(x1) Aluminum washer
(x1) -10 Fitting

42 FITTINGS

» Remove the 24mm crankshaft service nut.

This is located on the front of the engine. Removing the rear skid plate makes this much more easily accessible.

43 FITTINGS

» Remove the O-ring from the crankshaft service nut and install it on the new -10 fitting.

44 FITTINGS

» Install the new -10 fitting to the engine.

Add red loctite and tighten.

45 FITTINGS

» Remove the 10mm bolt from the engine (lower left side of the starter) and install the new aluminum -3 fitting with the washer.

Add red loctite and tighten.

46 OIL LINES

» Locate the (x2) oil lines and fittings for the turbo.

(x1) -3 Oil Line
(x10 -10 Oil line

47 OIL LINES

» Install the -3 hose from the engine oil outlet to the turbo.

This line will be routed around the front of the case. Be sure the line is straight with no humps in it.

48 OIL LINES

» Install the -10 hose to the oil outlet of the turbo and the oil inlet from the engine.

This will be routed from the front of the engine down the passenger side to the turbo.

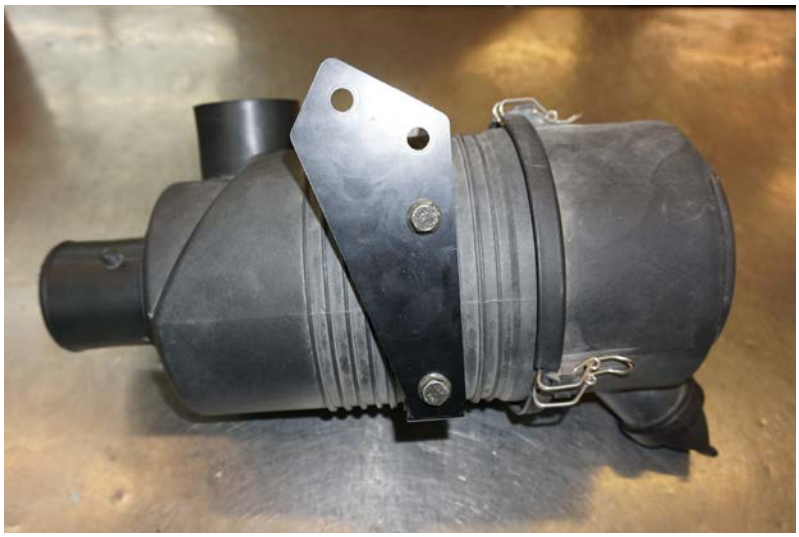
49 AIR BOX

» Locate the air box, bracket, and hardware.

(x1) Air box
(x1) Air box bracket
(x2) M10x1.25x30mm flange bolts
(x2) M8x1.25x12mm flange bolts
(x2) M10x1.25 Flange nuts

50 AIR BOX

» Install the air box bracket to the air box using the (x2) M8x1.25x12mm flanged bolts then tighten.



51 AIR BOX

» Zip-tie the emissions tube to the valve cover.

52 AIR BOX

» Remove the plastic cover that sits vertically between the seats (against the rear firewall).

Remove the (x2) M10x1.25 bolts and replace them with the new (x2) M10x1.25 bolts and tighten.

53 AIR BOX

» Install the air box using the (x2) M10x1.25 flange nuts and tighten.

54 TURBO INLET HOSE

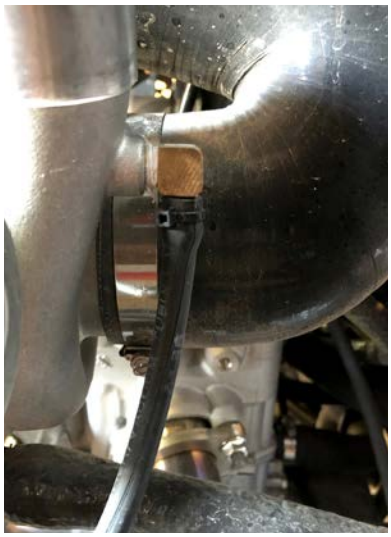
» Locate the turbo inlet silicone hose and hardware.

(x1) 3" Silicone hose
(x2) 65-89mm clamps
(x1) 1" Plug
(x2) Medium Zip-ties
(x1) 90Deg 1/2" Barb

55 TURBO INLET HOSE

» Install the turbo inlet silicone hose and clamps.

Then install the emissions tube to the 90Deg Union Barb.



56 AIR FILTER HOSE

» Locate the air filter inlet silicone hose and clamps.

(x1) 3" silicone hose
(x2) 65-89mm Clamps

57 AIR FILTER HOSE

» Install the air filter inlet silicone hose to the air box and snorkel using the supplied (x2) 65-89mm clamps.

58 TUBING JUNCTION

» Locate the stencil and install it on the back cover. Mark the location where the holes are going to be drilled, then drill out holes.

59 TUBING JUNCTION

» Locate the tubing junction and hardware.

(x1) Aluminum tubing junction
(x6) M8x1.25x16 Button head bolts
(x6) M8x1.25 Nylock nuts

60 TUBING JUNCTION

» Install the tubing junction to the back cover using the (x6) button head bolts and nylock nuts.

61 TUBING JUNCTION

» Locate the 2-1/2" 45Deg silicone hose and clamps.

(x1) 2-1/2" 45Deg Silicone hose
(x2) 45-70 Clamps

62 COLD SIDE TUBING

» Install 2-1/2" 45Deg silicone hose to the tubing junction spray WD-40 in the tubing to rotate when installing to the intake plenum.

Lightly tighten the clamps

63 HOT SIDE TUBING

» Locate the hot side tubing silicone hoses and clamps.

(x1) 2" aluminum tubing
(x1) 2" 90Deg Silicone hose
(x1) 2" Strait silicone hose
(x4) 40-64mm Clamps

64 HOT SIDE TUBING

» Cut 1-1/8" off the 2" 90Deg silicone hose.

65 HOT SIDE TUBING

» Install the short side of the 90Deg silicone hose to the 2" side of the tubing junction, then connect the aluminum tubing and the 2" strait silicone hose using the (x4) 46-64 clamps lightly tighten.

66 BYPASS VALVE

» Locate the bypass valve, filter, and hardware.

(x1) Bypass valve
(x1) Filter
(x1) 1" ID x 2" silicone hose
(x2) 21-44 Narrow clamps

67 BYPASS VALVE

» Install the bypass valve to the hot side tubing and tighten the clamps.

68 HOT SIDE AND COLD SIDE TUBING

» Now that the piping is in place, install the back panel.

Slide the 2-1/2" 45Deg silicone hose on the intake plenum.

Then install the vacuum hose (from step 10)to the top of the bypass valve (use the small zip-tie).

Fully connect the back panel and lock the clips.

Install the 2" strait silicone hone to the outlet of the turbo, adjust the silicone hoses and tighten all the clamps under the back panel.

69 INTERCOOLER

» Locate the Intercooler, brackets, and hardware.

(X1) Intercooler
(X2) Intercooler brackets
(X4) 8x1.25x30mm Flange bolts

70 INTERCOOLER

» Loosely install the intercooler brackets to the factory cage.

71 INTERCOOLER

» Install the intercooler to the brackets on the factory cage (center the intercooler).

Then tighten all bolts.

72 HOT SIDE UPPER PIPING

» Locate the hot side upper piping, silicone hose, and clamps

(x1) 2" Hot side aluminum piping
(x1) 2-1/2" to 2" 90Deg silicone hose
(x1) 2" 90Deg silicone hose
(x3) 40-64mm hose clamps
(x1) 46-70mm hose clamps

73 HOT SIDE UPPER PIPING

» Install the 2" hot side tubing to the intercooler and the tubbing junction. Adjust and tighten the clamps.

74 COLD SIDE UPPER PIPING

» Locate the 2-1/2" cold side upper piping, silicone hoses and clamps.

(x1) 2-1/2" Cold side aluminum piping
(x2) 2-1/2" to 2" 90Deg silicone hose
(x4) 46-70mm hose clamps

75 HOT SIDE UPPER PIPING

» Install the 2-1/2" cold side tubing to the intercooler and the tubing junction. Adjust and tighten the clamps.

76 FINAL PIPING LAYOUT

» The final intercooling piping should look like this.

Next top off both engine oil and radiator fluid. Refer to the Honda owner's manual for recommended fluid types and quanitities.

77 LOAD TUNE FIRST- DO NOT START!

» TUNING IS REQUIRED for proper operation of the vehicle after the turbo kit has been installed. Kraftwerks recommends using the Dynojet PV3 with our kits. Kraftwerks has developed free downloadable locked plug-n-play tuning files for the DynoJet PV3 that are updated as needed.

Follow the DynoJet PV3 installation instructions and install the unit on your vehicle. Next upload the tune following the instructions on the KraftwerksUSA or DMT-Performance websites.

***If you are not comfortable performing this step on your own, please seek out the help of a qualified professional.**

As mentioned in the Tuning Disclaimer on the Introduction Page; in the event that you do not have a Tuner, please contact our preferred Tuner, **DMT-performance.com** or call **850-7-TUNING** to purchase the DJPV3. Or source a DJPV3 from your preferred vendor.

Follow the instructions for your chosen Tuning Device on how to install the programmer and load the Tune.

78 FINAL START UP

» Be sure you have the proper fuel before starting. Typically, 91 octane or higher is recommended depending on tuning you are running.

Start Up the engine and let idle for 5 minutes. During that time check all fluid levels, charge pipe connections, and hose lines for leaks.

Correct issues before proceeding.

Next, after 5 minutes of idling, progressively rev up engine and continue to check for issues. Correct issues before proceeding.

***If you are not comfortable performing this step on your own, please seek out the help of a qualified professional.**

79 INITIAL TEST DRIVE

» When performing initial test drive, start by driving around at low gear and low rpms. Put vehicle in 1st gear and gradually increase the rpm range. Continually check for issues during this process.

To increase load, shift up. Make sure the car is running without issues throughout the rpm range in each gear before shifting up to the next gear.

Abort the test drive if the engine runs rough. Rough engine operation is usually a sign of an issue with fueling and could hurt the engine if you continue to operate the engine in that condition.

Also, keep a close eye on engine temperature. If the temperature increases rapidly or hits 250F, abort the test drive and look for the cause of the issue.

***If you are not comfortable performing this step on your own, please seek out the help of a qualified professional.**

LIMITED WARRANTY

KraftwerksUSA offers a 12 MONTH Limited Warranty against defects in materials, components, and workmanship unless specified otherwise. The KW warranty does not cover the Turbocharger; see Turbocharger manufacturer warranty policy. The KW warranty period starts on the ORIGINAL date of retail purchase directly from Kraftwerks or from your local dealer. This limited warranty is only offered to the ORIGINAL OWNER (receipt will be required for verification). NO WARRANTY CLAIM WILL BE ACCEPTED IF THE COMPONENT IS FOUND TO HAVE BEEN TAMPERED, MIS-INSTALLED, MISUSED, OR MISHANDLED (I.E. DROPPED) IN ANY WAY. Any modifications to KW parts will automatically void the warranty. The warranty excludes any 3rd party electronics devices and also any incidental damage related to improper tuning.

After the component in question is inspected at the Kraftwerks facility, Kraftwerks will make a final determination on any claims. No Kraftwerks dealer is authorized to make any warranty claims, repair, or modification. Any claims for freight/shipping damages will need to be directed towards the freight/shipping company.

-If the component in question is covered under the KraftwerksUSA limited warranty, the product will be repaired or replaced at the discretion of KraftwerksUSA.

-If the component in question is not covered by the KraftwerksUSA limited warranty, our Kraftwerks staff will advise you on the specific reason, the cost of replacement/repair, and the estimated time it will take.

TO PROCEED WITH A WARRANTY CLAIM
Contact KraftwerksUSA directly at (951) 808-9888 and be prepared to send the following information to support@kraftwerksusa.com

1.) Copy of original receipt or invoice. Please note that PayPal payment verification alone is not accepted
2.) Pictures and description of issue. Please limit 1-2 pictures per email or compress images
3.) Contact information: Name, address, and phone number
4.) Vehicle description: Year, make, model, and any additional/supporting modifications

Once all the above have been received and the warranty claim has been INITIALLY approved by KraftwerksUSA; you will be contacted with a Return Merchandise Authorization (RMA) number. You will then be directed to package the component(s) in question, write the RMA number (in BOLD) on the outside of the box, and a call tag will be issued to pick up the package from your location.

KraftwerksUSA is in California. Please be aware that warranty claims will be shipping GROUND (faster shipping available at an additional cost to you) so please allow enough lead time for shipping and inspection of the component(s). Please package components securely as any damage to components due to improper packaging will NOT be covered by the limited warranty. Please contact a KraftwerksUSA representative for more information).

Please note that KRAFTWERKSUSA is NOT liable for the voiding of your factory warranty nor any damage(s) to clutch, transmission, and/or drive-line components.

TUNING DISCLAIMER

ECU TUNING IS REQUIRED once the Kraftwerks Turbo Kit has been installed.
We recommend that the ECU Tuning Device (with proper base map uploaded) be ready to go PRIOR to installing the Turbo Kit itself; this will reduce time that your vehicle is down.

***DISCLAIMER: KraftwerksUSA is not responsible for any direct or incidental tuning related engine or vehicle damage.**

Unlocked/open base tune file supplied by Kraftwerks are intended to get KW Turbo Kit owners going, but are not optimized. Factors including variations in vehicle condition, optional original equipment, aftermarket parts, and operating environments make it impossible to develop a one-size fits all optimized base tune. Furthermore, KW base maps do not modify or optimize DCT mapping. Additional tuning will be required to optimize the performance of the engine and transmission beyond what the base map provides. We recommend seeking tuning support from the tuner listed below or from you preferred tuner of choice. If you choose to further optimize your vehicles tune, we recommend the addition of a Dynojet Wideband Sensor Kit for AFR measurement and data logging purposes.

*KrafwerksUSA recommends PPEI for tuning optimization. Getting started with PPEI is as simple as creating a support ticket at www.ppei.com/ticket/

PPEI
https://ppei.com/
(337) 485-7070
6096 Candice Lane, Lake Charles, LA 70615

KRAFT WERKS

www.KraftwerksUSA.com

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