



INSTRUCTIONS

TURBO Y PIPE REPAIR

The ProMaxx® ProPlate™ included in this kit was designed as an extractorless kit to assist in repairing the main turbo charger “Y” pipe flange in the International MaxForce7 (6.4L) diesel engine commonly found in the “F” series pick-ups, “E” series vans, SUVs, and cab and chassis configurations without removing the turbo charger. Used properly, this device can significantly reduce repair times and risks associated with restoring the mounting holes to factory-new.

Mount the ProPlate™ to the turbo charger as shown above using the included ProFast™ PPF211 precision stainless steel fasteners. Insert the proper ProBushing™ and corresponding ProDrill™ (see above) precision-machined tooling bit into an air-powered drill and use the drill depth gauge machined into the ProPlate™ to set the proper depth of the bit. Open the cap on the ProLube™ PPL001 machinist’s drill and tapping fluid oil and insert the small tooling bit in through the cap, gasket, and retract. The bottle is designed to deliver the precise amount of oil necessary for the operation. For larger tooling and subsequent machining, use just one drop placed on the end of the ProDrill™ when necessary. **AVOID PENETRATING OIL/SPRAY OR OTHER LUBRICANTS.** Insert the mounted ProDrill™ into the included ProBushing™ PPB2125 first by slowly and manually turning the chuck until the ProDrill™ slips into the bushing and contacts the surface of the damaged stud. This will ensure the cutting edge is maintained. While applying light pressure, activate your drill both on and off in approximately one second intervals for ten seconds. This initial process is critical in that it creates a “seat” for the bit to rest and ensures that the bit will stay on center and not follow the angular surface of the damaged bolt/stud. Moreover, this action reduces the probability of the tooling bit to break and drill off center. **Proceed to drill continuously at the proper RPM as provided below.** Gradually apply more pressure and while the bit is turning, extract the bit slightly in and out sufficiently enough, maintaining it in the bushing to allow the bit to “clean” cutting debris from this operation. Repeat this step frequently while continuing to apply more pressure until the drill chuck rests on the bushing.

Remove ProBushing™ PPB2125 (SML) and replace with the PPB2188 (MED) and follow with the ProDrill™ SSSC188 using the same procedure as above, manually inserting the ProDrill into the bushing by hand and then start and stop your drill on and off prior to drilling continuously. Remove ProBushing™ PPB2188 (MED) and replace with the PPB2270 (LRG) and follow with the ProDrill™ SSSC270 using the same procedure as above, manually inserting the ProDrill into the bushing by hand and then start and stop your drill on and off prior to drilling continuously. Blow the debris clean. Remove ProBushing™ PPB2270 (LRG) and replace with the ProBushing™ PPB2320 (TAP). Place one drop of ProLube™ drill and tap-cutting lubricant on the ProTap™ and proceed to insert the tap into the bushing. Slowly begin to restore the threads by turning the tap at ¼ revolution intervals clockwise and counter-clockwise periodically stopping to blow debris from the tap through the flutes of the tap. Removing the tap is not necessary. Continue to clean the threads until the tap stops. **DO NOT OVER TORQUE TAP.** In the unlikely event a tap fractures, visit www.promaxxtool.com and purchase the ProTap™ extractor kit.

For technical support, visit www.promaxxtool.com, or contact us via email at info@promaxxtool.com or call 724-941-0941.

The tooling included in your kit are precision-machine grade quality made in the USA and engineered as a complete system to ensure complete success and repair of the cylinder head without cylinder head removal. Be sure to specify ProMAXX® machine tooling when replacement is necessary.

USE ONLY GENUINE PROMAXX® MACHINE GRADE PARTS. Tooling cutting speeds (Under load): MIN: SSSC125@350 RPM, SSSC188@200, SSSC270@150. MAX: SSSC125 @900 RPM, SSSC188@300, SSSC270@250. OPTIMUM: SSSC125/SSSC @500 RPM, SSSC188@250, NOTE: An air ratchet may be necessary in some restricted access areas without cab removal. Most ratchets don’t generate sufficient RPM under load to be effective. SEE ProMAXX® ProRatchet #PPR5250, and PPG5250 ProGard™ at www.promaxxtool.com.

PROMAXX® TOOLING IS SPECIALLY ENGINEERED TO CLOSE TOLERANCES (+) .000” AND (-) .002” TO ENSURE ACCURATE AND REPEATABLE RESULTS USING YOUR NEW DEVICE. SPECIFY PROMAXX® GENUINE REPLACEMENT PARTS AND TOOLING FOR OPTIMUM PERFORMANCE AND EXTENDED WARRANTY COVERAGE.

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For video instruction, check out the QR code to the left! Simply hover your phone camera over the image and it will connect you to our fast, easy Youtube tutorial.



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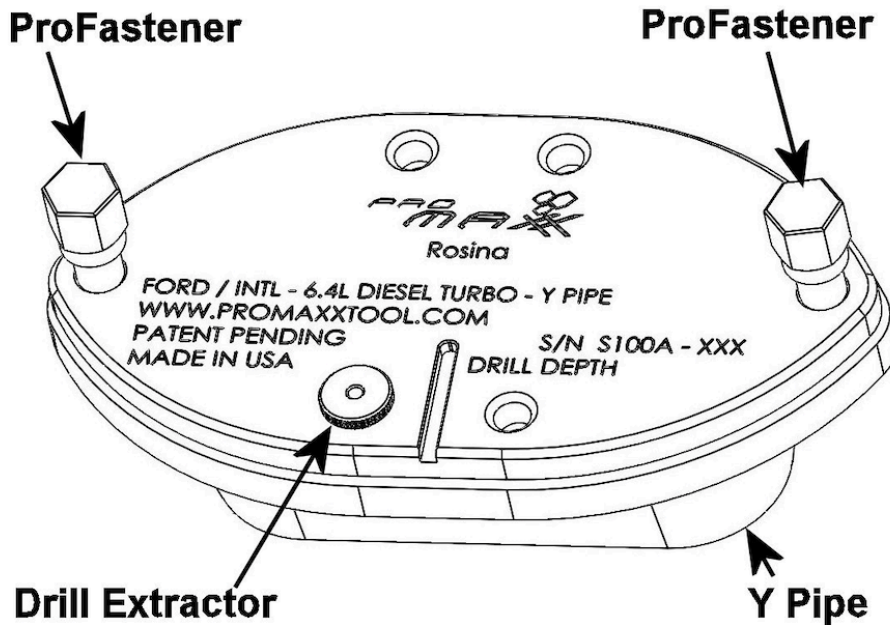
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PROPLATE MOUNTING & APPLICATION

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INSTRUCTIONS FOR

FORD/INTL 6.4L DIESEL TURBO - Y PIPE



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