

# CRD - QUICK START GUIDE

This guide is a basic how to on installing and setting up the Tillix system, to be used in conjunction with the pictures provided.

The **CRD** and **Di** Installations are nearly identical, with the only real difference being where the vacuum source is drawn from. So have a look through both folders of pictures before starting the install.

## Tillix Valve Fitting

1. Weld the fitting on in the location shown, or fit a boost adaptor under the map sensor.
2. Remove both the vacuum lines leading to the turbo actuator and from the vacuum pump (See pictures of Di or CRD to see where yours is)
3. Run the provided line from the vacuum source directly to the actuator, in a neat fashion going over the top of the induction pipe.
4. Run the provided line from the weld on fitting or boost adaptor to the tillix valve. Recommended fitting locations are cable tied to the turbo outlet hose, or the air-conditioning hose.
5. The large end of the tillix valve must be the end that the boost is pushing into, if it is reversed, the turbo will run as much boost as it is capable of making.
6. Fit boost line onto the small end of the Tillix and run it down to the vacuum line that was run first. Once you can see an area that everything will line up nicely. Cut the vacuum hose and install the T-Piece, joining both the vacuum side to the boost side (Post Tillix valve)
7. Unscrew the Tillix valve all the way. Now wind it in 2-3 Turns and lock the ring. This should provide a starting point for the tuning process

## Needle Valve Fitting

1. If a needle valve is also to be used with the system, make another cut in the line leading from the vacuum source to the turbo actuator. The best place to make this cut is on the drivers side of the turbo induction pipe.
2. Install supplied T-Piece to join the two cut ends again.
3. Mount the needle valve with supplied cable ties to the turbo induction pipe. Making sure the arrow is pointing toward the vacuum source.
4. Run a length of hose to the valve, then from the valve to the T-Piece.
5. Start by having the needle valve closed as tightly as possible (clockwise) This will allow the fastest spool up possible.
6. If the spool up speed is causing limp mode lower in the rpm range open the needle valve a few turns at first. Then start fine tuning it with 1/8<sup>th</sup> - 1/2 turns at a time.

- Closing the Tillix valve will generate more boost.
- Opening it will generate less boost.
- Closing (clockwise) the Needle valve will generate the fastest possible spool up.
- Opening (Counter clockwise) the needle valve will slow the spool up rate.

Please read the full guide if you are still not confident with the information provided here, or if you are having problems with tuning the kit.

Although facebook can be a great help, it is generally easier and better to **contact Tillix directly** either through email or private message if you have any problems rather than asking in ZD Warriors or other facebook pages.



M 0450 756 515  
E sales@tillix.com.au

 <https://www.facebook.com/TillixPerformance>

[tillix.com.au](http://tillix.com.au)