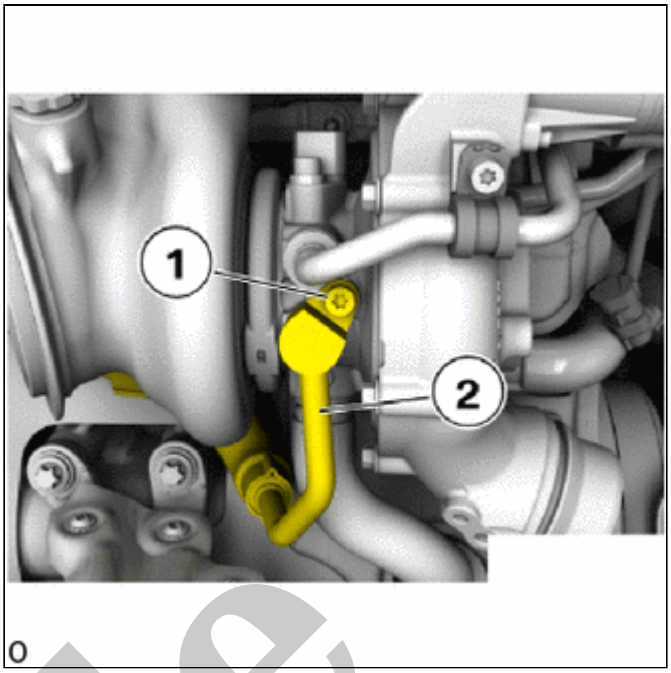
Your Ultimate Source for OEM Repair Manuals

FactoryManuals.net is a great resource for anyone who wants to save money on repairs by doing their own work. The manuals provide detailed instructions and diagrams that make it easy to understand how to fix a vehicle.

2012 Toyota Prius Service Manual & Repair Guide

Go to manual page



(b) Pull off the No. 1 turbo water pipe sub-assembly (2) for the turbocharger sub-assembly, lay to one side and secure.

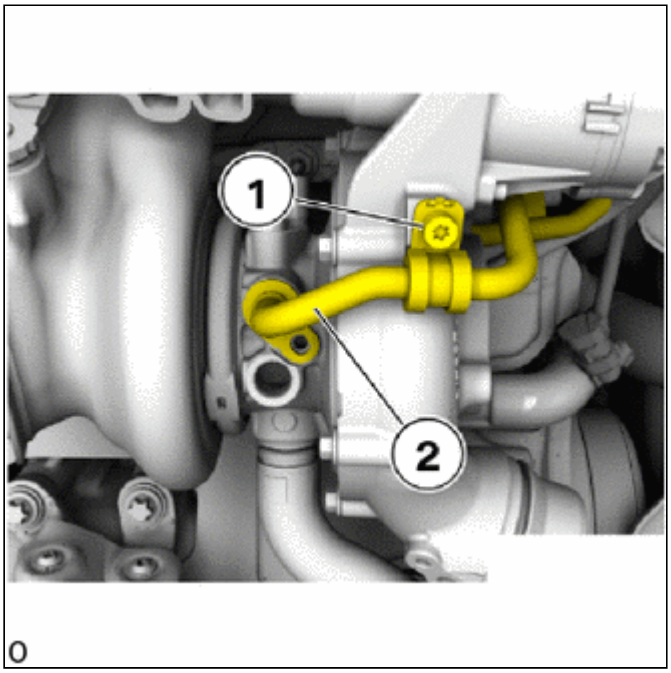
13. SEPARATE NO. 2 TURBO WATER PIPE SUB-ASSEMBLY

CAUTION:

- Hot surfaces.

  Risk of burning!

  - Perform all work only on components that have cooled down.



(a) Loosen T30 bolt (1).

HINT:

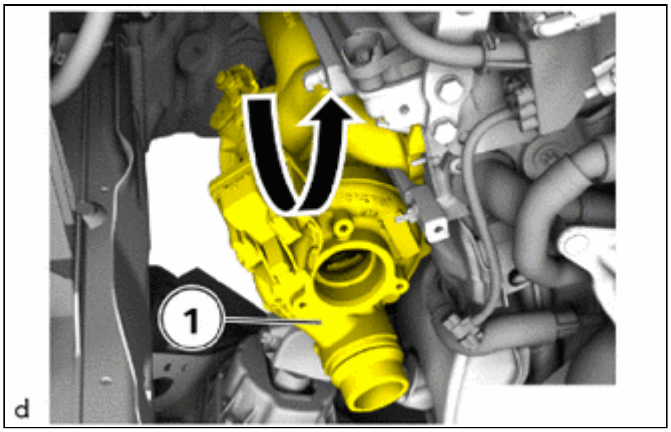
Collect and dispose of emerging fluids. Observe country-specific waste disposal regulations.

(b) Remove the No. 1 turbo water pipe sub-assembly (2) for the turbocharger sub-assembly, put to one side and secure.

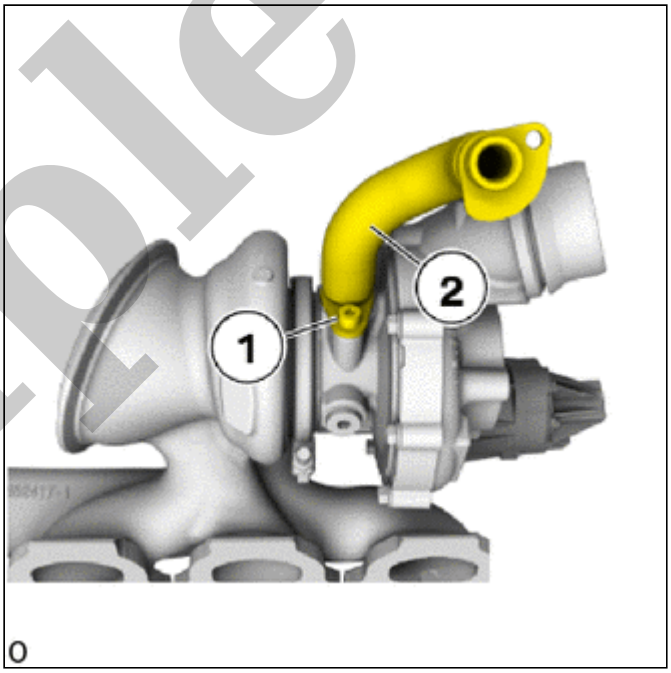
14. REMOVE TURBOCHARGER SUB-ASSEMBLY

CAUTION:

- Remove and install heavy components with the aid of another person or other persons.



15. REMOVE TURBO OIL OUTLET PIPE

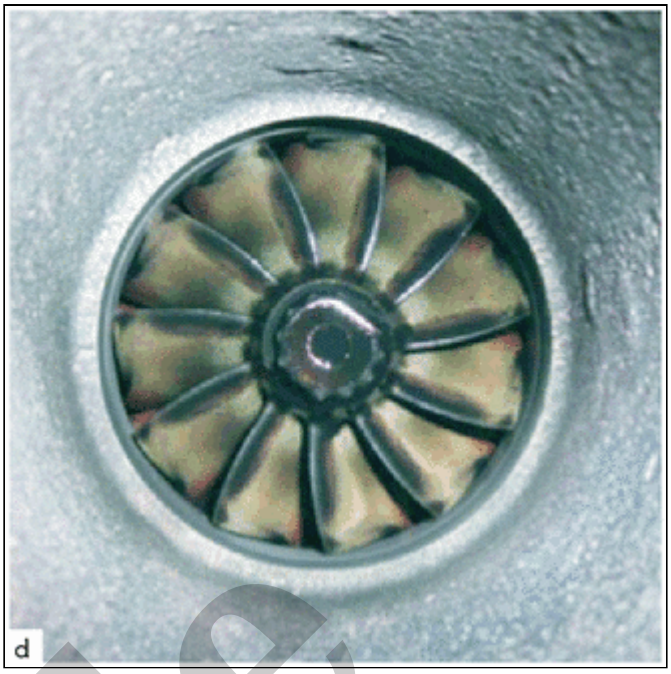


(a) Loosen T30 bolt (1).

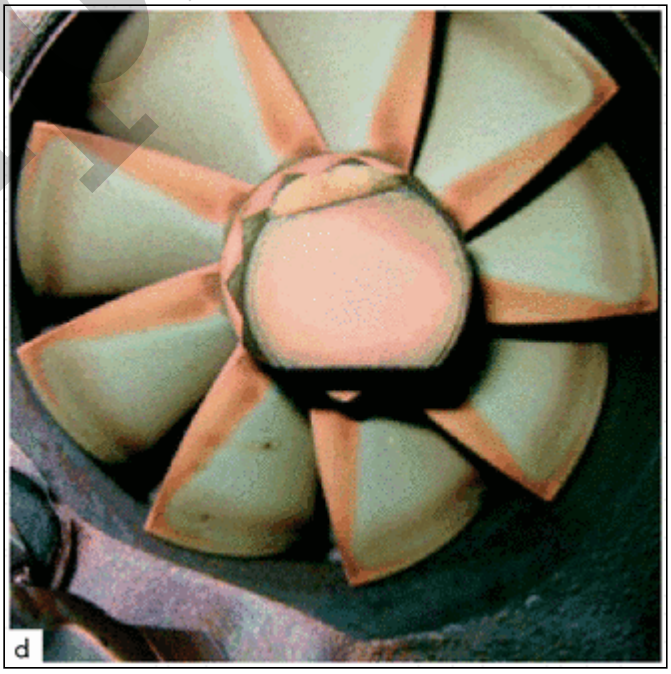
HINT:

Collect and dispose of emerging fluids. Observe country-specific waste disposal regulations.

(b) Remove turbo oil outlet pipe (2) for the turbo charger sub-assembly.

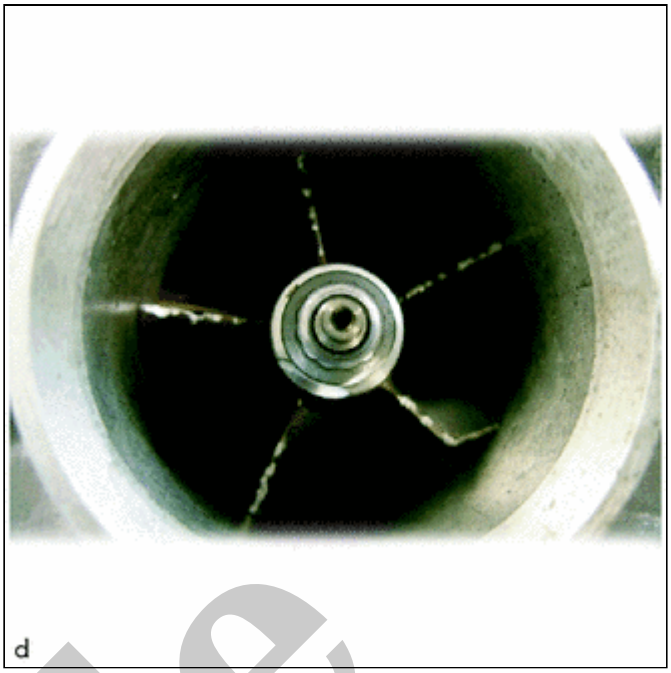


(c) Normal turbine wheel without damage.

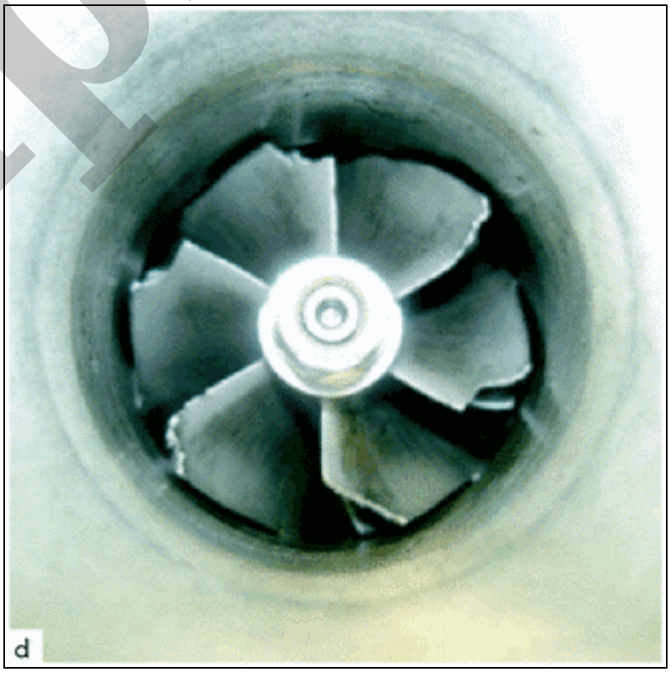


(d) Normal turbine wheel without damage.

(e) The picture below shows an example for a damaged turbine wheel.



(f) Impeller damaged by foreign bodies.



(g) Impeller damaged by foreign bodies.

4. COMPRESSOR PUMPING

(a) The phenomenon referred to as compressor pumping can occur if the charging pressure becomes too high where there is low air mass flow. The air current at the compressor is severed abruptly and a pulsating current develops. This current can damage the compressor and cause disruptive noises.

(b) Charger pumping may occur due to defects that obstruct the air mass flow in the charge air guide or cause excessive charging pressure.

5. EXTERNAL CORROSION

(a) External corrosion on the turbine housing is not a cause for concern. External corrosion on the adjusting mechanism is also not a cause for concern as long as the function of the adjusting mechanism is OK. The function of the adjusting mechanism must be checked through the diagnosis system.