Garrett
ADVANCING MOTION

PERFORMANCE CATALOG VOL 8

Turbochargers | Intercoolers | Accessories



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OUR HISTORY

The heritage of our turbo business began in 1936 when young Cliff Garrett formed his company in a tiny, one-room office in Los Angeles. Cliff founded the company that would later become the Garrett Corporation. Number of employees, 1. Number of customers, 1. In the 1950s, it successfully added boosting a Caterpillar C9 tractor signaling the birth of automotive turbocharging.

Through names such as AiResearch, AlliedSignal, Honeywell Transportation Systems, and now Garrett Advancing Motion, the business has sustained a reputation for revolutionizing turbocharger technologies generation after generation. From the world's first turbocharged production car – the Oldsmobile Jetfire Rocket - to the first Garrett turbocharged car to win the Indianapolis 500, Garrett's industry-leading technology and patented designs are used daily for both OE and aftermarket vehicle applications.

Garrett turbocharger technology is the preferred choice for leading original equipment manufacturers including: Audi, BMW, GM, Daimler Chrysler, Mercedes, DDC, Fiat, Ford, International Truck Co, Peugeot, Renault, Saab, and Volkswagen. Top race teams in Formula 1, World Rally, American Le Mans, 24 Hours of Le Mans, Formula Drift, Global Time Attack, NHRA, Radial vs the World Drag Racing, X275, and Pikes Peak Hill Climb rely on Garrett turbo technology to keep them on the podium.

Today, our Garrett legacy in both Aerospace and automotive industries helps create some of the most innovative and high-performing turbochargers in the world that can enable a four cylinder turbocharged engine to perform like a non-turbocharged V6 engine while providing 20-40% greater fuel efficiency. Garrett's global engineering network continues to inspire technological innovation around the world.

The products contained in this catalog are performance aftermarket parts that are not legal for street use in certain states or countries, unless a type-approval/executive order has been obtained e.g. by the distributor of the product. Check with your distributor before using in any vehicle on a public road or highway. You should check with your state or applicable country authorities to find out whether these products are legal for street use in your state or country. Applicable laws may also prohibit tampering with parts or vehicle design elements affecting emissions on vehicles intended for use on public roads. You are responsible for ensuring that the use of this product complies with all applicable laws, regulations and ordinances (including, but not limited to, emission, noise, safety, and type-approval/executive order). Any vehicle modifications using the products in this catalog are completed AT YOUR OWN RESPONSIBILITY and AT YOUR OWN RISK. A vehicle modification using these performance aftermarket products may affect or void a vehicle's warranty, operating license/registration or type-approval/executive order. You should consult your local laws, as well as the owner's manual and service manual of your vehicle. You should also contact your vehicle's manufacturer to determine what effect modifications may have on safety, warranty, performance, and other aspects of your vehicle. These products generally may be used on racing vehicles that will never be driven on public roads or highways.



WHY CHOOSE GARRETT TURBOCHARGERS

A turbo is a high technology product that requires superior design and intensive capital to produce. It must meet severe requirements that only a world class manufacturer can achieve.

Garrett is one of the few turbocharger manufacturers that subjects our turbos to several OE qualification tests. These tests ensure Garrett produces a safe and reliable turbo for OE applications. When you buy a Garrett turbocharger you can be sure it is reliable.

On-Engine Durability – More than 1,000-hours of general turbocharger durability, is run on-engine in one of Garrett's engineering laboratories.

Gas Stand Cyclic Durability – A several hundred hour durability test is conducted on a gas stand where the turbo is run past it normal operating limits.

Compressor & Turbine Housing Containment - A compressor/turbine wheel is weakened to hub burst at a specific speed. No portion of the wheel is allowed to penetrate a containment shroud surrounding the turbocharger. A test to ensure safety. See full article at www.GarrettMotion.com

Shaft Motion - The maximum tolerances of the bearing system are tested for rotordynamic stability beyond the maximum turbocharger operating speed. This means no bearing problems and a long turbo life.

Thrust Bearing Capacity - A test that stresses the thrust bearing at extreme conditions. This test makes sure your Garrett turbocharger can tolerate the load you put it through.

Compressor & Turbine Seal - Multiple turbochargers are run on-engine under conditions designed to cause seal leakage. No significant leakage is allowed during these tests.

Heat Soakback - A turbocharger instrumented with thermocouples is taken beyond maximum operating temperature and shut down hard! Repeat the test four more times and make sure maximum temperatures stay within our strict limits to avoid oil coking or build up inside the center housing. This is particularly critical for high temperature gasoline applications.

Compressor & Turbine Performance - The entire operating range of both the compressor and turbine are mapped on one of Garrett's performance gas stands. These test cells are calibrated to strict standards to assure accuracy and consistency.

Compressor & Turbine Blade Frequencies - Garrett has strict requirements for compressor and turbine blade natural frequency. This is critical on large trims where the blade must be stiff enough to withstand potentially damaging vibrations.

Thermal Cycle - A several hundred hour endurance test that cycles the turbocharger from low temperature to glowing red every 10 minutes. To ensure a long turbo life, no cracking of the turbine housing or distortion of the heat shroud are allowed.

Rotor Inertia - A measurement made to document the rotational inertia of Garrett's compressor and turbine wheels. Garrett's turbochargers are known for their high flow / low inertia characteristics.

Shaft Critical Speed - An analytical test that ensures that destructive shaft critical speeds are well out of the turbocharger operating range. For example, large wheels may require a large shaft diameter to avoid the shaft bending critical speed.

Wheel Fatigue - Garrett will only sell compressor or turbine wheels that have passed a cyclic fatigue test. Garrett runs tests on a regular basis to ensure quality and to constantly improve our products.

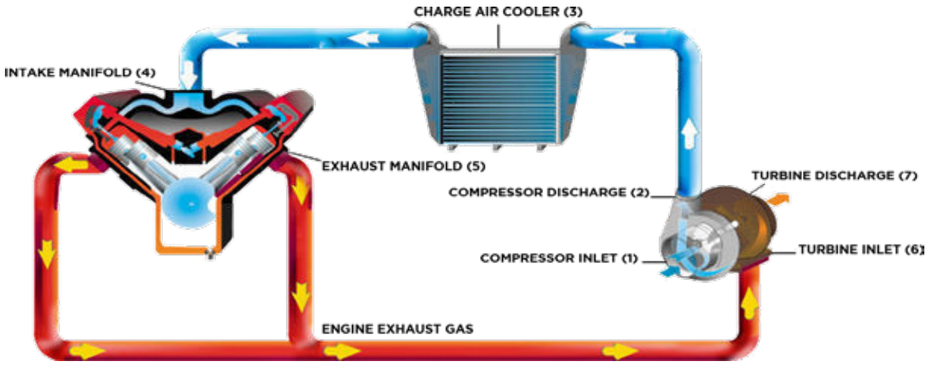
Turbo Vibration - The entire turbocharger is vibrated and monitored on Garrett's large shaker table to ensure product durability.

HOW A TURBO SYSTEM WORKS

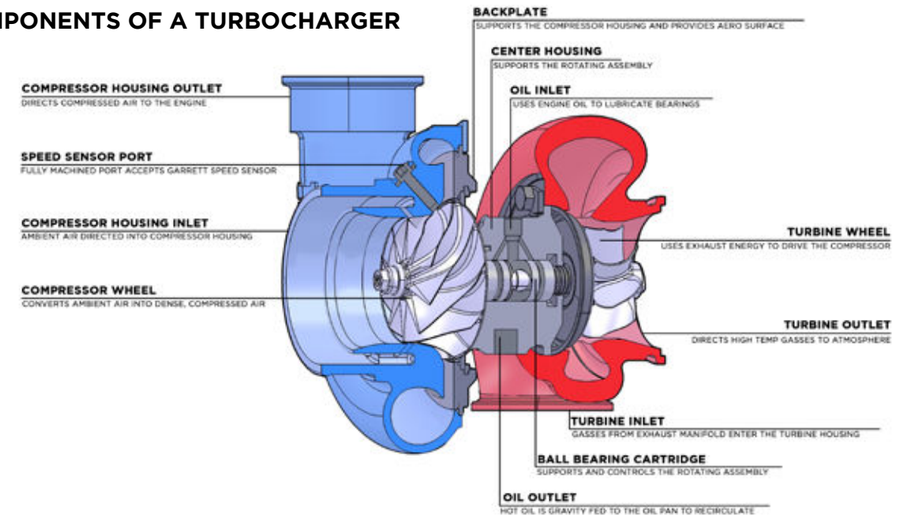
Engine power is proportional to the amount of air and fuel that can get into the cylinders. All things being equal, larger engines flow more air and as such will produce more power. If we want our small engine to perform like a large engine, or simply make our larger engine produce more power, our ultimate objective is to deliver more air into the cylinder. By installing a Garrett turbocharger, the power and performance of an engine can be dramatically increased.

HOW DOES A TURBOCHARGER DELIVER MORE AIR INTO THE ENGINE?

(1) **Compressor Inlet:** Opening through which ambient air passes before entering the compressor.
(2) **Compressor Discharge:** Ambient air is then compressed which raises the air's density (mass/unit volume).
(3) **Charge Air Cooler (aka Intercooler):** cools the compressed air to increase its density and to increase resistance to detonation.
(4) **Intake Manifold:** Directs dense air into the engine's cylinders. Each cylinder draws in an increased mass flow rate of air. Higher air mass flow rate allows a higher fuel flow rate (with similar air/fuel ratio). Combusting more fuel results in more power for a given displacement.
(5) **Exhaust Manifold:** Directs burned fuel and exhaust gasses from the cylinders towards the turbine.
(6) **Turbine Inlet:** Directs high temperature exhaust gas towards the turbine wheel. The turbine creates backpressure on the engine which means engine exhaust pressure is higher than atmospheric pressure.
(7) **Turbine Discharge:** A pressure and temperature drop occurs (expansion) across the turbine, which harnesses the exhaust gas' energy to provide the power necessary to drive the compressor wheel.

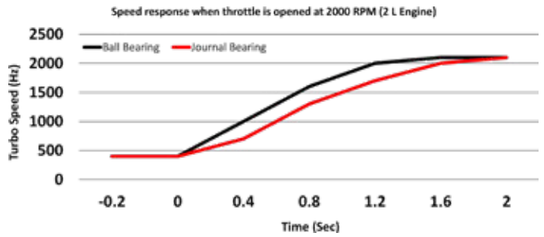


COMPONENTS OF A TURBOCHARGER



DUAL BALL BEARING

Ball bearing innovation began as a result of work with the Garrett Motorsports group for several racing series where it received the term the “cartridge ball bearing”. The cartridge is a single sleeve system that contains a set of angular contact ball bearings on either end, whereas the traditional bearing system contains a set of journal bearings and a thrust bearing.



Turbo Response – When driving a vehicle with the cartridge ball bearing turbocharger, you will find exceptionally crisp and strong throttle response. Garrett Ball Bearing turbochargers spool up 15% faster than traditional journal bearings. This produces an improved response that can be converted to quicker 0-60 mph speed. In fact, some professional drivers of Garrett ball-bearing turbocharged engines report they feel like they are driving a large, normally aspirated engine.

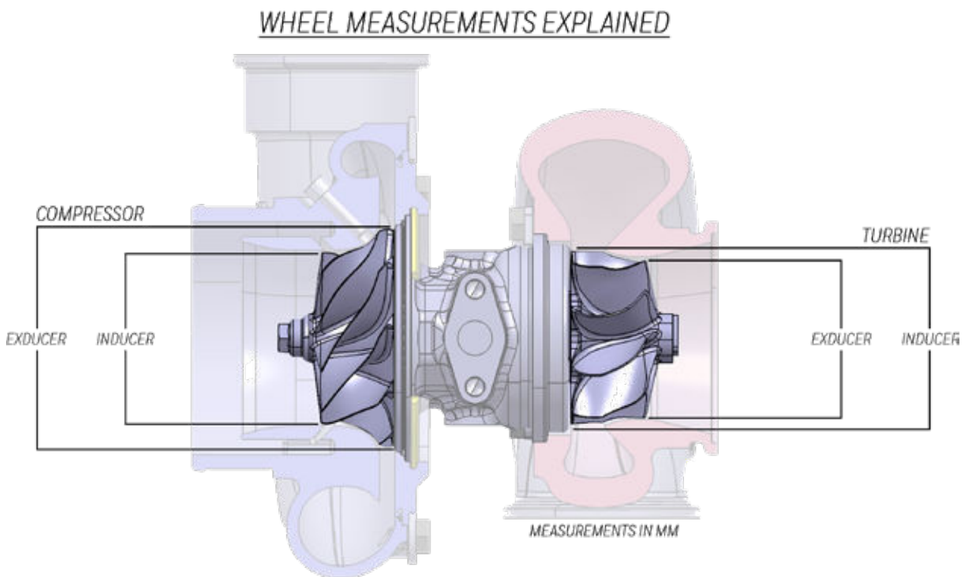
Reduced Oil Flow – The ball bearing design reduces the required amount of oil required to provide adequate lubrication. This lower oil volume reduces the chance for seal leakage. Also, the ball bearing is more tolerant of marginal lube conditions, and diminishes the possibility of turbocharger failure on cold start conditions.
Read more at www.GarrettMotion.com

Improved Rotordynamics and Durability – The ball bearing cartridge gives better damping and control over shaft motion, increasing reliability for both every day and extreme driving conditions. In addition, the opposed angular contact bearing cartridge eliminates the need for the thrust bearing, a common weak link in the turbo bearing system.

WHEEL TRIM

Trim is a common term used when talking about or describing turbochargers. For example, you may hear someone say "I have a GTXxxxx". What is trim? Trim is a term used to express the relationship between the inducer and exducer of both turbine and compressor wheels. More accurately, it is an area ratio. Based on aerodynamics and air entry paths, the inducer for a compressor wheel is the smaller diameter. For turbine wheels, the inducer is the larger diameter.

The trim of a wheel, whether compressor or turbine, affects performance by shifting the airflow capacity. All other factors held constant, a higher trim wheel will flow more than a smaller trim wheel. However, it is important to note that very often all other factors are not held constant. So just because a wheel is a larger trim does not necessarily mean that it will flow more.
Compressor Trim = (Inducer² / Exducer²) x 100
Turbine Trim= (Exducer² / Inducer²) x 100



HOW TO READ A COMPRESSOR MAP

The compressor map describes each compressor’s performance characteristics, including efficiency, mass flow rate, turbo speed, choke line, surge line, and pressure ratio. Below is a figure that identifies these aspects.

Efficiency Islands: Efficiency Islands are concentric regions that represent the compressor efficiency at any point on the map. The smallest island near the center of the map is the highest or peak efficiency island. As the rings move out from there, the efficiency drops by the indicated amount until the surge and choke limits are reached.

Mass Flow Rate: Mass Flow Rate is the mass of air flowing through a compressor over period of time and is expressed as lb/min. As a very general rule, turbocharged gasoline engines generate 10.0-11.0* horsepower at the flywheel for each lb/min of airflow. So, an engine with a target peak horsepower of 400 Hp will require 36-40 lb/min of airflow to achieve that target. Many people use Volumetric Flow Rate (expressed in cubic feet per minute, CFM or ft3/min) instead of mass flow rate. Volumetric flow rate can be converted to mass flow by multiplying by the air density. Air density at sea level is 0.076lb/ft3. Mass flow can be physically measured, but in many cases it is sufficient to estimate the mass flow when choosing the proper turbo.

Turbo Speed: Turbo Speed Lines are constant turbo speed measured in RPM. As turbo speed increases, the pressure ratio and mass flow increases. Turbo speed lines are very close together at the far right edge of the map indicating a potential turbo over-speed condition.

Choke Line: The Choke Line is the right hand boundary of the compressor map and defined at the point where the efficiency drops below 58%. In addition to the rapid drop of compressor efficiency past this point, turbo speed also approaches or exceeds the recommended limit. If your actual or predicted operation is beyond this limit, a larger compressor is necessary.

Surge Line: Surge is the left hand boundary of the compressor map and represents a region of flow instability. This region is characterized by mild flutter to wildly fluctuating boost from the compressor. Continued operation within this region can lead to premature turbo failure due to heavy thrust loading. Surge will decay once the turbo speed finally slows enough to reduce the boost and move the operating point back into the stable region. This situation is commonly addressed by using a Blow-Off Valve (BOV) or bypass valve. A BOV functions to vent intake pressure to atmosphere so that the mass flow ramps down smoothly, keeping the compressor out of surge. In the case of a recirculating bypass valve, the airflow is recirculated back to the compressor inlet.

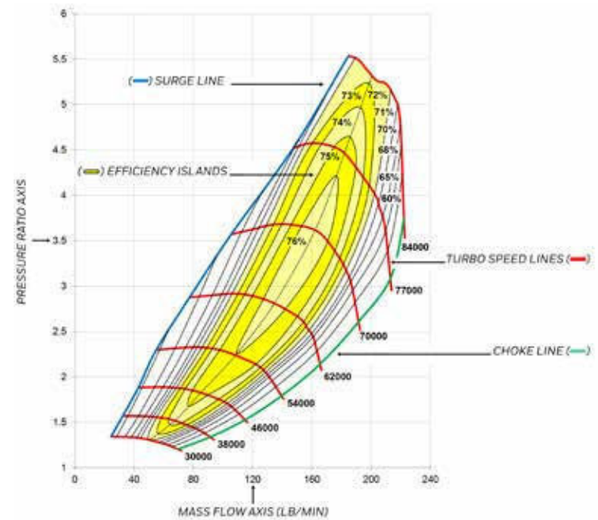
Pressure Ratio: $\Pi c = \frac{P_{2c}}{P_{1c}}$

Where:
Πc = Pressure Ratio
P_{2c} = Absolute Outlet Pressure
P_{1c} = Absolute Inlet Pressure

Absolute Pressure: It is important to use units of Absolute Pressure for both P2c and P1c. Absolute Pressure at sea level is 14.7 PSIa. In units of PSIa, the “a” refers to “absolute”. This is referred to as standard atmospheric pressure at standard conditions.

Gauge Pressure: Measures the pressure above atmospheric, so a gauge pressure reading at atmospheric conditions will read zero. Boost gauges measure the manifold pressure relative to atmospheric pressure, and thus are measuring Gauge Pressure. In units of PSIg, the “g” refers to “gauge”. This is important when determining P2c.

Calculating P_{2c}: For example, a reading of 12 PSIg on a boost gauge means that the air pressure in the manifold is 12 PSI above atmospheric pressure. For standard atmospheric conditions, 12 PSIg + 14.7 PSIa = 26.7 PSI absolute compressor outlet pressure (P2c). The pressure ratio at this condition can now be calculated: 26.7 / 14.7 = 1.82



Depression: A pressure loss upstream of the compressor caused by any restriction from the air filter or restrictive ducting. Depression can be 1 PSIg or more on some intake systems. In determining pressure ratio, the absolute pressure at the compressor inlet (P1c) is often LESS than the ambient pressure, especially at high load. Taking into account the 1 psig intake depression, the pressure ratio is now: (12 psig + 14.7 PSIa) / 13.7 PSIa = 1.95

Elevation: Higher elevations can have a significant effect on pressure ratio. Turbo speed increases to compensate for increases in altitude. Substitute the actual atmospheric pressure in place of the 14.7 psi in the equations above to give a more accurate calculation. For example, at Denver’s 5000 feet elevation, the atmospheric pressure is typically around 12.4 psia. In this case, the pressure ratio calculation, taking into account the intake depression, is:
(12 psig + 12.4 psia) / (12.4 psia – 1 psig) = 2.14 Compared to the 1.82 pressure ratio calculated originally, this is a big difference.

* Performance results of this product are highly dependent upon your vehicle's modifications and tuning/calibration. Horsepower numbers represented in this catalog are calculated based strictly on choke flow of the compressor map (total turbo capability), which represents the potential flywheel horsepower.

WHAT IS A/R?

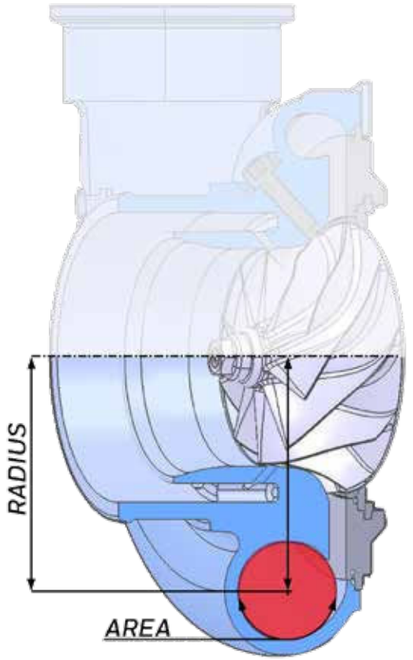
A/R (Area/Radius) describes a geometric characteristic of all compressor and turbine housings. It is defined as the inlet (or, for compressor housings, the discharge) cross-sectional area divided by the radius from the turbo centerline to the centroid of that area.

Compressor A/R - Compressor performance is comparatively insensitive to changes in A/R. Larger A/R housings are sometimes used to optimize performance of low boost applications, and smaller A/R are used for high boost applications. However, as this influence of A/R on compressor performance is minor, there are rarely A/R options available for compressor housings.

Turbine A/R - Turbine performance is greatly affected by changing the A/R of the housing. Using a smaller A/R will increase the exhaust gas velocity into the turbine wheel providing increased turbine power at lower engine speeds and resulting in quicker boost response. The smaller A/R also causes the flow to enter the wheel more tangentially, which reduces the ultimate flow capacity of the turbine wheel. This will increase exhaust backpressure and reduce the engine's ability to breathe effectively at high RPM, adversely affecting peak engine power.

Using a larger A/R will lower exhaust gas velocity, and delay boost response. The flow in a larger A/R housing enters the wheel in a more radial fashion, increasing the wheel's effective flow capacity, resulting in lower backpressure and more power at higher engine speeds.

When deciding between A/R options, be realistic with the intended vehicle use and choose the A/R to bias the performance toward the desired powerband characteristic.



HOW DO I CHOOSE THE RIGHT TURBO

The primary input in determining which turbocharger is appropriate is to have a target horsepower in mind. This should be as realistic as possible for the application. Remember that engine power is generally proportional to air and fuel flow. Once you have a target horsepower identified along with your engine displacement, you begin to hone in on the turbocharger size, which is highly dependent on airflow requirements.

Other important factors include the type of application. An autocross car, for example, requires rapid boost response. A smaller turbocharger or smaller turbine housing would be most suitable for this application. While this will trade off ultimate power due to increased exhaust backpressure at higher engine speeds, boost response of the small turbo will be excellent. Alternatively, on a car dedicated to track days, peak horsepower is a higher priority than low-end torque. Plus, engine speeds tend to be consistently higher. Here, a larger turbocharger or turbine housing will provide reduced backpressure but less-immediate low-end response. This is a welcome tradeoff given the intended operating conditions.

Selecting the turbocharger for your application goes beyond "how much boost" you want to run. Defining your target power level and the primary use for the application are the first steps in enabling your Performance Distributor to select the right turbocharger for you.

To find your local Performance Distributor visit: GarrettMotion.com/Racing-and-Performance/Distributor-Locator/

You can also download our Boost Advisor app for your mobile device. Visit GarrettMotion.com/BoostAdviser/ for more details.

TROUBLESHOOTING

● Probable cause
Not a probable cause

POSSIBLE CAUSES	SYMPTOMS: Engine lacks power	Black smoke	Excessive oil consumption	Blue smoke	Noise	Excessive oil - compressor end	Excessive oil - turbine end	Drag or bind in rotating assembly	Excessive rotating assembly play	Damaged compressor wheel	Damaged turbine wheel	SOLUTION
Dirty air cleaner element	●	●		●	●	●						Clean or replace filter element
Plugged crankcase breathers			●			●	●					Clear obstruction per manufacturer's manual
Air cleaner element missing, leaking, or loose connections to turbo					●			●		●		Replace, repair or reconnect air cleaner element per manufacturer's manual
Collapsed or restricted air pipe before turbocharger	●	●		●	●	●						Inspect pipe for damaged or obstruction, replace or repair
Restricted or damaged crossover pipe - turbo to inlet manifold	●	●			●	●						Inspect pipe for damaged or obstruction, replace or repair
Foreign object between cleaner and turbocharger	●	●			●	●		●	●	●		Inspect air intake piping, remove foreign object
Foreign object in exhaust system (check engine)	●	●			●		●	●	●		●	Inspect exhaust piping only when engine is not running and cold, remove foreign object
Turbocharger flanges, clamp or bolts loose	●	●	●	●	●	●	●	●	●	●	●	Inspect all connecting hardware for damage, ensure tight fits per installation instructions
Inlet manifold cracked, gaskets, loose or missing, connections loose	●	●		●	●	●						Remove and inspect inlet manifold for damage to castings and gaskets, replace if needed
Exhaust manifold cracked, burned, gasket loose, blown or missing	●	●			●							Remove exhaust manifold only when engine is cold and not running and inspect for damage to castings and gaskets, replace if needed
Restricted exhaust system					●							Inspect exhaust system only when engine is cold, not running, remove obstruction
Oil lag at start-up								●	●			Inspect lubrication system lines, filters and oil for obstruction, remove obstruction
Insufficient lubrication								●	●			Inspect lubrication system lines, filters and oil for obstruction, remove obstruction
Lubricating oil contaminated with dirt or other material								●	●			Replace all filters and lubricating oil with new per manufacturer's manual
Improper lubricating oil type used								●	●			Replace lubricating oil with correct grade
Restricted oil feed line						●	●	●	●			Remove and inspect oil line, remove obstruction
Restricted oil drain line			●				●					Remove and inspect oil line, remove obstruction
Turbine housing damaged Or restricted	●	●			●						●	Remove turbine housing, inspect for cracks or wear, replace if needed
Turbocharger seal leakage			●	●		●	●					Inspect for proper oil feed / drain line installation. Contact Garrett distributor for rebuild
Worn journal bearings	●	●	●		●	●	●	●	●	●	●	Contact a Garrett performance distributor or Garrett master distributor
Excessive dirt build-up behind turbine wheel	●	●		●	●	●		●		●	●	Inspect air cleaner element and intake piping for damage or leaks, replace if needed. Clean compressor wheel and housing
Excessive carbon build-up behind compressor housing	●	●		●	●		●	●			●	Inspect crankcase ventilation
Too fast acceleration at initial start									●	●		Decrease acceleration at initial start
Too little warm-up time									●	●		Extend warm-up period
Fuel pump malfunction	●	●										Refer to engine manufacturer's manual and replace if needed
Worn or damaged injectors	●	●										Inspect injectors for damage and replace if needed
Valve timing	●	●										Refer to engine manufacturer's manual and replace if needed
Burned valves	●	●										Refer to engine manufacturer's manual and replace if needed
Worn piston rings	●	●										Refer to engine manufacturer's manual and replace if needed
Burned pistons								●	●			Refer to engine manufacturer's manual and replace if needed
Leaking oil feed line				●			●					Remove and inspect oil line, remove obstruction
Excessive engine pre-oil			●	●		●	●					Refer to engine manufacturer's manual and replace if needed
Excessive engine idle			●	●			●	●			●	Refer to engine manufacturer's manual and replace if needed
Coked or sludged center housing									●			Contact a Garrett performance distributor or Garrett master distributor
Oil pump malfunction			●	●		●	●	●	●	●	●	Refer to engine manufacturer's manual and replace if needed
Oil filter plugged	●	●	●	●	●							Refer to engine manufacturer's manual and replace if needed
Oil bath cleaner: air inlet screen restricted / dirty air cleaner	●	●	●	●	●							Replace air inlet screen
Oil bath air cleaner: oil pull-over / oil viscosity too low or high	●	●	●	●	●							Replace lubricating oil with correct grade
Boost control malfunction: wastegate	●	●	●	●	●	●	●		●	●	●	Inspect for damage, leaks or obstructions; replace or repair if needed
Boost control malfunction: vnt	●	●	●	●	●	●	●		●	●	●	Contact a Garrett performance distributor or Garrett master distributor
Boost control malfunction: engine management system	●	●	●	●	●	●	●		●	●	●	Refer to manufacturer's manual and adjust as needed

Nearly all turbocharger-related problems are the result of a handful of causes. Knowing how to recognize the symptoms of these issues early and link them with causes will help you save downtime and money. The chart above outlines the probable causes and noticeable conditions of the most common turbocharger maladies as well as what you can do to solve them. If a problem falls outside of your mechanical comfort level, contact a Performance Distributor or a Master Distributor for assistance.
www.GarrettMotion.com/Racing-and-Performance/Distributor-Locator/

G SERIES

Garrett G Series turbochargers feature the latest innovations in turbocharger technology. This clean sheet product has our highest performing compressor and turbine aero to date. Countless engineering hours have been spent to create the perfect blend of efficiency and performance in a compact package. Advanced features tailored to meet the demands of hard core competitors making G Series the most powerful turbochargers on the market.



James Houghton | 2nd Place Super Lap Battle COTA | 2:11.811

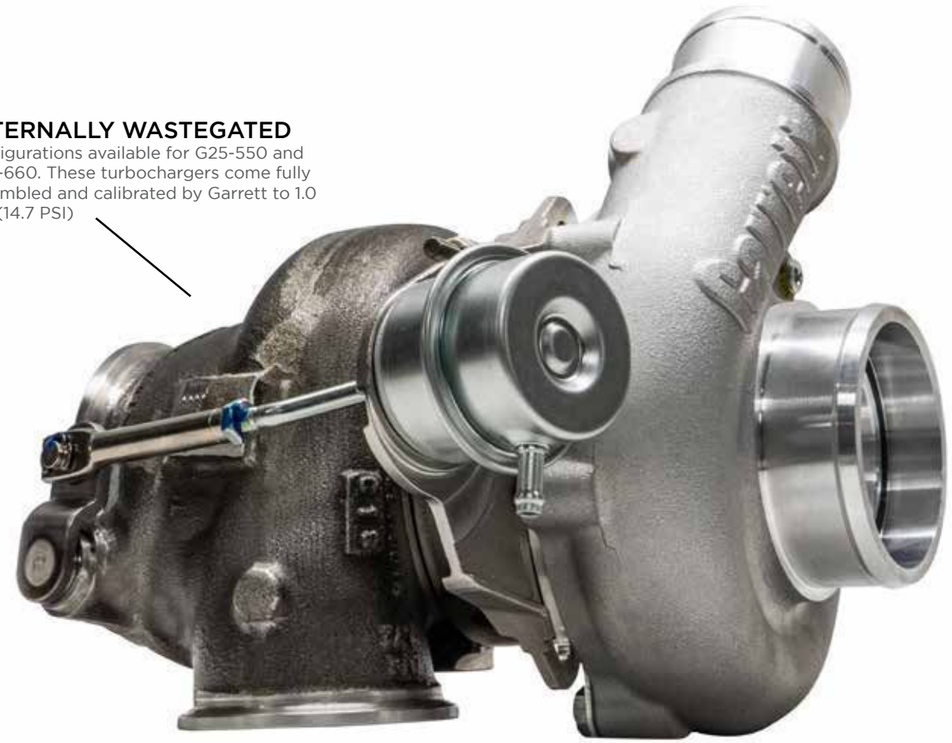
LYFE Motorsport | 1st Place Super Lap Battle COTA | 2:07.181

A TURN AHEAD OF THE COMPETITION



Adam LZ | Garrett G25-660 | Pro-Am Drift

INTERNALLY WASTEGATED
configurations available for G25-550 and G25-660. These turbochargers come fully assembled and calibrated by Garrett to 1.0 bar (14.7 PSI)



TWIN PISTON RINGS
on both sides of the shaft combined with a new oil deflector help reduce oil leakage from the center housing to the compressor and turbine stage.



SEAL PLATE

OIL DEFLECTOR

THRUST SHROUD

BEARING CARTRIDGE
new compact cartridge features ceramic ball bearings resulting in less heat transfer to the oil. Steel bearing cages improve the durability of complete assembly.

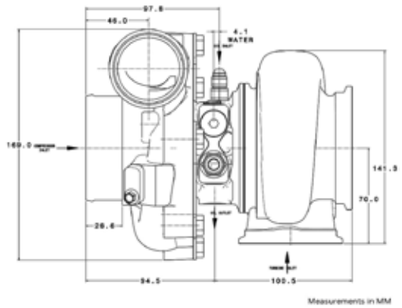


COMPRESSOR WHEEL
forged fully machined with improved aero flows up to 15-30% more air. Lightweight construction and CFD designed and manufactured by Garrett engineers.



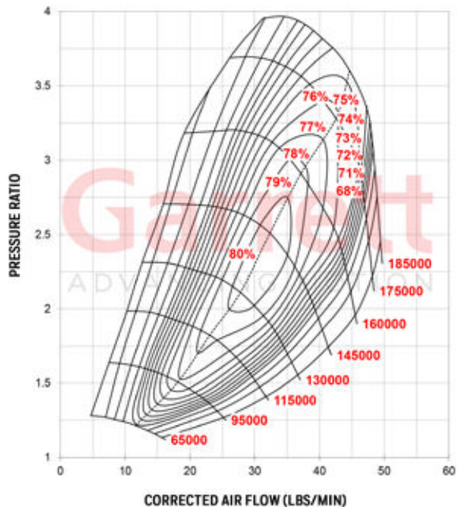
Garrett G25-550

Horsepower: 300 - 550
Displacement: 1.4L - 3.0L





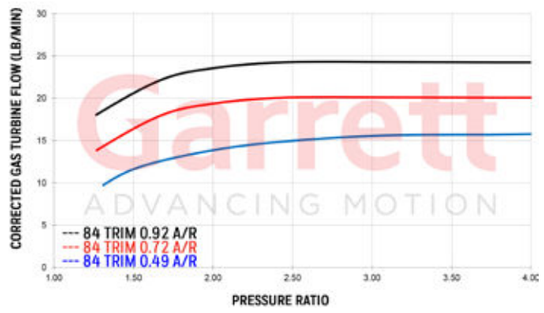
COMPRESSOR MAP



FEATURES:

- G SERIES COMPRESSOR AERODYNAMICS FOR MAXIMUM HP
- G SERIES TURBINE WHEEL AERO WITH IMPROVED EFFICIENCY
- STANDARD AND REVERSE ROTATION CONFIGURATIONS
- TURBINE WHEEL CONSTRUCTED OF MAR-M ALLOY RATED UP TO 1050°C
- FULLY MACHINED SPEED SENSOR AND PRESSURE PORTS
- OIL RESTRICTOR AND WATER FITTINGS INCLUDED

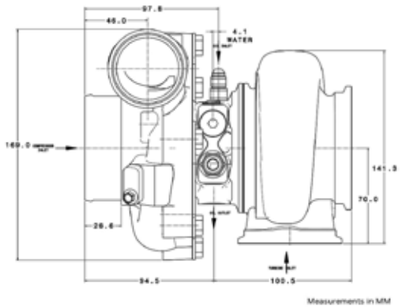
EXHAUST FLOW CHART



G25-550	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
	48mm	60mm	65	0.70	54mm	49mm	84
Standard Rotation	Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	871389-5004S		0.72	V-Band	V-Band	Free Float	N
	871389-5005S		0.92	V-Band	V-Band	Free Float	N
NEW Standard Rotation	Turbo PN		A/R	Inlet	Outlet	Wastegate	Divided
Turbo PN assembled and calibrated by Garrett® to 1.0 bar (14.7PSI).	877895-5001S		0.49	T25	V-Band	Yes	N
	877895-5003S		0.72	V-Band	V-Band	Yes	N
	877895-5004S		0.92	V-Band	V-Band	Yes	N
	877895-5011S		0.92	T4	V-Band	Yes	Y
Reverse Rotation	Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	871390-5004S		0.72	V-Band	V-Band	Free Float	N
	871390-5005S		0.92	V-Band	V-Band	Free Float	N
NEW Reverse Rotation	Turbo PN		A/R	Inlet	Outlet	Wastegate	Divided
Turbo PN assembled and calibrated by Garrett® to 1.0 bar (14.7PSI).	877895-5007S		0.72	V-Band	V-Band	Yes	N
	877895-5008S		0.92	V-Band	V-Band	Yes	N
	877895-5013S		0.92	T4	V-Band	Yes	Y

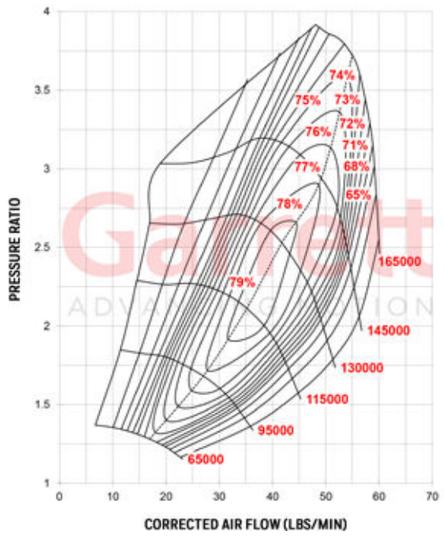
Garrett G25-660

Horsepower: 350 - 660
Displacement: 1.4L - 3.0L





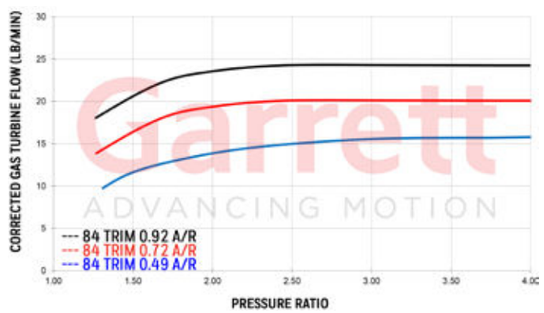
COMPRESSOR MAP



FEATURES:

- G SERIES COMPRESSOR AERODYNAMICS FOR MAXIMUM HP
- G SERIES TURBINE WHEEL AERO WITH IMPROVED EFFICIENCY
- STANDARD AND REVERSE ROTATION CONFIGURATIONS
- TURBINE WHEEL CONSTRUCTED OF MAR-M ALLOY RATED UP TO 1050°C
- FULLY MACHINED SPEED SENSOR AND PRESSURE PORTS
- OIL RESTRICTOR AND WATER FITTINGS INCLUDED

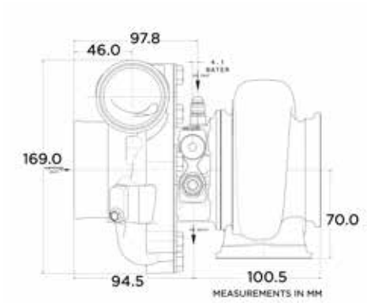
EXHAUST FLOW CHART



G25-660	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
	54mm	67mm	65	0.70	54mm	49mm	84
Standard Rotation	Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	871389-5010S		0.72	V-Band	V-Band	Free Float	N
	871389-5011S		0.92	V-Band	V-Band	Free Float	N
Standard Rotation NEW	Turbo PN		A/R	Inlet	Outlet	Wastegate	Divided
Turbo PN assembled and calibrated by Garrett® to 1.0 bar (14.7PSI).	877895-5002S		0.49	T25	V-Band	Yes	N
	877895-5005S		0.72	V-Band	V-Band	Yes	N
	877895-5006S		0.92	V-Band	V-Band	Yes	N
	877895-5012S		0.92	T4	V-Band	Yes	Y
Reverse Rotation	Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	871390-5010S		0.72	V-Band	V-Band	Free Float	N
	871390-5011S		0.92	V-Band	V-Band	Free Float	N
Reverse Rotation NEW	Turbo PN		A/R	Inlet	Outlet	Wastegate	Divided
Turbo PN assembled and calibrated by Garrett® to 1.0 bar (14.7PSI).	877895-5009S		0.72	V-Band	V-Band	Yes	N
	877895-5010S		0.92	V-Band	V-Band	Yes	N
	877895-5014S		0.92	T4	V-Band	Yes	Y

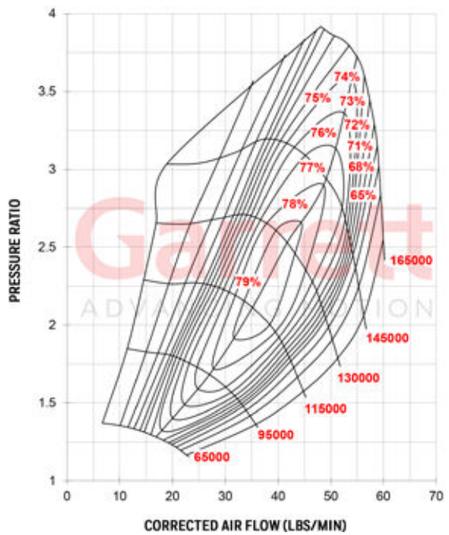
Garrett G30-660 NEW PRODUCT

Horsepower: 350 - 660
Displacement: 2.0L - 3.5L





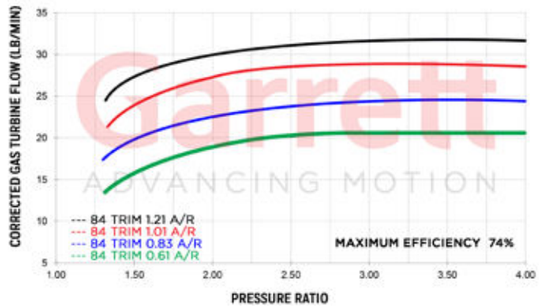
COMPRESSOR MAP



FEATURES:

- G SERIES COMPRESSOR AERODYNAMICS FOR MAXIMUM HP
- G SERIES TURBINE WHEEL AERO WITH IMPROVED EFFICIENCY
- STANDARD AND REVERSE ROTATION CONFIGURATIONS
- TURBINE WHEEL CONSTRUCTED OF MAR-M ALLOY RATED UP TO 1050°C
- FULLY MACHINED SPEED SENSOR AND PRESSURE PORTS
- OIL RESTRICTOR AND WATER FITTINGS INCLUDED

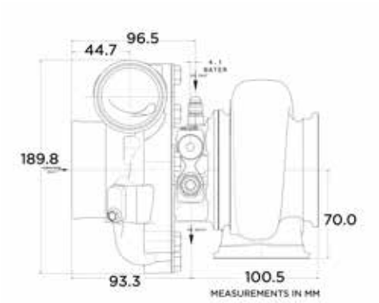
EXHAUST FLOW CHART



G30-660 Reference Data	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
	54mm	67mm	65	0.70	60mm	55mm	84
G30-660 Standard Rotation Supercore PN	Turbine Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
880693-5001S	740902-0086		0.61	V-Band	V-Band	Free Float	N
	740902-0087		0.83	V-Band	V-band	Free Float	N
	740902-0088		1.01	V-Band	V-band	Free Float	N
	740902-0089		1.21	V-Band	V-band	Free Float	N
G30-660 Reverse Rotation Supercore PN	Turbine Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
880694-5001S	740902-0096		0.61	V-Band	V-Band	Free Float	N
	740902-0097		0.83	V-Band	V-band	Free Float	N
	740902-0098		1.01	V-Band	V-band	Free Float	N
	740902-0099		1.21	V-Band	V-band	Free Float	N

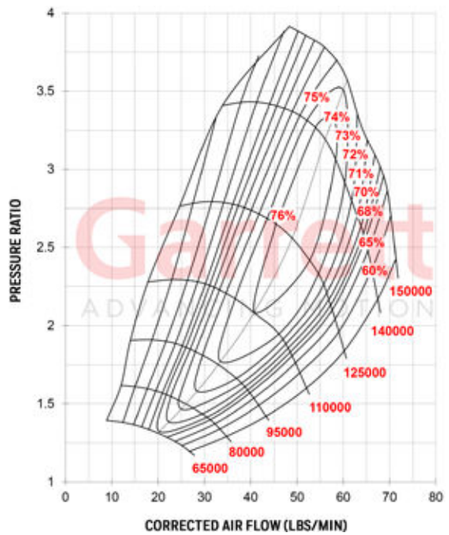
Garrett G30-770 NEW PRODUCT

Horsepower: 475 - 770
Displacement: 2.0L - 3.5L





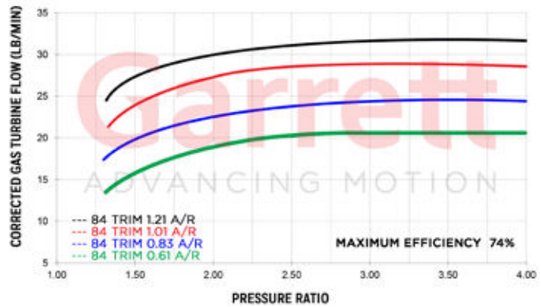
COMPRESSOR MAP



FEATURES:

- G SERIES COMPRESSOR AERODYNAMICS FOR MAXIMUM HP
- G SERIES TURBINE WHEEL AERO WITH IMPROVED EFFICIENCY
- STANDARD AND REVERSE ROTATION CONFIGURATIONS
- TURBINE WHEEL CONSTRUCTED OF MAR-M ALLOY RATED UP TO 1050°C
- FULLY MACHINED SPEED SENSOR AND PRESSURE PORTS
- OIL RESTRICTOR AND WATER FITTINGS INCLUDED

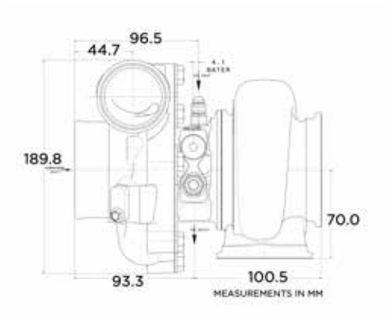
EXHAUST FLOW CHART



G30-770 Reference Data	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
	58mm	71mm	65	0.72	60mm	55mm	84
G30-770 Standard Rotation Supercore PN	Turbine Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
880693-5002S	740902-0086		0.61	V-Band	V-Band	Free Float	N
	740902-0087		0.83	V-Band	V-band	Free Float	N
	740902-0088		1.01	V-Band	V-band	Free Float	N
	740902-0089		1.21	V-Band	V-band	Free Float	N
G30-770 Reverse Rotation Supercore PN	Turbine Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
880694-5002S	740902-0096		0.61	V-Band	V-Band	Free Float	N
	740902-0097		0.83	V-Band	V-band	Free Float	N
	740902-0098		1.01	V-Band	V-band	Free Float	N
	740902-0099		1.21	V-Band	V-band	Free Float	N

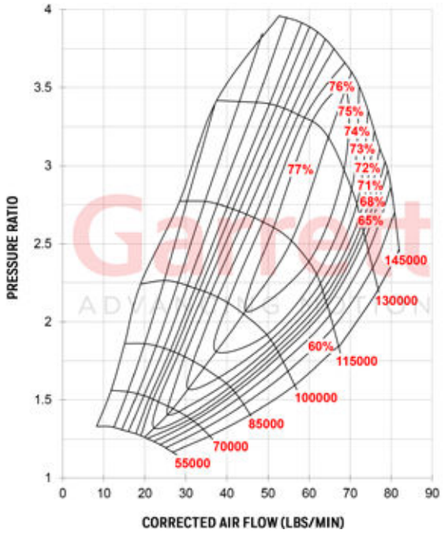
Garrett® G30-900 NEW PRODUCT

Horsepower: 550 - 900
Displacement: 2.0L - 3.5L





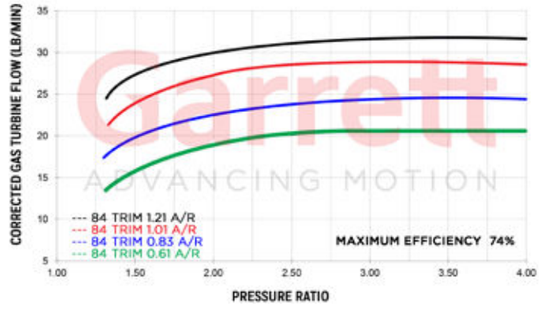
COMPRESSOR MAP



FEATURES:

- G SERIES COMPRESSOR AERODYNAMICS FOR MAXIMUM HP
- G SERIES TURBINE WHEEL AERO WITH IMPROVED EFFICIENCY
- STANDARD AND REVERSE ROTATION CONFIGURATIONS
- TURBINE WHEEL CONSTRUCTED OF MAR-M ALLOY RATED UP TO 1050°C
- FULLY MACHINED SPEED SENSOR AND PRESSURE PORTS
- OIL RESTRICTOR AND WATER FITTINGS INCLUDED

EXHAUST FLOW CHART

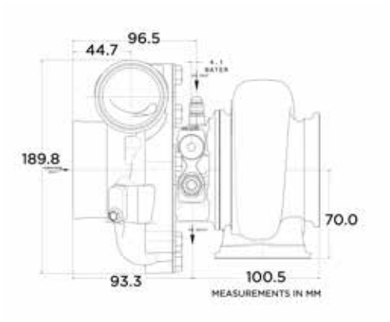


G30-900 Reference Data	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
	62mm	76mm	65	0.72	60mm	55mm	84
G30-900 Standard Rotation Supercore PN	Turbine Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
880693-5003S	740902-0086		0.61	V-Band	V-Band	Free Float	N
	740902-0087		0.83	V-Band	V-band	Free Float	N
	740902-0088		1.01	V-Band	V-band	Free Float	N
	740902-0089		1.21	V-Band	V-band	Free Float	N
G30-900 Reverse Rotation Supercore PN	Turbine Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
880694-5003S	740902-0096		0.61	V-Band	V-Band	Free Float	N
	740902-0097		0.83	V-Band	V-band	Free Float	N
	740902-0098		1.01	V-Band	V-band	Free Float	N
	740902-0099		1.21	V-Band	V-band	Free Float	N

*Additional turbine housing options coming soon. Please check GarrettMotion.com for latest updates.

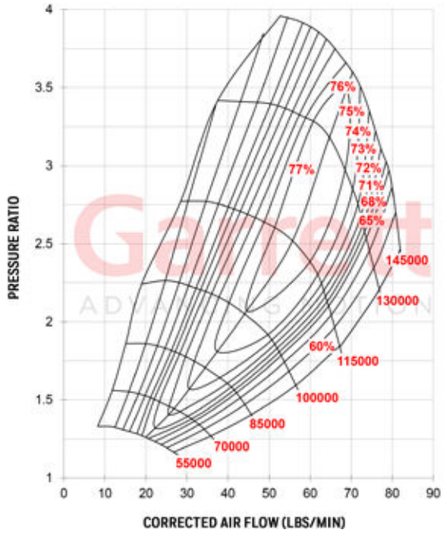
Garrett® G35-900 NEW PRODUCT

Horsepower: 550 - 900
Displacement: 2.5L - 5.5L





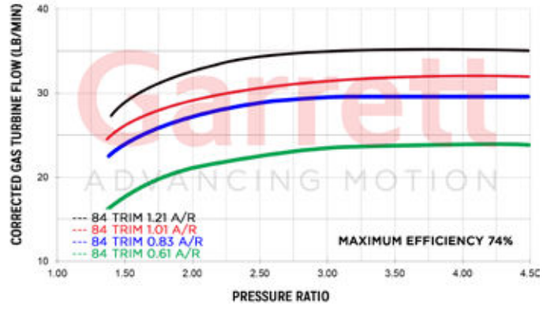
COMPRESSOR MAP



FEATURES:

- G SERIES COMPRESSOR AERODYNAMICS FOR MAXIMUM HP
- G SERIES TURBINE WHEEL AERO WITH IMPROVED EFFICIENCY
- STANDARD AND REVERSE ROTATION CONFIGURATIONS
- TURBINE WHEEL CONSTRUCTED OF MAR-M ALLOY RATED UP TO 1050°C
- FULLY MACHINED SPEED SENSOR AND PRESSURE PORTS
- OIL RESTRICTOR AND WATER FITTINGS INCLUDED

EXHAUST FLOW CHART

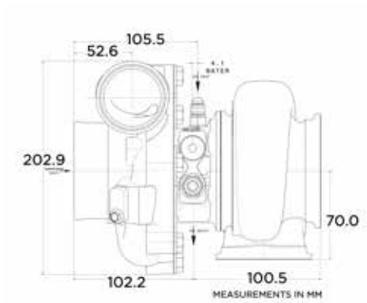


G35-900 Reference Data	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
	62mm	76mm	65	0.72	68mm	62mm	84
G35-900 Standard Rotation Supercore PN	Turbine Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
880695-5001S	740902-0102		0.61	V-Band	V-Band	Free Float	N
	740902-0103		0.83	V-Band	V-band	Free Float	N
	740902-0104		1.01	V-Band	V-band	Free Float	N
	740902-0105		1.21	V-Band	V-band	Free Float	N
G35-900 Reverse Rotation Supercore PN	Turbine Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
880696-5001S	740902-0112		0.61	V-Band	V-Band	Free Float	N
	740902-0113		0.83	V-Band	V-band	Free Float	N
	740902-0114		1.01	V-Band	V-band	Free Float	N
	740902-0115		1.21	V-Band	V-band	Free Float	N

*Additional turbine housing options coming soon. Please check GarrettMotion.com for latest updates.

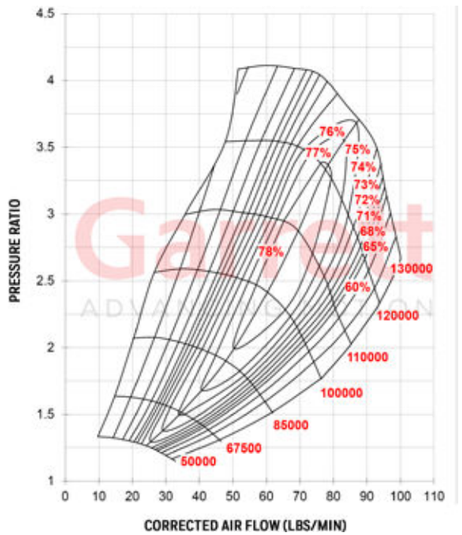
Garrett® G35-1050 NEW PRODUCT

Horsepower: 700 - 1050
Displacement: 2.5L - 5.5L





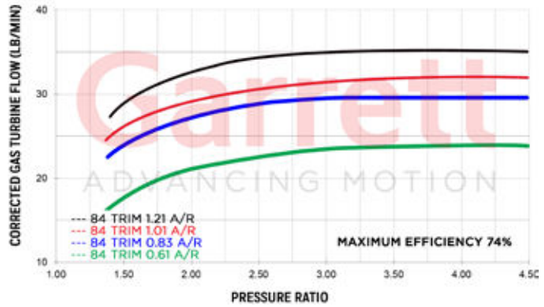
COMPRESSOR MAP



FEATURES:

- G SERIES COMPRESSOR AERODYNAMICS FOR MAXIMUM HP
- G SERIES TURBINE WHEEL AERO WITH IMPROVED EFFICIENCY
- STANDARD AND REVERSE ROTATION CONFIGURATIONS
- TURBINE WHEEL CONSTRUCTED OF MAR-M ALLOY RATED UP TO 1050°C
- FULLY MACHINED SPEED SENSOR AND PRESSURE PORTS
- OIL RESTRICTOR AND WATER FITTINGS INCLUDED

EXHAUST FLOW CHART

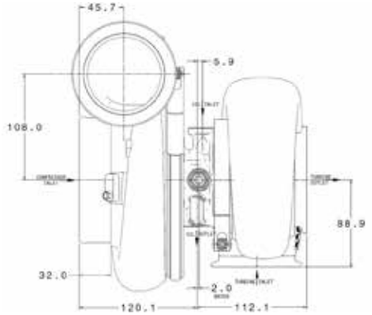


G35-1050 Reference Data	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
	68mm	84mm	65	0.75	68mm	62mmm	84
G35-1050 Standard Rotation Supercore PN	Turbine Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
880695-5002S	740902-0102		0.61	V-Band	V-Band	Free Float	N
	740902-0103		0.83	V-Band	V-band	Free Float	N
	740902-0104		1.01	V-Band	V-band	Free Float	N
	740902-0105		1.21	V-Band	V-band	Free Float	N
G35-1050 Reverse Rotation Supercore PN	Turbine Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
880696-5002S	740902-0112		0.61	V-Band	V-Band	Free Float	N
	740902-0113		0.83	V-Band	V-band	Free Float	N
	740902-0114		1.01	V-Band	V-band	Free Float	N
	740902-0115		1.21	V-Band	V-band	Free Float	N

*Additional turbine housing options coming soon. Please check GarrettMotion.com for latest updates.

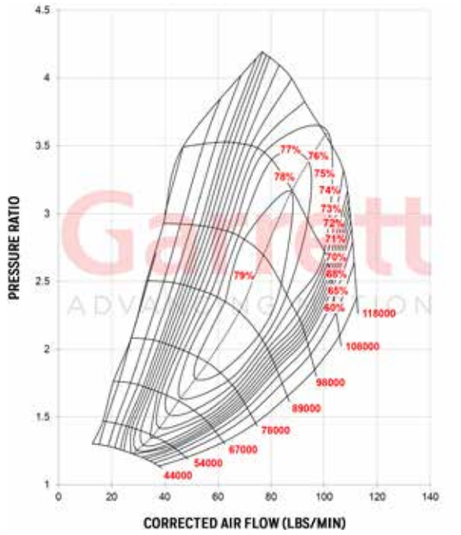
Garrett® G42-1200 NEW PRODUCT

Horsepower: 475 - 1200
Displacement: 2.0L - 7.0L





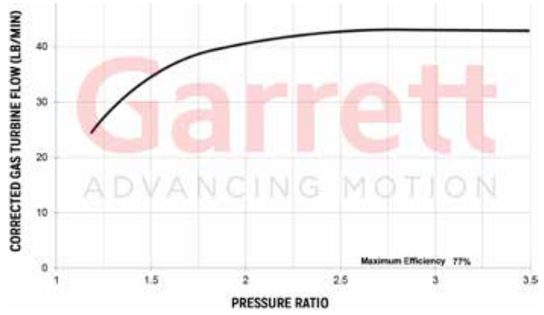
COMPRESSOR MAP



FEATURES:

- GARRETT® G SERIES COMPRESSOR AERODYNAMICS FOR MAXIMUM HP
- FULLY MACHINED SPEED SENSOR AND PRESSURE PORTS
- NEW TURBINE WHEEL AERO FOR INCREASED EFFICIENCY AND FLOW
- STAINLESS STEEL TURBINE HOUSINGS
- WATER FITTINGS INCLUDED

EXHAUST FLOW CHART

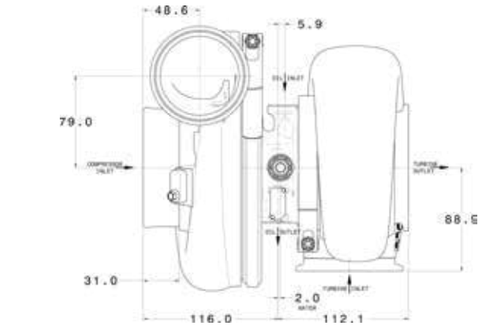


G42-1200	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
	73mm	91mm	65	0.85	82mm	75mm	84
Standard Rotation	Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	879779-5007S		1.01	V-Band	V-Band	Free Float	N
	879779-5008S		1.15	V-Band	V-Band	Free Float	N
	879779-5009S		1.28	V-Band	V-Band	Free Float	N
	879779-5010S		1.01	T4	V-Band	Free Float	Y
	879779-5011S		1.15	T4	V-Band	Free Float	Y
	879779-5012S		1.28	T4	V-Band	Free Float	Y

Garrett® G42-1200 Compact

NEW PRODUCT

Horsepower: 475 - 1200
Displacement: 2.0L - 7.0L

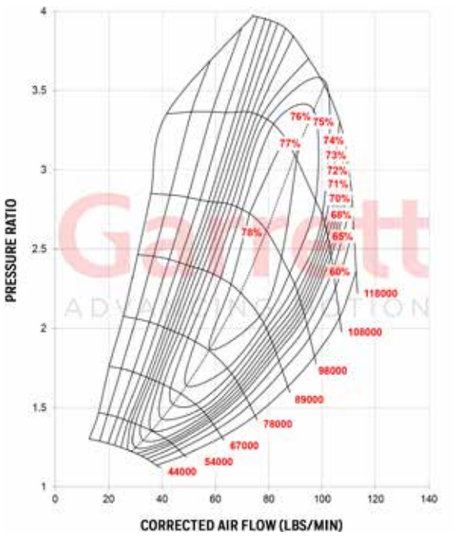




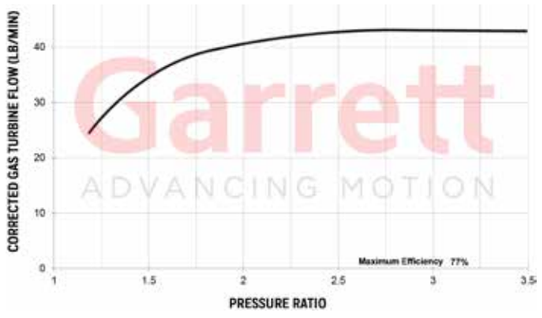
FEATURES:

- GARRETT® G SERIES COMPRESSOR AERODYNAMICS FOR MAXIMUM HP
- FULLY MACHINED SPEED SENSOR AND PRESSURE PORTS
- NEW TURBINE WHEEL AERO FOR INCREASED EFFICIENCY AND FLOW
- STAINLESS STEEL TURBINE HOUSINGS
- WATER FITTINGS INCLUDED

COMPRESSOR MAP



EXHAUST FLOW CHART

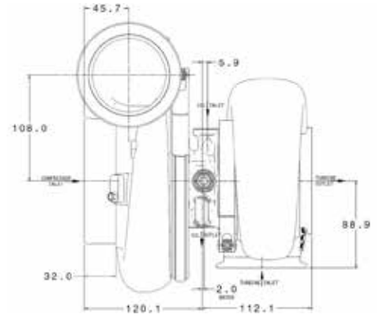


G42-1200 Compact	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
	73mm	91mm	65	0.90	82mm	75mm	84
Standard Rotation	Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	879779-5001S		1.01	V-Band	V-Band	Free Float	N
	879779-5002S		1.15	V-Band	V-Band	Free Float	N
	879779-5003S		1.28	V-Band	V-Band	Free Float	N
	879779-5004S		1.01	T4	V-Band	Free Float	Y
	879779-5005S		1.15	T4	V-Band	Free Float	Y
	879779-5006S		1.28	T4	V-Band	Free Float	Y

Garrett® G42-1450

NEW PRODUCT

Horsepower: 525 - 1450
Displacement: 2.0L - 8.0L

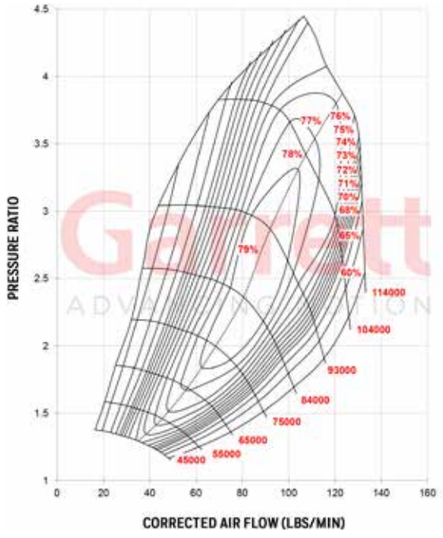




FEATURES:

- GARRETT® G SERIES COMPRESSOR AERODYNAMICS FOR MAXIMUM HP
- FULLY MACHINED SPEED SENSOR AND PRESSURE PORTS
- NEW TURBINE WHEEL AERO FOR INCREASED EFFICIENCY AND FLOW
- STAINLESS STEEL TURBINE HOUSINGS
- WATER FITTINGS INCLUDED

COMPRESSOR MAP



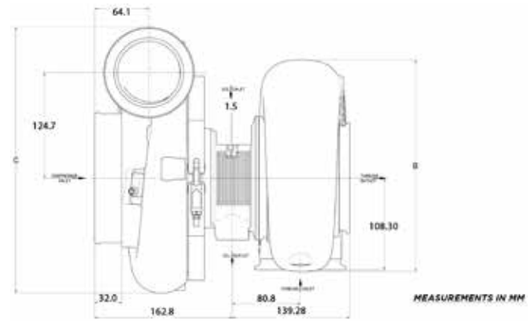
EXHAUST FLOW CHART



G42-1450	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
	79mm	98mm	65	0.85	82mm	75mm	84
Standard Rotation	Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	879779-5013S		1.01	V-Band	V-Band	Free Float	N
	879779-5014S		1.15	V-Band	V-Band	Free Float	N
	879779-5015S		1.28	V-Band	V-Band	Free Float	N
	879779-5016S		1.01	T4	V-Band	Free Float	Y
	879779-5017S		1.15	T4	V-Band	Free Float	Y
	879779-5018S		1.28	T4	V-Band	Free Float	Y

Garrett® G57-3000 NEW PRODUCT

Horsepower: 1400 - 3000
Displacement: 3.0L - 12.0L

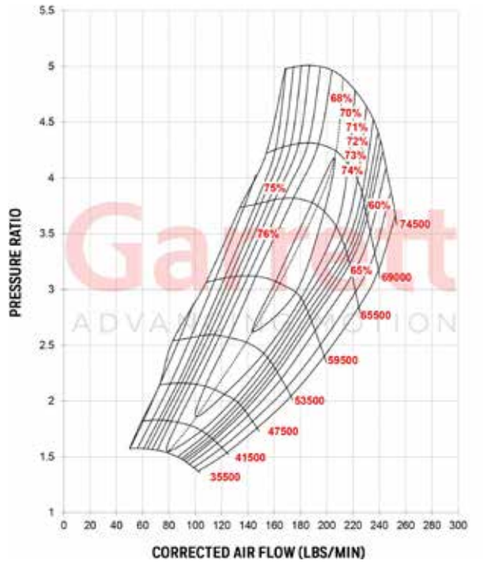




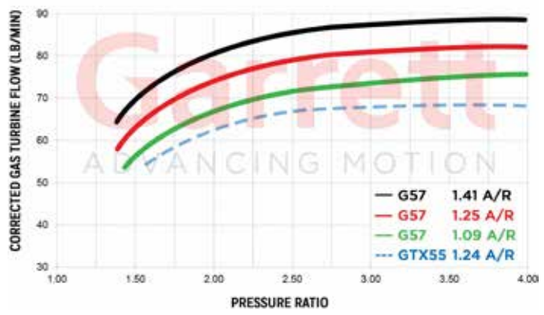
FEATURES:

- 88MM, 94MM, 98MM, 102MM, 106MM COMPRESSOR OPTIONS
- 118MM INDUCER TURBINE WHEEL
- 28% MORE TURBINE FLOW (COMPARED TO GTX) SEE GRAPH BELOW
- STAINLESS STEEL TURBINE HOUSINGS
- ONE-PIECE ALUMINUM CENTER HOUSING
- 16MM DUAL CERAMIC BALL BEARING CARTRIDGE
- OUTLINE INTERCHANGEABLE WITH GTX GEN II TURBOS
- STAINLESS STEEL TURBINE KIT SOLD INDIVIDUALLY. 1.09 A/R, 1.25 A/R, 1.41 A/R

COMPRESSOR MAP



EXHAUST FLOW CHART



Super Core PN	Compressor				Turbine		
	Model	Inducer	Exducer	A/R	Inducer	Exducer	Trim
880547-5008S	G57-2000	88mm	133mm	0.88	118mm	112mm	90
880547-5009S	G57-2350	94mm	133mm	0.96	118mm	112mm	90
880547-5010S	G57-2550	98mm	133mm	0.96	118mm	112mm	90
880547-5006S	G57-2750	102mm	144mm	0.96	118mm	112mm	90
880547-5007S	G57-3000	106mm	144mm	0.96	118mm	112mm	90

Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Stainless	Divided	Trim
761208-0066	1.09	V-Band	V-Band	Free Float	Y	N	90
761208-0067	1.25	V-Band	V-Band	Free Float	Y	N	90
761208-0068	1.41	V-Band	V-Band	Free Float	Y	N	90

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GTX SERIES

Garrett GTX Series turbochargers are designed specifically for the hard-core enthusiast who wants optimal performance. The forged fully-machined billet aluminum compressor wheels feature next generation aerodynamics that provides a larger horsepower range and maximize boost response. Ported shroud compressor housings increase surge resistance and provide reliable, continuous power throughout the power band.

A dual ceramic ball bearing cartridge prolongs the lifespan and improves shaft balance. The water cooled CHRA keeps housing temperatures to a minimum. The turbine wheel is constructed from Inconel, a super alloy that maintains strength during prolonged exposure to high exhaust gas temperatures.

Turbine kits are offered in open volute and twin scroll, and a variety of A/R and flange configurations. GTX Series turbochargers are used by today's top motorsports teams and are ready to boost you to the podium or wherever your destination may be.

GEN II PRODUCT UPDATES

UPDATED FEATURES ON SELECT GTX TURBOCHARGERS





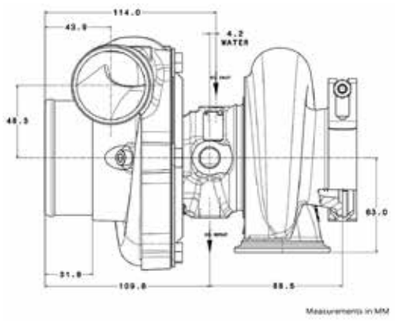


GEN II COMPRESSOR AERODYNAMICS FOR INCREASED HORSEPOWER RANGE (GTX28/30/35/55)
FULLY MACHINED SPEED SENSOR PORT FOR DATA ACQUISITION (GTX28/30/35/47/50/55)
LIGHTWEIGHT ALUMINUM BACKPLATE FOR WEIGHT REDUCTION (GTX47/50/55)

JC Meynet | GTX3582R Gen II | Global Time Attack

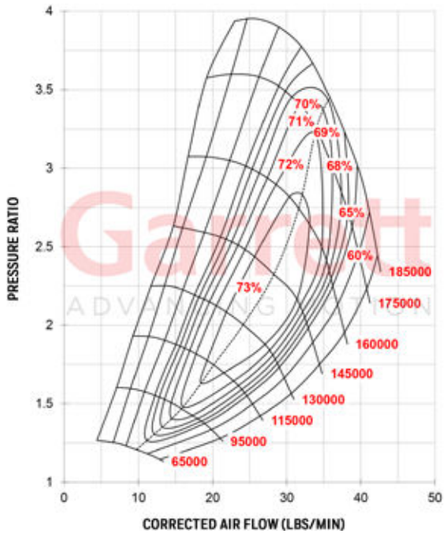
Garrett GTX2860R GEN II

Horsepower: 200 - 475
Displacement: 1.4L - 2.5L





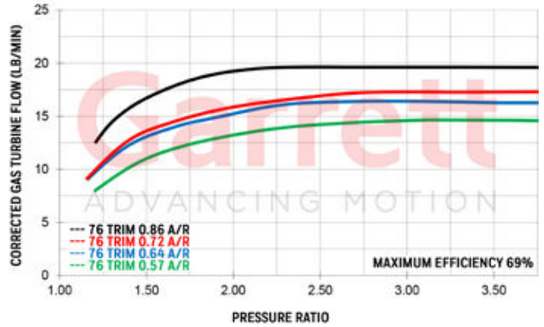
COMPRESSOR MAP



FEATURES:

- GEN 2 AERODYNAMICS FEATURE INCREASED HORSEPOWER RANGE
- IMPROVED PORTED SHROUD DESIGN FOR SURGE RESISTANCE
- NEW FULLY MACHINED SPEED SENSOR PORT. DETAILS ON PG. 72
- WASTEGATE ACTUATORS & BRACKET KIT AVAILABLE ON PG. 73
- SOLD AS ASSEMBLY KITS (SUPER CORE + TURBINE HSG)

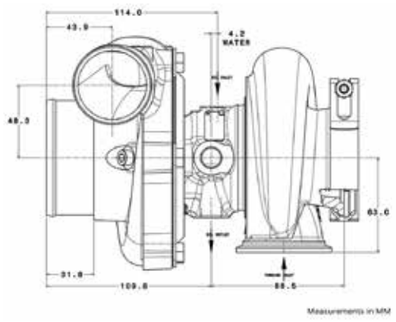
EXHAUST FLOW CHART



GTX2860R Gen II	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
	46mm	60mm	58	0.60	54mm	47mm	76
Notes:	Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	856800-5003S		0.64	T25	5 bolt	Wastegated	N
	856800-5004S		0.86	T25	5 bolt	Wastegated	N
	856800-5001S		0.57	V-Band	V-Band	Free Float	N
	856800-5002S		0.72	V-Band	V-Band	Free Float	N

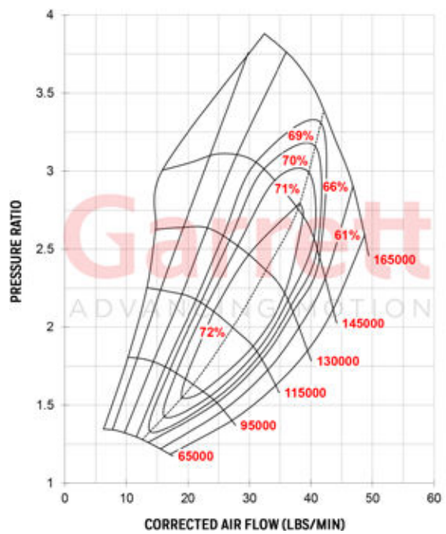
Garrett GTX2867R GEN II

Horsepower: 275 - 550
Displacement: 1.4L - 2.5L





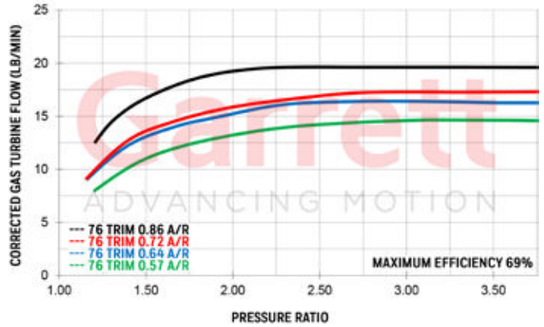
COMPRESSOR MAP



FEATURES:

- GEN 2 AERODYNAMICS FEATURE INCREASED HORSEPOWER RANGE
- IMPROVED PORTED SHROUD DESIGN FOR SURGE RESISTANCE
- NEW FULLY MACHINED SPEED SENSOR PORT. DETAILS ON PG. 72
- WASTEGATE ACTUATORS & BRACKET KIT AVAILABLE ON PG. 73
- SOLD AS ASSEMBLY KITS (SUPER CORE + TURBINE HSG)

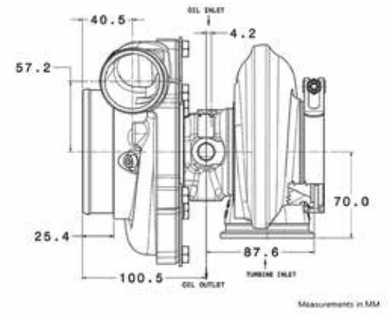
EXHAUST FLOW CHART



GTX2867R Gen II	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
	50mm	67mm	55	0.60	54mm	47mm	76
Notes:	Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	856800-5007S		0.64	T25	5 bolt	Wastegated	N
	856800-5008S		0.86	T25	5 bolt	Wastegated	N
	856800-5005S		0.57	V-Band	V-Band	Free Float	N
	856800-5006S		0.72	V-Band	V-Band	Free Float	N

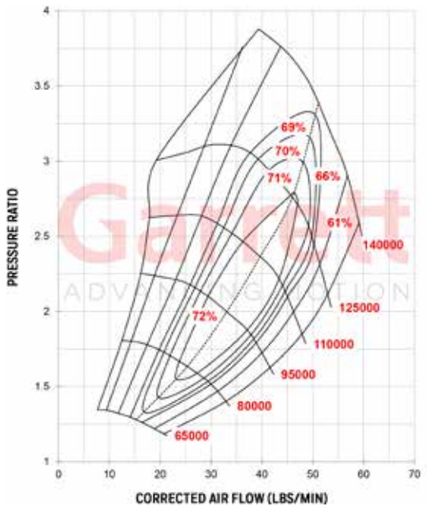
Garrett GTX3071R GEN II

Horsepower: 340 - 675
Displacement: 1.8L - 3.0L





COMPRESSOR MAP

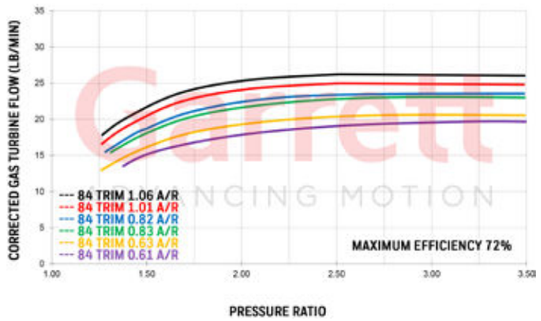


FEATURES:

- GEN 2 AERODYNAMICS FEATURE INCREASED HORSEPOWER RANGE
- NEW FULLY MACHINED SPEED SENSOR PORT. DETAILS ON PG. 72
- WASTEGATE ACTUATORS & BRACKET KIT AVAILABLE ON PG. 73
- SOLD AS ASSEMBLY KITS (SUPER CORE + TURBINE HSG)
- REVERSE ROTATION CONFIGURATIONS AVAILABLE

*WASTEGATED TURBINE BOLTS & CLAMPS SEE PG. 73

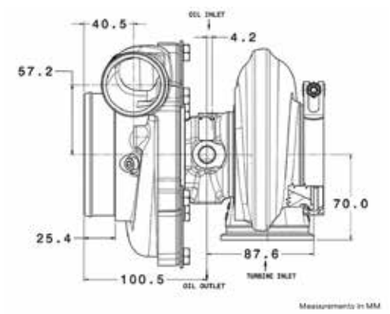
EXHAUST FLOW CHART



GTX3071R Gen II	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
	54mm	71mm	58	0.60	60mm	55mm	84
Standard Rotation	Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	856801-5006S		0.63	T3	V-Band	Free Float	N
	856801-5005S		0.82	T3	V-Band	Free Float	N
	856801-5004S		1.06	T3	V-Band	Free Float	N
	856801-5018S		0.61	V-Band	V-Band	Free Float	N
	856801-5017S		0.83	V-Band	V-Band	Free Float	N
	856801-5016S		1.01	V-Band	V-Band	Free Float	N
Wastegated turbine kit does not include bolts, clamps, gasket or actuator	856801-5021S		0.63	T3	5 bolt	Wastegated	N
	856801-5020S		0.82	T3	5 bolt	Wastegated	N
	856801-5019S		1.06	T3	5 bolt	Wastegated	N
Reverse Rotation	Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	856802-5001S		0.61	V-Band	V-Band	Free Float	N
	856802-5002S		0.83	V-Band	V-Band	Free Float	N
	856802-5003S		1.01	V-Band	V-Band	Free Float	N

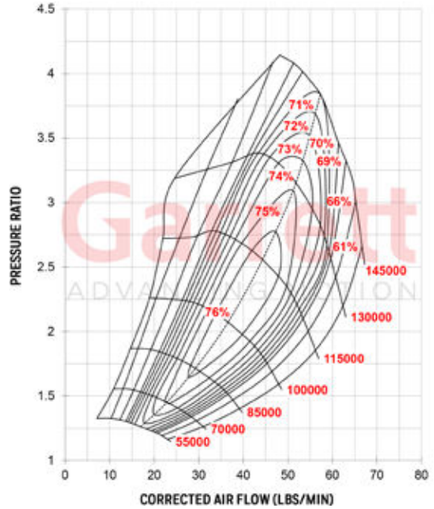
Garrett GTX3076R GEN II

Horsepower: 400 - 750
Displacement: 1.8L - 3.0L





COMPRESSOR MAP

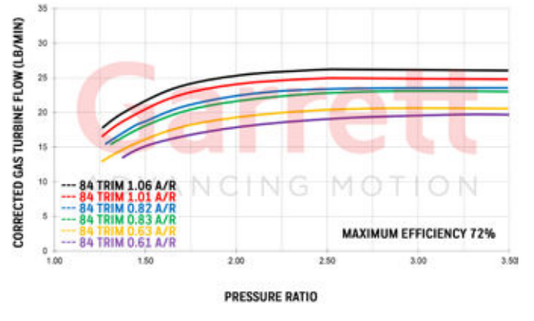


FEATURES:

- GEN 2 AERODYNAMICS FEATURE INCREASED HORSEPOWER RANGE
- NEW FULLY MACHINED SPEED SENSOR PORT. DETAILS ON PG. 72
- WASTEGATE ACTUATORS & BRACKET KIT AVAILABLE ON PG. 73
- SOLD AS ASSEMBLY KITS (SUPER CORE + TURBINE KIT)
- ZREVERSE ROTATION OPTIONS AVAILABLE

*WASTEGATED TURBINE BOLTS & CLAMPS SEE PG. 73

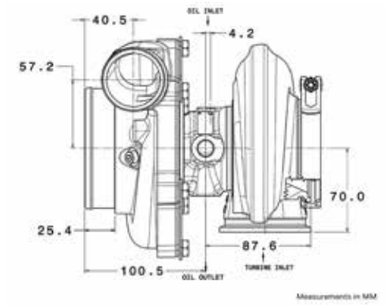
EXHAUST FLOW CHART



GTX3076R Gen II	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
	58mm	76mm	58	0.60	60mm	55mm	84
Standard Rotation	Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	856801-5027S		0.63	T3	V-Band	Free Float	N
	856801-5026S		0.82	T3	V-Band	Free Float	N
	856801-5025S		1.06	T3	V-Band	Free Float	N
	856801-5039S		0.61	V-Band	V-Band	Free Float	N
	856801-5038S		0.83	V-Band	V-Band	Free Float	N
	856801-5037S		1.01	V-Band	V-Band	Free Float	N
Wastegated Turbine Assembly does not include bolts, clamps, gasket or actuator	856801-5042S		0.63	T3	5 bolt	Wastegated	N
	856801-5041S		0.82	T3	5 bolt	Wastegated	N
	856801-5040S		1.06	T3	5 bolt	Wastegated	N
Reverse Rotation	Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	856802-5004S		0.61	V-Band	V-Band	Free Float	N
	856802-5005S		0.83	V-Band	V-Band	Free Float	N
	856802-5006S		1.01	V-Band	V-Band	Free Float	N

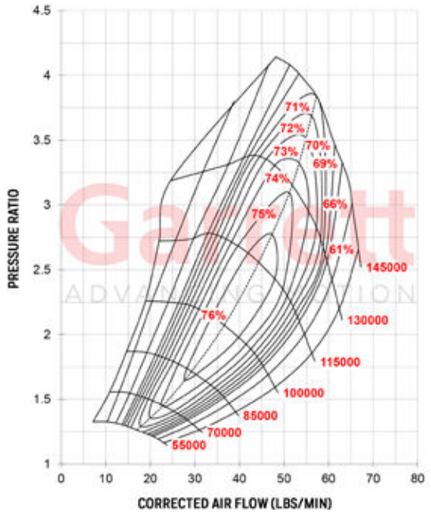
Garrett GTX3576R GEN II

Horsepower: 400 - 750
Displacement: 2.0L- 4.5L





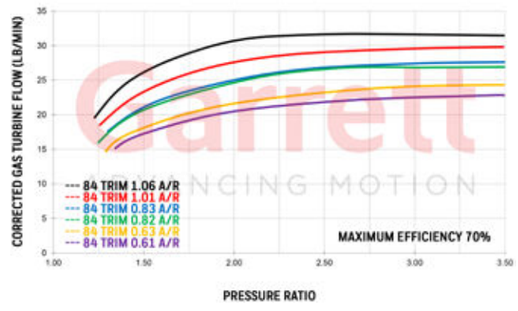
COMPRESSOR MAP



FEATURES:

- GEN 2 AERODYNAMICS FEATURE INCREASED HORSEPOWER RANGE
- NEW FULLY MACHINED SPEED SENSOR PORT. DETAILS ON PG. 72
- SOLD AS ASSEMBLY KITS (SUPER CORE + TURBINE KIT)
- REVERSE ROTATION OPTIONS AVAILABLE

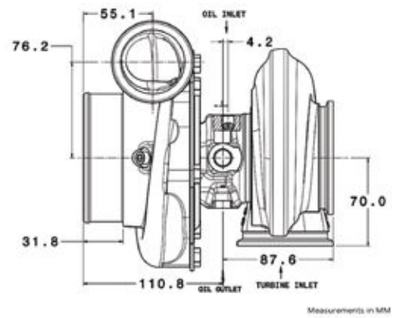
EXHAUST FLOW CHART



GTX3576R Gen II	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
	58mm	76mm	58	0.60	68mm	62mm	84
Standard Rotation	Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	856801-5048S		0.63	T3	V-Band	Free Float	N
	856801-5047S		0.82	T3	V-Band	Free Float	N
	856801-5046S		1.06	T3	V-Band	Free Float	N
	856801-5051S		0.63	T4	V-Band	Free Float	N
	856801-5050S		0.82	T4	V-Band	Free Float	N
	856801-5049S		1.06	T4	V-Band	Free Float	N
	856801-5060S		0.61	V-Band	V-Band	Free Float	N
	856801-5059S		0.83	V-Band	V-Band	Free Float	N
	856801-5058S		1.01	V-Band	V-Band	Free Float	N
Reverse Rotation	Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	856803-5001S		0.61	V-Band	V-Band	Free Float	N
	856803-5002S		0.83	V-Band	V-Band	Free Float	N
	856803-5003S		1.01	V-Band	V-Band	Free Float	N

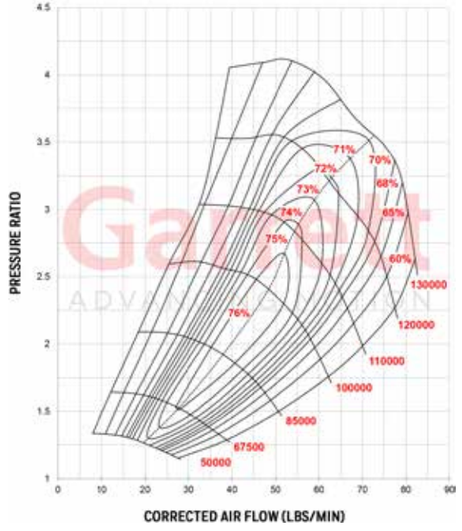
Garrett GTX3582R GEN II

Horsepower: 450 - 900
Displacement: 2.0L - 4.5L





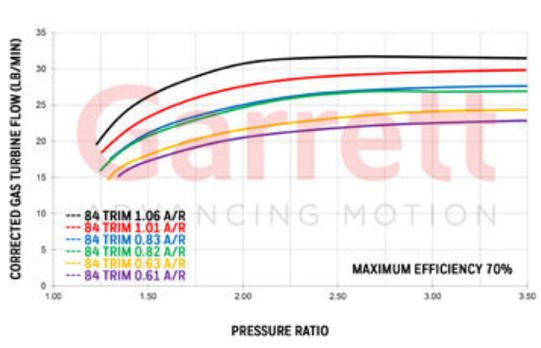
COMPRESSOR MAP



FEATURES:

- GEN 2 AERODYNAMICS FEATURE INCREASED HORSEPOWER RANGE
- NEW FULLY-MACHINED SPEED SENSOR PORT. DETAILS ON PG. 72
- SOLD AS ASSEMBLY KITS (SUPER CORE + TURBINE KIT)
- REVERSE ROTATION OPTIONS AVAILABLE

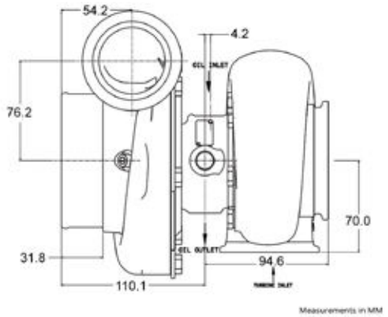
EXHAUST FLOW CHART



GTX3582R Gen II	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
	66mm	82mm	64	0.70	68mm	62mm	84
Standard Rotation	Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	856801-5069S		0.63	T3	V-Band	Free Float	N
	856801-5068S		0.82	T3	V-Band	Free Float	N
	856801-5067S		1.06	T3	V-Band	Free Float	N
	856801-5072S		0.63	T4	V-Band	Free Float	N
	856801-5071S		0.82	T4	V-Band	Free Float	N
	856801-5070S		1.06	T4	V-Band	Free Float	N
	856801-5081S		0.61	V-Band	V-Band	Free Float	N
	856801-5080S		0.83	V-Band	V-Band	Free Float	N
	856801-5079S		1.01	V-Band	V-Band	Free Float	N
Reverse Rotation	Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	856803-5004S		0.61	V-Band	V-Band	Free Float	N
	856803-5005S		0.83	V-Band	V-Band	Free Float	N
	856803-5006S		1.01	V-Band	V-Band	Free Float	N

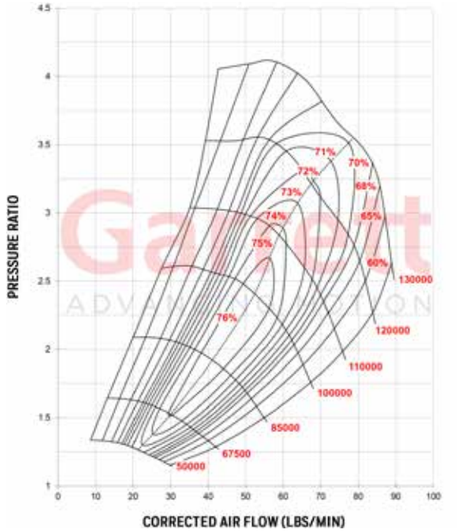
Garrett GTX3584RS

Horsepower: 550 - 1000
Displacement: 2.0L - 5.5L





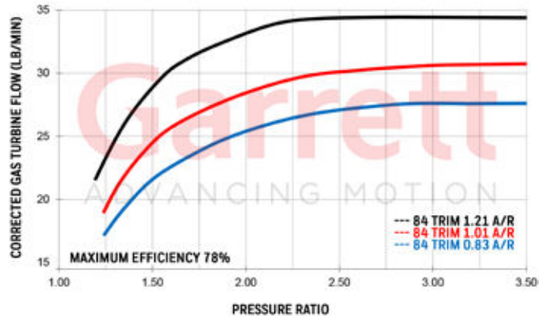
COMPRESSOR MAP



FEATURES:

- GEN 2 AERODYNAMICS FEATURE INCREASED HORSEPOWER RANGE
- "RS" HIGH FLOWING TURBINE WHEEL
- COMPACT DESIGN FOR TIGHT INSTALLATIONS
- NEW FULLY-MACHINED SPEED SENSOR PORT. DETAILS ON PG. 72
- SOLD AS ASSEMBLY KITS (SUPER CORE + TURBINE KIT)
- COMP OUTLET AVAILABLE IN V-BAND & HOSE CONNECTION

EXHAUST FLOW CHART

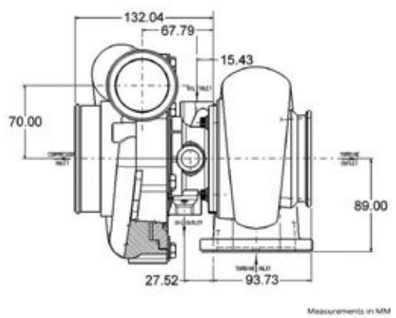


GTX3584RS	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
	67mm	84mm	64	0.72	68mm	62mm	84
Notes:	Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
Hose Bead Compressor Outlet	856804-5001S		0.83	V-Band	V-Band	Free Float	N
	856804-5002S		1.01	V-Band	V-Band	Free Float	N
	856804-5003S		1.21	V-Band	V-Band	Free Float	N
V-Band Compressor Outlet	856804-5004S		0.83	V-Band	V-Band	Free Float	N
	856804-5005S		1.01	V-Band	V-Band	Free Float	N
	856804-5006S		1.21	V-Band	V-Band	Free Float	N

*GTX3584 turbine housings not compatible with other GT/GTX35 housings

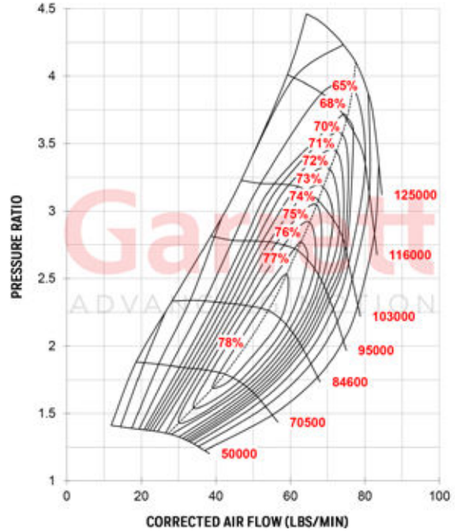
Garrett GTX4088R

Horsepower: 460 - 850
Displacement: 2.0L - 6.0L





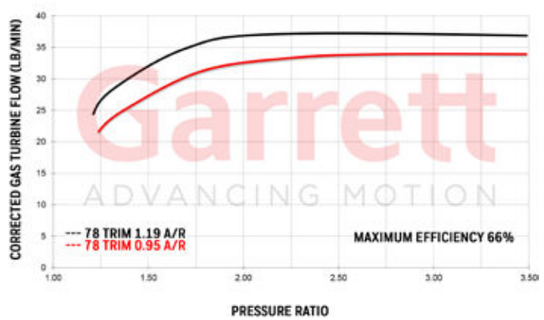
COMPRESSOR MAP



FEATURES:

- FEATURES ORIGINAL GTX COMP WHEEL AERODYNAMICS
- SUPER CORE AND TURBINE KIT SOLD SEPARATELY
- AVAILABLE ONLY WITH DIVIDED TURBINE HOUSINGS

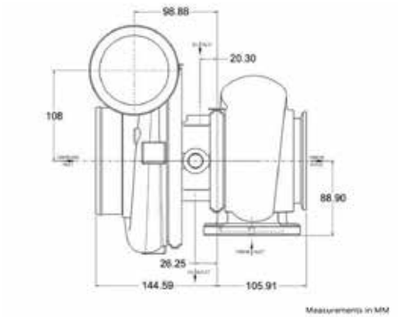
EXHAUST FLOW CHART



GTX4088R Reference Data	Compressor				Turbine		
Super Core PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
825614-5005S	65mm	88mm	54	0.72	77mm	68mm	78
Notes:	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	Trim
Super Core and Turbine Kit Sold Separately	773628-0011	0.95	T4	V-Band	Free Float	Y	78
	773628-0013	1.19	T4	V-Band	Free Float	Y	78

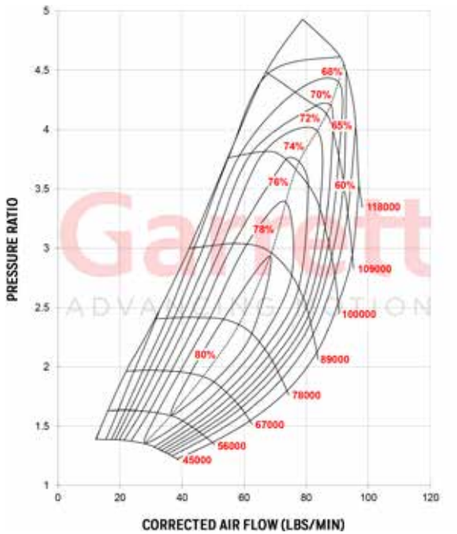
Garrett GTX4294R

Horsepower: 475 - 950
Displacement: 2.0L - 7.0L





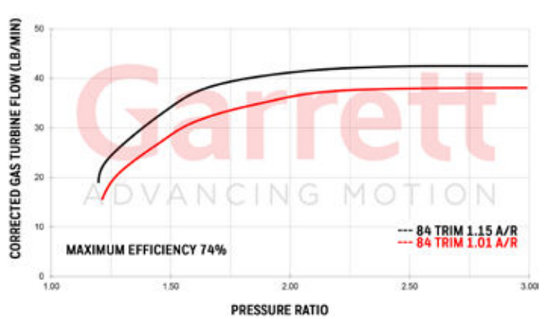
COMPRESSOR MAP



FEATURES:

- FEATURES ORIGINAL GTX COMP WHEEL AERODYNAMICS
- SUPER CORE AND TURBINE KIT SOLD SEPARATELY
- AVAILABLE ONLY WITH DIVIDED TURBINE HOUSINGS
- V-BAND COMPRESSOR OUTLET CONFIGURATION

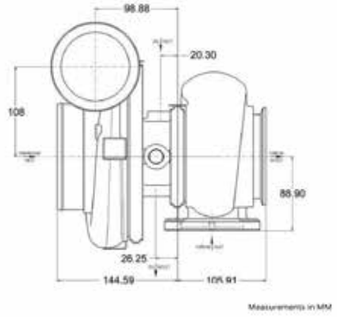
EXHAUST FLOW CHART



GTX4294R Reference Data	Compressor				Turbine		
Super Core PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
800269-5001S	70mm	94mm	56	0.60	82mm	75mm	84
Notes:	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	Trim
Super Core and Turbine Kit Sold Separately	757707-0001	1.01	T4	V-Band	Free Float	Y	84
	757707-0002	1.15	T4	V-Band	Free Float	Y	84

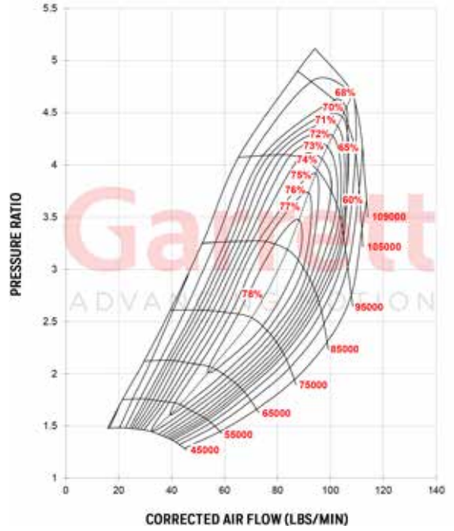
Garrett GTX4202R

Horsepower: 525 - 1120
Displacement: 2.0L - 7.0L





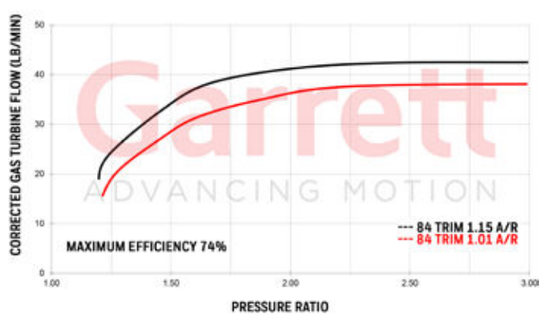
COMPRESSOR MAP



FEATURES:

- FEATURES ORIGINAL GTX COMP WHEEL AERODYNAMICS
- SUPER CORE AND TURBINE KIT SOLD SEPARATELY
- AVAILABLE ONLY WITH DIVIDED TURBINE HOUSINGS
- V-BAND COMPRESSOR OUTLET CONFIGURATION

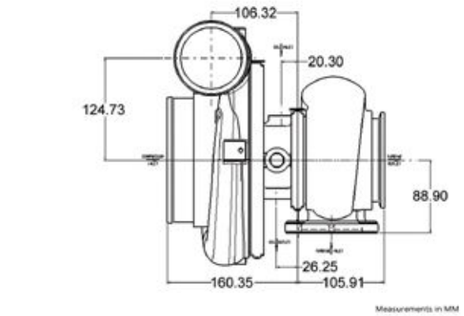
EXHAUST FLOW CHART



GTX4202R Reference Data	Compressor				Turbine		
Super Core PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
800269-5002S	76mm	102mm	55	0.60	82mm	75mm	84
Notes:	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	Trim
Super Core and Turbine Kit Sold Separately	757707-0001	1.01	T4	V-Band	Free Float	Y	84
	757707-0002	1.15	T4	V-Band	Free Float	Y	84

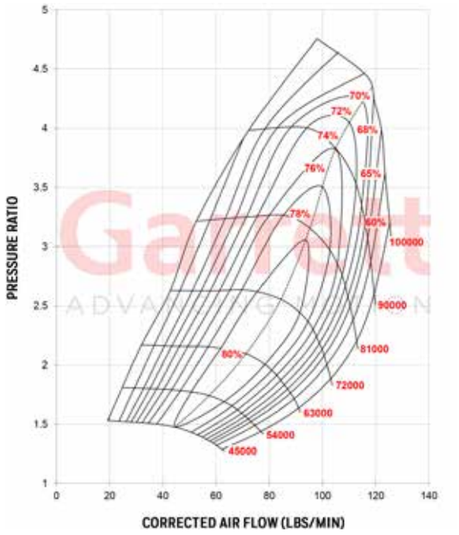
Garrett GTX4508R

Horsepower: 700 - 1250
Displacement: 2.0L - 8.0L





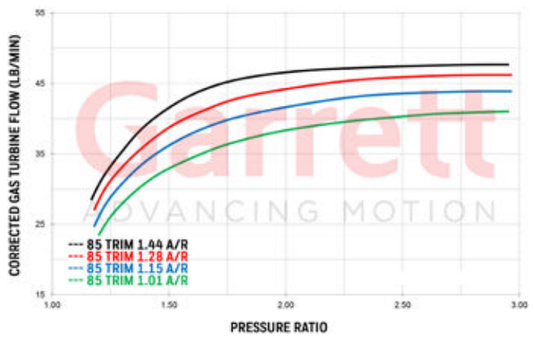
COMPRESSOR MAP



FEATURES:

- FEATURES ORIGINAL GTX COMP WHEEL AERODYNAMICS
- SUPER CORE AND TURBINE KIT SOLD SEPARATELY
- AVAILABLE ONLY WITH DIVIDED TURBINE HOUSINGS
- V-BAND COMPRESSOR OUTLET CONFIGURATION

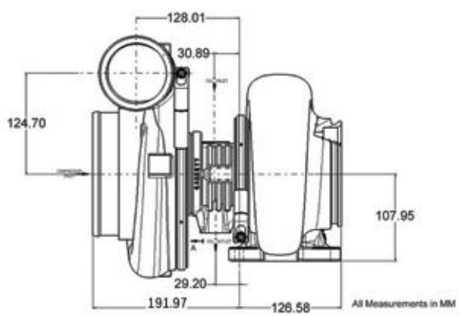
EXHAUST FLOW CHART



GTX4508R Reference Data	Compressor				Turbine		
Super Core PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
800270-5001S	80mm	108mm	55	0.69	87mm	80mm	85
Notes:	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	Trim
Super Core and Turbine Kit Sold Separately	757707-0005	1.01	T4	V-Band	Free Float	Y	85
	757707-0006	1.15	T4	V-Band	Free Float	Y	85
	757707-0007	1.28	T4	V-Band	Free Float	Y	85
	757707-0008	1.44	T4	V-Band	Free Float	Y	85

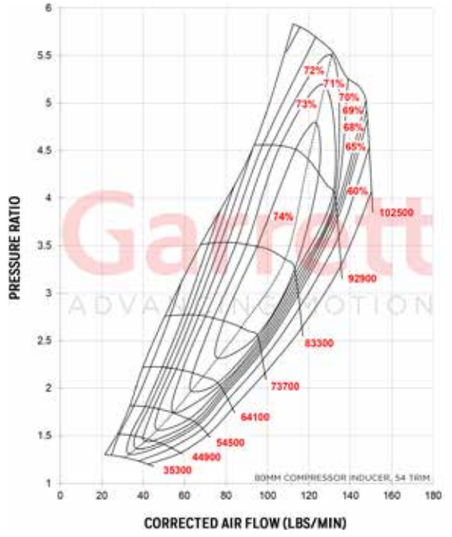
Garrett GTX4709R GEN II NEW PRODUCT

Horsepower: 825 - 1625
Displacement: 2.0L - 10.0L





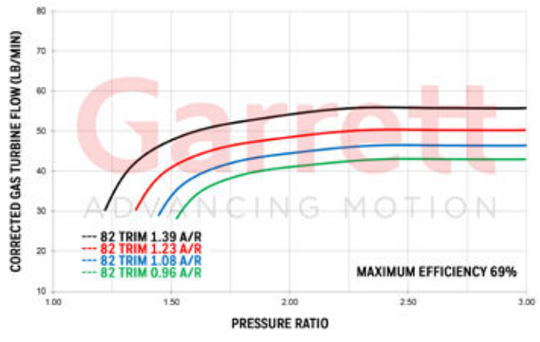
COMPRESSOR MAP



FEATURES:

- GEN 2 COMPRESSOR WHEEL AERODYNAMICS
- 15% INCREASED COMPRESSOR FLOW
- 76MM, 80MM, INDUCER CONFIGURATIONS
- .88 A/R COMPRESSOR HOUSING VOLUTE
- 39% LOWER INERTIA THAN PREVIOUS GENERATION
- SUPER CORE AND TURBINE HOUSING SOLD SEPARATELY
- COMPATIBLE WITH GT AND GTX GEN I TURBINE HOUSINGS

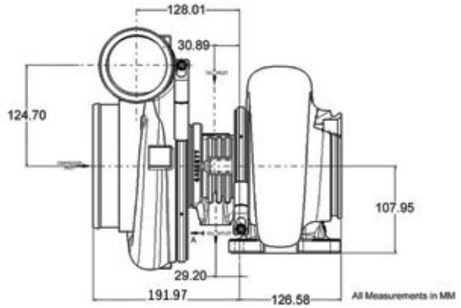
EXHAUST FLOW CHART



GTX4709R Gen II Reference Data	Compressor				Turbine		
Super Core PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851285-5011S	76mm	109mm	49	0.88	93mm	84mm	82
851285-5012S	80mm	109mm	54	0.88	93mm	84mm	82
Notes:	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	Trim
Super Core and Turbine Kit Sold Separately	761208-0009	0.96	T6	V-Band	Free Float	N	82
	761208-0010	1.08	T6	V-Band	Free Float	N	82
	761208-0011	1.23	T6	V-Band	Free Float	N	82
	761208-0012	1.39	T6	V-Band	Free Float	N	82

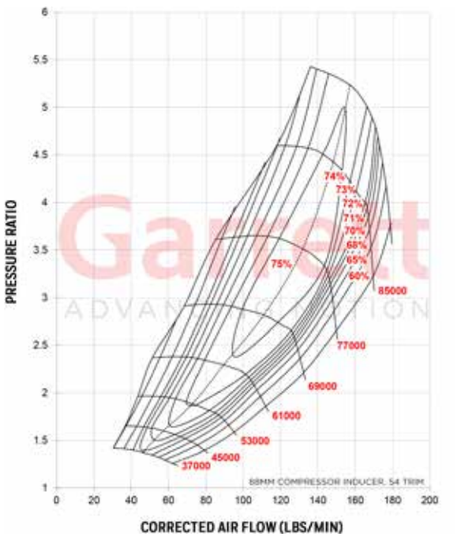
Garrett GTX4720R GEN II NEW PRODUCT

Horsepower: 1025 - 1950
Displacement: 2.5L - 10.0L





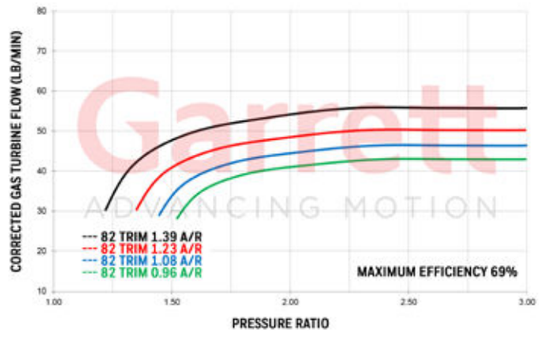
COMPRESSOR MAP



FEATURES:

- GEN 2 COMPRESSOR WHEEL AERODYNAMICS
- 9% INCREASED COMPRESSOR FLOW
- 76MM, 80MM, 88MM INDUCER CONFIGURATIONS
- .88 A/R COMPRESSOR HOUSING VOLUTE
- 30% LOWER INERTIA THAN PREVIOUS GENERATION
- SUPER CORE AND TURBINE HOUSING SOLD SEPARATELY
- COMPATIBLE WITH GT AND GTX GEN I TURBINE HOUSINGS

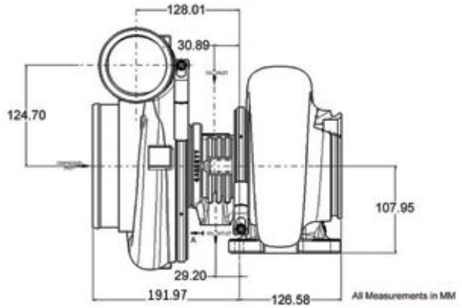
EXHAUST FLOW CHART



GTX4720R Gen II Reference Data	Compressor				Turbine		
Super Core PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851285-5013S	76mm	120mm	41	0.88	93mm	84mm	82
851285-5014S	80mm	120mm	45	0.88	93mm	84mm	82
851285-5015S	88mm	120mm	54	0.88	93mm	84mm	82
Notes:	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	Trim
Super Core and Turbine Kit Sold Separately	761208-0009	0.96	T6	V-Band	Free Float	N	82
	761208-0010	1.08	T6	V-Band	Free Float	N	82
	761208-0011	1.23	T6	V-Band	Free Float	N	82
	761208-0012	1.39	T6	V-Band	Free Float	N	82

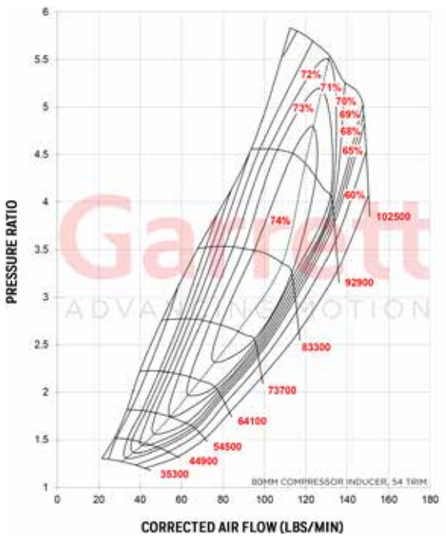
Garrett GTX5009R GEN II NEW PRODUCT

Horsepower: 875 - 1700
Displacement: 2.5L - 10.0L





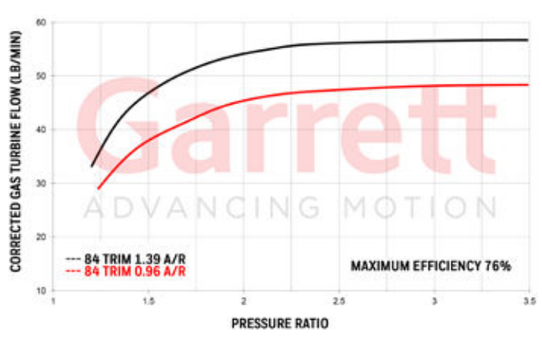
COMPRESSOR MAP



FEATURES:

- GEN 2 COMPRESSOR WHEEL AERODYNAMICS
- 15% INCREASED COMPRESSOR FLOW
- 76MM, 80MM, INDUCER CONFIGURATIONS
- .88 A/R COMPRESSOR HOUSING VOLUTE
- 39% LOWER INERTIA THAN PREVIOUS GENERATION
- SUPER CORE AND TURBINE HOUSING SOLD SEPARATELY
- COMPATIBLE WITH GT AND GTX GEN I TURBINE HOUSINGS

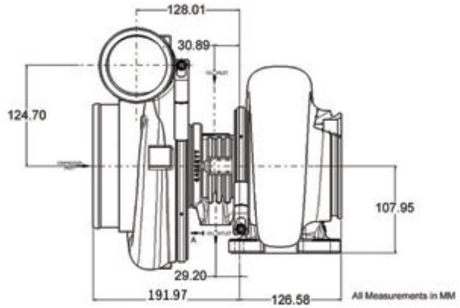
EXHAUST FLOW CHART



GTX5009R Gen II Reference Data	Compressor				Turbine		
Super Core PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851285-5016S	76mm	109mm	49	0.88	99mm	91mm	84
851285-5017S	80mm	109mm	54	0.88	99mm	91mm	84
Notes:	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	Trim
Super Core and Turbine Kit Sold Separately	761208-0030	0.96	T6	V-Band	Free Float	N	84
	761208-0033	1.39	T6	V-Band	Free Float	N	84

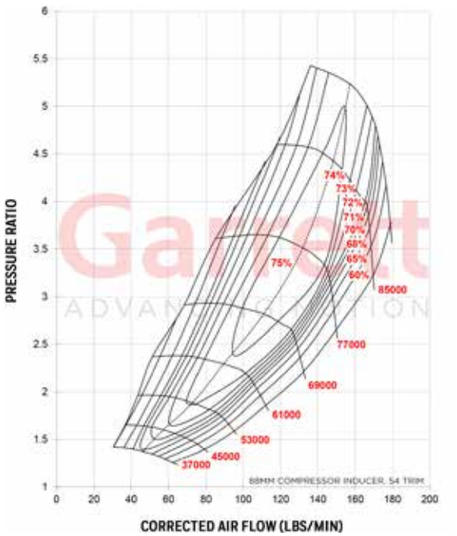
Garrett GTX5020R GEN II NEW PRODUCT

Horsepower: 1075 - 2050
Displacement: 2.8L - 11.0L





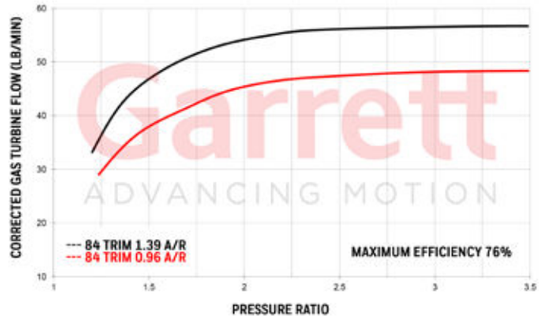
COMPRESSOR MAP



FEATURES:

- GEN 2 COMPRESSOR WHEEL AERODYNAMICS
- 9% INCREASED COMPRESSOR FLOW
- 76MM, 80MM, 88MM INDUCER CONFIGURATIONS
- .88 A/R COMPRESSOR HOUSING VOLUTE
- 30% LOWER INERTIA THAN PREVIOUS GENERATION
- SUPER CORE AND TURBINE HOUSING SOLD SEPARATELY
- COMPATIBLE WITH GT AND GTX GEN I TURBINE HOUSINGS

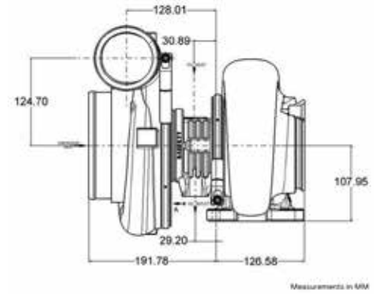
EXHAUST FLOW CHART



GTX5020R Gen II Reference Data	Compressor				Turbine		
Super Core PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851285-5018S	76mm	120mm	41	0.88	99mm	91mm	84
851285-5019S	80mm	120mm	45	0.88	99mm	91mm	84
851285-5020S	88mm	120mm	54	0.88	99mm	91mm	84
Notes:	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	Trim
Super Core and Turbine Kit Sold Separately	761208-0030	0.96	T6	V-Band	Free Float	N	84
	761208-0033	1.39	T6	V-Band	Free Float	N	84

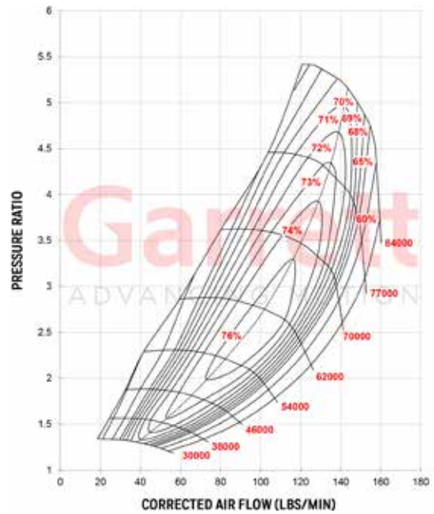
Garrett GTX5533R GEN II

Horsepower: 1000- 2500
Displacement: 3.0L - 12.0L





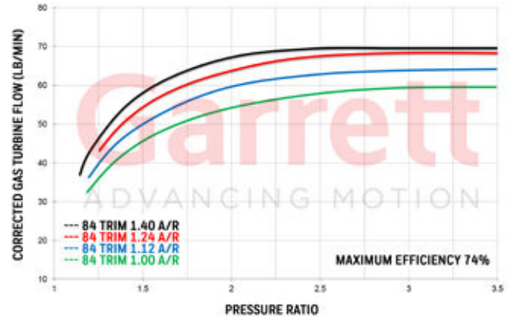
COMPRESSOR MAP



FEATURES:

- GEN 2 AERODYNAMICS FEATURE INCREASED HORSEPOWER RANGE
- NEW FULLY-MACHINED SPEED SENSOR PORT
- IMPROVED PORTED SHROUD DESIGN FOR SURGE RESISTANCE
- LIGHTWEIGHT BILLET BACKPLATE
- SFI SUPER CORE AND TURBINE OPTIONS AVAILABLE
- V-BAND COMPRESSOR OUTLET CONFIGURATION

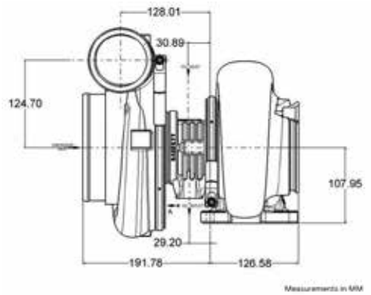
EXHAUST FLOW CHART



GTX5533R Gen II Reference Data		Compressor				Turbine		
Super Core PN		Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851285-5001S		85mm	133	41	0.88	112	102	84
851285-5002S		88mm	133	44	0.88	112	102	84
851285-5003S		91mm	133	47	0.96	112	102	84
851285-5004S		94mm	133	50	0.96	112	102	84
851285-5005S		98mm	133	54	0.96	112	102	84
851285-5007S		SFI Certified 88mm	133	44	0.88	112	102	84
Notes:		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	Trim
Super Core and Turbine Kit Sold Separately	NEW PRODUCT	761208-0062	1.24	V-Band	V-Band	Free Float	N	84
	NEW PRODUCT	761208-0063	1.40	V-Band	V-Band	Free Float	N	84
		761208-0014	1.00	T6	V-Band	Free Float	N	84
		761208-0015	1.12	T6	V-Band	Free Float	N	84
		761208-0025	1.24	T6	V-Band	Free Float	N	84
		761208-0017	1.40	T6	V-Band	Free Float	N	84
* SFI Certified Turbine Housings	NEW PRODUCT	761208-0054	1.24	V-Band	V-Band	Free Float	N	84
	NEW PRODUCT	761208-0055	1.40	V-Band	V-Band	Free Float	N	84
		761208-0026	1.00	T6	V-Band	Free Float	N	84
		761208-0027	1.24	T6	V-Band	Free Float	N	84

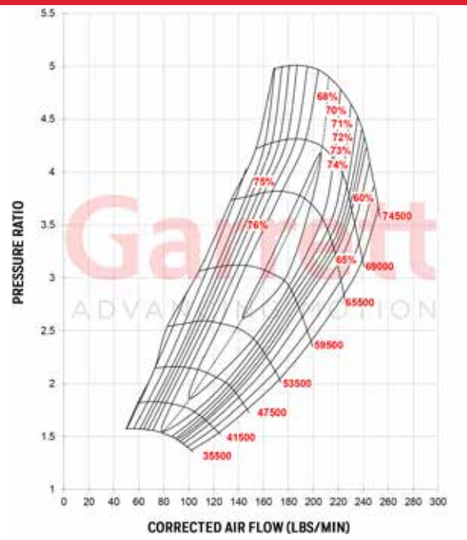
Garrett GTX5544R GEN II NEW PRODUCT

Horsepower: 1400- 2850
Displacement: 3.0L - 12.0L





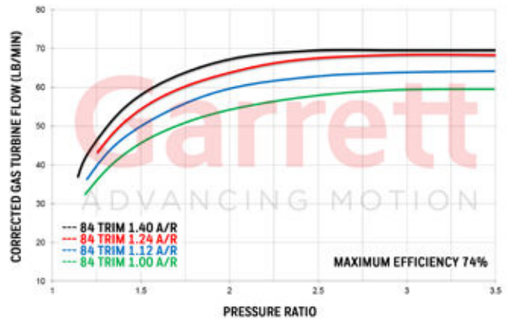
COMPRESSOR MAP



FEATURES:

- GEN 2 COMPRESSOR WHEEL AERODYNAMICS
- LIGHTWEIGHT BILLET BACKPLATE
- (NEW) BACKPLATE TO COMPRESSOR HOUSING O-RING
- 144MM COMPRESSOR EXDUCER
- FEATURES THE .96 A/R COMPRESSOR HOUSING
- SUPER CORE AND TURBINE HOUSING SOLD SEPARATELY
- COMPATIBLE WITH GT, GTX, AND GTX5533R TURBINE HOUSINGS

EXHAUST FLOW CHART



GTX5544R Gen II Reference Data		Compressor				Turbine		
Super Core PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim	
851285-5021S	102mm	144mm	50	0.96	112	102	84	
851285-5022S	106mm	144mm	54	0.96	112	102	84	
Notes:	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	Trim	
Super Core and Turbine Kit Sold Separately	NEW PRODUCT 761208-0062	1.24	V-Band	V-Band	Free Float	N	84	
	NEW PRODUCT 761208-0063	1.40	V-Band	V-Band	Free Float	N	84	
	761208-0014	1.00	T6	V-Band	Free Float	N	84	
	761208-0015	1.12	T6	V-Band	Free Float	N	84	
	761208-0025	1.24	T6	V-Band	Free Float	N	84	
	761208-0017	1.40	T6	V-Band	Free Float	N	84	
* SFI Certified Turbine Housings	NEW PRODUCT 761208-0054	1.24	V-Band	V-Band	Free Float	N	84	
	NEW PRODUCT 761208-0055	1.40	V-Band	V-Band	Free Float	N	84	
	761208-0026	1.00	T6	V-Band	Free Float	N	84	
	761208-0027	1.24	T6	V-Band	Free Float	N	84	

Garrett ADVANCING MOTION

GTX55 DRAG RACING



GTX5533R GEN II

Horsepower: 1000- 2500
Displacement: 3.0L - 12.0L

Comp: 85mm, 88mm, 91mm, 94mm, 98mm

GTX5544R GEN II

Horsepower: 1400- 2850
Displacement: 3.0L - 12.0L

Comp: 102mm, 106mm



Features:

- GEN II aerodynamics feature increased horsepower range
- New fully machined speed sensor port
- Improved ported shroud design for surge resistance
- Lightweight billet backplate
- SFI certified super core and turbine options available
- V-Band compressor outlet configuration
- Available in 85mm, 88mm, 91mm, 94mm, 98mm, 102mm, 106mm

GTX55 STAINLESS STEEL TURBINE HOUSINGS NEW PRODUCT



Features:

- 1.24 A/R and 1.40 A/R options
- SFI certification optional
- 3/8" grade 5 cross bolts on both SFI and non-SFI long outlet housings
- Threaded bosses for attachment points
- 4.25" V-Band inlet
- 5" V-Band outlet
- Compatible with GTX5533R GEN I & GEN II | GTX5544R
- Long and short outlet configurations

Turbine Kit PN	A/R	Desc	SFI	Inlet	Outlet
761208-0054	1.24	Long Outlet	Y	V-Band	V-Band
761208-0062	1.24	Long Outlet	N	V-Band	V-Band
761208-0064	1.24	Short Outlet	N	V-Band	V-Band
761208-0055	1.40	Long Outlet	Y	V-Band	V-Band
761208-0063	1.40	Long Outlet	N	V-Band	V-Band
761208-0065	1.40	Short Outlet	N	V-Band	V-Band

GTW SERIES

Garrett GTW Series Turbochargers were designed to provide budget-minded enthusiasts with a high-performing mid frame product offering available in ball bearing and journal bearing options.

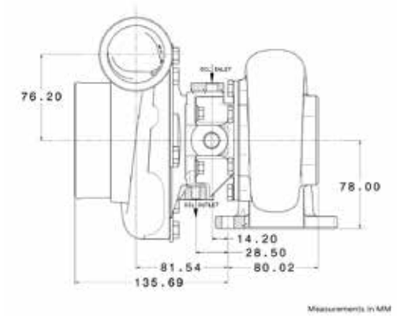
The fully-machined billet aluminum compressor wheels provide optimal horsepower range and boost response. Ported shroud compressor housings increase surge resistance and provide reliable, continuous power throughout the power band. A lightweight aluminum backplate comes standard on all GTW turbochargers and reduces overall weight.

The water cooled CHRA keeps housing temperatures to a minimum. The GTW3476 and GTW3884 turbine wheels are constructed from Inconel, a Super Alloy that maintains strength during prolonged exposure to high exhaust gas temperatures. Turbine kits are offered in open volute and twin scroll, and a variety of A/R and flange configurations. The GTW is a cost effective option for enthusiasts looking to turbocharge their vehicles.

Ryan Tuerck | Garrett GTW3884R | Formula Drift

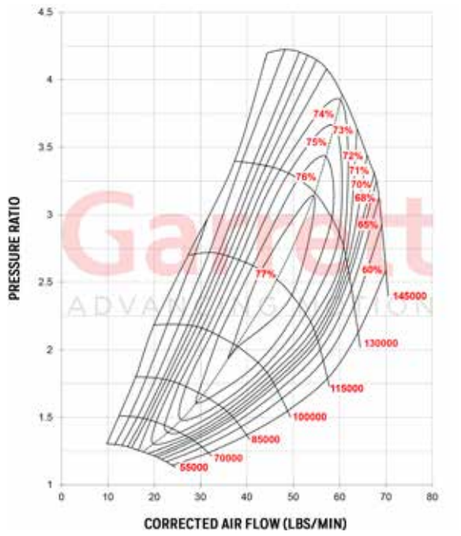
Garrett GTW3476R

Horsepower: 450 - 700
Displacement: 2.0L - 4.5L





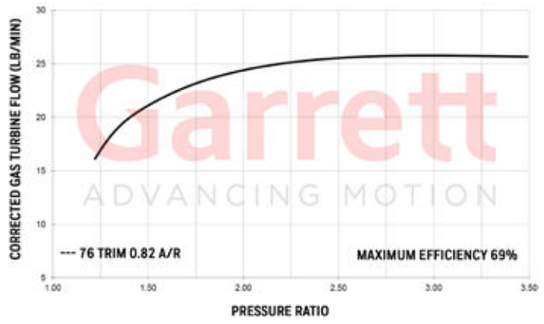
COMPRESSOR MAP



FEATURES:

- PORTED SHROUD DESIGN FOR SURGE RESISTANCE
- AVAILABLE IN BOTH JOURNAL BEARING AND BALL BEARING OPTIONS
- FORGED FULLY-MACHINED BILLET COMPRESSOR WHEEL
- LIGHTWEIGHT ALUMINUM BACKPLATE
- INCONEL SUPER-ALLOY TURBINE WHEEL

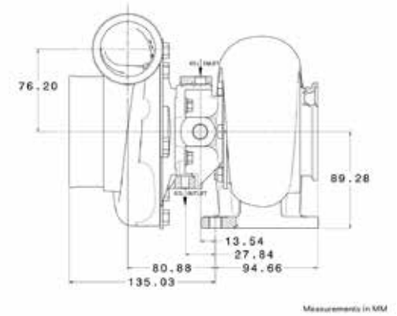
EXHAUST FLOW CHART



GTW3476R Reference Data		Compressor				Turbine		
Super Core PN	Bearing	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
841297-5001S	Journal	58mm	76mm	58	0.70	65mm	57mm	76
841691-5001S	Ball	58mm	76mm	58	0.70	65mm	57mm	76
Notes:		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	Trim
Super Core and Turbine Kit Sold Separately		844669-0001	0.48	T3	4-Bolt	Free Float	N	76
		844669-0002	0.63	T3	4-Bolt	Free Float	N	76
		844669-0003	0.82	T3	4-Bolt	Free Float	N	76

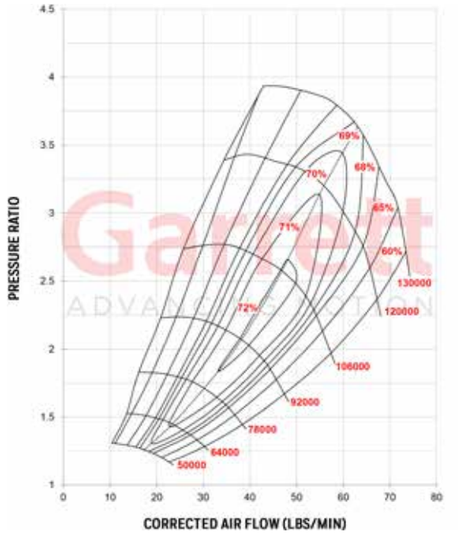
Garrett GTW3684R

Horsepower: 425 - 750
Displacement: 2.0L - 5.3L





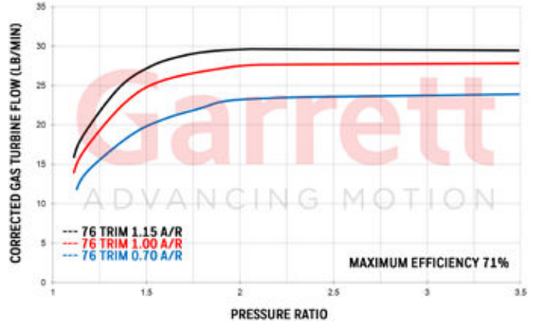
COMPRESSOR MAP



FEATURES:

- PORTED SHROUD DESIGN FOR SURGE RESISTANCE
- AVAILABLE IN BOTH JOURNAL BEARING AND BALL BEARING OPTIONS
- FORGED FULLY-MACHINED BILLET COMPRESSOR WHEEL
- TURBINE HOUSINGS AVAILABLE IN DIVIDED CONFIGURATION
- LIGHTWEIGHT ALUMINUM BACKPLATE

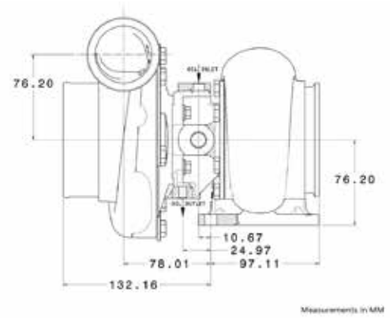
EXHAUST FLOW CHART



GTW3684R Reference Data		Compressor				Turbine		
Super Core PN	Bearing	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
841297-5002S	Journal	62mm	84mm	54	0.70	71mm	62mm	76
841691-5002S	Ball	62mm	84mm	54	0.70	71mm	62mm	76
Notes:		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	Trim
Super Core and Turbine Kit Sold Separately		844669-0005	0.70	T4	V-Band	Free Float	Y	76
		844669-0007	1.15	T4	V-Band	Free Float	Y	76

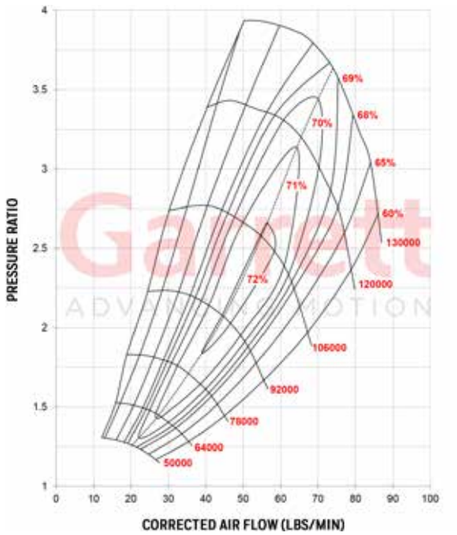
Garrett GTW3884R

Horsepower: 450 - 950
Displacement: 2.0L - 6.0L





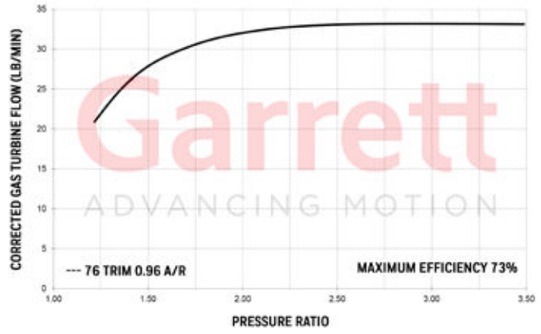
COMPRESSOR MAP



FEATURES:

- *PORTED SHROUD DESIGN FOR SURGE RESISTANCE*
- *AVAILABLE IN BOTH JOURNAL BEARING AND BALL BEARING OPTIONS*
- *FORGED FULLY-MACHINED BILLET COMPRESSOR WHEEL*
- *INCONEL SUPER-ALLOY TURBINE WHEEL*
- *LIGHTWEIGHT ALUMINUM BACKPLATE*

EXHAUST FLOW CHART



GTW3884R Reference Data		Compressor				Turbine		
Super Core PN	Bearing	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
841297-5003S	Journal	62mm	84mm	54	0.70	74mm	65mm	76
841297-5004S	Journal	64mm	84mm	58	0.70	74mm	65mm	76
841297-5005S	Journal	67mm	84mm	64	0.70	74mm	65mm	76
841691-5003S	Ball	62mm	84mm	54	0.70	74mm	65mm	76
841691-5004S	Ball	64mm	84mm	58	0.70	74mm	65mm	76
841691-5005S	Ball	67mm	84mm	64	0.70	74mm	65mm	76
Notes:		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	Trim
Super Core and Turbine Kit Sold Separately		844669-0009	0.96	T4	V-Band	Free Float	N	76
		844669-0010	1.14	T4	V-Band	Free Float	N	76



NV Auto Riley Sexsmith | Garrett GTX3584RS | Formula Drift Pro 2

GT SERIES

Garrett GT Series is the name that pioneered turbo technology and boosted drag racing and road racing teams to break hundreds of world records. The GT Series lineup is offered in both journal and ball bearing options, with sizes ranging from GT2052 to GT3582.

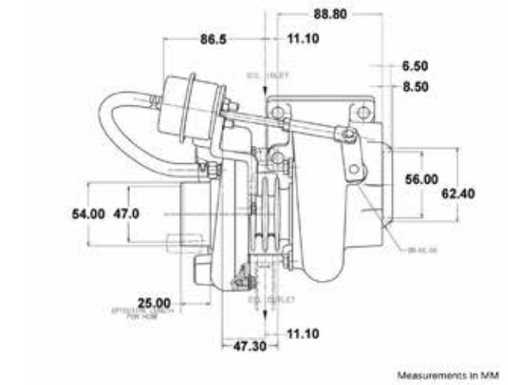
The cast compressor wheels feature original GT Series aerodynamics and provide maximum durability and longevity. Internally wastegated turbine housing options are available in all GT Series sizes.

Turbine kits are offered in open volute and twin scroll, and a variety of A/R and flange configurations. For any performance need, GT Series turbochargers have you covered.

Nick Apex | Garrett GT2052 | Street Freestyle

Garrett GT2052

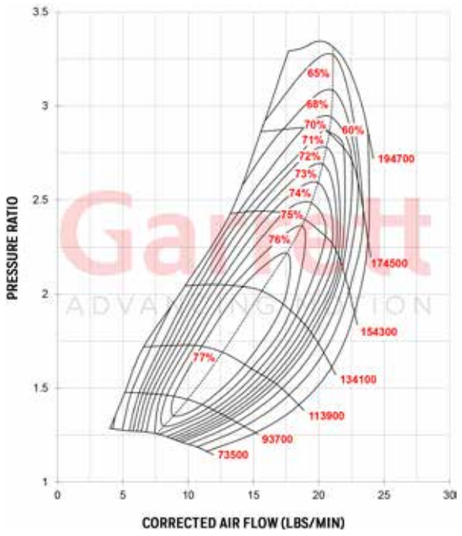
Horsepower: 140 - 230
Displacement: 1.4L - 2.0L



Measurements in MM



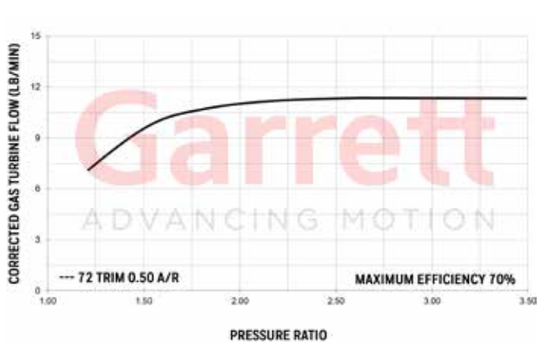
COMPRESSOR MAP



FEATURES:

- ORIGINAL GT SERIES AERODYNAMICS
- INTERNALLY WASTEGATED TURBINE HOUSING
- SOLD AS A COMPLETE TURBO (INCLUDES TURBINE KIT)
- JOURNAL BEARING CONFIGURATION
- OIL COOLED CHRA

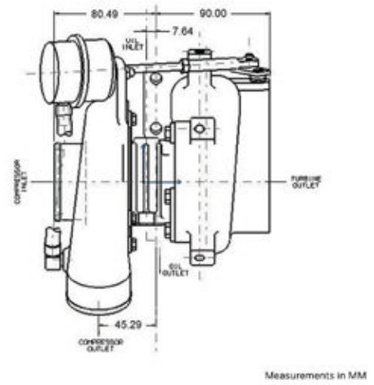
EXHAUST FLOW CHART



GT2052 Reference Data	Compressor				Turbine			
Turbo PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim	A/R
727264-5001S	38mm	52mm	52	0.51	47mm	40mm	72	0.50

Garrett GT2252

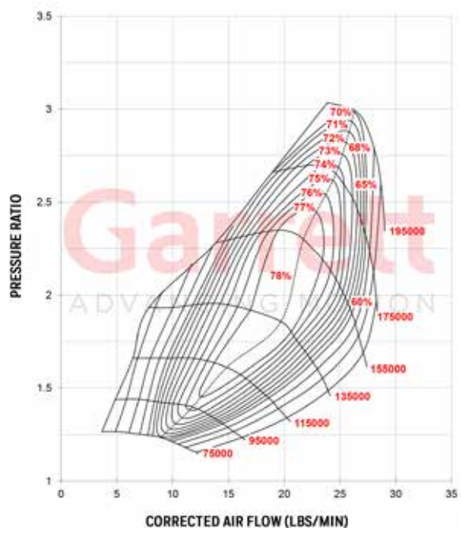
Horsepower: 150 - 260
Displacement: 1.7L - 2.5L



Measurements in MM



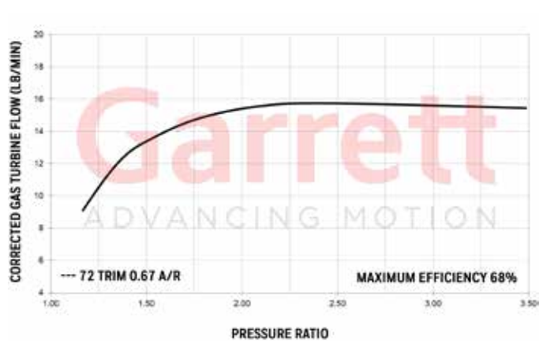
COMPRESSOR MAP



FEATURES:

- ORIGINAL GT SERIES AERODYNAMICS
- INTERNALLY WASTEGATED TURBINE HOUSING
- SOLD AS A COMPLETE TURBO (INCLUDES TURBINE KIT & ACTUATOR)
- JOURNAL BEARING CONFIGURATION
- OIL COOLED CHRA

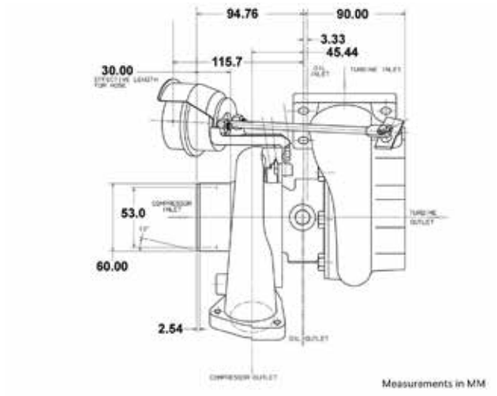
EXHAUST FLOW CHART



GT2252 Reference Data	Compressor				Turbine			
Turbo PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim	A/R
452187-5006S	40mm	52mm	60	0.51	50mm	43mm	72	0.67

Garrett GT2554R

Horsepower: 170 - 270
Displacement: 1.4L - 2.2L





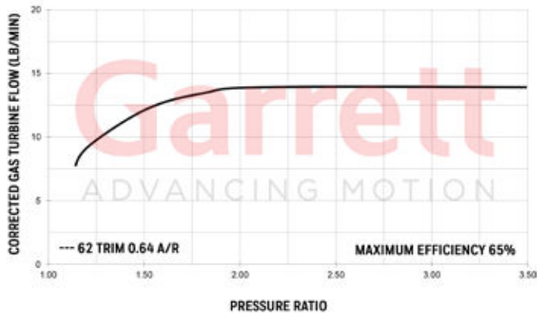
COMPRESSOR MAP



FEATURES:

- ORIGINAL GT SERIES AERODYNAMICS
- INTERNALLY WASTEGATED TURBINE HOUSING
- SOLD AS A COMPLETE TURBO (INCLUDES TURBINE KIT & ACTUATOR)
- SMALLEST BALL BEARING CONFIGURATION AVAILABLE
- WATER COOLED CHRA

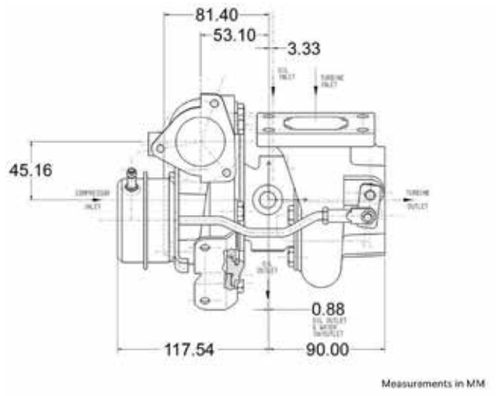
EXHAUST FLOW CHART



GT2554R Reference Data	Compressor				Turbine			
Turbo PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim	A/R
836023-5001S	42mm	54mm	60	0.80	53mm	42mm	62	0.64

Garrett GT2560R

Horsepower: 200 - 330
Displacement: 1.6L - 2.5L





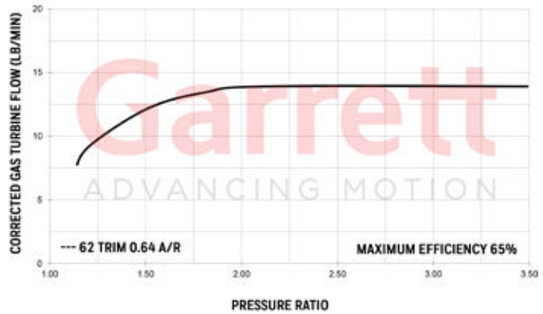
COMPRESSOR MAP



FEATURES:

- ORIGINAL GT SERIES AERODYNAMICS
- INTERNALLY WASTEGATED TURBINE HOUSING
- SOLD AS A COMPLETE TURBO (INCLUDES TURBINE KIT & ACTUATOR)
- BALL BEARING CONFIGURATION WITH WATER COOLED CHRA

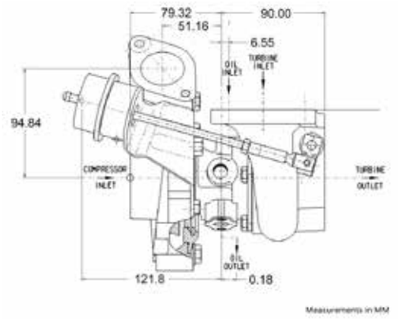
EXHAUST FLOW CHART



GT2560R Reference Data	Compressor				Turbine			
Turbo PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim	A/R
836023-5004S	46mm	60mm	60	0.80	53mm	42mm	62	0.64

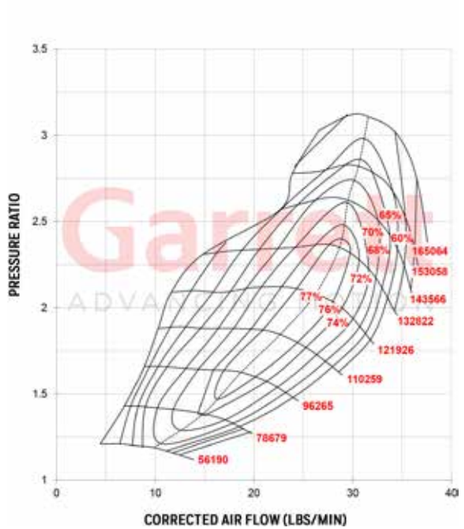
Garrett GT2860R

Horsepower: 250 - 360
Displacement: 1.8L - 3.0L





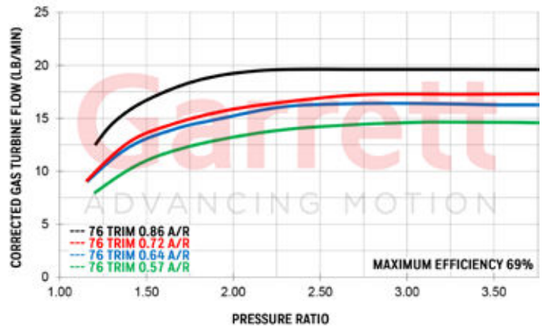
COMPRESSOR MAP



FEATURES:

- ORIGINAL GT SERIES AERODYNAMICS
- INTERNALLY WASTEGATED TURBINE HOUSING
- SOLD AS A COMPLETE TURBO (INCLUDES TURBINE KIT & ACTUATOR)
- BALL BEARING CONFIGURATION WITH WATER COOLED CHRA
- V-BAND TURBINE HOUSING OPTIONS
- BOLT-ON UPGRADE FOR NISSAN RB26DETT

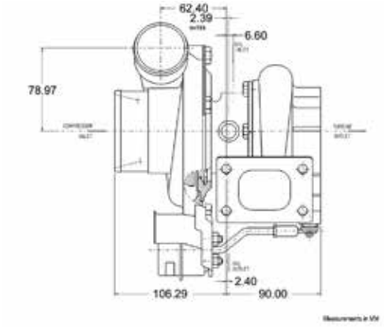
EXHAUST FLOW CHART



GT2860R Reference Data	Compressor				Turbine			
Turbo PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim	A/R
836026-5005S	47mm	60mm	62	0.60	54mm	47mm	76	0.64
Notes:		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	Trim
Additional turbine housing options not directly interchangable and will require modifications to the exhaust system to fit.		827690-0005	0.64	T25	5-Bolt	Wastegated	N	76
		827690-0004	0.86	T25	5-Bolt	Wastegated	N	76
		827690-0001	0.57	V-Band	V-Band	Free Float	N	76
		827690-0002	0.72	V-Band	V-Band	Free Float	N	76

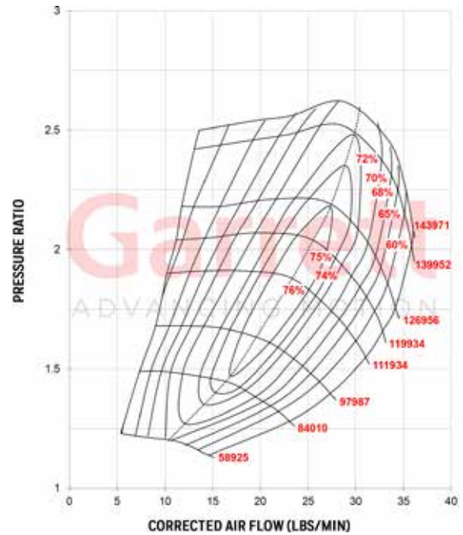
Garrett GT2860RS

Horsepower: 250 - 360
Displacement: 1.8L - 3.0L





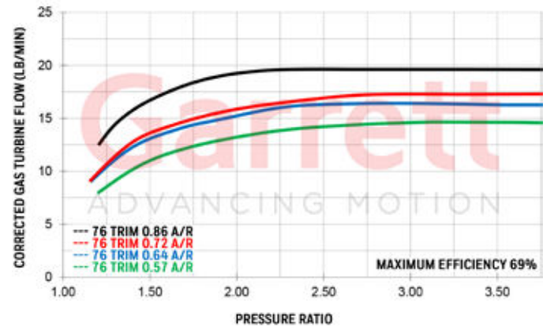
COMPRESSOR MAP



FEATURES:

- ORIGINAL GT SERIES AERODYNAMICS
- INTERNALLY WASTEGATED TURBINE HOUSING
- SOLD AS A COMPLETE TURBO (INCLUDES TURBINE KIT & ACTUATOR)
- BALL BEARING CONFIGURATION WITH WATER COOLED CHRA
- V-BAND TURBINE HOUSING OPTIONS

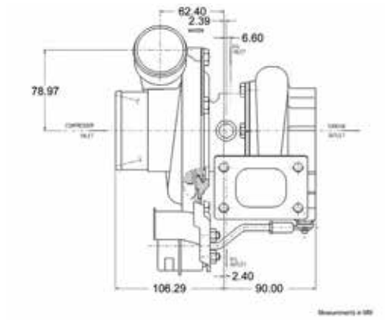
EXHAUST FLOW CHART



GT2860RS Reference Data	Compressor				Turbine			
Turbo PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim	A/R
836026-5013S	47mm	60mm	62	0.60	54mm	47mm	76	0.86
836026-5014S	47mm	60mm	62	0.60	54mm	47mm	76	0.64
Notes:		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	Trim
Additional turbine housing options may require modifications to the exhaust system to fit.		827690-0005	0.64	T25	5-Bolt	Wastegated	N	76
		827690-0004	0.86	T25	5-Bolt	Wastegated	N	76
		827690-0001	0.57	V-Band	V-Band	Free Float	N	76
		827690-0002	0.72	V-Band	V-Band	Free Float	N	76

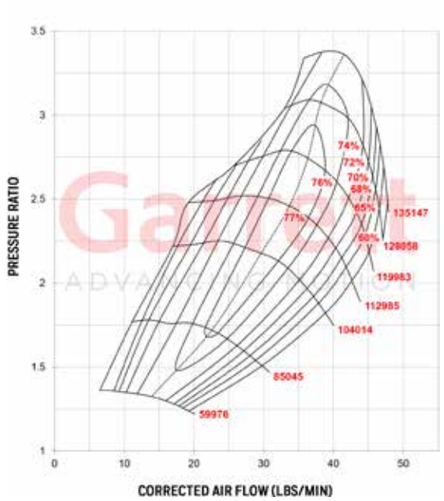
Garrett GT2871R

Horsepower: 280 - 475
Displacement: 1.8L - 3.0L





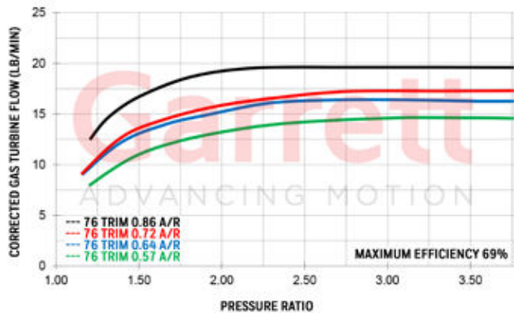
COMPRESSOR MAP



FEATURES:

- ORIGINAL GT SERIES AERODYNAMICS
- INTERNALLY WASTEGATED TURBINE HOUSING OPTIONS
- NON WASTEGATED TURBINE HOUSINGS AVAILABLE
- SOLD AS A COMPLETE TURBO (INCLUDES TURBINE KIT & ACTUATOR)
- BALL BEARING CONFIGURATION WITH WATER COOLED CHRA
- V-BAND TURBINE HOUSING OPTIONS

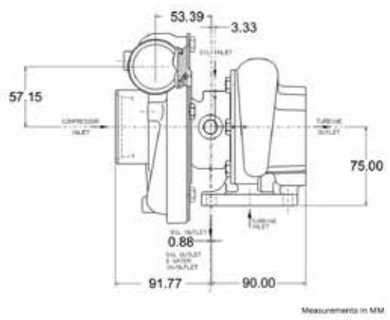
EXHAUST FLOW CHART



GT2871R Reference Data	Compressor				Turbine			
Turbo PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim	A/R
836026-5020S	53mm	71mm	56	0.60	54mm	47mm	76	0.86
836026-5021S	53mm	71mm	56	0.60	54mm	47mm	76	0.64
Notes:		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	Trim
Additional turbine housing options may require modifications to the exhaust system to fit.		827690-0005	0.64	T25	5-Bolt	Wastegated	N	76
		827690-0004	0.86	T25	5-Bolt	Wastegated	N	76
		827690-0001	0.57	V-Band	V-Band	Free Float	N	76
		827690-0002	0.72	V-Band	V-Band	Free Float	N	76

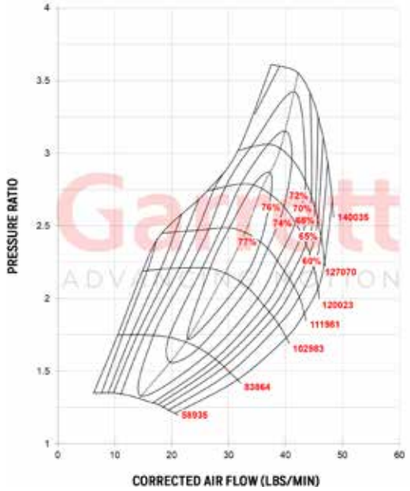
Garrett GT3071R

Horsepower: 280 - 480
Displacement: 2.5L - 3.5L





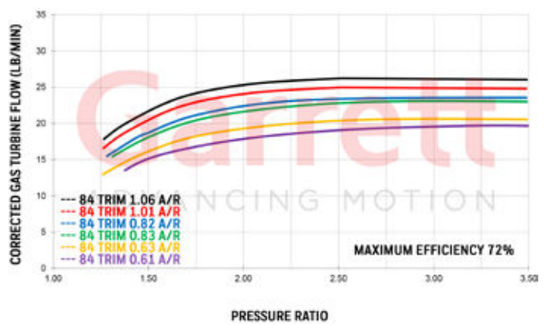
COMPRESSOR MAP



FEATURES:

- ORIGINAL GT SERIES AERODYNAMICS
- INTERNALLY WASTEGATED TURBINE HOUSING
- NON WASTEGATED TURBINE HOUSINGS AVAILABLE
- BALL BEARING CONFIGURATION WITH WATER COOLED CHRA
- V-BAND TURBINE HOUSING OPTIONS

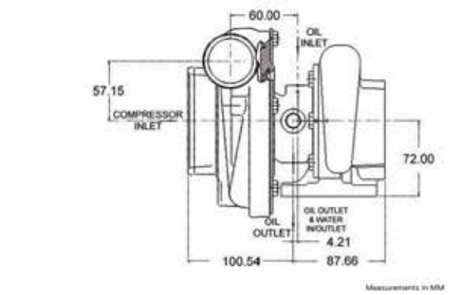
EXHAUST FLOW CHART



GT3071R Reference Data	Compressor				Turbine		
Super Core PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
836028-5001S	53mm	71mm	56	0.50	60mm	55mm	84
836028-5002S	53mm	71mm	56	0.50	60mm	55mm	84
836028-5004S	53mm	71mm	56	0.50	60mm	55mm	84
836028-5005S	53mm	71mm	56	0.50	60mm	55mm	84
Notes:	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	Trim
Super Core and Turbine Kit Sold Separately	740902-0009	0.63	T3	V-Band	Free Float	N	84
	740902-0008	0.82	T3	V-Band	Free Float	N	84
	740902-0007	1.06	T3	V-Band	Free Float	N	84
	740902-0036	0.61	V-Band	V-Band	Free Float	N	84
	740902-0035	0.83	V-Band	V-Band	Free Float	N	84
	740902-0034	1.01	V-Band	V-Band	Free Float	N	84
	Turbine Asbly PN	A/R	Inlet	Outlet	Wastegate	Divided	Trim
Wastegated Turbine Assembly does not include bolts, clamps, or actuator	771300-0006	0.63	T3	5 bolt	Wastegated	N	84
	771300-0005	0.82	T3	5 bolt	Wastegated	N	84
	771300-0004	1.06	T3	5 bolt	Wastegated	N	84

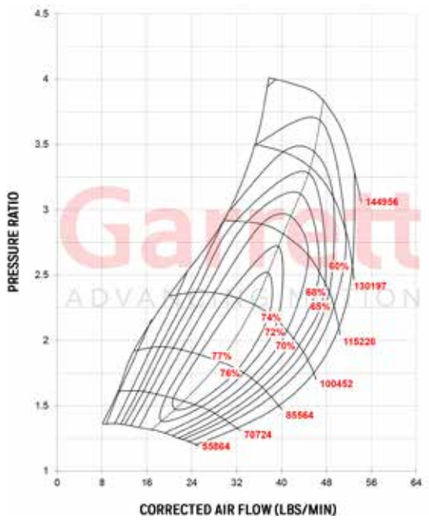
Garrett GT3076R

Horsepower: 310 - 525
Displacement: 2.0L - 3.5L





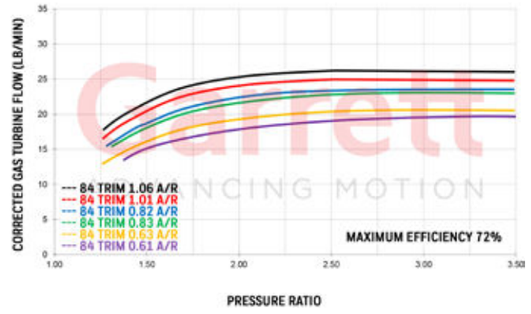
COMPRESSOR MAP



FEATURES:

- ORIGINAL GT SERIES AERODYNAMICS
- INTERNALLY WASTEGATED TURBINE HOUSING
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- BALL BEARING CONFIGURATION WITH WATER COOLED CHRA
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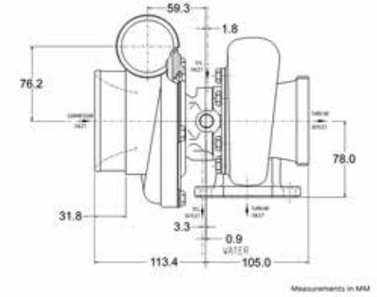
EXHAUST FLOW CHART



GT3076R Reference Data	Compressor				Turbine		
Super Core PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
836028-5003S	57mm	76mm	56	0.60	60mm	55mm	84
Notes:	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	Trim
Super Core and Turbine Kit Sold Separately	740902-0009	0.63	T3	V-Band	Free Float	N	84
	740902-0008	0.82	T3	V-Band	Free Float	N	84
	740902-0007	1.06	T3	V-Band	Free Float	N	84
	740902-0036	0.61	V-Band	V-Band	Free Float	N	84
	740902-0035	0.83	V-Band	V-Band	Free Float	N	84
	740902-0034	1.01	V-Band	V-Band	Free Float	N	84
Wastegated Turbine Assembly does not include bolts, clamps, or actuator	Turbine Asbly PN	A/R	Inlet	Outlet	Wastegate	Divided	Trim
	771300-0006	0.63	T3	5 bolt	Wastegated	N	84
	771300-0005	0.82	T3	5 bolt	Wastegated	N	84
	771300-0004	1.06	T3	5 bolt	Wastegated	N	84

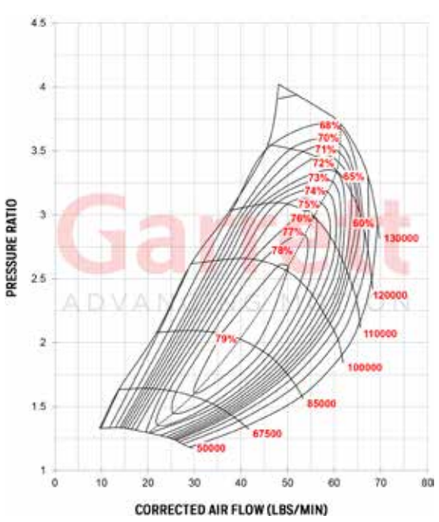
Garrett GT3582R

Horsepower: 400 - 675
Displacement: 2.0L - 4.5L





COMPRESSOR MAP

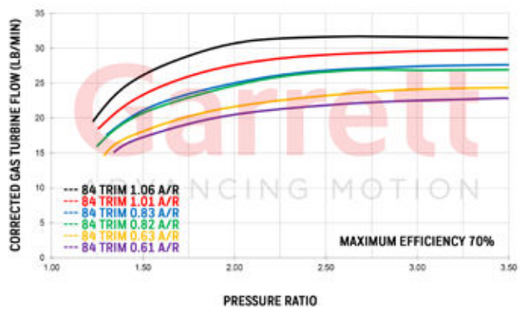


FEATURES:

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*WASTEGATED TURBINE BOLTS & CLAMPS SEE PG. 73

EXHAUST FLOW CHART



GT3582R Reference Data	Compressor				Turbine		
Super Core PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
836033-5002S	61mm	82mm	56	0.70	68mm	62mm	84
Notes:	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	Trim
Super Core and Turbine Kit Sold Separately	740902-0012	0.63	T3	V-Band	Free Float	N	84
	740902-0011	0.82	T3	V-Band	Free Float	N	84
	740902-0010	1.06	T3	V-Band	Free Float	N	84
	740902-0018	0.63	T4	V-Band	Free Float	N	84
	740902-0017	0.82	T4	V-Band	Free Float	N	84
	740902-0016	1.06	T4	V-Band	Free Float	N	84
	740902-0033	0.61	V-Band	V-Band	Free Float	N	84
	740902-0032	0.83	V-Band	V-Band	Free Float	N	84
	740902-0031	1.01	V-Band	V-Band	Free Float	N	84
Wastegated Turbine Assembly does not include bolts, clamps, or actuator	Turbine Asbly PN	A/R	Inlet	Outlet	Wastegate	Divided	Trim
	771300-0003	0.63	T2	5 Bolt	Wastegated	N	84
	771300-0002	0.82	T3	5 Bolt	Wastegated	N	84



Garrett
ADVANCING MOTION

ACCESSORIES



Street Kit



Pro Kit

Speed Sensors: Select Garrett turbochargers come standard with a fully machined speed sensor port. Just remove the bolt and screw in the appropriate kit for your application. GT and GTX Gen I turbos can be machined by a shop of your choice to retrofit the speed sensor port. G Series turbochargers utilize a new and easy to install sensor that does not need to be calibrated. GT/GTX speed sensor kits not applicable with G Series turbochargers.

Street Kit Components: sensor, bolt, speed sensor harness, speed sensor gauge kit.
G Series / GTX55 Gen II / GTX50 Gen II : 781328-0003
GTX Gen I / GTX Gen II / GT Models: 781328-0001

Pro Kit Components: sensor, bolt, speed sensor harness.
G Series / GTX55 Gen II / GTX50 Gen II : 781328-0004
GTX Gen I / GTX Gen II / GT Models: 781328-0002

Maximum Performance

Comparing boost levels and shaft speed on a compressor map, you can determine the ideal operating conditions to insure peak power over a wider operating range. All Garrett Turbocharger Speed Sensor Kits are compatible with data loggers to enhance engine tuning capability. In addition, the Garrett-branded gauge's maximum speed recall function will retain the highest wheel speed for five minutes for easy mapping. The data gained from the Garrett Turbocharger Speed Sensor Kit can be used to closely estimate the engine's flow behavior without a flow bench. Flow information is invaluable for determining if the turbocharger is reaching its maximum performance, for validating the turbo match, and for insuring that it is not overspeeding, allowing you to avoid potentially damaging operating conditions. This kit could even be used in conjunction with an aftermarket ECU to limit compressor speed. The Garrett Turbocharger Speed Sensor Kit will help you be sure you've got the correct turbo for your needs!

Easy To Use

The Garrett Turbocharger Speed Sensor works with any turbocharger to accurately determine compressor wheel speed. The instructions include detailed drawings of the exact machining specifications for all Garrett GT and GTX Gen I catalog turbochargers as well as general guidelines for other compressor housing types. G Series / GTX55 Gen II / and GTX50 Gen II turbochargers use a new sensor that eliminates the calibration process. The Garrett Turbocharger Speed Sensor Kit includes all necessary wiring for easy installation and simple data logging.



Adjustable Wastegate Bracket
Part Number: 773151-0002

The Garrett Adjustable Wastegate Bracket allows for a greater range of motion to set up the compressor outlet and wastegate can. The bracket also allows for redirection of the actuator to keep vacuum lines away from heat or sharp edges. The adjustable actuator bracket is available for use on GT25R, GT28R and GT30R turbochargers.



Boost Gauge: The Garrett Mechanical Boost Gauge is the perfect addition to your interior for the important job of accurately monitoring your boost levels. The gauge has a sleek design and features a black face, white backlit numbers and a brushed aluminum ring. The gauge monitors boost from 30 Hg of vacuum to 30 psi of boost and is available in PSI and BAR configurations.
Boost Gauge Components: gauge, mounting bracket, hose, fitting, mounting hardware.
Boost Gauge PSI Part Number: 773326-0001
Boost Gauge BAR Part Number: 773326-0002



Divided Vband Inlet Adapter: The Garrett divided V-band adapter is for enthusiasts that are fabricating divided exhaust manifolds. This adapter mates perfectly with GT/GTX 30 and 35 divided Vband turbine housings and has two 2" recessed orifices that feed into the flange.
Turbine Inlet Divided V-Band Adapter: Compatible with GT/GTX 30 & 35 divided turbine housings.
Vband Adapter Part Number: 813444-0001



Vband Turbine Outlet Adapter: The Garrett V-band outlet adapter is for fabricating the turbo down pipe. This adapter mates perfectly with the GT/GTX 30, 35, and G25 turbine housing outlet. It has a 3" recessed opening feeding the flange.
Vband Adapter Part Number: 774175-0001



Actuator shown for visual purposes and may not represent the atcual part numbers listed in the chart.

Actuator Kits: Garrett actuator kits are for use on internally wastegated turbine housings. These kits are designed to regulate shaft speed by venting exhaust gas out of the turbine housing.

Actuator Assembly:	Kit PN	Model
Actuator, Adj (0.5 bar) *Not included:Rod end, jam nut, bracket, heat shield	480009-0009	G/GT/GTX25
Actuator, Adj (1.0 bar) *Not included:Rod end, jam nut, bracket, heat shield	480009-0006	G/GT/GTX25
Actuator, Adj (1.5 bar) *Not included:Rod end, jam nut, bracket, heat shield	480009-0010	G/GT/GTX25
Actuator Assembly Kit:	**Kit PN**	**Model**
Actuator Kit: Includes actuator, bracket, rod end, jam nut, and heat shield	700187-0001	T25
Actuator Kit: Includes (0.8 bar) actuator, rod end, jam nut. *Bracket and heat shield **not** included	759498-0004	GT/GTX35R
Actuator Kit: Includes (1.0 bar) actuator, rod end, jam nut. *Bracket and heat shield **not** included	759498-0007	GT/GTX25
G Series Standard Rotation: Includes (1.0 bar) actuator, rod end, jam nut. *Heat shield **not** included	759498-0008	G25
G Series Standard Rotation: (1.5 bar) actuator, rod end, jam nut. *Heat shield **not** included	759498-0010	G25
G Series Reverse Rotation: (1.0 bar) actuator, rod end, jam nut. *Heat shield **not** included	759498-0011	G25
G Series Reverse Rotation: (1.5 bar) actuator, rod end, jam nut. *Heat shield **not** included	759498-0013	G25



Important product information:
Garrett Performance Kits are professional aftermarket products only designed for certain racing vehicles driven on particular racing tracks and shall only be used on racing vehicles that will never be driven on public roads or highways. Garrett Performance Kits are not legal for use in vehicles on public roads or other roads to which public road law applies. Any vehicle modifications using Garrett Performance Kits are AT YOUR OWN RESPONSIBILITY and AT YOUR OWN RISK. Only use Garrett Performance Kits in compliance with all applicable laws, regulations and ordinances (including but not limited to emission, noise, operating license, performance, safety and type-approval aspects). A vehicle modification using Garrett Performance Kits may particularly affect or void a vehicle's warranty, operating license or type-approval. Moreover, only use Garrett Performance Kits in compliance with all applicable racing and racing track provisions. It is YOUR OWN RESPONSIBILITY AND RISK to ensure that your Garrett Performance Kit fits your vehicle and area of application. YOU MUST ENSURE LAWFUL AND SAFE OPERATIONS AT ANY TIME. You should particularly consult the owner's manual and service manual of your vehicle. You should also contact your vehicle's manufacturer to determine what effects modifications may have on important aspects such as safety, warranty, performance, etc. Only install and use Garrett Performance Kits if you have fully read and understood this important safety information and if you fully agree with the terms and conditions set forth therein.



TURBO UPGRADE FOR 2007-2016 MITSUBISHI EVO



MITSUBISHI EVO X TURBO UPGRADE

Bolt-on Upgrade Kit
Evo X 0.73 A/R GTX3071R Stage 1 Part Number: 788550-5005s (550hp*)
Evo X 0.94 A/R GTX3076R Stage 2 Part Number: 788550-5008s (650hp*)

The Garrett Evo X Turbo Upgrade allows you to push your AWD, rally-bred monster up to an estimated 550 HP with the Garrett GTX3071R or a tire-smoking estimated 650 HP with the Garrett GTX3076R. Each turbo has been meticulously designed to be a bolt-on upgrade with no major modifications or guesswork required. The Garrett Evo X Turbo Upgrade features a specially designed twin-scroll turbine housing that mates to the Evo X's stock exhaust manifold as well as the stock exhaust down pipe to allow for aftermarket exhausts to be used without worrying about fitment.

The turbine housing allows for the retention of the stock exhaust heat shield for better temperature control as well as a stealth look. The ported shroud compressor housing reduces the occurrence of surge during operation and mates directly to the intake piping as well as the stock outlet position. Garrett patented dual ball bearing center housing is standard on both turbocharger options for unmatched power handling and unbeatable response.

Please refer to the legal notice on page 58 before purchasing this product.





			Compressor				Turbine			
Mitsubishi EVO X Upgrade	Turbo PN	HP*	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim	A/R
Evo X 0.73 A/R GTX3071R Stage 1	788550-5005S	550	54mm	71mm	58	0.60	60mm	55mm	84	0.73
Evo X 0.94 A/R GTX3076R Stage 2	788550-5008S	650	58mm	76mm	58	0.60	60mm	55mm	84	0.94

* Estimated. Performance results of this product are highly dependent upon your vehicle's modifications and tuning/calibration. The horsepower numbers represented above are calculated based strictly on choke flow of the compressor map (total turbo capability), which represents the potential flywheel horsepower.

TURBO UPGRADE FOR 1.9L | 2.0L VW TDI ENGINES



VW 1.9L TURBO UPGRADE

Part Number: 778445-5002S 1.9L (175hp*)

The Garrett GT1749V is the first performance upgrade / replacement turbocharger available to the aftermarket for Volkswagen 1.9L TDI BEW Engines. The GT1749V comes equipped with a smart actuator, an industry exclusive, and a position sensor, which enables the turbocharger to communicate automatically with the Engine Control Unit (ECU). The kit is easy to install and suitable as a performance upgrade or replacement turbocharger. The Garrett VW TDI Kit also promotes a longer turbo and engine life span and increased reliability by lowering exhaust gas temperatures.

Replaces VW OE Part Numbers: 038 253 019 S & 038 253 014 E Model: KP39 (3K)

Vehicles: 2003.05 - 2006 Volkswagen Beetle TDI
2003.05 - 2006 Volkswagen Golf TDI
2003.05 - 2005 Volkswagen Jetta TDI



VW 2.0L TURBO UPGRADE

Part Number: 838946-5001S 2.0L (190hp*)

The Garrett GTA1749V is a performance upgrade / replacement turbocharger available to the Aftermarket for Volkswagen 2.0L TDI BKD/BKP/AZV engines. The GTA1749V comes equipped with a larger compressor wheel for increased flow and bolts directly to the stock engine manifold flange. The turbo is easy to install and suitable as a performance upgrade or replacement turbocharger. The Garrett VW TDI turbo also promotes a longer turbo and engine life span and increased reliability by lowering exhaust gas temperatures.

Replaces VW OE Part Numbers: 03G 253 010 J & 03G 253 010 J V100

Vehicles: 2.0L TDI BKD/BKP/AZV engines
2003.10-2009.07 – Golf V Mk5 A5 (PQ35) (typ 1K)
2005.08-2011.05 – Jetta A5 (PQ35) (typ 1K)
2003.08-2010.05 – Touran (typ 1T) – [AZV for 136 HP]
2005.09-2010.05 – Passat B6 (typ 1T) – BKP
2004.02-2010.05 – Skoda Octavia Mk2 (typ 1Z)
2nd gen. [AZV fo 136HP]
2009.01-2010.03 – Skoda Superb B6 (typ 3T)
[BKD EA188]
2005.07-2011.09 – Leon Mk2 (typ 1P)
2004.03-2011.09 – Seat Altea
2004.04-2009.05 – Seat Toledo 3
2003.08-2007.05 – Audi A3 (Typ 8P)

Please refer to the legal notice on page 58 before purchasing this product.

			Compressor				Turbine			
Volkswagen TDI 1.9L 2.0L Upgrade	Turbo PN	HP*	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim	A/R
VW 1.9L TDI (BEW Engine) VNT	778445-5002S	175	36mm	49mm	55	0.46	43mm	38mm	76	0.61
VW 2.0L TDI (BKD Engine) VNT	838946-5001S	190	36mm	49mm	55	0.46	43mm	36mm	70	0.61

* Estimated. Performance results of this product are highly dependent upon your vehicle's modifications and tuning/calibration. The horsepower numbers represented above are calculated based strictly on choke flow of the compressor map (total turbo capability), which represents the potential flywheel horsepower.



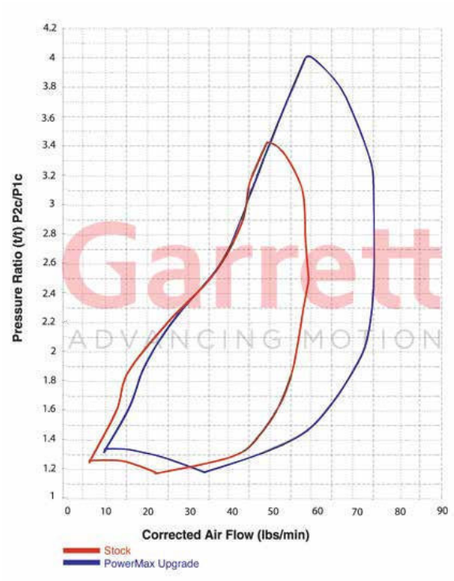


7.3L Power Stroke

Part Number 739619-5004s (590HP*)
Applications: 1999.5 – 2003 7.3L Ford F250, F350 & Excursion
The GTP38R turbocharger contains an exclusive ball bearing cartridge for unbeatable response, efficiency, and durability. Elimination of the thrust bearing eliminates Failures at elevated boost levels. The 88mm GT compressor wheel provides 33% more flow than the stock 80mm wheel. A ported shroud housing improves compressor flow range for surge control. The kit includes a 1.00 A/R turbine housing for free flowing exhaust with reduced back pressure and up to 200° F reduction in exhaust gas temperature. Maximum recommended boost level is 40psi.

6.0L Power Stroke

Part Number 777469-5002S (560HP*)
Applications: 2003 Ford F-Series & Excursion Power Stroke 6.0L
Part Number 772441-5002S (560HP*)
Applications: 2004-2007 Ford F250, F350 & Excursion Power Stroke 6.0L
The GT3788VA Turbocharger features the Garrett patented Advanced Variable Nozzle. Turbine AVNT™ design for increased compressor flow and boost response. Utilizes nine movable vanes which significantly increase turbine efficiency and improve engine performance from idle launch through peak torque. Patented integral electro-hydraulic actuation and proportional solenoid for infinitely variable control. Larger compressor wheel over stock increases maximum power range while keeping turbo speeds down for the same power output. Outline interchangeable for a perfect fit each and every time.



Please refer to the legal notice on page 58 before purchasing this product.

			Compressor				Turbine			
Ford Power Stroke Upgrade	Turbo PN	HP*	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim	A/R
Power Stroke 7.3L 1999.5-2003	739619-5004S	590	66mm	88mm	56	1.00	76mm	68mm	79	1.00
Power Stroke 6.0L 2003 Stage 1	777469-5002S	560	64mm	88mm	52	0.58	73mm	66mm	84	0.90
Power Stroke 6.0L 2004-2007 Stage 1	772441-5002S	560	64mm	88mm	52	0.58	73mm	66mm	84	0.90

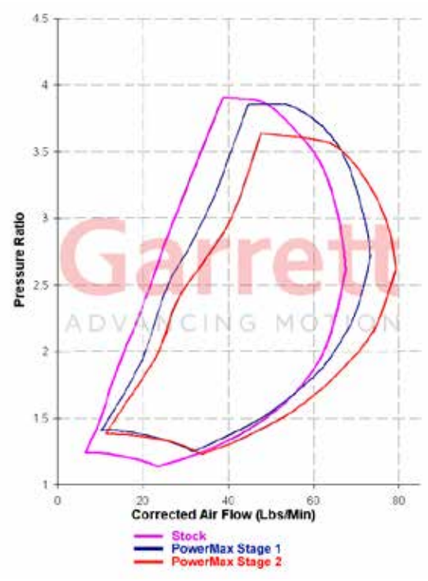
Available through the Master Distributors, Performance Distributors, and PowerMax™ Distributor networks.

* Estimated Horsepower. Performance results of this product are highly dependent upon your vehicle's modifications and tuning/calibration. The horsepower numbers represented above are calculated based strictly on choke flow of the compressor map (total turbo capability), which represents the potential flywheel horsepower.



Part Number 773540-5001s (590HP*) Stage 1
Applications: 2004.5-2009 Chevy / GMC 2500, 3500
The Duramax Stage 1 turbocharger kit features Garrett patented Advanced Variable Nozzle Turbine AVNT™ design for increased compressor and turbine flow. The GT Series wheel design ensures top performance, lower back pressure and reduces intake and exhaust gas temperatures. The unique design features nine movable vanes which significantly increase turbine efficiency and improve engine performance from idle launch through peak torque. Patented integral electro-hydraulic actuation and proportional solenoid allow for infinitely variable control. Suitable as a performance upgrade or replacement for original equipment. Outline interchangeable with the OE turbo for a perfect fit each and every time.

Part Number 773542-5001s (630HP*) Stage 2
Applications: 2004.5-2009 Chevy / GMC 2500, 3500
The Duramax Stage 2 turbocharger kit features Garrett patented Advanced Variable Nozzle Turbine AVNT™ design for increased compressor flow and turbine flow. Utilizes nine movable vanes which significantly increase turbine efficiency and improve engineperformance from idle launch through peak torque. Patented integral electro-hydraulic actuation and proportional solenoid for infinitely variable control. Larger compressor trim (52), plus larger GT40 turbine wheel and vanes. Outline interchangeable with the OE turbo for a perfect fit each and every time.



Please refer to the legal notice on page 58 before purchasing this product.

			Compressor				Turbine			
Chevy | GMC Duramax Upgrade	Turbo PN	HP*	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim	A/R
Duramax 6.6L 2004.5-2009 Stage 1	773540-5001S	590	65mm	94mm	48	0.58	73mm	67mm	78	0.90
Duramax 6.6L 2004.5-2009 Stage 2	773542-5001S	630	68mm	94mm	52	0.58	77mm	68mm	79	0.90

Available through the Master Distributors, Performance Distributors, and PowerMax™ Distributor networks.

* Estimated. Performance results of this product are highly dependent upon your vehicle's modifications and tuning/calibration. The horsepower numbers represented above are calculated based strictly on choke flow of the compressor map (total turbo capability), which represents the potential flywheel horsepower.

POWERMAX™ TURBO UPGRADE FOR 2011-2015 FORD RANGER | MAZDA BT-50



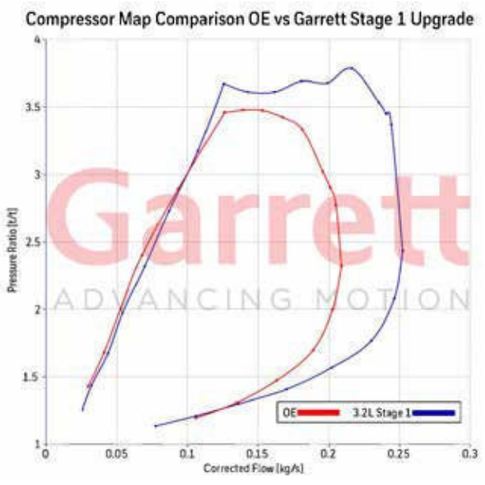
PowerMax™ Turbocharger Upgrade

Part Number 880862-5001W

Applications: Direct Replacement for 2011-2015 Ford Ranger PX | 2011 Mazda BT-50
Supports up to 172W*

This Garrett PowerMax™ direct fit turbocharger is designed for the 3.2L Duratorq 5 cylinder diesel engine platform found in the 2011-2015 Ford Ranger PX and the 2011-Mazda BT-50. The forged, fully machined compressor wheel designed for the GTX Gen II product line increases flow by 20% over the OE wheel. With the correct engine calibration, this enables the engine to be tuned up to 172kW from OE standard 14 7kW. All Garrett PowerMax™ direct fit turbochargers are outline interchangeable with the OE turbocharger ensuring a perfect fit every time.

Please refer to the legal notice on page 58 before purchasing this product.



Features:
- GTX Gen II compressor wheel aerodynamics
- Wider compressor map for improved performance
- 20% more flow than the OE turbocharger

Turbo	Model	GTB2256VK	
	Part Number	880862-5001W **	
	Replaces	798166-0006 (5006S) 812971-0006 (5006S) 853333-5001S	
Vehicle	Make	Ford	Mazda
	Model	Ranger T6	BT-50
	Year	2011-2015	2011
Engine	Type	Duratorq 3.2 / Powerstroke 3.2	
	Fuel	Diesel	
	Emissions	Euro V	
	Cylinders	5	

** Includes gasket kit

Available through the Master Distributors, Performance Distributors, and PowerMax™ Distributor networks.

* Estimated Horsepower. Performance results of this product are highly dependent upon your vehicle's modifications and tuning/ calibration. The horsepower numbers represented above are calculated based strictly on choke flow of the compressor map (total turbo capability), which represents the potential flywheel horsepower.

POWERMAX™ TURBO UPGRADE FOR 2007-2018 TOYOTA LAND CRUISER 4.5L DIESEL



* Product renderings shown. Actual product may have minor variations.

PowerMax™ Turbocharger Upgrade

Part Number 881604-5001S

Applications: Direct replacement for 2007-2018 Toyota Land Cruiser 4.5L 1 VD-FTV turbo diesel
Supports up to 164kW*

This Garrett® PowerMax™ direct fit turbocharger is designed for the 4.5L 1 VD-FTV VS diesel engine platform found in the 2007-2018 Toyota Land Cruiser. The forged, fully machined compressor wheel designed for the G Series product line increases flow by 20% over the OE wheel. Performance results of this product are highly dependent upon your vehicle's modifications and tuning. The power represented above was recorded on a chassis dyno with a modified ECU and OEM fuel delivery system enabling the engine to produce 164kW from the OE standard 151kW. All Garrett PowerMax™ direct fit turbochargers are outline interchangeable with the OE turbocharger ensuring a perfect fit every time.

Please refer to the legal notice on page 58 before purchasing this product.



Features:
- G Series compressor wheel aerodynamics
- Wider compressor map for improved performance
- 20% more flow than the OE turbocharger
- VNT variable geometry technology

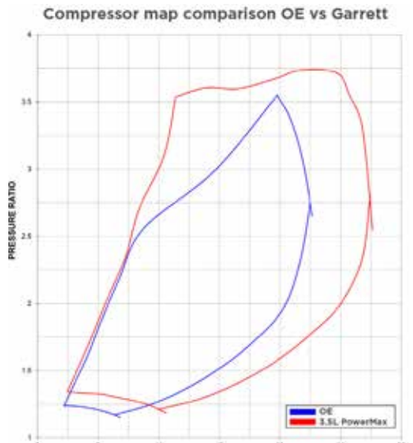
Turbo	Part Number	881604-5001S
	Model	GTA2359V
	Replaces	775095-0001 (5001S) 842127-0001 (5001S)
Vehicle	Make	Toyota
	Model	Land Cruiser
	Year	2007-2018
Engine	Type	4.5 L 1VD-FTV V8 turbo diesel
	Fuel	Diesel
	Emissions	Euro IV
	Cylinders	8

Available through the Master Distributors, Performance Distributors, and PowerMax™ Distributor networks.

* Estimated Horsepower. Performance results of this product are highly dependent upon your vehicle's modifications and tuning/ calibration. The horsepower numbers represented above are calculated based strictly on choke flow of the compressor map (total turbo capability), which represents the potential flywheel horsepower.







PowerMax™ Turbocharger Upgrade

Part Numbers 881027-5001S | 881028-5001S | 881027-5002S | 881027-5002S

Applications: Direct Replacement for F-150 | Expedition | Navigator 3.5L (2011 – 2017)

This Garrett PowerMax™ turbocharger upgrade for the Ford 3.5L EcoBoost engine platform is engineered to increase engine performance capability while maintaining OEM installation specifications. This direct drop-in stage 1 upgrade provides 22% more flow than OEM and will support up to 300HP* from each turbo. Improvements in efficiency and flow can be attributed to the light weight forged fully-machined compressor wheel. Boost response of this PowerMax turbocharger compared to OEM has not been tested. This turbocharger kit comes fully assembled and calibrated and is outline interchangeable with the OE hardware to ensure a perfect fit every time.

Please refer to the legal notice on page 58 before purchasing this product.

Make	Model	Year	Engine	OEM PN	PowerMax PN	Notes:
Ford	F-150	2011-2012	3.5L EcoBoost	CL3Z-6K682-C	**881027-5001S**	Left Turbocharger
Ford	F-150	2011-2012	3.5L EcoBoost	CL3Z-6K682-D	**881028-5001S**	Right Turbocharger
Ford	F-150	2013-2016	3.5L EcoBoost	DL3Z-6K682-E	**881027-5002S**	Left Turbocharger
Ford	F-150	2013-2016	3.5L EcoBoost	DL3Z-6K682-F	**881028-5002S**	Right Turbocharger
Ford	Expedition	2015-2017	3.5L EcoBoost	DL3Z-6K682-E	**881027-5002S**	Left Turbocharger
Ford	Expedition	2015-2017	3.5L EcoBoost	DL3Z-6K682-F	**881028-5002S**	Right Turbocharger
Lincoln	Navigator	2015-2017	3.5L EcoBoost	DL3Z-6K682-E	**881027-5002S**	Left Turbocharger
Lincoln	Navigator	2015-2017	3.5L EcoBoost	DL3Z-6K682-F	**881028-5002S**	Right Turbocharger

Available through the Master Distributors, Performance Distributors, and PowerMax™ Distributor networks.

* Estimated Horsepower. Performance results of this product are highly dependent upon your vehicle's modifications and tuning/ calibration. The horsepower numbers represented above are calculated based strictly on choke flow of the compressor map (total turbo capability), which represents the potential flywheel horsepower.

REPLACE HEAT WITH HORSEPOWER

GARRETT PERFORMANCE INTERCOOLER TECHNOLOGY

Turbo Technology | Electric & Hybrid | Connected Vehicles

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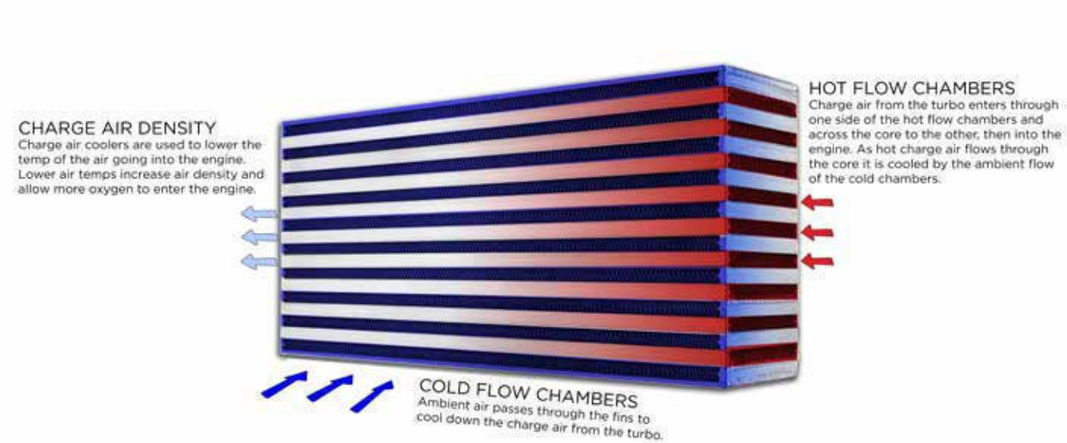
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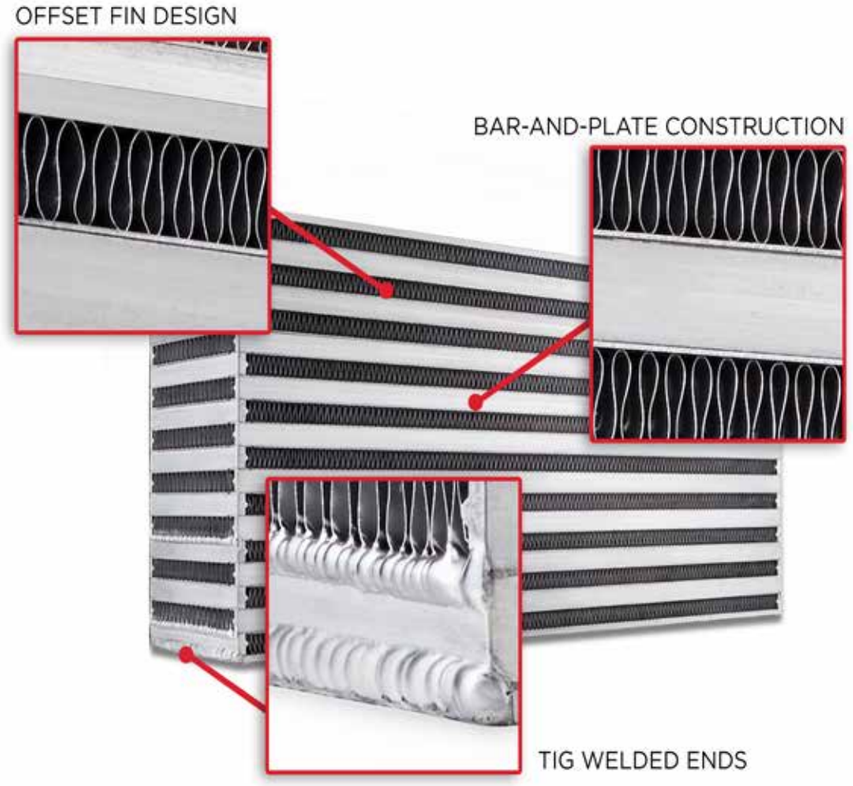
INTERCOOLER CORES AND VEHICLE SPECIFIC APPLICATIONS

CHARGE AIR COOLERS

Utilizing advanced Aerospace technology, Garrett intercoolers offer superior fatigue protection for the high boost pressures and temperatures of today's extreme engines. With over 75 years of charge air cooler experience, Garrett remains ahead of the industry in intercooler design and function making it the number one choice for some of the premier names in the performance car industry - Roush, Saleen, Mercedes-Benz AMG, Ford SVT, GM, and McLaren have all turned to Garrett to intercool their hottest models.

We now offer this expertise and quality to enthusiasts, in a full range of intercooler cores that are manufactured in-house by Garrett technicians. The bar and plate construction offers hi-performance, in a compact design using high strength vacuum brazed aluminum alloys with advanced fin designs to ensure greater heat transfer effectiveness and durability. From air-to-air cores sized for sport compact cars to air-to-water cores capable of supporting 1000+ hp, we can provide optimum performance for nearly any application.





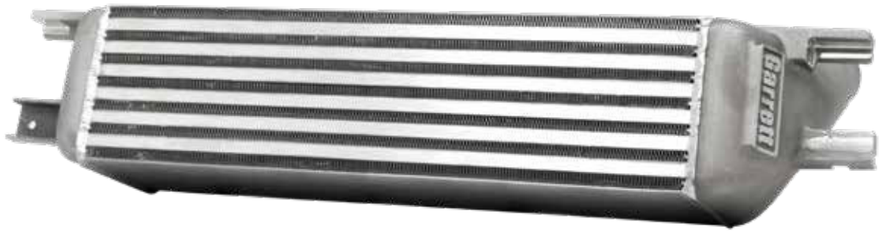
CAC PN	Type	Supported Horsepower	Length (in")	Width (in")	Height (in')	Weight (lbs)
701596-6001	Air / Air	1260	27.8	5.1	12.7	31.4
848054-6003	Air / Air	1140	22.0	4.5	14.0	26.4
486827-6002	Air / Air	1000	23.7	3.8	12.0	23.7
703522-6005	Air / Air	950	24.0	4.5	12.1	26.2
703520-6005	Air / Air	925	24.0	3.5	12.1	20.3
703518-6005	Air / Air	900	24.0	3.0	12.1	19.4
848054-6001	Air / Air	870	20.0	3.5	12.5	17.4
703520-6011	Air / Air	800	24.0	3.5	10.5	17.8
703522-6004	Air / Air	785	18.0	4.5	12.1	19.8
703518-6004	Air / Air	750	18.0	3.0	12.1	15.6
703522-6008	Air / Air	750	18.0	4.5	11.2	17.0
487085-6002	Air / Air	600	20.0	3.0	11.2	15.2
703520-6010	Air / Air	600	24.0	3.5	8.0	13.8
703520-6002	Air / Air	550	14.0	3.5	12.1	12.3
703518-6017	Air / Air	510	18.0	3.0	10.5	11.2
703520-6009	Air / Air	500	24.0	3.5	6.4	11.6
703518-6018	Air / Air	475	24.0	3.0	6.4	9.9
703520-6025	Air / Air	425	18.0	3.5	8.0	10.8
703521-6003	Air / Air	375	10.0	4.5	12.3	13.1
703518-6015	Air / Air	310	18.0	3.0	6.4	7.3
734408-6005	Air / Water	1000	11.9	4.8	4.8	8.6
717874-6008	Air / Water	750	11.7	3.8	3.8	6.3

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PERFORMANCE INTERCOOLER FOR 2015+ 2.3L FORD MUSTANG



DIRECT FIT PERFORMANCE INTERCOOLER FOR 2015+ 2.3L FORD MUSTANG
SUPPORTS UP TO 600 HORSEPOWER
C.A.R.B. CERTIFIED ✓



Part Number: 857564-6001
The Garrett Direct Fit Performance Intercooler is C.A.R.B. certified (EO# D-794) and fits the 2015+ 2.3L Ecoboost Mustang in the stock location and can support up to 600 horsepower. The aluminum core features advanced offset fin design and vacuum brazed bar-and-plate construction resulting in superior thermal and fatigue performance. CFD optimized cast aluminum end tanks reduces recirculation and maximizes flow. The complete assembly results in up to a 30% reduction in pressure drop and up to a 40 °F reduction in charge air temperature.

This direct fit performance intercooler installs in 2.5 hours and reuses the stock bolts, hoses, and clamps. Removal of the OE grill shutters required. For more information including Installation instructions please visit our website:
www.garrettmotion.com/racing-and-performance/performance-catalog/intercoolers/

Features:
- Supports up to 600 horsepower
- C.A.R.B Certified (EO# D-794)
- 60% larger core than stock
- Installs in stock location
- Up to a 40 °F reduction in temperatures

Part Number		**857564-6001**
Vehicle	Make	Ford
	Model	Mustang
	Year	2015+
Engine	Type	2.3L
	Fuel	Gas
Weight	16.5 LBS	
Size Specs	21" x 5.32" x 5.4"	

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PERFORMANCE INTERCOOLER FOR 2015+ 3.5L | 2.7L FORD F-150



DIRECT FIT PERFORMANCE INTERCOOLER FOR 2015+ FORD F-150 & RAPTOR
SUPPORTS UP TO 750 HORSEPOWER
C.A.R.B. CERTIFIED ✓



Part Number: 870702-6001
The Garrett direct fit F150 charge air cooler boasts an 83% larger core than stock to provide up to 40 °F reduction in air temperature and up to 30% reduction in pressure drop. Optimized end tanks improve air flow through the core. This direct fit performance intercooler is easily installed and can support up to 750 horsepower all while reusing the stock bolts, hoses, and clamps.

This direct fit performance intercooler installs in 2.5 hours and reuses the stock bolts, hoses, and clamps. Removal of the OE grill shutters required. For more information including Installation instructions please visit our website:
www.garrettmotion.com/racing-and-performance/performance-catalog/intercoolers/

Features:
- Supports up to 750 horsepower
- C.A.R.B Certified (EO# D-794)
- 83% larger core than sock
- Installs in stock location
- +16 horsepower at temperature saturation
- Up to 40 °F reduction in temperature
- Integrated drain plug to evacuate condensation

Part Number		**870702-6001**
Vehicle	Make	Ford
	Model	F-150
	Year	2015+
Engine	Type	3.5L / 2.7L
	Fuel	Gas
Size Specs	21" x 5.32" x 9.43"	

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PERFORMANCE INTERCOOLER FOR 2013 - 2018 2.0L FOCUS ST



DIRECT FIT PERFORMANCE INTERCOOLER FOR 2013 - 2018 2.0L FORD FOCUS ST
SUPPORTS UP TO 670 HORSEPOWER



Part Number: 880736-6001
The Garrett® direct fit Ford Focus ST performance charge air cooler boasts a 115% larger core that helps reduce intake manifold temperatures by an average of 11 °F (6.1 °C) based on OBD II data. Optimized end tanks improve air flow through the core. This performance intercooler showed an increase of up to 25 HP (19 kW) and 9 lb-ft (12 N-m) of torque compared to OE during back to back dyno comparisons in a wind tunnel which generates air velocity that matches vehicle speed. During testing the heat saturation point increased from 4 dyno pulls to 8 dyno pulls.

This direct fit performance intercooler installs in 1.5 hour and reuses the stock bolts, hoses, and clamps. Removal of the OE grill shutters required. For more information including Installation instructions please visit our website:
www.garrettmotion.com/racing-and-performance/performance-catalog/intercoolers/

Features:
- Supports up to 670 HP (499 kW)
- 115% larger core than stock
- Installs in stock location
- Up to 25 HP (19 kW) and 9 lb-ft (12 N-m) of torque
- Average 11 °F (6.1 °C) reduction in intake temperature based on OBD II data
- Integrated drain plug to evacuate condensation
- Cast aluminum end tanks
- Advanced offset fin design
- Bar-and-plate construction

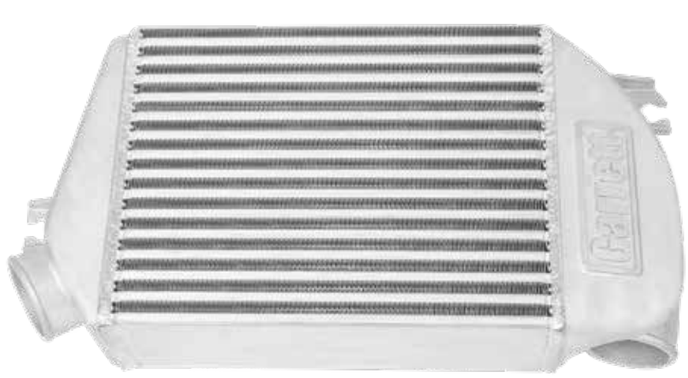
Part Number		**880736-6001**
Vehicle	Make	Ford
	Model	Focus ST
	Year	2013-2018
Engine	Type	2.0L
	Fuel	Gas
Weight	23 lbs / 10.4 kg	
Size Specs	26.3" x 4.3" x 7.8"	
	668mm x 109mm x 198mm	

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PERFORMANCE INTERCOOLER FOR 2015+ SUBARU WRX 2.0L



DIRECT FIT PERFORMANCE INTERCOOLER FOR 2015+ SUBARU WRX 2.0L
SUPPORTS UP TO 530 HORSEPOWER



Part Number: 891185-6001
The direct fit Subaru WRX performance charge air cooler boasts a 70% larger core that helps reduce intake manifold temperatures up to 30 °F (16.7 °C). Optimized end tanks improve air flow through the core. This performance intercooler showed an increase of up to 16 HP (12 kW) and 15 lb-ft (20 N-m) of torque compared to OE during back to back dyno comparisons in a wind tunnel which generates air velocity that matches vehicle speed. During testing the heat saturation point increased from 4 dyno pulls to 6 dyno pulls.

This direct fit performance intercooler installs in 2.5 hours and reuses the stock bolts, hoses, and clamps. Removal of the OE grill shutters required. For more information including Installation instructions please visit our website:
www.garrettmotion.com/racing-and-performance/performance-catalog/intercoolers/

Features:
- Supports up to 530 HP (395 kW)
- 70% larger core than stock
- Installs in stock location
- Up to 16 HP (12kW) and 15 lb-ft (20 N-m) of torque
- Average 30° F (16.7° C) reduction in intake temp
- Cast aluminum end tanks
- Advanced offset fin design
- Bar-and-plate construction

Part Number		**891185-6001**
Vehicle	Make	Subaru
	Model	WRX
	Year	2015+
Engine	Type	2.0L FA20F
	Fuel	Gas
Size Specs	13" x 4" x 10.2"	
	330mm x 102mm x 259mm	



DIRECT FIT PERFORMANCE INTERCOOLER FOR
2011 - 2020 FORD RAPTOR / RANGER / EVEREST / MAZDA BT50 3.2L | 2.2L | 2.0L



Part Number: 881649-6001
The Garrett® direct fit performance charge air cooler for the Ford Ranger and Mazda BT50 boasts a 218% larger core that helps reduce intake manifold temperatures by an average of 32 °C based on test data. Optimized end tanks improve air flow through the core. This direct fit performance intercooler installs in 2.0 hours and reuses the stock bolts, hoses, and clamps.

This direct fit performance intercooler installs in 1.5 hour and reuses the stock bolts, hoses, and clamps. Removal of the OE grill shutters required. For more information including Installation instructions please visit our website:
www.garrettmotion.com/racing-and-performance/performance-catalog/intercoolers/

Features:
- Supports up to 499 kW
- 218% larger core than stock
- Installs in stock location
- Cast aluminum end tanks
- Advanced offset fin design
- Bar-and-plate construction

Part Number		**881649-6001**
Vehicle	Make	Ford | Mazda
	Model	Ranger/Raptor/ Everest/BT50
	Year	2011-2020
Engine	Type	3.2L | 2.2L | 2.0L
	Fuel	Diesel
Weight	12.56 kg	
Size Specs	680mm x 101mm x 260mm	



POWERMAX™ PERFORMANCE INTERCOOLERS
2015+ BMW M3 - M4 (F80 M3|F82/F83 M4)



Part Number: 888883-6001 | 888883-6002
Garrett Powermax™ direct fit performance charge air cooler for the 2015+ BMW M3 and M4 boasts a 47% larger core with dual pass coolant flow to help reduce intake manifold temperatures by an average of 10 °F. CFD optimized end tanks improve airflow through the core. An average increase of 12.4 horsepower and 4.9 lb-ft of torque were measured during back to back dyno pulls. This direct-fit performance intercooler installs in 1.5 hours and reuses the stock bolts, hoses, and clamps.

Features:
- Supports up to 980 HP
- 47% larger core than stock
- Installs in stock location
- Cast aluminum end tanks
- Air-to-water design
- Bar-and-plate construction
- Aluminum finish coming Q1 2020

Part Number	Raw Finish	**888883-6001**
	Black Finish	**888883-6002**
Vehicle	Make	BMW
	Model	M3 / M4
	Year	2015+
Engine	Type	I6
	Fuel	Gas
Weight	14.1 lbs (6.4 kg)	
Size Specs	7.2" x 9.8" x 3.6"	
	183mm x 249mm x 92mm	

PERFORMANCE INTERCOOLER FOR 2016+ HONDA CIVIC 1.5T / SI



DIRECT FIT PERFORMANCE INTERCOOLER FOR 2016+ HONDA CIVIC 1.5T / SI
SUPPORTS UP TO 660 HORSEPOWER



Part Number: 893516-6001
Garrett Powermax™ direct fit performance charge air cooler for the 2016+ Honda Civic 1.5T/SI has a 90% larger core than stock and helps reduce intake manifold temperatures up to 60 °F (15.6 °C) at heat soak. CFD optimized end tanks improve air flow distribution through the core. This performance intercooler showed a max increase of up to 17 WHP (12.7 kW) and 14 lb-ft of torque (19 N-m) compared to OE during back to back dyno comparisons in a wind tunnel which generates air velocity that matches vehicle speed.
This direct fit performance intercooler installs in 3 hours and reuses the stock bolts, hoses, and clamps. Some modification to the shroud required. For more information including Installation instructions please visit www.garrettmotion.com/racing-and-performance/performance-catalog/intercoolers/

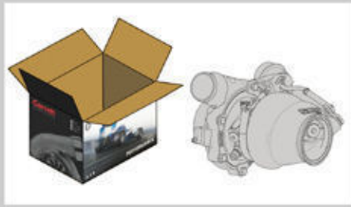
Features:
- Supports up to 660 HP (492 kW)
- 90% larger core than stock
- Installs in stock location
- Max increase of 17 HP (12.7 kW) and 14lb-ft (19 N-m)
- Up to 60 °F (15.6 °C) reduction in intake temp
- Cast aluminum end tanks
- Advanced offset fin design
- Bar-and-plate construction

Part Number		893516-6001
Vehicle	Make	Honda
	Model	Civic
	Year	2016+
Engine	Type	1.5L/SI
	Fuel	Gas
Weight	12.56 kg	
Size Specs	27.5" x 3.5" x 6.2"	
	698.5mm x 88.9mm x 157.5mm	

CONFIGURATION GUIDE

Turbo PN

Internally wastegated options fullly assembled and calibrated by Garrett. Gasket kit included. Models: G25-550, G25-660, GT2252, GT2554R, GT2560R, GT2860R, GT2860RS, GT2871R



Assembly Kit PN

Externally wastegated options include super core and turbine housing kit in separate boxes. Gasket kit included. Tools and assembly required to connect the super core to the turbine housing. Models: Gen II GTX28, GTX30, GTX35, G25-550, G25-660



Super Core PN

Super Core refers to a center housing rotating assembly with compressor housing attached. Gasket kit included. Turbine housing kit purchased separately. Models: GT30, GT35, GTW34, GTW36, GTW38, GTX40, GTX42, GTX45, GTX47, GTX50, GTX55



Turbine Kit PN

Individually packaged exhaust housings. Connections and size vary between models. Gasket kit included. Reverse Rotation housings not interchangeable with standard rotation. GT and GTX housings are interchangeable within frame family. (e.g., GT30 – GTX30). G Series housings are NOT interchangeable with GT, GTX, GTW. GTW housings are NOT interchangeable with GT, GTX, G Series. Some options may require modifications to the exhaust system to



	Compressor					Turbine		
G25-550	HP: 300-550	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
858161-5002S	Disp: 1.4L - 3.0L	48mm	60mm	65	0.70	54mm	49mm	84
Standard Rotation	Assembly Kit PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	871389-5004S		740902-0069	0.72	V-Band	V-Band	Free Float	N
	871389-5005S		740902-0068	0.92	V-Band	V-Band	Free Float	N
Standard Rotation	Turbo PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Turbo PN assembled and calibrated by Garrett® to 1.0 bar (14.7PSI).	877895-5001S		740902-0080	0.49	T25	V-Band	Yes	N
	877895-5003S		740902-0076	0.72	V-Band	V-Band	Yes	N
	877895-5004S		740902-0077	0.92	V-Band	V-Band	Yes	N
	877895-5011S		740902-0071	0.92	T4	V-Band	Yes	Y
G25-550 Reverse Rotation	HP: 300-550	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
871388-5001S	Disp: 1.4L - 3.0L	48mm	60mm	65	0.70	54mm	49mm	84
Reverse Rotation	Assembly Kit PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	871390-5004S		740902-0073	0.72	V-Band	V-Band	Free Float	N
	871390-5005S		740902-0074	0.92	V-Band	V-Band	Free Float	N
Reverse Rotation	Turbo PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Turbo PN assembled and calibrated by Garrett® to 1.0 bar (14.7PSI).	877895-5007S		740902-0078	0.72	V-Band	V-Band	Yes	N
	877895-5008S		740902-0079	0.92	V-Band	V-Band	Yes	N
	877895-5013S		740902-0075	0.92	T4	V-Band	Yes	Y
G25-660	HP: 350-660	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
858161-5003S	Disp: 1.4L - 3.0L	54mm	67mm	65	0.70	54mm	49mm	84
Standard Rotation	Assembly Kit PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	871389-5010S		740902-0069	0.72	V-Band	V-Band	Free Float	N
	871389-5011S		740902-0068	0.92	V-Band	V-Band	Free Float	N
Standard Rotation	Turbo PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Turbo PN assembled and calibrated by Garrett® to 1.0 bar (14.7PSI).	877895-5002S		740902-0080	0.49	T25	V-Band	Yes	N
	877895-5005S		740902-0076	0.72	V-Band	V-Band	Yes	N
	877895-5006S		740902-0077	0.92	V-Band	V-Band	Yes	N
	877895-5012S		740902-0071	0.92	T4	V-Band	Yes	Y
G25-660 Reverse Rotation	HP: 350-660	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
871388-5002S	Disp: 1.4L - 3.0L	54mm	67mm	65	0.70	54mm	49mm	84
Reverse Rotation	Assembly Kit PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	871390-5010S		740902-0073	0.72	V-Band	V-Band	Free Float	N
	871390-5011S		740902-0074	0.92	V-Band	V-Band	Free Float	N
Reverse Rotation	Turbo PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Turbo PN assembled and calibrated by Garrett® to 1.0 bar (14.7PSI).	877895-5009S		740902-0078	0.72	V-Band	V-Band	Yes	N
	877895-5010S		740902-0079	0.92	V-Band	V-Band	Yes	N
	877895-5014S		740902-0075	0.92	T4	V-Band	Yes	Y
GTX2860R Gen II	HP: 200-475	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
849894-5001S	Disp: 1.4L-2.5L	46mm	60mm	58	0.60	54mm	47mm	76
Notes:	Assembly Kit PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	856800-5004S		827690-0004	0.86	T25	5 bolt	Wastegated	N
	856800-5001S		827690-0001	0.57	V-Band	V-Band	Free Float	N
	856800-5002S		827690-0002	0.72	V-Band	V-Band	Free Float	N
GTX2867R Gen II	HP: 275-550	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
849894-5002S	Disp: 1.4L-2.5L	50mm	67mm	55	0.60	54mm	47mm	76
Notes:	Assembly Kit PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	856800-5007S		827690-0003	0.64	T25	5 bolt	Wastegated	N
	856800-5008S		827690-0004	0.86	T25	5 bolt	Wastegated	N
	856800-5005S		827690-0001	0.57	V-Band	V-Band	Free Float	N
	856800-5006S		827690-0002	0.72	V-Band	V-Band	Free Float	N
G30-660	HP: 350-660	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
880693-5001S	Disp: 2.0L-3.5L	54mm	67mm	65	0.70	60mm	55mm	84
Notes:			Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Super Core and Turbine Kit Sold Separately			740902-0086	0.61	V-Band	V-Band	Free Float	N
			740902-0087	0.83	V-Band	V-band	Free Float	N
			740902-0088	1.01	V-Band	V-band	Free Float	N
			740902-0089	1.21	V-Band	V-band	Free Float	N
G30-660 Reverse Rotation	HP: 350-660	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
880694-5001S	Disp: 2.0L-3.5L	54mm	67mm	65	0.70	60mm	55mm	84
Notes:			Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Super Core and Turbine Kit Sold Separately			740902-0096	0.61	V-Band	V-Band	Free Float	N
			740902-0097	0.83	V-Band	V-band	Free Float	N
			740902-0098	1.01	V-Band	V-band	Free Float	N
			740902-0099	1.21	V-Band	V-band	Free Float	N
G30-770	HP: 475-770	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
880693-5002S	Disp: 2.0L-3.5L	58mm	71mm	65	0.72	60mm	55mm	84
Notes:			Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Super Core and Turbine Kit Sold Separately			740902-0086	0.61	V-Band	V-Band	Free Float	N
			740902-0087	0.83	V-Band	V-band	Free Float	N
			740902-0088	1.01	V-Band	V-band	Free Float	N
			740902-0089	1.21	V-Band	V-band	Free Float	N
G30-770 Reverse Rotation	HP: 475-770	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
880694-5002S	Disp: 2.0L-3.5L	58mm	71mm	65	0.72	60mm	55mm	84
Notes:			Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Super Core and Turbine Kit Sold Separately			740902-0096	0.61	V-Band	V-Band	Free Float	N
			740902-0097	0.83	V-Band	V-band	Free Float	N
			740902-0098	1.01	V-Band	V-band	Free Float	N
			740902-0099	1.21	V-Band	V-band	Free Float	N

GTX3071R Gen II	HP: 340-650	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851154-5002S	Disp: 1.8L-3.0L	54mm	71mm	58	0.60	60mm	55mm	84
Standard Rotation	Assembly Kit PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	856801-5006S		740902-0009	0.63	T3	V-Band	Free Float	N
	856801-5005S		740902-0008	0.82	T3	V-Band	Free Float	N
	856801-5004S		740902-0007	1.06	T3	V-Band	Free Float	N
	856801-5018S		740902-0036	0.61	V-Band	V-Band	Free Float	N
	856801-5017S		740902-0035	0.83	V-Band	V-Band	Free Float	N
	856801-5016S		740902-0034	1.01	V-Band	V-Band	Free Float	N
Wastegated turbine kit does not include bolts, clamps, gasket or actuator	856801-5021S		771300-0006	0.63	T3	5 bolt	Wastegated	N
	856801-5020S		771300-0005	0.82	T3	5 bolt	Wastegated	N
	856801-5019S		771300-0004	1.06	T3	5 bolt	Wastegated	N
GTX3071R Gen II Reverse Rotation	HP: 340-650	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
844621-5003S	Disp: 1.8L-3.0L	54mm	71mm	58	0.60	60mm	55mm	84
Reverse Rotation	Assembly Kit PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	856802-5001S		740902-0053	0.61	V-Band	V-Band	Free Float	N
	856802-5002S		740902-0054	0.83	V-Band	V-Band	Free Float	N
	856802-5003S		740902-0055	1.01	V-Band	V-Band	Free Float	N
G30-900	HP: 550-900	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
880693-5003S	Disp: 2.0L-3.5L	62mm	76mm	65	0.72	60mm	55mm	84
Notes:			Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Super Core and Turbine Kit Sold Separately			740902-0086	0.61	V-Band	V-Band	Free Float	N
			740902-0087	0.83	V-Band	V-band	Free Float	N
			740902-0088	1.01	V-Band	V-band	Free Float	N
			740902-0089	1.21	V-Band	V-band	Free Float	N
G30-900 Reverse Rotation	HP: 550-900	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
880694-5003S	Disp: 2.0L-3.5L	62mm	76mm	65	0.72	60mm	55mm	84
Notes:			Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Super Core and Turbine Kit Sold Separately			740902-0096	0.61	V-Band	V-Band	Free Float	N
			740902-0097	0.83	V-Band	V-band	Free Float	N
			740902-0098	1.01	V-Band	V-band	Free Float	N
			740902-0099	1.21	V-Band	V-band	Free Float	N
GTX3076R Gen II	HP: 400-750	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851154-5001S	Disp: 1.8L-3.0L	58mm	76mm	58	0.60	60mm	55mm	84
Standard Rotation	Assembly Kit PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	856801-5027S		740902-0009	0.63	T3	V-Band	Free Float	N
	856801-5026S		740902-0008	0.82	T3	V-Band	Free Float	N
	856801-5025S		740902-0007	1.06	T3	V-Band	Free Float	N
	856801-5039S		740902-0036	0.61	V-Band	V-Band	Free Float	N
	856801-5038S		740902-0035	0.83	V-Band	V-Band	Free Float	N
	856801-5037S		740902-0034	1.01	V-Band	V-Band	Free Float	N
GTX3076R Gen II Reverse Rotation	HP:400-750	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
844621-5004S	Disp: 1.8L-3.0L	58mm	76mm	58	0.60	60mm	55mm	84
Reverse Rotation	Assembly Kit PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	856802-5004S		740902-0053	0.61	V-Band	V-Band	Free Float	N
	856802-5005S		740902-0054	0.83	V-Band	V-Band	Free Float	N
	856802-5006S		740902-0055	1.01	V-Band	V-Band	Free Float	N
G35-900	HP: 550-900	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
880695-5001S	Disp: 2.0L-5.5L	62mm	76mm	65	0.72	60mm	55mm	84
Notes:			Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Super Core and Turbine Kit Sold Separately			740902-0102	0.61	V-Band	V-Band	Free Float	N
			740902-0103	0.83	V-Band	V-band	Free Float	N
			740902-0104	1.01	V-Band	V-band	Free Float	N
			740902-0105	1.21	V-Band	V-band	Free Float	N
G35-900 Reverse Rotation	HP: 550-900	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
880696-5001S	Disp: 2.0L-5.5L	62mm	76mm	65	0.72	60mm	55mm	84
Notes:			Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Super Core and Turbine Kit Sold Separately			740902-0112	0.61	V-Band	V-Band	Free Float	N
			740902-0113	0.83	V-Band	V-band	Free Float	N
			740902-0114	1.01	V-Band	V-band	Free Float	N
			740902-0115	1.21	V-Band	V-band	Free Float	N
GTX3576R Gen II	HP: 400-750	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851154-5003S	Disp: 2.0L-4.5L	58mm	76mm	58	0.60	68mm	62mm	84
Standard Rotation	Assembly Kit PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	856801-5048S		740902-0012	0.63	T3	V-Band	Free Float	N
	856801-5047S		740902-0011	0.82	T3	V-Band	Free Float	N
	856801-5046S		740902-0010	1.06	T3	V-Band	Free Float	N
	856801-5051S		740902-0018	0.63	T4	V-Band	Free Float	N
	856801-5050S		740902-0017	0.82	T4	V-Band	Free Float	N
	856801-5049S		740902-0016	1.06	T4	V-Band	Free Float	N
	856801-5060S		740902-0033	0.61	V-Band	V-Band	Free Float	N
	856801-5059S		740902-0032	0.83	V-Band	V-Band	Free Float	N
	856801-5058S		740902-0031	1.01	V-Band	V-Band	Free Float	N
GTX3576R Gen II Reverse Rotation	HP: 400-750	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
844626-5003S	Disp: 2.0L-4.5L	58mm	76mm	58	0.60	68mm	62mm	84
Reverse Rotation	Assembly Kit PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	856803-5001S		740902-0056	0.61	V-Band	V-Band	Free Float	N
	856803-5002S		740902-0057	0.83	V-Band	V-Band	Free Float	N
	856803-5003S		740902-0058	1.01	V-Band	V-Band	Free Float	N

G35-1050	HP: 700-1050	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
880695-5002S	Disp: 2.5L-5.5L	68mm	84mm	65	0.75	68mm	62mm	84
Notes:			Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Super Core and Turbine Kit Sold Separately			740902-0102	0.61	V-Band	V-Band	Free Float	N
			740902-0103	0.83	V-Band	V-band	Free Float	N
			740902-0104	1.01	V-Band	V-band	Free Float	N
			740902-0105	1.21	V-Band	V-band	Free Float	N
G35-1050 Reverse Rotation	HP: 700-1050	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
880696-5002S	Disp: 2.5L-5.5L	68mm	84mm	65	0.75	68mm	62mm	84
Notes:			Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Super Core and Turbine Kit Sold Separately			740902-0112	0.61	V-Band	V-Band	Free Float	N
			740902-0113	0.83	V-Band	V-band	Free Float	N
			740902-0114	1.01	V-Band	V-band	Free Float	N
			740902-0115	1.21	V-Band	V-band	Free Float	N
GTX3582R Gen II	HP: 450-900	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851154-5004S	Disp: 2.0L-4.5L	66mm	82mm	64	0.70	68mm	62mm	84
Standard Rotation	Assembly Kit PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	856801-5072S		740902-0018	0.63	T4	V-Band	Free Float	N
	856801-5071S		740902-0017	0.82	T4	V-Band	Free Float	N
	856801-5070S		740902-0016	1.06	T4	V-Band	Free Float	N
	856801-5081S		740902-0033	0.61	V-Band	V-Band	Free Float	N
	856801-5080S		740902-0032	0.83	V-Band	V-Band	Free Float	N
	856801-5079S		740902-0031	1.01	V-Band	V-Band	Free Float	N
GTX3582R Gen II Reverse Rotation	HP: 450-900	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
844626-5004S	Disp: 2.0L-4.5L	66mm	82mm	64	0.70	68mm	62mm	84
Reverse Rotation	Assembly Kit PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	856803-5004S		740902-0056	0.61	V-Band	V-Band	Free Float	N
	856803-5005S		740902-0057	0.83	V-Band	V-Band	Free Float	N
	856803-5006S		740902-0058	1.01	V-Band	V-Band	Free Float	N
GTX3584RS	HP: 550-1000	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
846098-5001S	Disp: 2.0L-5.5L	67mm	84mm	64	0.72	68mm	62mm	84
Notes:	Assembly Kit PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Hose Bead Compressor Outlet	856804-5001S		740902-0067	0.83	V-Band	V-Band	Free Float	N
	856804-5002S		740902-0066	1.01	V-Band	V-Band	Free Float	N
	856804-5003S		740902-0052	1.21	V-Band	V-Band	Free Float	N
GTX3584RS Vband Comp Outlet	HP: 550-1000	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
846098-5002S	Disp: 2.0L-5.5L	67mm	84mm	64	0.72	68mm	62mm	84
Notes:	Assembly Kit PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
V-Band Compressor Outlet	856804-5004S		740902-0067	0.83	V-Band	V-Band	Free Float	N
	856804-5005S		740902-0066	1.01	V-Band	V-Band	Free Float	N
	856804-5006S		740902-0052	1.21	V-Band	V-Band	Free Float	N
GTW3476R	HP: 450-700	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
841691-5001S Ball Bearing	Disp: 2.0L-4.5L	58mm	76mm	58	0.70	65mm	57mm	76
841297-5001S Journal Bearing	Disp: 2.0L-4.5L	58mm	76mm	58	0.70	65mm	57mm	76
Notes:			Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Super Core and Turbine Kit Sold Separately			844669-0002	0.63	T3	4-Bolt	Free Float	N
			844669-0003	0.82	T3	4-Bolt	Free Float	N
GTW3684R	HP: 425-750	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
841691-5002S Ball Bearing	Disp: 2.0L-5.3L	62mm	84mm	54	0.70	71mm	62mm	76
841297-5002S Journal Bearing	Disp: 2.0L-5.3L	62mm	84mm	54	0.70	71mm	62mm	76
Notes:			Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Super Core and Turbine Kit Sold Separately			844669-0005	0.70	T4	V-Band	Free Float	Y
			844669-0007	1.15	T4	V-Band	Free Float	Y
GTW3884R	HP: 450-950	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
841691-5003S Ball Bearing	Disp: 2.0L-6.0L	62mm	84mm	54	0.70	74mm	65mm	76
841691-5004S Ball Bearing	Disp: 2.0L-6.0L	64mm	84mm	58	0.70	74mm	65mm	76
841691-5005S Ball Bearing	Disp: 2.0L-6.0L	67mm	84mm	64	0.70	74mm	65mm	76
841297-5003S Journal Bearing	Disp: 2.0L-6.0L	62mm	84mm	54	0.70	74mm	65mm	76
841297-5004S Journal Bearing	Disp: 2.0L-6.0L	64mm	84mm	58	0.70	74mm	65mm	76
841297-5005S Journal Bearing	Disp: 2.0L-6.0L	67mm	84mm	64	0.70	74mm	65mm	76
Notes:			Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Super Core and Turbine Kit Sold Separately			844669-0009	0.96	T4	V-Band	Free Float	N
			844669-0010	1.14	T4	V-Band	Free Float	N
GTX4088R	HP: 460-850	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
825614-5005S	Disp: 2.0L-6.0L	65mm	88mm	54	0.72	77mm	68mm	78
Notes:			Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Super Core and Turbine Kit Sold Separately			773628-0011	0.95	T4	V-Band	Free Float	Y
			773628-0013	1.19	T4	V-Band	Free Float	Y
GTX4294R	HP: 475-950	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
800269-5001S	Disp: 2.0L-7.0L	70mm	94mm	56	0.60	82mm	75mm	84
Notes:			Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Super Core and Turbine Kit Sold Separately			757707-0001	1.01	T4	V-Band	Free Float	Y
			757707-0002	1.15	T4	V-Band	Free Float	Y
G42-1200 Compact	HP: 475-1200	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
860778-5002S	Disp: 2.0L-7.0L	73mm	91mm	65	0.90	82mm	75mm	84
Notes:	Assembly Kit PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	879779-5001S		757707-0011	1.01	V-Band	V-Band	Free Float	N
	879779-5002S		757707-0012	1.15	V-Band	V-Band	Free Float	N
	879779-5003S		757707-0013	1.28	V-Band	V-Band	Free Float	N
	879779-5004S		757707-0014	1.01	T4	V-Band	Free Float	Y
	879779-5005S		757707-0015	1.15	T4	V-Band	Free Float	Y
	879779-5006S		757707-0016	1.28	T4	V-Band	Free Float	Y

G42-1200	HP: 475-1200	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
860778-5004S	Disp: 2.0L-7.0L	73mm	91mm	65	0.85	82mm	75mm	84
Notes:	Assembly Kit PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	879779-5007S		757707-0011	1.01	V-Band	V-Band	Free Float	N
	879779-5008S		757707-0012	1.15	V-Band	V-Band	Free Float	N
	879779-5009S		757707-0013	1.28	V-Band	V-Band	Free Float	N
	879779-5010S		757707-0014	1.01	T4	V-Band	Free Float	Y
	879779-5011S		757707-0015	1.15	T4	V-Band	Free Float	Y
	879779-5012S		757707-0016	1.28	T4	V-Band	Free Float	Y
G42-1450	HP: 525-1450	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
860778-5006S	Disp: 2.0L-8.0L	79mm	98mm	65	0.85	82mm	75mm	84
Notes:	Assembly Kit PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Assembly Kit Includes Super Core and Turbine Kit	879779-5013S		757707-0011	1.01	V-Band	V-Band	Free Float	N
	879779-5014S		757707-0012	1.15	V-Band	V-Band	Free Float	N
	879779-5015S		757707-0013	1.28	V-Band	V-Band	Free Float	N
	879779-5016S		757707-0014	1.01	T4	V-Band	Free Float	Y
	879779-5017S		757707-0015	1.15	T4	V-Band	Free Float	Y
	879779-5018S		757707-0016	1.28	T4	V-Band	Free Float	Y
GTX4202R	HP: 525-1120	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
800269-5002S	Disp: 2.0L-7.0L	76mm	102mm	55	0.60	82mm	75mm	84
Notes:			Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Super Core and Turbine Kit Sold Separately			757707-0001	1.01	T4	V-Band	Free Float	Y
			757707-0002	1.15	T4	V-Band	Free Float	Y
GTX4508R	HP: 700-1250	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
800270-5001S	Disp: 2.0L-8.0L	80mm	108mm	55	0.69	87mm	80mm	85
Notes:			Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Super Core and Turbine Kit Sold Separately			757707-0005	1.01	T4	V-Band	Free Float	Y
			757707-0006	1.15	T4	V-Band	Free Float	Y
			757707-0007	1.28	T4	V-Band	Free Float	Y
			757707-0008	1.44	T4	V-Band	Free Float	Y
GTX4709R Gen II	HP: 825-1625	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851285-5011S	Disp: 2.0L-10.0L	76mm	109mm	49	0.88	93mm	84mm	82
851285-5012S	Disp: 2.0L-10.0L	80mm	109mm	54	0.88	93mm	84mm	82
Notes:			Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Super Core and Turbine Kit Sold Separately			761208-0009	0.96	T6	V-Band	Free Float	N
			761208-0010	1.08	T6	V-Band	Free Float	N
			761208-0011	1.23	T6	V-Band	Free Float	N
			761208-0012	1.39	T6	V-Band	Free Float	N
GTX4720R Gen II	HP: 1025-1950	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851285-5013S	Disp: 2.5L-10.0L	76mm	120mm	41	0.88	93mm	84mm	82
851285-5014S	Disp: 2.5L-10.0L	80mm	120mm	45	0.88	93mm	84mm	82
851285-5015S	Disp: 2.5L-10.0L	88mm	120mm	54	0.88	93mm	84mm	82
Notes:			Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Super Core and Turbine Kit Sold Separately			761208-0009	0.96	T6	V-Band	Free Float	N
			761208-0010	1.08	T6	V-Band	Free Float	N
			761208-0011	1.23	T6	V-Band	Free Float	N
			761208-0012	1.39	T6	V-Band	Free Float	N
GTX5009R Gen II	HP: 875-1700	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851285-5016S	Disp: 2.5L-10.0L	76mm	109mm	49	0.88	99mm	91mm	84
851285-5017S	Disp: 2.5L-10.0L	80mm	109mm	54	0.88	99mm	91mm	84
Notes:			Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Super Core and Turbine Kit Sold Separately			761208-0030	0.96	T6	V-Band	Free Float	N
			761208-0033	1.39	T6	V-Band	Free Float	N
GTX5020R Gen II	HP: 1075-2050	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851285-5018S	Disp: 2.8L-11.0L	76mm	120mm	41	0.88	99mm	91mm	84
851285-5019S	Disp: 2.8L-11.0L	80mm	120mm	45	0.88	99mm	91mm	84
851285-5020S	Disp: 2.8L-11.0L	88mm	120mm	54	0.88	99mm	91mm	84
Notes:			Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Super Core and Turbine Kit Sold Separately			761208-0030	0.96	T6	V-Band	Free Float	N
			761208-0033	1.39	T6	V-Band	Free Float	N
GTX5533R Gen II	HP: 1000-2500	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851285-5001S	Disp: 3.0L-12.0L	85mm	133	41	0.88	112	102	84
851285-5002S	Disp: 3.0L-12.0L	88mm	133	44	0.88	112	102	84
851285-5003S	Disp: 3.0L-12.0L	91mm	133	47	0.96	112	102	84
851285-5004S	Disp: 3.0L-12.0L	94mm	133	50	0.96	112	102	84
851285-5005S	Disp: 3.0L-12.0L	98mm	133	54	0.96	112	102	84
851285-5007S	Disp: 3.0L-12.0L	SFI 88mm	133	44	0.88	112	102	84
GTX5544R Gen II	HP: 1400-2850	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851285-5021S	Disp: 3.0L-12.0L	102mm	144mm	50	0.96	112	102	84
851285-5022S	Disp: 3.0L-12.0L	106mm	144mm	54	0.96	112	102	84
Notes:			Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Super Core and Turbine Kit Sold Separately			761208-0062	1.24	V-Band	V-Band	Free Float	N
			761208-0063	1.40	V-Band	V-Band	Free Float	N
			761208-0014	1.00	T6	V-Band	Free Float	N
			761208-0015	1.12	T6	V-Band	Free Float	N
			761208-0025	1.24	T6	V-Band	Free Float	N
			761208-0017	1.40	T6	V-Band	Free Float	N
* SFI Certified Turbine Housings			761208-0054	1.24	V-Band	V-Band	Free Float	N
			761208-0054	1.40	V-Band	V-Band	Free Float	N
			761208-0026	1.00	T6	V-Band	Free Float	N
			761208-0027	1.24	T6	V-Band	Free Float	N
G57	Model	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
880547-5008S	G57-2000	88mm	133mm	44	0.88	118mm	112mm	90
880547-5009S	G57-2350	94mm	133mm	50	0.96	118mm	112mm	90
880547-5010S	G57-2550	98mm	133mm	54	0.96	118mm	112mm	90
880547-5006S	G57-2750	102mm	144mm	50	0.96	118mm	112mm	90
880547-5007S	G57-3000	106mm	144mm	54	0.96	118mm	112mm	90
Notes:			Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Stainless
Super Core and Turbine Kit Sold Separately. GTX55 turbine housings are not compatible.			761208-0066	1.09	V-Band	V-Band	Free Float	Y
			761208-0067	1.25	V-Band	V-Band	Free Float	Y
			761208-0068	1.41	V-Band	V-Band	Free Float	Y

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