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 in 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.
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 turbos 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 trim 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 turbos 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.

---

**WHY CHOOSE GARRETT TURBOCHARGERS**

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.

**HOW A TURBO SYSTEM WORKS**

**COMPONENTS OF A TURBOCHARGER**

![Components of a Turbocharger Diagram](image-url)
Turbine Trim =

Compressor Trim = 

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 held constant, a larger diameter will flow more than a smaller trim wheel. This produces an improved response that can be converted to quicker 0-60 mph speed. In 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 Rotodynamic and Durability – The ball bearing cartridge gives better damping and control over shaft motion, increasing reliability for both everyday and extreme driving conditions. In addition, the opposed angular contact bearing design eliminates the need for the thrust bearing, a common weak link in the turbo bearing system.

Garrett ball-bearing turbocharged engines report they feel like they are driving a large, normally aspirated engine. Garrett Ball Bearing turbochargers spool up 15% faster than traditional journal bearings. This is important when determining P2c.

Calculating P2c:

This is important when determining P2c.

Depression: A pressure loss upstream of the compressor caused by any restriction in the air filter or restrictive ducting. Depression can be 1 PSIg or more on some intake systems. In determining pressure ratio, the depression at the compressor inlet (Pc) is often LESS than the ambient pressure, especially at high load. Taking into account the 1 psig intake depression, the pressure ratio can now be calculated: 26.7 / 14.7 = 1.82

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 psia in the equations above to give a more accurate calculation. For example, at Denver’s 5200 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.

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 at least 10.0 R.P.M. horsepower at the flywheel for each lb/min of airflow. So, an engine rated at a target peak horsepower of 400 hp will require 40-48 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 0.0704 lb/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 50%. 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 turbo 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:

Where

Pc = Absolute Outlet Pressure
Pa = Absolute Inlet Pressure
P1a = Absolute Pressure at the compressor inlet.
P2a = Absolute Pressure at sea level.

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* 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. It is important to use units of absolute pressure when calculating pressure ratio. The pressure ratio is now: (12 psig + 14.7 PSIa) / 13.7 PSIa = 1.95

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* 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.
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/BoostAdvisor/ for more details.

**WHAT IS A/R?**

**Turbo PN**

Internally wastegated turbochargers are fully assembled and calibrated by Garrett with a 1 Bar actuator. Gasket kit included.

**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.

**Supercore PN**

Supercore refers to a rotating assembly with compressor housing attached. Gasket kit included. Turbine housing kit purchased separately.

**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 fit.
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.
A TURN AHEAD OF THE COMPETITION

**G SERIES TURBOCHARGERS**

**STAINLESS STEEL TURBINE HOUSINGS**

are offered with all G Series turbochargers. It's high heat tolerance paired with high tensile strength make a robust product that looks and performs to Garrett standards.

**STANDARD AND REVERSE ROTATION**

Turbochargers are offered in the G Series product line up to G35 frame sizes. Reverse rotation turbochargers are mirrored in appearance and rotate counter clockwise. Reverse rotation components are not interchangeable with standard rotation components and housings.

<table>
<thead>
<tr>
<th>Product Features</th>
<th>G22</th>
<th>G30</th>
<th>G35</th>
<th>G42</th>
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**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.

**INTERNALLY WASTEGATED**

configurations available for in both standard and reverse rotation. Turbochargers are fully assembled and calibrated with a 1.0 bar actuator.

**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 than other Garrett turbos. Lightweight construction and CFD designed and manufactured by Garrett engineers.
### Garrett G30-660

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

**COMPRESSOR MAP**

<table>
<thead>
<tr>
<th>A/R</th>
<th>Inducer</th>
<th>Exducer</th>
<th>Trim</th>
<th>54mm</th>
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**Turbo PN assembled and calibrated with 0.5 bar actuator**

<table>
<thead>
<tr>
<th>Turbo PN</th>
<th>880704-5000S</th>
<th>740902-0086</th>
</tr>
</thead>
</table>

**G30-660 Reference Data**

<table>
<thead>
<tr>
<th>HP</th>
<th>350-660</th>
<th>Displ.</th>
<th>2.0L-3.5L</th>
<th>58mm</th>
<th>71mm</th>
<th>65</th>
<th>0.72</th>
</tr>
</thead>
</table>

**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

### Garrett G30-770

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

**COMPRESSOR MAP**

<table>
<thead>
<tr>
<th>A/R</th>
<th>Inducer</th>
<th>Exducer</th>
<th>Trim</th>
<th>58mm</th>
<th>60mm</th>
<th>55mm</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.83</td>
<td>V-Band</td>
<td>V-band</td>
<td>Wastegate</td>
<td>Divided</td>
<td>1.06</td>
<td>T4</td>
</tr>
</tbody>
</table>

**Turbo PN assembled and calibrated with 0.5 bar actuator**

<table>
<thead>
<tr>
<th>Turbo PN</th>
<th>880704-5005S</th>
<th>740902-0088</th>
</tr>
</thead>
</table>

**G30-770 Reference Data**

<table>
<thead>
<tr>
<th>HP</th>
<th>475-770</th>
<th>Displ.</th>
<th>2.0L-3.5L</th>
<th>58mm</th>
<th>71mm</th>
<th>65</th>
<th>0.72</th>
</tr>
</thead>
</table>

**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**
Garrett G30-900
Horsepower: 550 - 900
Displacement: 2.0L - 3.5L

Garrett G35-900
Horsepower: 550 - 900
Displacement: 2.0L - 5.5L

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

COMPRESSOR MAP

EXHAUST FLOW CHART

<table>
<thead>
<tr>
<th>G30-900 Turbocharger PN</th>
<th>Turbo PN assembled and calibrated with 0.5 bar actuator</th>
</tr>
</thead>
<tbody>
<tr>
<td>880704-5008S</td>
<td>0.83 V-Band V-band Y N</td>
</tr>
<tr>
<td>880704-5009S</td>
<td>1.01 V-Band V-band Y N</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>G30-900 Standard Rotation Supercore PN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turbo PN</td>
</tr>
<tr>
<td>740902-0092</td>
</tr>
<tr>
<td>740902-0093</td>
</tr>
<tr>
<td>740902-0094</td>
</tr>
<tr>
<td>740902-0095</td>
</tr>
<tr>
<td>740902-0096</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>G30-900 Reverse Rotation Supercore PN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turbine Kit PN</td>
</tr>
<tr>
<td>740902-0000</td>
</tr>
<tr>
<td>740902-0001</td>
</tr>
<tr>
<td>740902-0002</td>
</tr>
<tr>
<td>740902-0003</td>
</tr>
<tr>
<td>740902-0004</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>G35-900 Turbocharger PN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turbo PN</td>
</tr>
<tr>
<td>880707-5002S</td>
</tr>
<tr>
<td>880707-5003S</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>G35-900 Standard Rotation Supercore PN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turbo PN</td>
</tr>
<tr>
<td>740902-0106</td>
</tr>
<tr>
<td>740902-0107</td>
</tr>
<tr>
<td>740902-0108</td>
</tr>
<tr>
<td>740902-0109</td>
</tr>
<tr>
<td>740902-0110</td>
</tr>
<tr>
<td>740902-0111</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>G35-900 Reverse Rotation Supercore PN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turbine Kit PN</td>
</tr>
<tr>
<td>740902-0116</td>
</tr>
<tr>
<td>740902-0117</td>
</tr>
<tr>
<td>740902-0118</td>
</tr>
<tr>
<td>740902-0119</td>
</tr>
<tr>
<td>740902-0120</td>
</tr>
</tbody>
</table>
## Garrett G35-1050

**Horsepower:** 700 - 1050  
**Displacement:** 2.0L - 5.5L

### 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

### Compressor Map

**G35-1050 Reference Data**

<table>
<thead>
<tr>
<th>HP: 700-1050</th>
<th>Disp: 2.0L-5.5L</th>
</tr>
</thead>
<tbody>
<tr>
<td>68mm</td>
<td>84mm</td>
</tr>
</tbody>
</table>

### Exhaust Flow Chart

**G35-1050 Turbocharger PN**

<table>
<thead>
<tr>
<th>Turbo PN</th>
<th>A/R</th>
<th>Inlet</th>
<th>Outlet</th>
<th>Wastegate</th>
<th>Divided</th>
</tr>
</thead>
<tbody>
<tr>
<td>880690-0036</td>
<td>0.83</td>
<td>V-Band</td>
<td>V-Band</td>
<td>Y</td>
<td>N</td>
</tr>
</tbody>
</table>

### Compressor PN

<table>
<thead>
<tr>
<th>Turbo PN</th>
<th>A/R</th>
<th>Inlet</th>
<th>Outlet</th>
<th>Wastegate</th>
<th>Divided</th>
</tr>
</thead>
<tbody>
<tr>
<td>740902-0102</td>
<td>0.61</td>
<td>V-Band</td>
<td>V-Band</td>
<td>Free Float</td>
<td>N</td>
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</tbody>
</table>

### Standard Rotation Supercore PN

<table>
<thead>
<tr>
<th>Turbo PN</th>
<th>A/R</th>
<th>Inlet</th>
<th>Outlet</th>
<th>Wastegate</th>
<th>Divided</th>
</tr>
</thead>
<tbody>
<tr>
<td>880695-5002S</td>
<td>0.65</td>
<td>V-Band</td>
<td>V-Band</td>
<td>Free Float</td>
<td>N</td>
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</table>

### Reverse Rotation Supercore PN

<table>
<thead>
<tr>
<th>Turbo PN</th>
<th>A/R</th>
<th>Inlet</th>
<th>Outlet</th>
<th>Wastegate</th>
<th>Divided</th>
</tr>
</thead>
<tbody>
<tr>
<td>880696-5002S</td>
<td>0.83</td>
<td>T3</td>
<td>V-Band</td>
<td>Free Float</td>
<td>N</td>
</tr>
</tbody>
</table>

## Garrett G42-1200

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

### Features:
- 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

**G42-1200 Reference Data**

<table>
<thead>
<tr>
<th>HP: 475-1200</th>
<th>Disp: 2.0L-7.0L</th>
</tr>
</thead>
<tbody>
<tr>
<td>73mm</td>
<td>91mm</td>
</tr>
</tbody>
</table>

### Exhaust Flow Chart

**G42-1200 Supercore PN**

<table>
<thead>
<tr>
<th>Turbo PN</th>
<th>A/R</th>
<th>Inlet</th>
<th>Outlet</th>
<th>Wastegate</th>
<th>Divided</th>
</tr>
</thead>
<tbody>
<tr>
<td>860778-5004S</td>
<td>0.85</td>
<td>82mm</td>
<td>75mm</td>
<td>84</td>
<td></td>
</tr>
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</table>

### Compressor PN

<table>
<thead>
<tr>
<th>Turbo PN</th>
<th>A/R</th>
<th>Inlet</th>
<th>Outlet</th>
<th>Wastegate</th>
<th>Divided</th>
</tr>
</thead>
<tbody>
<tr>
<td>740902-0116</td>
<td>1.21</td>
<td>V-Band</td>
<td>V-Band</td>
<td>Free Float</td>
<td>N</td>
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### Standard Rotation Supercore PN

<table>
<thead>
<tr>
<th>Turbo PN</th>
<th>A/R</th>
<th>Inlet</th>
<th>Outlet</th>
<th>Wastegate</th>
<th>Divided</th>
</tr>
</thead>
<tbody>
<tr>
<td>757707-0011</td>
<td>1.15</td>
<td>T4</td>
<td>V-band</td>
<td>Free Float</td>
<td>Y</td>
</tr>
</tbody>
</table>

### Reverse Rotation Supercore PN

<table>
<thead>
<tr>
<th>Turbo PN</th>
<th>A/R</th>
<th>Inlet</th>
<th>Outlet</th>
<th>Wastegate</th>
<th>Divided</th>
</tr>
</thead>
<tbody>
<tr>
<td>757707-0004</td>
<td>1.28</td>
<td>T4</td>
<td>V-band</td>
<td>Free Float</td>
<td>Y</td>
</tr>
</tbody>
</table>
Garrett G42-1200 Compact
Horsepower: 475 - 1200
Displacement: 2.0L - 7.0L

**COMPRESSOR MAP**

**EXHAUST FLOW CHART**

**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

### G42-1200 Compact Ref Data

<table>
<thead>
<tr>
<th>Model</th>
<th>Inducer</th>
<th>Exducer</th>
<th>Trim</th>
<th>A/R</th>
<th>Inducer</th>
<th>Exducer</th>
<th>Trim</th>
</tr>
</thead>
<tbody>
<tr>
<td>G42-1200 Compact Ref Data</td>
<td>HP: 475-1200</td>
<td>Displ: 2.0L-7.0L</td>
<td>73mm</td>
<td>99mm</td>
<td>65</td>
<td>0.90</td>
<td>82mm</td>
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</tbody>
</table>

### G42-1200 Compact Supercore PN

860778-5002S

### G42-1450 Reference Data

<table>
<thead>
<tr>
<th>Model</th>
<th>Inducer</th>
<th>Exducer</th>
<th>Trim</th>
<th>A/R</th>
<th>Inducer</th>
<th>Exducer</th>
<th>Trim</th>
</tr>
</thead>
<tbody>
<tr>
<td>G42-1450 Reference Data</td>
<td>HP: 525-1450</td>
<td>Displ: 2.0L-8.0L</td>
<td>79mm</td>
<td>98mm</td>
<td>65</td>
<td>0.85</td>
<td>82mm</td>
</tr>
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</table>

### G42-1450 Supercore PN

860778-5006S

<table>
<thead>
<tr>
<th>Model</th>
<th>Inducer</th>
<th>Exducer</th>
<th>Trim</th>
<th>A/R</th>
<th>Inducer</th>
<th>Exducer</th>
<th>Trim</th>
</tr>
</thead>
<tbody>
<tr>
<td>G42-1450 Supercore PN</td>
<td>HP: 525-1450</td>
<td>Displ: 2.0L-8.0L</td>
<td>79mm</td>
<td>98mm</td>
<td>65</td>
<td>0.85</td>
<td>82mm</td>
</tr>
</tbody>
</table>
**Garrett G45-1125**

**Horsepower:** 600 - 1125
**Displacement:** 2.0L - 8.0L

**Compressor:**
- **Inducer:** 67mm
- **Exducer:** 102mm
- **Trim:** 44
- **A/R:** 0.85
- **Outlet:** 89mm
- **Inlet:** 82mm
- **Exducer:** 84

**Turbine:**
- **Inducer:** 757707-0020
- **Exducer:** 757707-0024
- **Trim:** 1.01
- **A/R:** T4
- **Outlet:** V-Band Free Float Y
- **Inlet:** V-Band

**Features:**
- Compressor aero increases flow up to 10% (compared to GTX45R)
- 89mm inducer | 102mm exducer
- Dual ceramic ball bearing with steel cages
- V-Band connection
- Stainless steel turbine housings available in T4 divided inlet

**Compressor Map**

**Exhaust Flow Chart**

---

**Garrett G45-1350**

**Horsepower:** 650 - 1350
**Displacement:** 2.0L - 8.0L

**Compressor:**
- **Inducer:** 67mm
- **Exducer:** 102mm
- **Trim:** 44
- **A/R:** 0.85
- **Outlet:** 89mm
- **Inlet:** 82mm
- **Exducer:** 84

**Turbine:**
- **Inducer:** 757707-0021
- **Exducer:** 757707-0022
- **Trim:** 1.01
- **A/R:** T4
- **Outlet:** V-Band Free Float Y
- **Inlet:** V-Band

**Features:**
- Compressor aero increases flow up to 15% (compared to GTX45R)
- 72mm inducer | 102mm exducer
- Dual ceramic ball bearing with steel cages
- V-Band connection
- Stainless steel turbine housings available in T4 divided inlet

**Compressor Map**

**Exhaust Flow Chart**
**Garrett G45-1500**
Horsepower: 750 - 1500
Displacement: 2.0L - 8.0L

** FEATURES:**
- Compressor aero increases flow up to 18% (compared to GTX45R 76mm)
- 76mm compressor inducer | 102mm compressor exducer
- Dual ceramic ball bearing with steel cages
- G-series turbine aero increases flow 14% (compared to GTX45R)
- 89mm Inconel turbine wheel inducer flows up to 56 lbs/min
- Lightweight aluminum backplate
- Stainless steel turbine housings available in T4 divided inlet

**Garrett G57-3000**
Horsepower: 1400 - 3000
Displacement: 3.0L - 12.0L

** FEATURES:**
- 88mm, 94mm, 98mm, 102mm, 106mm compressor options
- 88mm inducer turbine wheel
- 28% more turbine flow (compared to GTX) see graph below
- Stainless steel turbine housings
- One-piece aluminum center housing
- High-performance dual ceramic ball bearing cartridge
- Outlined 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
#### Garrett G45-1500
- HP: 750 - 1500
- Disp: 2.0L - 8.0L
- Compressor: 76mm 102mm
- Turbine: 89mm 82mm
- Inducer: 76mm
- Exducer: 102mm
- A/R: 0.85
- Trim: Y

#### Garrett G57-3000
- HP: 1400 - 3000
- Disp: 3.0L - 12.0L
- Compressor: 88mm 94mm 98mm 102mm 106mm
- Turbine: 118mm 112mm
- Inducer: 88mm 94mm 98mm 102mm 106mm
- Exducer: 112mm 112mm
- A/R: 0.88 0.88 0.88 0.88 0.88
- Trim: Y Y Y Y Y

### Exhaust Flow Chart
#### Garrett G45-1500
- Corrected Air Flow (LBS/Min)
- Pressure Ratio

#### Garrett G57-3000
- Corrected Air Flow (LBS/Min)
- Pressure Ratio

---

### Table: Garrett G45-1500 Reference Data

<table>
<thead>
<tr>
<th>Model</th>
<th>Inducer</th>
<th>Exducer</th>
<th>Trim</th>
<th>A/R</th>
</tr>
</thead>
<tbody>
<tr>
<td>HP 750-1500</td>
<td>76mm</td>
<td>102mm</td>
<td>49</td>
<td>0.85</td>
</tr>
</tbody>
</table>

### Table: Garrett G57-3000 Reference Data

<table>
<thead>
<tr>
<th>Model</th>
<th>Inducer</th>
<th>Exducer</th>
<th>Trim</th>
<th>A/R</th>
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<tbody>
<tr>
<td>HP 1400-3000</td>
<td>88mm</td>
<td>102mm</td>
<td>118</td>
<td>0.88</td>
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<tr>
<td>94mm</td>
<td>102mm</td>
<td>112</td>
<td>0.88</td>
<td></td>
</tr>
<tr>
<td>98mm</td>
<td>102mm</td>
<td>112</td>
<td>0.88</td>
<td></td>
</tr>
<tr>
<td>102mm</td>
<td>102mm</td>
<td>112</td>
<td>0.88</td>
<td></td>
</tr>
<tr>
<td>106mm</td>
<td>102mm</td>
<td>112</td>
<td>0.88</td>
<td></td>
</tr>
</tbody>
</table>

---

### Compressor Turbine

Garrett G57-3000 Supercore PN Turbine Kit PN

- 757707-0023 1.09 V-band 90
- 757707-0024 1.15 V-band 90
- 757707-0025 1.28 V-band 90
- 757707-0026 1.44 V-band 90
- 757707-0027 1.59 V-band 90

---

### Turbine Kit PN

<table>
<thead>
<tr>
<th>Model</th>
<th>Inducer</th>
<th>Exducer</th>
<th>Inlet</th>
<th>Outlet</th>
<th>Wastegate</th>
<th>Stainless</th>
<th>Divided</th>
<th>Trim</th>
</tr>
</thead>
<tbody>
<tr>
<td>761208-0083</td>
<td>1.09</td>
<td>V-band</td>
<td>V-band</td>
<td>Free Float</td>
<td>Y</td>
<td>N</td>
<td>1.09</td>
<td></td>
</tr>
<tr>
<td>761208-0084</td>
<td>1.25</td>
<td>V-band</td>
<td>V-band</td>
<td>Free Float</td>
<td>Y</td>
<td>N</td>
<td>1.41</td>
<td></td>
</tr>
<tr>
<td>761208-0085</td>
<td>1.41</td>
<td>V-band</td>
<td>V-band</td>
<td>Free Float</td>
<td>Y</td>
<td>N</td>
<td>1.41</td>
<td></td>
</tr>
</tbody>
</table>

---

### G57-3000 106mm shown
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 (GTX28/30/35/47/50/ 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

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)

### Inducer Exducer Trim A/R Inducer Exducer Trim
- HP: 200-475
- Disp: 1.4L-2.5L
- 46mm 60mm 58 0.60
- 54mm 47mm 76

### A/R Inlet Outlet Wastegate Divided
- 0.64 T25 5 bolt Wastegated N
- 0.86 T25 5 bolt Wastegated N
- 0.57 V-Band V-Band Free Float N
- 0.72 V-Band V-Band Free Float N

### Reverse Rotation
Assembly Kit PN
856802-5001S
856802-5002S
856802-5003S

GTX3071R Gen II
Horsepower: 275 - 550
Displacement: 1.4L - 2.5L

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)

### Inducer Exducer Trim A/R Inducer Exducer Trim
- HP: 275-550
- Disp: 1.4L-2.5L
- 50mm 67mm 55 0.60
- 54mm 47mm 76

### A/R Inlet Outlet Wastegate Divided
- 0.64 T25 5 bolt Wastegated N
- 0.86 T25 5 bolt Wastegated N
- 0.57 V-Band V-Band Free Float N
- 0.72 V-Band V-Band Free Float N

### Reverse Rotation
Assembly Kit PN
856801-5006S
856801-5005S
856801-5004S
856801-5018S

GTX2867R GEN II
Horsepower: 275 - 550
Displacement: 1.8L - 3.0L

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)

### Inducer Exducer Trim A/R Inducer Exducer Trim
- HP: 340-675
- Disp: 1.8L-3.0L
- 54mm 71mm 58 0.60
- 60mm 55mm 84

### A/R Inlet Outlet Wastegate Divided
- 0.63 T3 V-Band Free Float N
- 0.82 T3 V-Band Free Float N
- 1.06 T3 V-Band Free Float N
- 0.61 V-Band V-Band Free Float N
- 0.83 V-Band V-Band Free Float N
- 1.01 V-Band V-Band Free Float N

### Reverse Rotation
Assembly Kit PN
856801-5006S
856801-5005S
856801-5004S
856801-5018S

Garrett GTX2860R GEN II
Horsepower: 200 - 475
Displacement: 1.4L - 2.5L

### Assembly Kit Includes Super Core and Turbine Kit
- 856800-5007S
- 856800-5008S
- 856800-5005S
- 856800-5006S

Garrett GTX2867R GEN II
Horsepower: 275 - 550
Displacement: 1.4L - 2.5L

### Assembly Kit Includes Super Core and Turbine Kit
- 856800-5003S
- 856800-5004S
- 856800-5001S
- 856800-5002S

Garrett GTX2860R GEN II
Horsepower: 200 - 475
Displacement: 1.4L - 2.5L

### Assembly Kit Includes Super Core and Turbine Kit
- 856802-5001S
- 856802-5002S
- 856802-5003S

Garrett GTX2867R GEN II
Horsepower: 275 - 550
Displacement: 1.4L - 2.5L

### Assembly Kit Includes Super Core and Turbine Kit
- 856801-5017S
- 856801-5016S
- 856801-5019S
- 856801-5021S

Wastegated turbine kit does not include bolts, clamps, gasket or actuator
Garrett GTX3071R GEN II
Horsepower: 340 - 675
Displacement: 1.8L - 3.0L

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
- reverse rotation options available
- GEN 2 AERODYNAMICS FEATURE INCREASED HORSEPOWER RANGE

GTX3071R Gen II
Inducer/Exducer Trim A/R
856800-5001S 0.64 T25 V-Band Free Float N
856800-5002S 0.64 T25 5 bolt Wastegated N
856800-5003S 0.63 T3 V-Band Free Float N
856800-5004S 0.61 T3 V-Band Free Float N
856800-5005S 0.86 T25 V-Band Free Float N
856800-5006S 0.86 T25 5 bolt Wastegated N
856800-5007S 0.83 V-Band V-Band Free Float N
856800-5008S 0.82 T3 V-Band Free Float N

Compressor
- Assembly Kit Includes Super Core and Turbine Kit
- Assembly Kit Includes Super Core and Turbine Kit

COMPRESSOR MAP

EXHAUST FLOW CHART

Garrett GTX3076R GEN II
Horsepower: 400 - 750
Displacement: 1.8L - 3.0L

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)
- REVERSE ROTATION OPTIONS AVAILABLE
- reverse rotation options available
- GEN 2 AERODYNAMICS FEATURE INCREASED HORSEPOWER RANGE

GTX3076R Gen II
Inducer/Exducer Trim A/R
856802-5001S 0.61 V-Band V-Band Free Float N
856802-5002S 1.06 T4 V-Band Free Float N
856802-5003S 1.06 T4 5 bolt Wastegated N
856802-5004S 1.01 V-Band V-Band Free Float N
856802-5005S 1.01 V-Band V-Band Free Float N
856802-5006S 0.61 V-Band V-Band Free Float N
856802-5007S 1.01 V-Band V-Band Free Float N
856802-5008S 1.01 V-Band V-Band Free Float N

Compressor
- Assembly Kit Includes Super Core and Turbine Kit
- Assembly Kit Includes Super Core and Turbine Kit

COMPRESSOR MAP

EXHAUST FLOW CHART
<table>
<thead>
<tr>
<th>Garrett GTX3576R GEN II</th>
<th>Garrett GTX3582R GEN II</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Horsepower:</strong> 400 - 750</td>
<td><strong>Horsepower:</strong> 450 - 900</td>
</tr>
<tr>
<td><strong>Displacement:</strong> 2.0L - 4.5L</td>
<td><strong>Displacement:</strong> 2.0L - 6.0L</td>
</tr>
</tbody>
</table>

### GTX3576R GEN II

**Compressor**
- Garrett A/V-Band Free Float N
- Garrett V-Band Free Float N

**Turbine**
- Garrett A/V-Band Free Float N
- Garrett V-Band Free Float N

### GTX3582R GEN II

**Compressor**
- Garrett A/V-Band Free Float N
- Garrett V-Band Free Float N

**Turbine**
- Garrett A/V-Band Free Float N
- Garrett V-Band Free Float N

### Assembly Kits

**GTX3576R Gen II**
- Assembly Kit Includes Super Core and Turbine Kit
- **Assembly Kit PN:** 856801-5005S
- **Inducer:** 58mm
- **Exducer:** 76mm
- **Trim:** 0.60

**Reverse Rotation**
- Assembly Kit Includes Super Core and Turbine Kit
- **Assembly Kit PN:** 856803-5004S
- **Inducer:** 58mm
- **Exducer:** 76mm
- **Trim:** 0.60

**GTX3582R Gen II**
- Assembly Kit Includes Super Core and Turbine Kit
- **Assembly Kit PN:** 856801-5003S
- **Inducer:** 66mm
- **Exducer:** 82mm
- **Trim:** 0.70

**Reverse Rotation**
- Assembly Kit Includes Super Core and Turbine Kit
- **Assembly Kit PN:** 856803-5004S
- **Inducer:** 66mm
- **Exducer:** 82mm
- **Trim:** 0.70

**Features:**
- Gen 2 Aerodynamics feature increased horsepower range
- New fully machined speed sensor port details on Pg. 72
- Reverse rotation options available
- Sold as assembly kits (super core + turbine kit)
- New fully machined speed sensor port. Details on Pg. 72
**Garrett GTX3584RS**

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

---

**Garrett GTX4088R**

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

---

**COMPRESSOR MAP**

**EXHAUST FLOW CHART**

**FEATURES:**
- A/R IN 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

---

**COMPRESSOR MAP**

**EXHAUST FLOW CHART**

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

---

**GTX3584RS**

<table>
<thead>
<tr>
<th>Compressor</th>
<th>Turbine</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inducer</td>
<td>Exducer</td>
</tr>
<tr>
<td>67mm</td>
<td>64mm</td>
</tr>
</tbody>
</table>

**Hose Bead Compressor Outlet**
- 856804-5001S 0.83 V-Band V-Band Free Float N
- 856804-5003S 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

**V-Band Compressor Outlet**
- 856804-5002S 0.83 V-Band V-Band Free Float N
- 856804-5004S 1.01 V-Band V-Band Free Float N
- 856804-5005S 1.21 V-Band V-Band Free Float N

**GTX4088R**

<table>
<thead>
<tr>
<th>Compressor</th>
<th>Turbine</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inducer</td>
<td>Exducer</td>
</tr>
<tr>
<td>65mm</td>
<td>66mm</td>
</tr>
</tbody>
</table>

**Turbine Kit PN**
- 773628-0013 T3 V-Band Free Float N
- 825614-5005S T4 V-Band Free Float N
- 825614-5006S T4 V-Band Free Float N

---

DISPLACEMENT: 2.0L - 5.5L  
HORSEPOWER: 550 - 1000  
Garrett GTX3584RS

DISPLACEMENT: 2.0L - 6.0L  
HORSEPOWER: 460 - 850  
Garrett GTX4088R
Garrett GTX4294R
Horsepower: 475 - 950
Displacement: 2.0L - 7.0L

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

Garrett GTX4202R
Horsepower: 525 - 1120
Displacement: 2.0L - 7.0L

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

<table>
<thead>
<tr>
<th>GTX4294R</th>
<th>Compressor</th>
<th>Turbine</th>
</tr>
</thead>
<tbody>
<tr>
<td>HP: 475-950</td>
<td>Inducer 70mm, Exducer 94mm, Trim 56</td>
<td>A/R 0.60, Inducer 82mm, Exducer 75mm, Trim 84</td>
</tr>
<tr>
<td>GTX4294R Supercore PN 800269-50015</td>
<td>Turbo 757707-0001, A/R 1.0, inlet 74mm, outlet 83mm, wastegate V-band, divided</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>GTX4202R</th>
<th>Compressor</th>
<th>Turbine</th>
</tr>
</thead>
<tbody>
<tr>
<td>HP: 525-1120</td>
<td>Inducer 76mm, Exducer 102mm, Trim 55</td>
<td>A/R 0.60, Inducer 82mm, Exducer 75mm, Trim 84</td>
</tr>
<tr>
<td>GTX4202R Supercore PN 800269-50025</td>
<td>Turbo 757707-90002, A/R 1.15, inlet 84mm, outlet 82mm, wastegate V-band, divided</td>
<td></td>
</tr>
</tbody>
</table>

Compressor
- Garrett GTX4202R
- Garrett GTX4294R

Turbine
- Garrett GTX4202R
- Garrett GTX4294R
Garrett GTX4508R

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

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

COMPRESSOR MAP

EXHAUST FLOW CHART

<table>
<thead>
<tr>
<th>GTX4508R</th>
<th>Compressor</th>
<th>Turbine</th>
<th>Trim</th>
<th>A/R</th>
<th>Inducer</th>
<th>Exducer</th>
</tr>
</thead>
<tbody>
<tr>
<td>HP 700-1250</td>
<td>80mm</td>
<td>108mm</td>
<td>55</td>
<td>0.69</td>
<td>76mm</td>
<td>102mm</td>
</tr>
<tr>
<td>GTX4508R Super Core PN</td>
<td>800270-5001S</td>
<td>757707-0005</td>
<td>1.01</td>
<td>T4</td>
<td>V-Band</td>
<td>Free Float</td>
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<tr>
<td>757707-0007</td>
<td>1.28</td>
<td>T4</td>
<td>V-Band</td>
<td>Free Float</td>
<td>Y</td>
<td></td>
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<tr>
<td>757707-0008</td>
<td>1.44</td>
<td>T4</td>
<td>V-Band</td>
<td>Free Float</td>
<td>Y</td>
<td></td>
</tr>
</tbody>
</table>

Garrett GTX4709R GEN II

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

FEATURES:
- GEN 2 COMPRESSOR WHEEL AERODYNAMICS
- 15% INCREASED COMPRESSOR FLOW
- 15% LOWER INERTIA THAN PREVIOUS GENERATION
- SUPER CORE AND TURBINE HOUSINGS SOLD SEPARATELY
- COMPATIBLE WITH GT AND GTX GEN I TURBINE HOUSINGS

COMPRESSOR MAP

EXHAUST FLOW CHART

<table>
<thead>
<tr>
<th>GTX4709R Gen II</th>
<th>Compressor</th>
<th>Turbine</th>
<th>Trim</th>
<th>A/R</th>
<th>Inducer</th>
<th>Exducer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Super Core PN</td>
<td>851285-5001S</td>
<td>761208-0009</td>
<td>0.86</td>
<td>T6</td>
<td>V-Band</td>
<td>Free Float</td>
</tr>
<tr>
<td>761208-0010</td>
<td>1.33</td>
<td>T6</td>
<td>V-Band</td>
<td>Free Float</td>
<td>N</td>
<td></td>
</tr>
</tbody>
</table>

851285-5014S 851285-5015S

GTX4720R Gen II

Super Core PN
GTX47 Turbine Housing Kits
Super Core and Turbine Kit Sold Separately

800269-5002S 757707-0001 757707-0002

800270-5001S 757707-0007 757707-0006
Garrett GTX4720R GEN II
Horsepower: 1025 - 1950
Displacement: 2.5L - 10.0L

FEATURES:
- GEN 2 COMPRESSOR WHEEL AERODYNAMICS
- 9% INCREASED COMPRESSOR FLOW
- 76MM, 80MM, 88MM INDUCER CONFIGURATIONS
- 88 A/R COMPRESSOR HOUSING VOLUTE
- 50% LOWER INERTIA THAN PREVIOUS GENERATION
- SUPER CORE AND TURBINE HOUSING SOLD SEPARATELY
- COMPATIBLE WITH GT AND GTX GEN I TURBINE HOUSINGS

Garrett GTX5009R GEN II
Horsepower: 875 - 1700
Displacement: 2.5L - 10.0L

FEATURES:
- GEN 2 COMPRESSOR WHEEL AERODYNAMICS
- 9% INCREASED COMPRESSOR FLOW
- 76MM, 80MM, INDUCER CONFIGURATIONS
- 88 A/R COMPRESSOR HOUSING VOLUTE
- 50% LOWER INERTIA THAN PREVIOUS GENERATION
- SUPER CORE AND TURBINE HOUSING SOLD SEPARATELY
- COMPATIBLE WITH GT AND GTX GEN I TURBINE HOUSINGS

COMPRESSOR MAP

EXHAUST FLOW CHART
### Garrett GTX5020R GEN II

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

**FEATURES:**
- GEN 2 COMPRESSOR WHEEL AERODYNAMICS
- 9% INCREASED COMPRESSOR FLOW
- 76MM, 80MM, 88MM INDUCER CONFIGURATIONS
- 84 A/R COMPRESSOR HOUSING VOLUTE
- 10% LOWER INERTIA THAN PREVIOUS GENERATION
- SUPER CORE AND TURBINE HOUSING SOLD SEPARATELY
- COMPATIBLE WITH GT AND GTX GEN I TURBINE HOUSINGS

### GTX5020R Gen II

<table>
<thead>
<tr>
<th>Compressor</th>
<th>Turbine</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inducer</td>
<td>Exducer</td>
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<tr>
<td>76mm</td>
<td>120mm</td>
</tr>
<tr>
<td>80mm</td>
<td>120mm</td>
</tr>
<tr>
<td>88mm</td>
<td>120mm</td>
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</table>

Super Core and Turbine Kit Sold Separately

<table>
<thead>
<tr>
<th>Compressor</th>
<th>Turbine</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inducer</td>
<td>Exducer</td>
</tr>
<tr>
<td>761208-0017</td>
<td>761208-0025</td>
</tr>
</tbody>
</table>

**GTX5533R Gen II**

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

**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

### GTX5533R Gen II

<table>
<thead>
<tr>
<th>Compressor</th>
<th>Turbine</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inducer</td>
<td>Exducer</td>
</tr>
<tr>
<td>865128-5001</td>
<td>865128-5002</td>
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</tbody>
</table>

Super Core and Turbine Kit Sold Separately

<table>
<thead>
<tr>
<th>Compressor</th>
<th>Turbine</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inducer</td>
<td>Exducer</td>
</tr>
<tr>
<td>761208-0030</td>
<td>761208-0033</td>
</tr>
</tbody>
</table>

* SFI Certified Turbine Housings

### GTX50 Turbine Housing Kits

<table>
<thead>
<tr>
<th>Turbine Kit</th>
<th>A/R Configuration</th>
<th>Inducer</th>
<th>Exducer</th>
<th>Trim</th>
<th>A/R Configuration</th>
<th>Inducer</th>
<th>Exducer</th>
<th>Trim</th>
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</thead>
<tbody>
<tr>
<td>761208-0001</td>
<td>V-Band</td>
<td>V-Band</td>
<td>Free Float</td>
<td>N</td>
<td>V-Band</td>
<td>V-Band</td>
<td>Free Float</td>
<td>N</td>
</tr>
<tr>
<td>761208-0001</td>
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<td>Free Float</td>
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<td>V-Band</td>
<td>V-Band</td>
<td>Free Float</td>
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<tr>
<td>761208-0001</td>
<td>V-Band</td>
<td>V-Band</td>
<td>Free Float</td>
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<td>V-Band</td>
<td>Free Float</td>
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<tr>
<td>761208-0001</td>
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<td>V-Band</td>
<td>Free Float</td>
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</tbody>
</table>

* SFI Certified Turbine Housings

### GTX5009R Gen II

**Super Core PN**

Super Core and Turbine Kit Sold Separately

<table>
<thead>
<tr>
<th>Compressor</th>
<th>Turbine</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inducer</td>
<td>Exducer</td>
</tr>
<tr>
<td>851285-5001</td>
<td>851285-5002</td>
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</tbody>
</table>

**Super Core and Turbine Kit Sold Separately**

### GTX5020R Gen II

**Super Core PN**

Super Core and Turbine Kit Sold Separately

<table>
<thead>
<tr>
<th>Compressor</th>
<th>Turbine</th>
</tr>
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<tbody>
<tr>
<td>Inducer</td>
<td>Exducer</td>
</tr>
<tr>
<td>851285-5001</td>
<td>851285-5002</td>
</tr>
</tbody>
</table>

**Super Core and Turbine Kit Sold Separately**
**Garrett GTX5544R GEN II**

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

**Features:**
- Gen 2 compressor wheel aerodynamics
- Lightweight billet backplate
- New backplate to compressor housing O-ring
- 4 mm air compressor exducer
- Features the 36 a/r compressor housing
- Super core and turbine housing sold separately
- Compatible with GT, GTX, and GTX5533R turbine housings

### Compressor Map

#### Exhaust Flow Chart

<table>
<thead>
<tr>
<th>GTX5544R Gen II</th>
<th>Super Core PN</th>
<th>Turbo</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>761208-0062</td>
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<tr>
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<td>761208-0063</td>
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<tr>
<td></td>
<td>761208-0064</td>
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### Turbine Kit PN

<table>
<thead>
<tr>
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<th>Super Core PN</th>
<th>Turbo</th>
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<tr>
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<td>761208-0060</td>
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<td></td>
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<tr>
<td></td>
<td>761208-0063</td>
<td></td>
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<tr>
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</table>

**GT5533R GEN II**

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

**Features:**
- Gen 2 compressor wheel aerodynamics
- 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

### Turbo Kit PN

<table>
<thead>
<tr>
<th>GTX5533R Gen II</th>
<th>Super Core PN</th>
<th>Turbo</th>
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<td>761208-0065</td>
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</tbody>
</table>

**GT55 STAINLESS STEEL TURBINE HOUSING CONFIGURATIONS**

**Features:**
- 2.4/4.0 and 1.4/0 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
- 425° V-band inlet | 5" V-band outlet
- Compatible with GTX5533R GEN I & GEN II GTX5544R
- Long and short outlet configurations

### Turbo Kit PN

<table>
<thead>
<tr>
<th>GTX55 Turbo Kit PN</th>
<th>A/R</th>
<th>Desc</th>
<th>SFI</th>
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<td>V-Band</td>
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<td>V-Band</td>
<td>V-Band</td>
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<tr>
<td>761208-0064</td>
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<td>V-Band</td>
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<td>V-Band</td>
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<td>V-Band</td>
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<td>761208-0065</td>
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</tbody>
</table>
Garrett Boost | Club Line turbochargers are engineered for small engine displacements including powersports, personal watercraft, and automobiles. These turbochargers feature internally wastegated turbine housings and journal bearing rotating groups. Forged, fully-machined compressor wheels can support from 200 up to 350 horsepower for engine displacements ranging from 0.4L up to 2.5L.
Garrett GBC14-200
Horsepower: 140 - 200
Displacement: 0.4L - 1.0L

FEATURES:
- 34mm compressor inducer
- Supports up to 200 horsepower
- Forged fully-machined compressor wheel
- Journal bearing rotating group
- Internally wastegated turbine housing
- Engineered for small displacement engines including powersports, personal watercraft and automobiles

Garrett GBC17-250
Horsepower: 150 - 250
Displacement: 0.6L - 1.5L

FEATURES:
- 36mm compressor inducer
- Supports up to 250 horsepower
- Forged fully-machined compressor wheel
- Journal bearing rotating group
- Internally wastegated turbine housing
- Engineered for small displacement engines including powersports, personal watercraft and automobiles

34MM COMPRESSOR INDUCER
Supports up to 200 horsepower
Forged fully-machined compressor wheel
Journal bearing rotating group
Internally wastegated turbine housing
Engineered for small displacement engines including powersports, personal watercraft and automobiles

36MM COMPRESSOR INDUCER
Supports up to 250 horsepower
Forged fully-machined compressor wheel
Journal bearing rotating group
Internally wastegated turbine housing
Engineered for small displacement engines including powersports, personal watercraft and automobiles
Garrett GBC20-300
Horsepower: 170 - 300
Displacement: 0.8L - 2.0L

FEATURES:
- High compressor inducer
- Supports up to 300 horsepower
- Forged fully-machined compressor wheel
- Journal bearing rotating group
- Internally wastegated turbine housing
- Engineered for small displacement engines including powersports, personal watercraft and automobiles

EXHAUST FLOW CHART

COMPRESSOR MAP

<table>
<thead>
<tr>
<th>DISPLACEMENT</th>
<th>INLET</th>
<th>OUTLET</th>
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<tbody>
<tr>
<td>0.8L - 2.0L</td>
<td>39mm</td>
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<td>1.0L - 2.5L</td>
<td>44mm</td>
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<tr>
<td>1.2L - 3.0L</td>
<td>47mm</td>
<td>54mm</td>
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<td>1.5L - 3.5L</td>
<td>50mm</td>
<td>59mm</td>
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</table>

Garrett GBC22-350
Horsepower: 200 - 350
Displacement: 1.0L - 2.5L

FEATURES:
- High compressor inducer
- Supports up to 350 horsepower
- Forged fully-machined compressor wheel
- Journal bearing rotating group
- Internally wastegated turbine housing
- Engineered for small displacement engines including powersports, personal watercraft and automobiles

EXHAUST FLOW CHART

COMPRESSOR MAP

<table>
<thead>
<tr>
<th>DISPLACEMENT</th>
<th>INLET</th>
<th>OUTLET</th>
</tr>
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<tbody>
<tr>
<td>1.0L - 2.5L</td>
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<td>50mm</td>
</tr>
<tr>
<td>1.2L - 3.0L</td>
<td>47mm</td>
<td>54mm</td>
</tr>
<tr>
<td>1.5L - 3.5L</td>
<td>50mm</td>
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<tr>
<td>1.8L - 4.0L</td>
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<td>2.0L - 4.5L</td>
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<tr>
<th>COMPRESSOR</th>
<th>TURBINE</th>
<th>PN</th>
<th>DISPLACEMENT</th>
<th>INLET</th>
<th>OUTLET</th>
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<tbody>
<tr>
<td>GBC20-300</td>
<td>GBC14-200</td>
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<td>GBC22-350</td>
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<td>44mm</td>
<td>56mm</td>
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</table>
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.
**Garrett GTW3476R**

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

**FEATURES:**
- FORCED 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**

**Garrett GTW3684R**

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

**FEATURES:**
- FORCED 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**
Garrett GTW3884R
Horsepower: 450 - 950
Displacement: 2.0L - 6.0L

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

EXHAUST FLOW CHART

GTW3884R Reference Data

<table>
<thead>
<tr>
<th>Supercore PN</th>
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GTW3884R Turbine Housing Kit

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</table>

Super Core and Turbine Kit Sold Separately.

GARRETT GEAR
BOOST APPAREL & CULTURE
GARRETTGEAR.COM
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.
Garrett GT2052
Horsepower: 140 - 230
Displacement: 1.4L - 2.0L

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

COMPRESSOR MAP

<table>
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<tr>
<th>GT2052 Reference Data</th>
<th>Compressor</th>
<th>Turbine</th>
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</tr>
<tr>
<td>452187-5006S</td>
<td>40mm</td>
<td>52mm</td>
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</table>

Garrett GT2252
Horsepower: 150 - 260
Displacement: 1.7L - 2.5L

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

COMPRESSOR MAP

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<td>452187-5006S</td>
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<td>52mm</td>
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</table>
Garrett GT2860R
Horsepower: 250 - 360
Displacement: 1.8L - 3.0L

**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**

### FEATURES:
- **COMPRESSOR MAP**
- **EXHAUST FLOW CHART**

<table>
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<td>47mm</td>
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<td>62</td>
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</table>

**Notes:**
- Additional turbine housing options not directly interchangeable and will require modifications to the exhaust system to fit.

---

Garrett GT2860RS
Horsepower: 250 - 360
Displacement: 1.8L - 3.0L

**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**

### FEATURES:
- **COMPRESSOR MAP**
- **EXHAUST FLOW CHART**

<table>
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<td>62</td>
<td>0.64</td>
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</table>

**Notes:**
- Additional turbine housing options not directly interchangeable and will require modifications to the exhaust system to fit.
**Garrett GT2871R**

**Horsepower:** 280 - 475

**Displacement:** 1.8L - 3.0L

**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**

---

**Features:**

- Compressor Map
- Exhaust Flow Chart

---

**Super Core and Turbine Kit Sold Separately**

---

**Notes:** Additional turbine housing options not directly interchangeable and will require modifications to the exhaust system to fit.

---

**Garrett GT3071R**

**Horsepower:** 280 - 480

**Displacement:** 2.5L - 3.5L

**Original GT Series Aerodynamics**

**Non Wastegated Turbine Housings Available**

**Ball Bearing Configuration with Water-Cooled CHRA**

**V-Band and T3 Turbine Housing Inlet Options**

---

**Features:**

- Compressor Map
- Exhaust Flow Chart

---

**Super Core and Turbine Kit Sold Separately**

---

**Notes:** Additional turbine housing options not directly interchangeable and will require modifications to the exhaust system to fit.

---

**Wastegated Turbine Assembly does not include bolts, clamps, or actuator**
Garrett GT3076R
Horsepower: 310 - 525
Displacement: 2.0L - 3.5L

GT3076R Reference Data
816028-5001S

Inducer Exducer Trim A/R Inducer Exducer Trim

Super Core and Turbine Kit Sold Separately
Turbo Kit PN: A/R Inst Outlet Wastegate Divided
740902-0009 0.63 T3 V-Band Free Float N
740902-0006 0.63 T3 V-Band Free Float N
740902-0036 0.61 V-Band V-Band Free Float N
740902-0034 1.01 V-Band V-Band Free Float N

Wastegated Turbo Assembly does not include bolts, clamps, or actuator
Turbo Kit PN: A/R Inst Outlet Wastegate Divided
771300-0006 0.63 T3 5 bolt Wastegated N
771500-0005 0.82 T3 5 bolt Wastegated N
771500-0004 1.08 T3 6 bolt Wastegated N

Notes:
Super Core PN 836026-5005S
Super Core PN 452187-5006S
Super Core PN 727264-5001S
Super Core PN 836028-5002S
Super Core PN 836028-5003S
Super Core PN 836028-5004S

Features:
- Original GT series aerodynamics
- Internally wastegated turbine housing available
- Ball bearing configuration with water cooled CHRA
- V-band turbine housing options

EXHAUST FLOW CHART

Garrett GT3076R
Horsepower: 310 - 525
Displacement: 2.0L - 3.5L

GT3076R Reference Data
816028-5002S

Inducer Exducer Trim A/R Inducer Exducer Trim

Super Core and Turbine Kit Sold Separately
Turbo Kit PN: A/R Inst Outlet Wastegate Divided
740902-0010 0.61 T3 V-Band Free Float N
740902-0016 1.06 T4 V-Band Free Float N
740902-0012 0.63 T2 V-Band Free Float N
740902-0018 0.63 T4 V-Band Free Float N
740902-0007 0.92 V-Band V-Band Free Float N
740902-0008 0.92 V-Band V-Band Free Float N
740902-0031 0.83 V-Band V-Band Free Float N
740902-0032 0.83 V-Band V-Band Free Float N
740902-0033 0.81 V-Band V-Band Free Float N
740902-0034 1.01 V-Band V-Band Free Float N
740902-0035 1.01 V-Band V-Band Free Float N
740902-0036 1.01 V-Band V-Band Free Float N

Wastegated Turbo Assembly does not include bolts, clamps, or actuator
Turbo Kit PN: A/R Inst Outlet Wastegate Divided
771300-0002 0.82 T3 5 bolt Wastegated N
771300-0003 0.63 T2 5 bolt Wastegated N

Notes:
Super Core PN 836028-5001S
Super Core PN 836028-5003S
Super Core PN 836026-5005S
Super Core PN 836026-5003S
Super Core PN 836026-5004S

Features:
- Original GT series aerodynamics
- Internally wastegated turbine housing available
- Ball bearing configuration with water cooled CHRA
- V-band turbine housing options

EXHAUST FLOW CHART

Garrett GT3582R
Horsepower: 400 - 675
Displacement: 2.0L - 4.5L

GT3582R Reference Data
816033-5002S

Inducer Exducer Trim A/R Inducer Exducer Trim

Super Core and Turbine Kit Sold Separately
Turbo Kit PN: A/R Inst Outlet Wastegate Divided
740902-0009 0.63 T3 V-Band Free Float N
740902-0016 1.06 T4 V-Band Free Float N
740902-0012 0.63 T2 V-Band Free Float N
740902-0018 0.63 T4 V-Band Free Float N
740902-0011 0.92 V-Band V-Band Free Float N
740902-0008 0.92 V-Band V-Band Free Float N
740902-0031 0.83 V-Band V-Band Free Float N
740902-0032 0.83 V-Band V-Band Free Float N
740902-0033 0.81 V-Band V-Band Free Float N
740902-0034 1.01 V-Band V-Band Free Float N
740902-0035 1.01 V-Band V-Band Free Float N
740902-0036 1.01 V-Band V-Band Free Float N

Wastegated Turbo Assembly does not include bolts, clamps, or actuator
Turbo Kit PN: A/R Inst Outlet Wastegate Divided
771300-0002 0.82 T3 5 bolt Wastegated N
771300-0003 0.63 T2 5 bolt Wastegated N

Notes:
Super Core PN 836028-5001S
Super Core PN 836028-5003S
Super Core PN 836026-5005S
Super Core PN 836026-5003S
Super Core PN 836026-5004S

Features:
- Original GT series aerodynamics
- Internally wastegated turbine housing available
- Ball bearing configuration with water cooled CHRA
- V-band turbine housing options

EXHAUST FLOW CHART
Comparing boost levels and shaft speed on a compressor map, you can determine the ideal operating conditions to ensure 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 ensuring 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!

### 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.

### 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. GT/GTX speed sensor kits not applicable with G Series turbochargers.

### 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.

### Accessory Kits:

- **Adjustable Wastegate Bracket:** 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.

### V-Band Adapter Kits:

- **Turbine Inlet Divided V-Band Adapter:** Compatible with GT/GTX 30 & 35 divided turbine housings. This adapter mates perfectly with the GT/GTX 30, 35, and 35S turbocharger housing outlet. It has a 2” recessed opening feeding the flange.
- **Turbine Outlet Divided V-Band Adapter:** The Garrett V-Band outlet adapter is for fabricating the turbo downpipe. This adapter mates perfectly with the GT/GTX 30, 35, and 35S turbocharger housing outlet. It has a 3” recessed opening feeding the flange.

### 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 V-Band Inlet Adapter:

- The Garrett divided V-Band adapter is for enthusiasts that are fabricating divided exhaust manifolds. This adapter makes perfectly with GT/GTX 30 and 35 divided V-Band turbine housings and has two 2” recessed orifices that feed into the flange.

### V-Band Turbo Outlet Adapter:

- The Garrett V-Band outlet adapter is for fabricating the turbo downpipe. This adapter mates perfectly with the GT/GTX 30, 35, and 35S turbocharger housing outlet. It has a 3” recessed opening feeding the flange.

### Adapter Assembly Kit:

- **Actuator Kit:** Includes actuator, bracket, rod end, jam nut, and heat shield.
- **Actuator Kit:** Includes (0.5 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (1 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (1.5 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (2 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (3 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (4 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (5 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (6 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (7 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (8 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (9 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (10 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (11 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (12 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (13 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (14 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (15 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (16 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (17 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (18 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (19 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (20 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (21 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (22 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (23 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (24 bar) actuator, rod end, jam nut, heat shield.
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- **Actuator Kit:** Includes (26 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (27 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (28 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (29 bar) actuator, rod end, jam nut, heat shield.
- **Actuator Kit:** Includes (30 bar) actuator, rod end, jam nut, heat shield.

### Boost Gauge Kit

- **Boost Gauge Kits:** GT/GTX 30 & 35
- **Boost Gauge PSI Part Number:** 773326-0001
- **Boost Gauge BAR Part Number:** 773326-0002

### Accessory Kits

- **Accessories Kit:** Includes actuator, bracket, rod end, jam nut, and heat shield.
- **Accessories Kit:** Includes (0.5 bar) actuator, bracket, rod end, jam nut, heat shield.
- **Accessories Kit:** Includes (1 bar) actuator, bracket, rod end, jam nut, heat shield.
- **Accessories Kit:** Includes (1.5 bar) actuator, bracket, rod end, jam nut, heat shield.
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- **Accessories Kit:** Includes (29 bar) actuator, bracket, rod end, jam nut, heat shield.
- **Accessories Kit:** Includes (30 bar) actuator, bracket, rod end, jam nut, heat shield.
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.

Vehicle Specific Turbochargers
PowerMax™ direct fit performance turbocharger kits are engineered for enthusiasts that want increased engine performance while maintaining OEM direct fitment. With professional engine calibration and tuning, the optimized compressor aero will increase flow and outperform the stock turbocharger. These products are not approved for street use. Installation may affect the vehicle’s safety, warranty, and operating license. For details, contact your vehicle’s manufacturer or turbo kit distributor.

- 2011-2015 Ranger PX | 2011 Mazda BT-50 3.2L Duratorq
- 2014 - 2019 GM (Holden, Chevrolet) Colorado 2.8L Z71LE Diesel
- 2017+ Ford Raptor / F-150 3.5L EcoBoost Stage 2
- 2013 - 2018 Ford 2.0L EcoBoost Focus ST | Escape / Kuga | Fusion | Taurus | MKC | MKT | MKZ
- 2007 - 2018 Toyota Land Cruiser 4.5L V8-FTV Turbo Diesel
- 2011 - 2017 F-150 | Navigator 3.5L EcoBoost
- Volkswagen 1.9L | 2.0L TDI Engines
- 1999 S - 2007 7.3L Ford Power Stroke
- 6.6L Chevrolet / GMC 2500HD, 3500HD (2011 - 2016)
- GM Duramax (2004.5 - 2010)
- Mitsubishi Evolution X (2008) | GTX Series
PowerMax™ Turbocharger Upgrade

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

Applications: Direct Replacement Stage 1 Turbo Upgrade 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 compressor 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.

*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 Number 901654-5001W | 901655-5001W

Application: Direct Replacement Stage 2 Turbo Upgrade For Ford Raptor | F-150 3.5L (2017+)

The Garrett PowerMax™ Stage 2 turbocharger upgrade for the 2017+ F-150 and F-150 Raptor platform is engineered to increase engine performance capability while maintaining OEM installation specifications. This direct drop-in Stage 2 upgrade provides 54% more flow than OEM and will support up to 700+ BHP**. Improvements in compressor efficiency and flow can be attributed to the 60mm fully-machined compressor wheel. Turbine flow is increased by 52% compared to OEM with a 50mm Inconel turbine wheel and larger 0.45 A/R turbine housing. This turbocharger kit comes fully assembled, calibrated, and is outline interchangeable with the OE hardware to ensure a perfect fit every time.

*Please refer to the legal notice on page 74 before purchasing this product.
**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.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Year</th>
<th>Model</th>
<th>Make</th>
<th>Engine</th>
<th>OEM PN</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>881027-5001S</td>
<td>2011-2012</td>
<td>F-150</td>
<td>Ford</td>
<td>3.5L EcoBoost</td>
<td>CL3Z-6K682-C</td>
<td>Left Turbocharger</td>
</tr>
<tr>
<td>881028-5001S</td>
<td>2011-2012</td>
<td>F-150</td>
<td>Ford</td>
<td>3.5L EcoBoost</td>
<td>CL3Z-6K682-D</td>
<td>Right Turbocharger</td>
</tr>
<tr>
<td>881027-5002S</td>
<td>2013-2016</td>
<td>F-150</td>
<td>Ford</td>
<td>3.5L EcoBoost</td>
<td>DL3Z-6K682-E</td>
<td>Left Turbocharger</td>
</tr>
<tr>
<td>881028-5002S</td>
<td>2013-2016</td>
<td>F-150</td>
<td>Ford</td>
<td>3.5L EcoBoost</td>
<td>DL3Z-6K682-F</td>
<td>Right Turbocharger</td>
</tr>
<tr>
<td>881027-5002S</td>
<td>2015-2017</td>
<td>Expedition</td>
<td>Ford</td>
<td>3.5L EcoBoost</td>
<td>DL3Z-6K682-E</td>
<td>Left Turbocharger</td>
</tr>
<tr>
<td>881028-5002S</td>
<td>2015-2017</td>
<td>Expedition</td>
<td>Ford</td>
<td>3.5L EcoBoost</td>
<td>DL3Z-6K682-F</td>
<td>Right Turbocharger</td>
</tr>
<tr>
<td>881027-5002S</td>
<td>2015-2017</td>
<td>Navigator</td>
<td>Lincoln</td>
<td>3.5L EcoBoost</td>
<td>DL3Z-6K682-E</td>
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<tr>
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<td>2015-2017</td>
<td>Navigator</td>
<td>Lincoln</td>
<td>3.5L EcoBoost</td>
<td>DL3Z-6K682-F</td>
<td>Right Turbocharger</td>
</tr>
</tbody>
</table>

Features:
- Direct-fit Stage 2 upgrade (LH & RH Turbos)
- Compressor housing inlet (2.75”) is larger than stock to allow for increased flow and optimized surge port
- Adapter for stock inlet tube included with turbo kit
- Turbo model: GT2260S
- 700+ BHP capability **
- Complete assembly with calibrated electric actuator
- Billet compressor wheel with 54% increased flow
- Inconel turbine wheel with 52% increased flow
- Modern compressor and turbine wheel aero
- Tuned ported shroud for optimal compressor surge and choke performance
- Speed sensor port: use PN 781328-0003 (street kit) or 781328-0004 (pro kit)
- Journal-bearing rotating group

Stock inlet adapter (for use with the stock intake system) and the 2.75 inch adapter (for use with larger than stock intake systems) have different performance potentials.

*Please refer to the legal notice on page 74 before purchasing this product.
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 P150 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 stock
• Installs in stock location
• +16 horsepower at temperature saturation
• Up to 40 °F reduction in temperature
• Integrated drain plug to evacuate condensation

PowerMax™ Turbocharger Upgrades
Application: Direct Replacement Stage 1 & 2 TURBO UPGRADE FOR VW / Audi 2.0L TSI (2014 - 2017)
Garrett PowerMax™ turbocharger upgrades for the Volkswagen and Audi MK7 2.0L TSI engine platform is engineered to increase engine performance while maintaining OEM installation specifications. Stage 1 (485 BHP*) and Stage 2 (600 BHP*) upgrades maximize efficiency and air flow compared to the OEM turbocharger. High temperature, Mar-M alloy turbine wheel and twin scroll stainless steel turbine housings are rated for up to 1050° C. These turbochargers are fully assembled with a calibrated electronic actuator and ancillary components for direct OEM fitment.

*Please refer to the legal notice on page 74 before purchasing this product.

Stage Power Model Comp Ind Comp Exd Turb Ind Turb Exd
Stage 1 485HP | 362kW GT2260S 47mm 60mm 50mm 45mm
Stage 2 600HP | 447kW G25-660 54mm 67mm 54mm 49mm

** 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.

Stage 1 Features:
• Direct-fit stage 1 with 485HP | 362kW (flywheel) power capability (on-vehicle results)*
• Complete assembly with electronic actuator
• +17% compressor flow compared to IS38 turbo (stock Golf R)
• GTX Gen II compressor aerodynamics
• Mar-M alloy turbine wheel and twin scroll stainless steel turbine housing rated up to 1050° C
• Latest generation of journal bearing rotating group with 360° reinforced thrust bearing

Stage 2 Features:
• Direct-fit stage 2 with 600HP | 447kW (flywheel) power capability (on-vehicle results)*
• Complete assembly with electronic actuator
• +59% compressor flow compared to IS38 turbo (stock Golf R)
• G Series compressor and turbine wheel aerodynamics
• Mar-M alloy turbine wheel and twin scroll stainless steel turbine housing rated up to 1050° C
• Latest generation of ball bearing rotating group

*893 PS (655 HP) on ethanol mixture

Part Number | Stage | Power | Model | Comp Ind | Comp Exd | Turb Ind | Turb Exd
---|---|---|---|---|---|---|---
898199-5001W | Stage 1 | 485HP | GT2260S | 47mm | 60mm | 50mm | 45mm
898200-5001W | Stage 2 | 600HP | G25-660 | 54mm | 67mm | 54mm | 49mm

898200-5001W

Part Number
870702-6001

Vehicle
Make Ford
Model F-150
Year 2015+
Engine Type 3.5L / 2.7L
Fuel Gas
Size Specs 21” x 5.52” x 9.43”
**PowerMax™ Turbocharger Upgrade**  
**Applications:** Direct Replacement Stage 1 Turbo For Ford 2.0L EcoBoost (2013 - 2018)  
Focus ST | Escape | Kuga | Fusion | Taurus | MKC | MKT | MKZ

The Garrett PowerMax™ Stage 1 turbocharger upgrade for the 2013 - 2018 2.0L Ford EcoBoost engine platform is engineered to increase engine performance capability while maintaining OEM installation specifications. This direct drop-in turbocharger provides up to 16% more flow than OEM and will support up to 350 BHP* (260kW). Improvements in compressor efficiency and flow can be attributed to the 52mm fully-machined compressor wheel with advanced aero design. Inconel alloy turbine wheel and stainless steel turbine housings are rated for up to 950° C. This turbocharger kit comes fully assembled, calibrated, and is outline interchangeable with the OE hardware to ensure a perfect fit every time.

**Part Number:** 880736-6001

**Model:** Escape / Kuga 2014 - 2016
**Year:** 2014 - 2016
**Body & Trim:** SE, Titanium

**Focus:** 2013 - 2018
**Fuel:** Gas
**Cylinders:** 4

**Fusion:** 2013 - 2016
**Fuel:** Gas
**Cylinders:** 4

**Police Sedan:** 2014 - 2018
**Fuel:** Gas
**Cylinders:** 4

**Taurus:** 2013 - 2017
**Fuel:** Gas
**Cylinders:** 4

**MKC:** 2015 - 2017
**Base, Black Label, Premiere, Reserve, Select
**Fuel:** Gas
**Cylinders:** 4

**MKT:** 2016
**Fuel:** Gas
**Cylinders:** 4

**MKZ:** 2013 - 2016
**Base, Black Label
**Fuel:** Gas
**Cylinders:** 4

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*Please refer to the legal notice on page 74 before purchasing this product.

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**Scan Me**

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**PowerMax™ STAGE 1 TURBO UPGRADE FOR FORD 2.0L ECOBOOST (2013 – 2018)**

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**Performance Intercooler for 2013 - 2018 2.0L Ford Focus ST**

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**DIRECT FIT PERFORMANCE INTERCOOLER FOR 2013 - 2018 2.0L FORD FOCUS ST**

**Supports up to 670 Horsepower**

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**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

**Make:** Ford
**Model:** Focus ST
**Year:** 2013-2018
**Engine:** 2.0L
**Fuel:** Gas
**Weight:** 23 lbs / 10.4 kg
**Size Specs:** 26.3” x 4.5” x 7.8”, 668mm x 109mm x 198mm

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*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 Number 880682-5001W
Supports up to 172kW*  
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 147kW. 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 74 before purchasing this product.

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

PowerMax™ Turbo Upgrade for 2011-2015 Ford Ranger | Mazda BT-50

Performance Intercooler for 2011+ Ford Raptor | Ranger / Everest | Mazda BT50 Supports up to 499 kW

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

PowerMax™ Turbo Upgrade for 2011-2015 Ford Ranger | Mazda BT-50

Performance Intercooler for 2011+ Ford Raptor | Ranger / Everest | Mazda BT50 Supports up to 499 kW

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

PowerMax™ Turbo Upgrade for 2011-2015 Ford Ranger | Mazda BT-50

Performance Intercooler for 2011+ Ford Raptor | Ranger / Everest | Mazda BT50 Supports up to 499 kW

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.

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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

PowerMax™ Turbo Upgrade for 2011-2015 Ford Ranger | Mazda BT-50

Performance Intercooler for 2011+ Ford Raptor | Ranger / Everest | Mazda BT50 Supports up to 499 kW

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

PowerMax™ Turbo Upgrade for 2011-2015 Ford Ranger | Mazda BT-50

Performance Intercooler for 2011+ Ford Raptor | Ranger / Everest | Mazda BT50 Supports up to 499 kW

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
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 74 before purchasing this product.

**POWERMAX™ STAGE 1 | 2 TURBO UPGRADE FOR MITSUBISHI EVO X**

Application: Direct Replacement STAGE 1 | 2 TURBO UPGRADE FOR MITSUBISHI EVO X

The Garrett Evo X Turbo Upgrade comes in two powers levels: STAGE 1 and STAGE 2. The STAGE 1 turbo is designed for enthusiasts who want to push their AWD Evo X to its limits without making major modifications. The STAGE 2 turbo is for those who want to take their Evo X to the next level with an estimated 650 HP.

The Garrett GTX3071R turbo is used for the STAGE 1 turbo, and the Garrett GTX3076R is used for the STAGE 2 turbo. Both turbos feature Garrett’s advanced turbine housing and ported shroud compressor housing, ensuring optimal performance and durability.

*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™ TURBOCHARGER UPGRADE**

Application: Direct Replacement STAGE 1 | 2 TURBO UPGRADE FOR MITSUBISHI EVO X

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.

*Please refer to the legal notice on page 74 before purchasing this product.
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.

* 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.

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 engine performance 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.

POWERMAX™ TURBO UPGRADE FOR 6.6L CHEVY | GM DURAMAX

*Please refer to the legal notice on page 74 before purchasing this product.

PowerMax Turbocharger Upgrade
Part Numbers 892179-5001S
Applications: Direct Replacement Stage 1 Turbo For General Motors (Holden, Chevrolet) Colorado 2.8L XLDE (2014 - 2019)
Garrett PowerMax™ turbocharger upgrade for the Chevrolet Duramax 2.8L engine platform is engineered to increase engine performance while maintaining OEM installation specifications. This direct drop-in stage 1 upgrade provides up to 20% more flow than OEM and will support up to 160kW/ 215 BHP*. Variable turbine geometry is engineered to factory OEM specs and is controlled by the included module. Improvements in efficiency and flow can be attributed to the lightweight forged fully-machined compressor wheel with advanced aerodynamics. This turbocharger is outline interchangeable with the OE hardware to ensure a perfect fit every time.

PowerMax™ Turbocharger Upgrade
Part Numbers 892179-5001S
Applications: Direct Replacement Stage 1 Turbo For General Motors (Holden, Chevrolet) Colorado 2.8L XLDE (2014 - 2019)
Garrett PowerMax™ turbocharger upgrade for the Chevrolet Duramax 2.8L engine platform is engineered to increase engine performance while maintaining OEM installation specifications. This direct drop-in stage 1 upgrade provides up to 20% more flow than OEM and will support up to 160kW/ 215 BHP*. Variable turbine geometry is engineered to factory OEM specs and is controlled by the included module. Improvements in efficiency and flow can be attributed to the lightweight forged fully-machined compressor wheel with advanced aerodynamics. This turbocharger is outline interchangeable with the OE hardware to ensure a perfect fit every time.

*Please refer to the legal notice on page 74 before purchasing this product.

* 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 Number 881604-5001S**

**Applications:** Direct replacement for 2007-2018 Toyota Land Cruiser 4.5L 1VD-FTV turbo diesel

**Supports up to 164kW**

This Garrett PowerMax™ direct fit turbocharger is designed for the 4.5L 1VD-FTV V5 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 74 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

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**PowerMax™ Turbocharger Upgrade**

**Part Number 886976-5004S**

**Applications:** Direct replacement for 6.6L Chevrolet / GMC 2500HD, 3500HD (2011 – 2016)

**Supports up to 600WHP**

This Garrett PowerMax™ turbocharger upgrade for the Chevrolet and GMC 6.6L LML engine platform is engineered to increase engine performance while maintaining OEM installation specifications. This direct drop-in stage 1 upgrade provides 19% more flow than OEM and will support up to 600WHP. Improvements in efficiency and flow can be attributed to the lightweight forged fully-machined compressor wheel. Boost response of this PowerMax turbocharger compared to OEM has not been tested. This turbocharger is outline interchangeable with the OE hardware to ensure a perfect fit every time.

*Please refer to the legal notice on page 74 before purchasing this product.

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**Scan Me**

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 FORD POWER STROKE

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

6.0L Power Stroke
Part Number 777469-5002S (560HP*)
Applications: 2003 Ford F-Series & Excursion Power Stroke 6.0L
Part Number 772441-5002S (560HP*)

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.

DIRECT FIT PERFORMANCE INTERCOOLER FOR 2015+ 2.3L FORD MUSTANG

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

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.
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
- Average 30° F (16.7° C) reduction in intake temp
- Advanced offset fin design
- Bar-and-plate construction

**Performance Intercooler for 2015+ BMW M3 - M4**

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

**Performance Intercooler for 2015+ BMW M3 - M4**

**Part Number:** 888883-6001 | 888883-6002

**Part Number:** 891185-6001

**Part Number:** 888883-6001 | 888883-6002
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/

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

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 14 lb-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

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</table>
**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.

### INTERCOOLER CORES AND VEHICLE SPECIFIC APPLICATIONS

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Model</th>
<th>Supported Horsepower</th>
<th>Length/Hot Flow</th>
<th>Height/No Flow</th>
<th>Width/Cold Flow</th>
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**HOT FLOW CHAMBERS**

Charge air enters the turbo unit through the inside of the hot flow chambers and exits the core to the other, into the engine. As hot charge air flows through the core it is cooled by the ambient flow of the cold chambers.

**COLD FLOW CHAMBERS**

Cooled air passes through the fins to disperse the charge to feed the turbo.

**INTERCOOLER CORES AND VEHICLE SPECIFIC APPLICATIONS**

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Model</th>
<th>Supported Horsepower</th>
<th>Length/Hot Flow</th>
<th>Height/No Flow</th>
<th>Width/Cold Flow</th>
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### TURBO INDEX

#### G35-900

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<th>Turbo PN</th>
<th>A/R</th>
<th>Inducer</th>
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<th>Trim</th>
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<th>G35-1050 Super Cores</th>
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#### G35-1050

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<th>Exducer</th>
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<th>Interchangeable with reverse rotation G35-1050</th>
<th>G35-1050 Super Cores</th>
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<td>V-Band</td>
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<th>Exducer</th>
<th>Trim</th>
<th>A/R Inlet Outlet Wastegate/Divided</th>
<th>Interchangeable with reverse rotation G35-1050</th>
<th>G35-1050 Super Cores</th>
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</thead>
<tbody>
<tr>
<td>HP: 480-1200</td>
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<td>V-Band</td>
<td>Y/N</td>
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<th>Interchangeable with reverse rotation G35-1050</th>
<th>G35-1050 Super Cores</th>
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Assembly Kit Includes Super Core and Turbine Kit

Turbine Kit PN

HP: 400-750 | HP: 2.0L-4.5L

Assembly Kit Includes Super Core and Turbine Kit

HP: 550-1000 | HP: 2.0L-5.5L

Reverse Rotation: GTX388R Gen II

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GTX408R

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Super Core PN

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Assembly Kit Includes Super Core and Turbine Kit

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Reverse Rotation: GTX3576R Gen II

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Super Core PN

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<tr>
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Assembly Kit Includes Super Core and Turbine Kit

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<th>A/R</th>
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<tbody>
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### Turbochargers

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### GTW Series

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### Additional Information

- **Super Core PN:** Various PN numbers are listed, indicating different models and specifications.
- **Turbine Kit PN:** PN numbers are provided, indicating different turbine kit configurations.
- **Speed Sensor Kits:** Various models and part numbers are listed, indicating different speed sensor options.

---

### Garrett Boost / Club Line

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<th>Garrett Boost / Club Line</th>
<th>Turbo PN:</th>
<th>A/R</th>
<th>Inducer</th>
<th>Exducer</th>
<th>Trim</th>
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### GTW3476R

- **HP-340-700:** Various specifications are listed, indicating different specifications for the GTW3476R.
- **HP-350-750:** Similar to HP-340-700, with different specifications.
- **HP-360-800:** Further specifications are listed, indicating different configurations.
- **HP-380-850:** Additional specifications are provided.
- **HP-400-900:** Specifications are listed, indicating different configurations.
- **HP-450-1000:** Similar specifications are provided, indicating different configurations.

---

### Speed Sensor Kits

- **8754015:** Various part numbers and specifications are listed, indicating different speed sensor options.
- **7501545:** Similar to 8754015, with different specifications.
- **7501546:** Additional options are listed, indicating different speed sensor configurations.

---

### Additional Notes

- **Interchangeable with GT, GTX Gen I, and GTX Gen II 35 Series Super Cores:** Specifications are listed for different interchangeable configurations.
- **Wastegated Turbo Assembly does not include bolts, clamps, or actuator:** Various part numbers and specifications are listed, indicating different configurations.
- **GTW3476R:** Various configurations and specifications are listed, indicating different turbocharger options.
- **GTW3476R:** Additional specifications are listed, indicating different configurations.
- **GTW3476R:** Further specifications are listed, indicating different configurations.
- **GTW3476R:** Additional specifications are provided, indicating different configurations.
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- **GTW3476R:** Additional specifications are provided, indicating different configurations.
FLANGE DIAGRAMS

BOLTED INLET TURBINE HOUSINGS: T25 | T3 | T4 | T6

V-BAND INLET TURBINE HOUSINGS:

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<tr>
<th>V-Band Turbine Inlet Flange Reference</th>
<th>Diagram</th>
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<td>GTX28</td>
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V-Band Turbine Inlet Flange Reference

All V-Band T25 T3 T3 WG T4 T6

Garrett Series Turbine Housing Outlet (Downpipe) Flange

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<th>Garrett Series</th>
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</table>
Nearly all turbocharger-related problems are the result of a handful of causes. Knowing how to recognize the symptoms of these problems can help you determine the root cause and take appropriate action. Here are some common issues and their solutions:

<table>
<thead>
<tr>
<th>Problem Description</th>
<th>Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dirty air cleaner element</td>
<td>Clean or replace filter element</td>
</tr>
<tr>
<td>Plugged or clogged breather</td>
<td>Clear abnormally small breathing passages or replace filter</td>
</tr>
<tr>
<td>Worn or damaged oil feed line</td>
<td>Replace or repair</td>
</tr>
<tr>
<td>Burned or damaged exhaust manifold</td>
<td>Replace or repair</td>
</tr>
<tr>
<td>Burned pistons</td>
<td>Replace or repair</td>
</tr>
<tr>
<td>Excessive engine idle</td>
<td>Reduce engine idle speed</td>
</tr>
<tr>
<td>Leaking oil feed line</td>
<td>Replace or repair</td>
</tr>
<tr>
<td>Balanced ring failure</td>
<td>Replace or repair</td>
</tr>
<tr>
<td>Turbocharger seal failure</td>
<td>Replace or repair</td>
</tr>
<tr>
<td>Turbocharger Flex</td>
<td>Replace or repair</td>
</tr>
<tr>
<td>Turbocharger lip seal</td>
<td>Replace or repair</td>
</tr>
<tr>
<td>Insufficient oil flow</td>
<td>Increase oil flow</td>
</tr>
<tr>
<td>Restricted or damaged crossover pipe - turbo to inlet manifold</td>
<td>Replace or repair</td>
</tr>
<tr>
<td>Foreign object in exhaust system - block engine</td>
<td>Replace or repair</td>
</tr>
<tr>
<td>Turbocharger surge</td>
<td>Replace or repair</td>
</tr>
</tbody>
</table>

**CAUTION:**
Components with your skin which may cause personal injury. Components can be extremely hot following normal vehicle operation. Avoid direct contact of engine fluids or parts or the instructions, call the distributor that you purchased the kit from for clarification. Prior to the Garrett product installation, be sure that the vehicle is parked on a level surface and the engine is cool. Engine fluids and components can be extremely hot following normal vehicle operation. Avoid direct contact of engine fluids or components with your skin which may cause personal injury.

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Torrance, CA 90504
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