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OUR HISTORY

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

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

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

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

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



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 its normal operating limits.

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

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

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

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

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

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

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

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

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

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

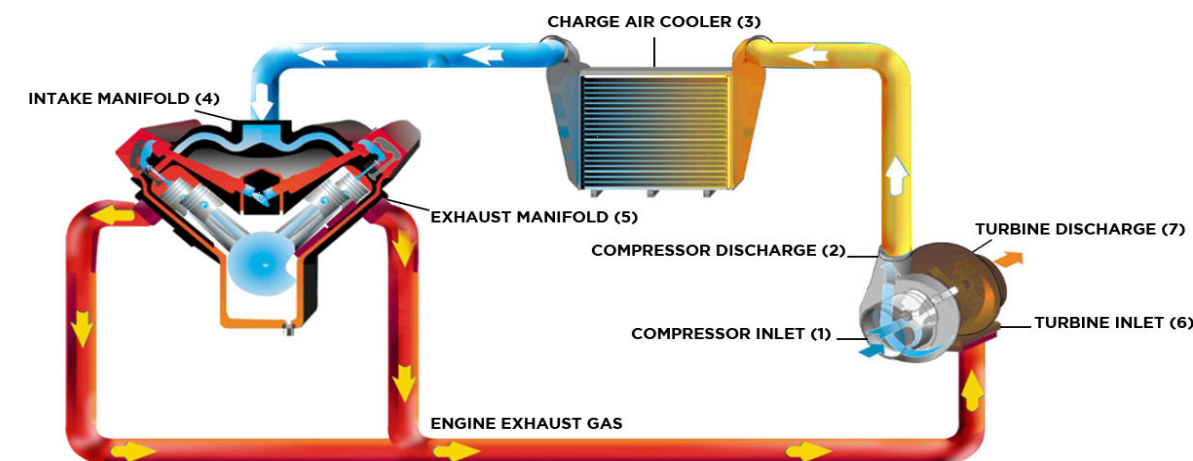
Wheel Fatigue - Garrett will only sell compressor or turbine wheels that have passed a cyclic fatigue test. Garrett runs tests on a regular basis to ensure quality and to constantly improve our products.

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

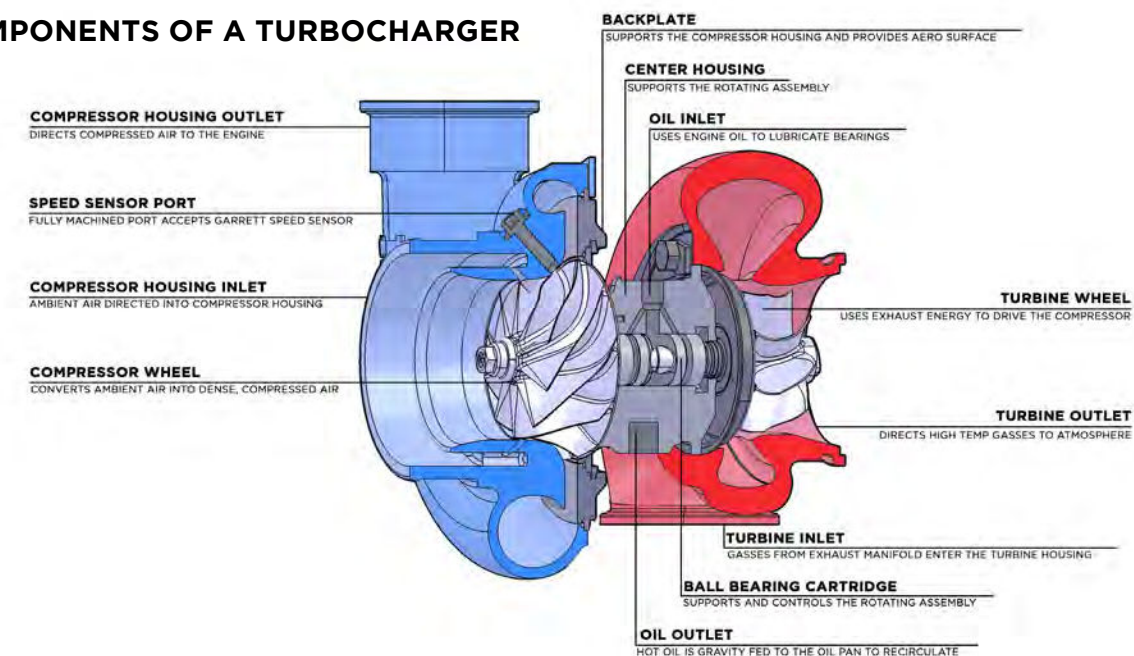
Engine power is proportional to the amount of air and fuel that can get into the cylinders. All things being equal, larger engines flow more air and as such will produce more power. If we want our small engine to perform like a large engine, or simply make our larger engine produce more power, our ultimate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

HOW DOES A TURBOCHARGER DELIVER MORE AIR INTO THE ENGINE?

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

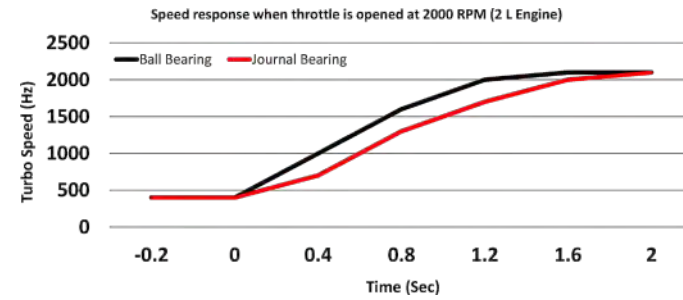


COMPONENTS OF A TURBOCHARGER



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

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



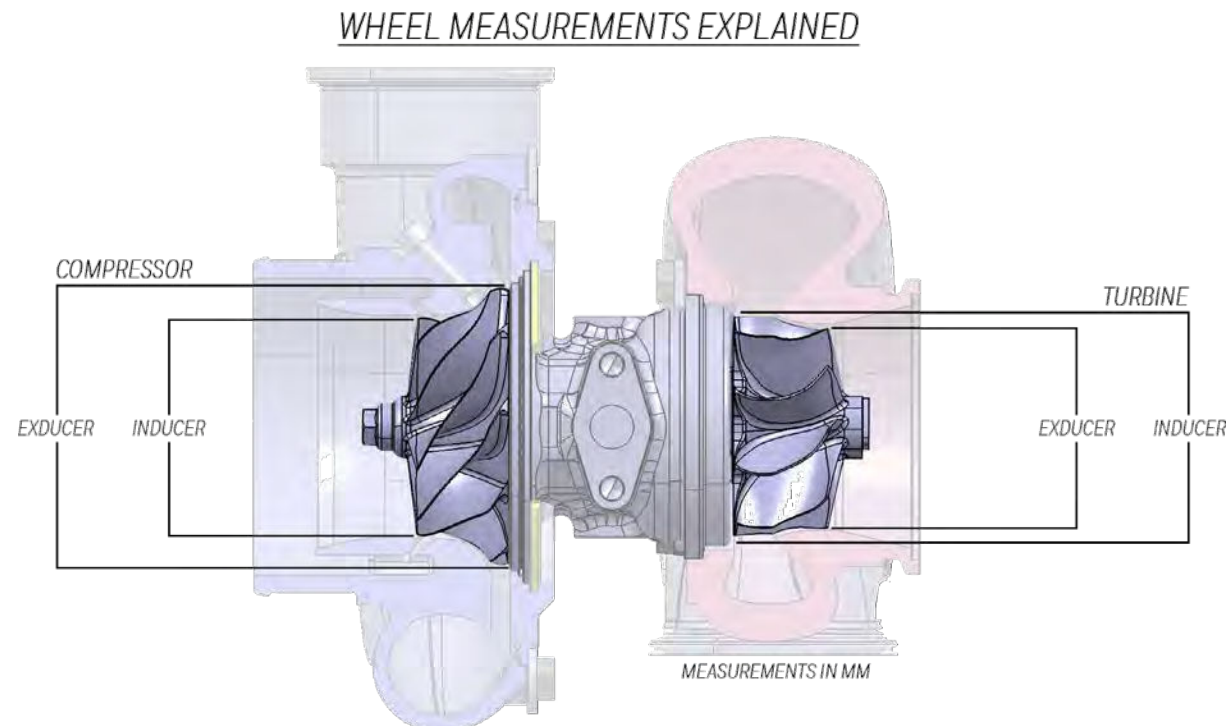
Reduced Oil Flow - The ball bearing design reduces the required amount of oil required to provide adequate lubrication. This lower oil volume reduces the chance for seal leakage. Also, the ball bearing is more tolerant of marginal lube conditions, and diminishes the possibility of turbocharger failure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

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

WHEEL TRIM

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

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



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

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

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

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

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

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

Pressure Ratio: $\pi c = \frac{P_{2c}}{P_{1c}}$
Where:
 πc = Pressure Ratio
 P_{2c} = Absolute Outlet Pressure
 P_{1c} = Absolute Inlet Pressure

Absolute Pressure: It is important to use units of Absolute Pressure for both P_{2c} and P_{1c}. Absolute Pressure at sea level is 14.7 PSia. In units of PSia, the "a" refers to "absolute". This is referred to as standard atmospheric pressure at standard conditions.

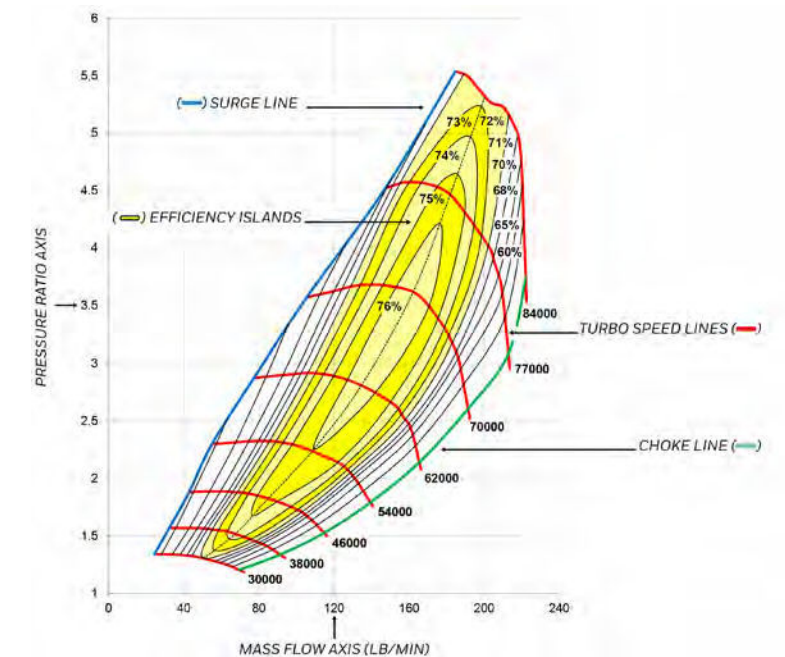
Gauge Pressure: Measures the pressure above atmospheric, so a gauge pressure reading at atmospheric conditions will read zero. Boost gauges measure the manifold pressure relative to atmospheric pressure, and thus are measuring Gauge Pressure. In units of PSig, the "g" refers to "gauge". This is important when determining P_{2c}.

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

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

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

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



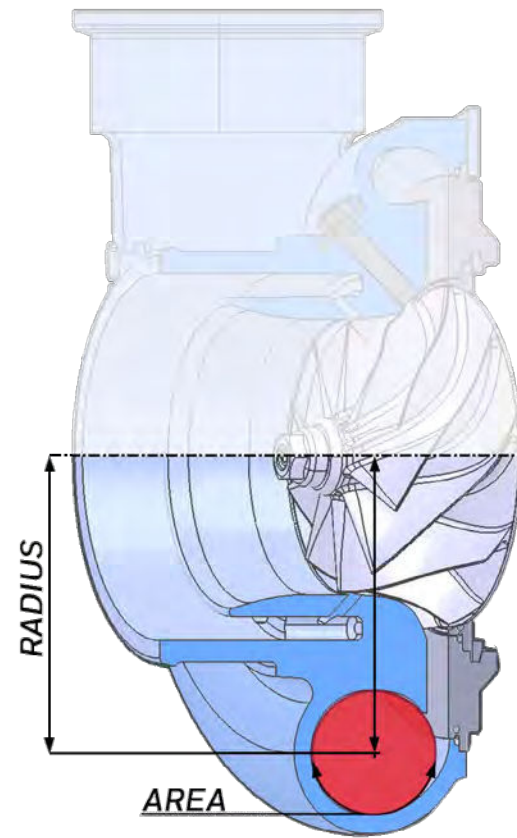
A/R (Area/Radius) describes a geometric characteristic of all compressor and turbine housings. It is defined as the inlet (or, for compressor housings, the discharge) cross-sectional area divided by the radius from the turbo centerline to the centroid of that area.

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.

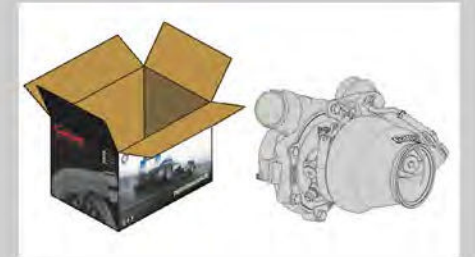
Selecting the turbocharger for your application goes beyond "how much boost" you want to run. Defining your target power level and the primary use for the application are the first steps in enabling your Performance Distributor to select the right turbocharger for you.

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.

Turbo PN

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



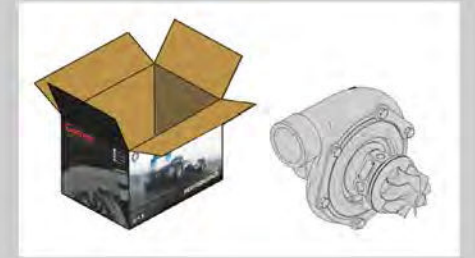
Assembly Kit PN

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.



G SERIES

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



A TURN AHEAD OF THE COMPETITION



Product Features	G25	G30	G35	G42	G45	G57
Displacement Range	1.4L-3.0L	2.0L-3.5L	2.0L-5.5L	2.0L-8.0L	2.0L-8.0L	3.0L-12.0L
Horsepower Range	300-660	350-900	550-1050	475-1450	600-1500	1400-3000
Standard Rotation	•	•	•	•	•	•
Reverse Rotation	•	•	•	•	•	•
Internally Wastegated	•	•	•	•	•	•
Aluminum Backplate	•	•	•	•	•	•
Aluminum Center Section	•	•	•	•	•	•
Speed Sensor Port	•	•	•	•	•	•
Water Cooled	•	•	•	•	•	•
Dual Ceramic Ball Bearing with Steel Cages	•	•	•	•	•	•
Machined Pressure Port	•	•	•	•	•	•
Oil Restrictor Included	•	•	•	•	•	•
Water Fittings Included	•	•	•	•	•	•
Twin Piston Rings	•	•	•	•	•	•
Ported Shroud	•	•	•	•	•	•
T25 Inlet Turbine Housing	•	•	•	•	•	•
T3 Inlet Turbine Housing	•	•	•	•	•	•
T4 Divided Inlet Turbine Housing	•	•	•	•	•	•
T6 Inlet Turbine Housing	•	•	•	•	•	•
Vband Inlet Turbine Housing	•	•	•	•	•	•
Stainless Steel Turbine Housing	•	•	•	•	•	•
Inconel Turbine Wheel	•	•	•	•	•	•
Mar-M Turbine Wheel	•	•	•	•	•	•



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.



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.

INTERNALLY WASTEGATED

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



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.



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.

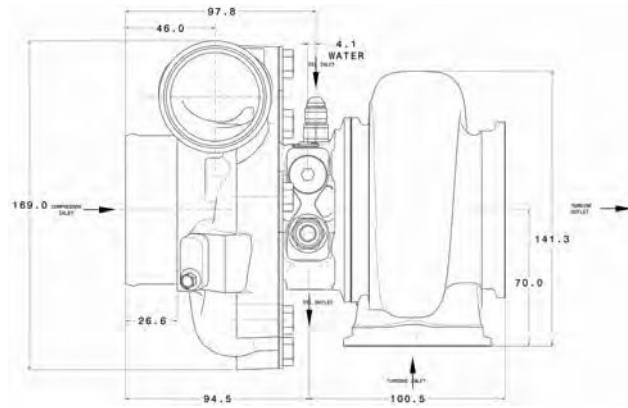
COMPRESSOR WHEEL

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 G25-550

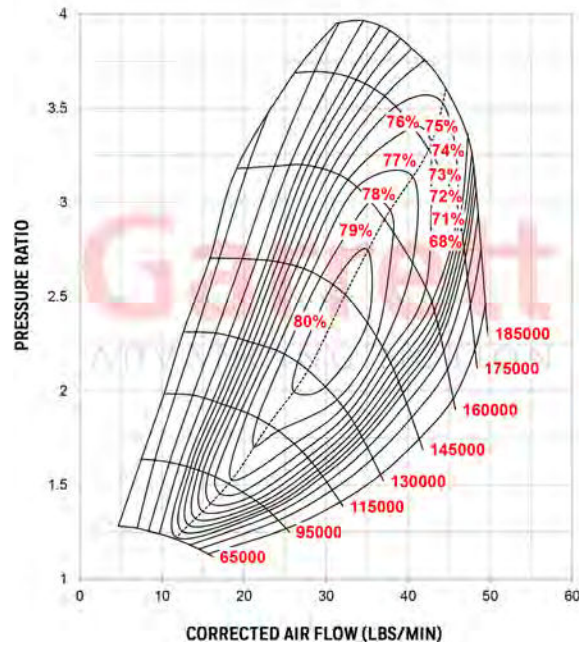
Horsepower: 300 - 550
Displacement: 1.4L - 3.0L



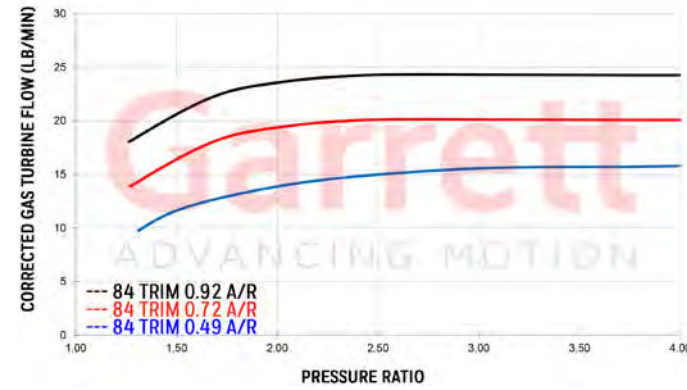
FEATURES:

- ◆ 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



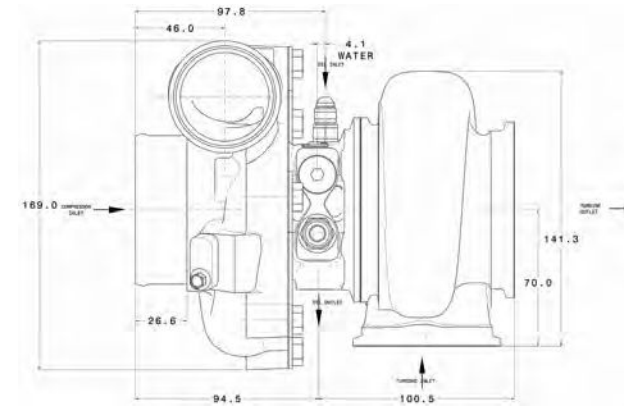
EXHAUST FLOW CHART



G25-550 Reference Data	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 300-550 Disp: 1.4L-3.0L	48mm	60mm	65	0.70	54mm	49mm	84
G25-550 Supercore PN	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
858161-5002S	740902-0069	0.72	V-Band	V-Band	Free Float	N	
	740902-0068	0.92	V-Band	V-Band	Free Float	N	
G25-550 Turbocharger PN	Turbo PN	A/R	Inlet	Outlet	Wastegate	Divided	
Turbo PN assembled and calibrated with 0.5 bar actuator	877895-5001S	0.49	T25	V-band	Y	N	
	877895-5003S	0.72	V-Band	V-band	Y	N	
	877895-5004S	0.92	V-Band	V-band	Y	N	
G25-550 Reverse Rotation Supercore PN	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
871388-5001S	740902-0073	0.72	V-Band	V-Band	Free Float	N	
	740902-0074	0.92	V-Band	V-Band	Free Float	N	
G25-550 Reverse Rotation Turbocharger PN	Turbo PN	A/R	Inlet	Outlet	Wastegate	Divided	
877895-5007S	877895-5007S	0.72	V-Band	V-band	Y	N	
	877895-5008S	0.92	V-Band	V-band	Y	N	

Garrett G25-660

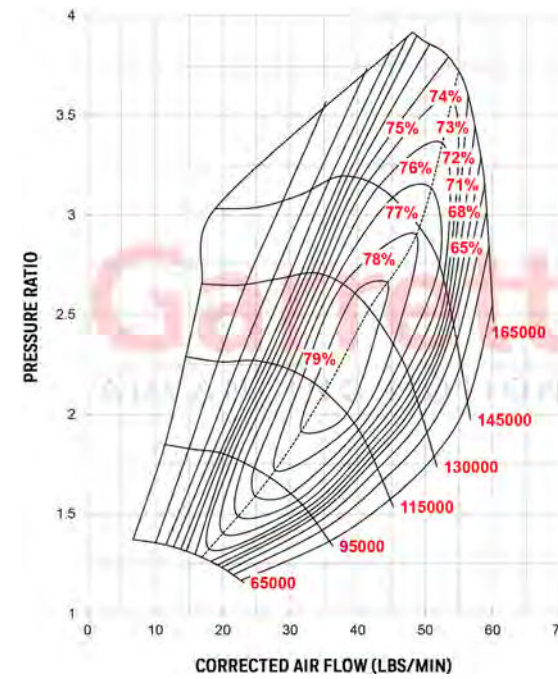
Horsepower: 350 - 660
Displacement: 1.4L - 3.0L



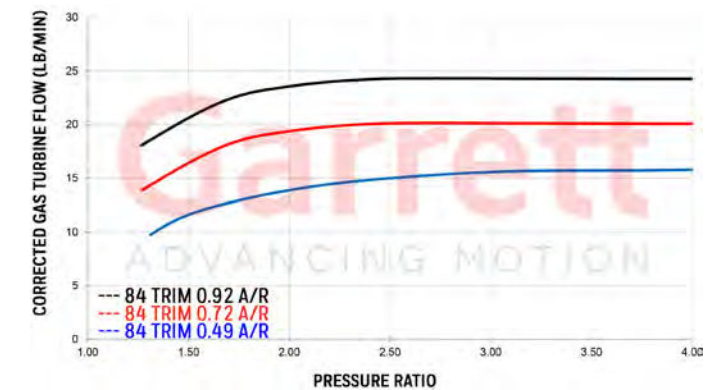
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COMPRESSOR MAP



EXHAUST FLOW CHART

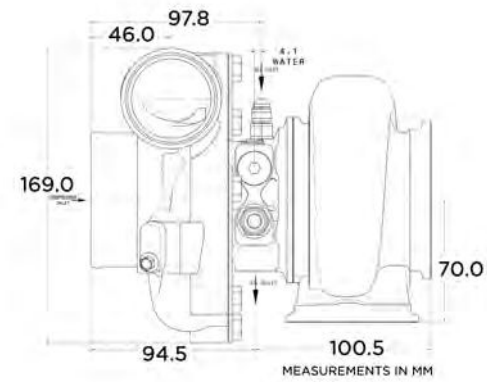


G25-660 Reference Data	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 350-660 Disp: 1.4L-3.0L	54mm	67mm	65	0.70	54mm	49mm	84
G25-660 Supercore PN	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
858161-5003S	740902-0069	0.72	V-Band	V-Band	Free Float	N	
	740902-0068	0.92	V-Band	V-Band	Free Float	N	
G25-660 Turbocharger PN	Turbo PN	A/R	Inlet	Outlet	Wastegate	Divided	
Turbo PN assembled and calibrated with 0.5 bar actuator	877895-5002S	0.49	T25	V-band	Y	N	
	877895-5005S	0.72	V-Band	V-band	Y	N	
	877895-5006S	0.92	V-Band	V-band	Y	N	
G25-660 Reverse Rotation Supercore PN	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
871388-5002S	740902-0073	0.72	V-Band	V-Band	Free Float	N	
	740902-0074	0.92	V-Band	V-Band	Free Float	N	
G25-660 Reverse Rotation Turbocharger PN	Turbo PN	A/R	Inlet	Outlet	Wastegate	Divided	
877895-5010S	877895-5009S	0.72	V-Band	V-band	Y	N	
	877895-5010S	0.92	V-Band	V-band	Y	N	

Garrett G30-660

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

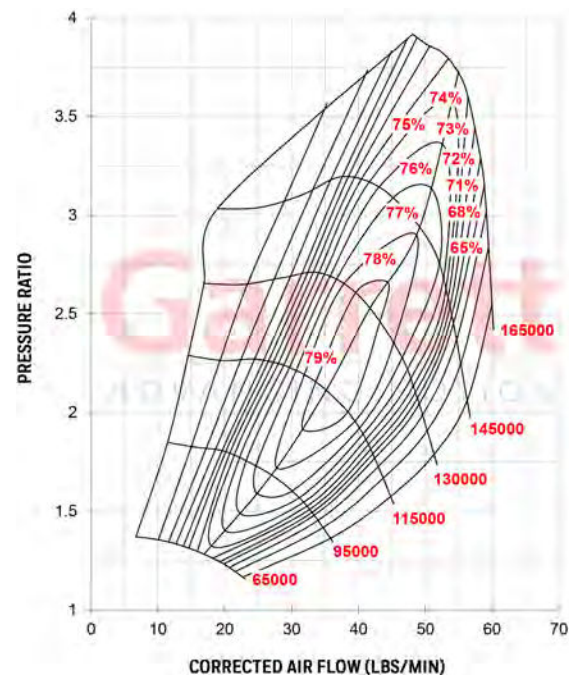
Garrett
ADVANCING MOTION



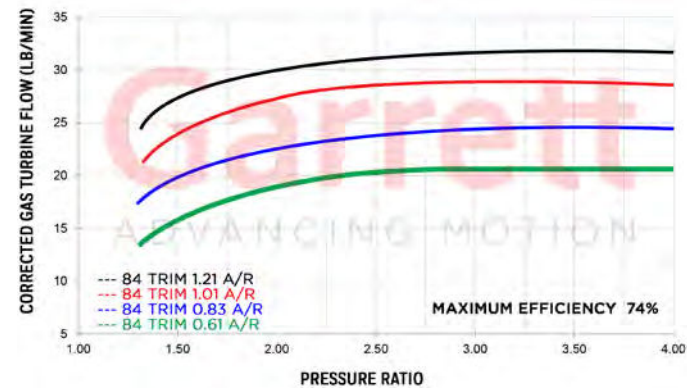
FEATURES:

- ◆ 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



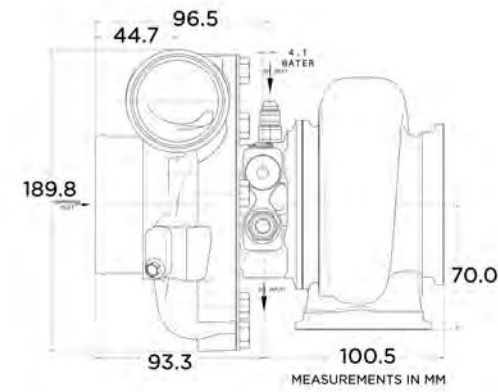
EXHAUST FLOW CHART



Garrett G30-770

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

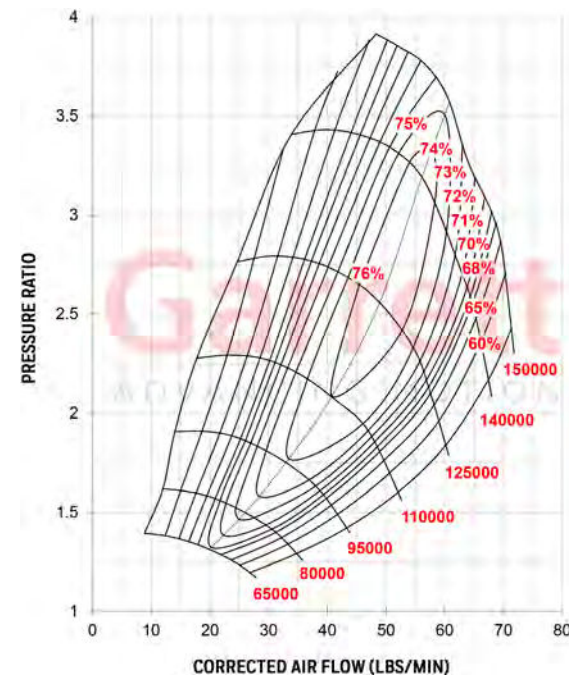
Garrett
ADVANCING MOTION



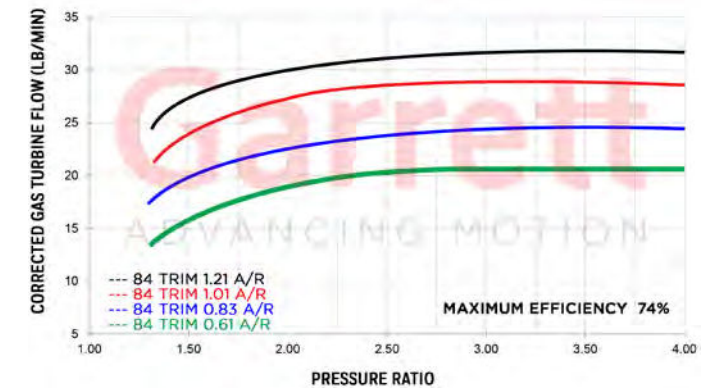
FEATURES:

- ◆ 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



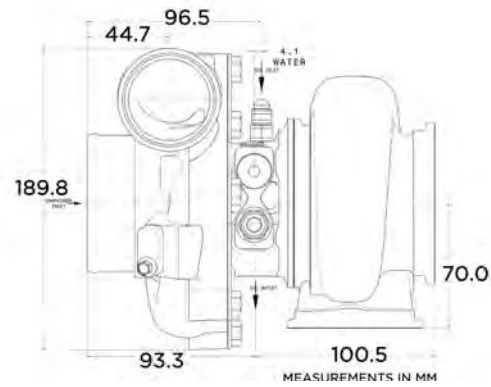
G30-660 Reference Data	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 350-660 Disp: 2.0L-3.5L	54mm	67mm	65	0.70	60mm	55mm	84
G30-660 Turbocharger PN	Turbo PN	A/R	Inlet	Outlet	Wastegate	Divided	
Turbo PN assembled and calibrated with 0.5 bar actuator	880704-5002S	0.83	V-Band	V-band	Y	N	
	880704-5003S	1.01	V-Band	V-band	Y	N	
G30-660 Standard Rotation Supercore PN	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
880693-5001S	740902-0092	1.06	T4	V-Band	Free Float	Y	
	740902-0090	0.83	T3	V-Band	Free Float	N	
	740902-0091	1.01	T3	V-Band	Free Float	N	
	740902-0086	0.61	V-Band	V-Band	Free Float	N	
	740902-0087	0.83	V-Band	V-band	Free Float	N	
	740902-0088	1.01	V-Band	V-band	Free Float	N	
	740902-0089	1.21	V-Band	V-band	Free Float	N	
G30-660 Reverse Rotation Supercore PN	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
880694-5001S	740902-0100	0.83	T3	V-Band	Free Float	N	
	740902-0101	1.01	T3	V-Band	Free Float	N	
	740902-0096	0.61	V-Band	V-Band	Free Float	N	
	740902-0097	0.83	V-Band	V-band	Free Float	N	
	740902-0098	1.01	V-Band	V-band	Free Float	N	
	740902-0099	1.21	V-Band	V-band	Free Float	N	

G30-770 Reference Data	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 475-770 Disp: 2.0L-3.5L	58mm	71mm	65	0.72	60mm	55mm	84
G30-770 Turbocharger PN	Turbo PN	A/R	Inlet	Outlet	Wastegate	Divided	
Turbo PN assembled and calibrated with 0.5 bar actuator	880704-5005S	0.83	V-Band	V-band	Y	N	
	880704-5006S	1.01	V-Band	V-band	Y	N	
G30-770 Standard Rotation Supercore PN	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
880693-5002S	740902-0092	1.06	T4	V-Band	Free Float	Y	
	740902-0090	0.83	T3	V-Band	Free Float	N	
	740902-0091	1.01	T3	V-Band	Free Float	N	
	740902-0086	0.61	V-Band	V-Band	Free Float	N	
	740902-0087	0.83	V-Band	V-band	Free Float	N	
	740902-0088	1.01	V-Band	V-band	Free Float	N	
	740902-0089	1.21	V-Band	V-band	Free Float	N	
G30-770 Reverse Rotation Supercore PN	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
880694-5002S	740902-0100	0.83	T3	V-Band	Free Float	N	
	740902-0101	1.01	T3	V-Band	Free Float	N	
	740902-0096	0.61	V-Band	V-Band	Free Float	N	
	740902-0097	0.83	V-Band	V-band	Free Float	N	
	740902-0098	1.01	V-Band	V-band	Free Float	N	
	740902-0099	1.21	V-Band	V-band	Free Float	N	

Garrett G30-900

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

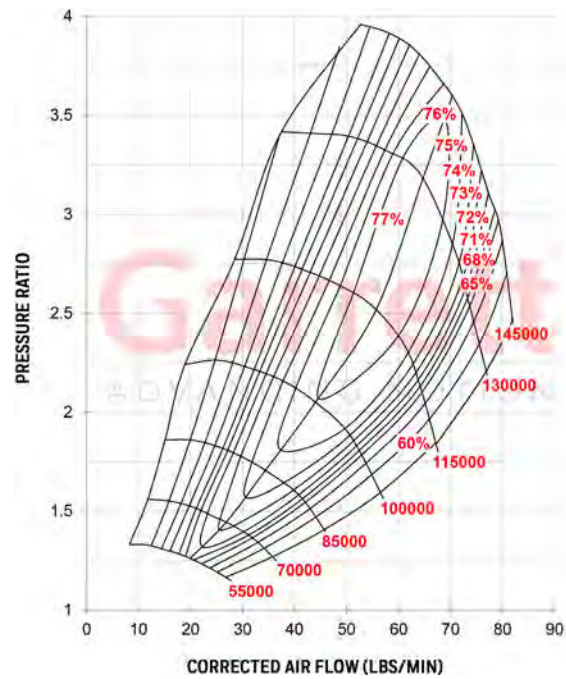
Garrett
ADVANCING MOTION



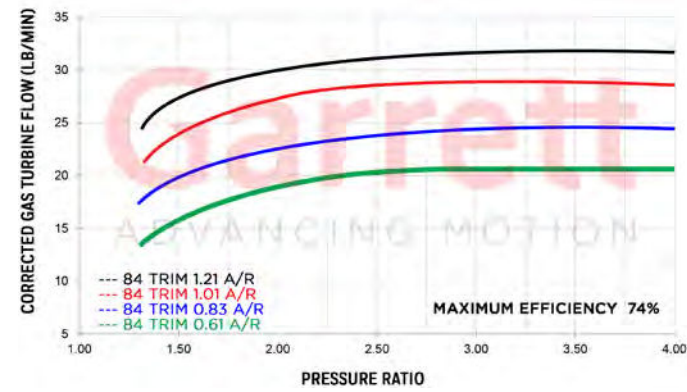
FEATURES:

- ◆ 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

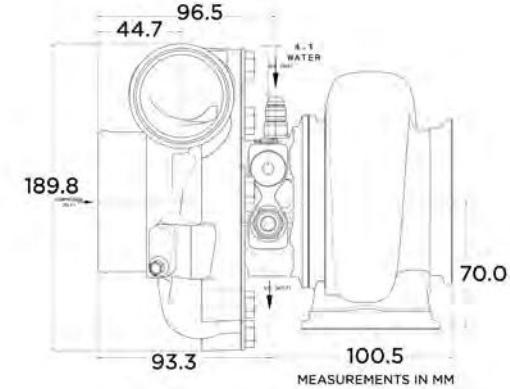


G30-900 Reference Data	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 550-900 Disp: 2.0L-3.5L	62mm	76mm	65	0.72	60mm	55mm	84
G30-900 Turbocharger PN	Turbo PN	A/R	Inlet	Outlet	Wastegate	Divided	
Turbo PN assembled and calibrated with 0.5 bar actuator	880704-5008S	0.83	V-Band	V-band	Y	N	
	880704-5009S	1.01	V-Band	V-band	Y	N	
G30-900 Standard Rotation Supercore PN	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
	740902-0092	1.06	T4	V-Band	Free Float	Y	
880693-5003S	740902-0090	0.83	T3	V-Band	Free Float	N	
	740902-0091	1.01	T3	V-Band	Free Float	N	
	740902-0086	0.61	V-Band	V-Band	Free Float	N	
	740902-0087	0.83	V-Band	V-band	Free Float	N	
	740902-0088	1.01	V-Band	V-band	Free Float	N	
	740902-0089	1.21	V-Band	V-band	Free Float	N	
G30-900 Reverse Rotation Supercore PN	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
	740902-0100	0.83	T3	V-Band	Free Float	N	
880694-5003S	740902-0101	1.01	T3	V-Band	Free Float	N	
	740902-0096	0.61	V-Band	V-Band	Free Float	N	
	740902-0097	0.83	V-Band	V-band	Free Float	N	
	740902-0098	1.01	V-Band	V-band	Free Float	N	
	740902-0099	1.21	V-Band	V-band	Free Float	N	

Garrett G35-900

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

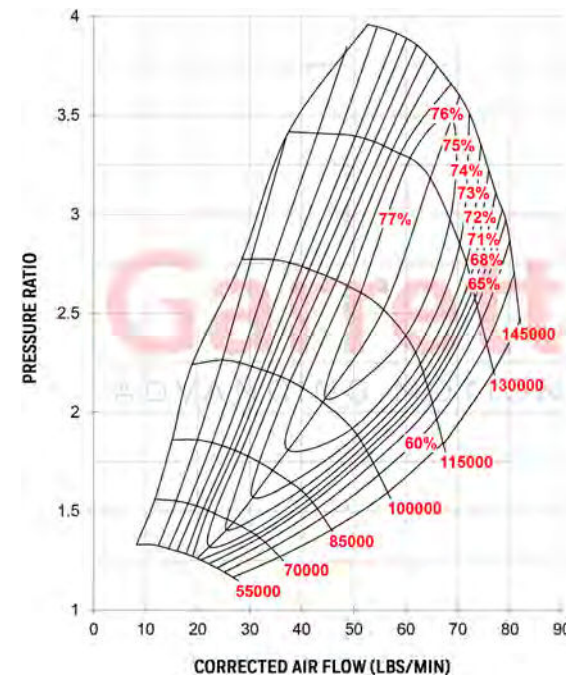
Garrett
ADVANCING MOTION



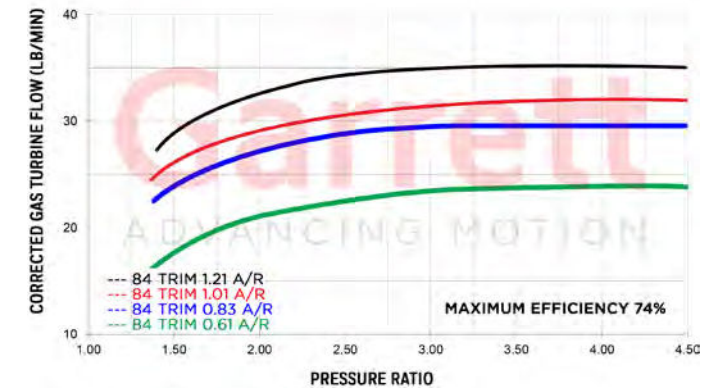
FEATURES:

- ◆ 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



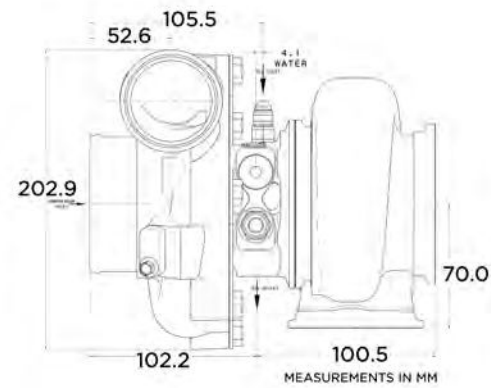
EXHAUST FLOW CHART



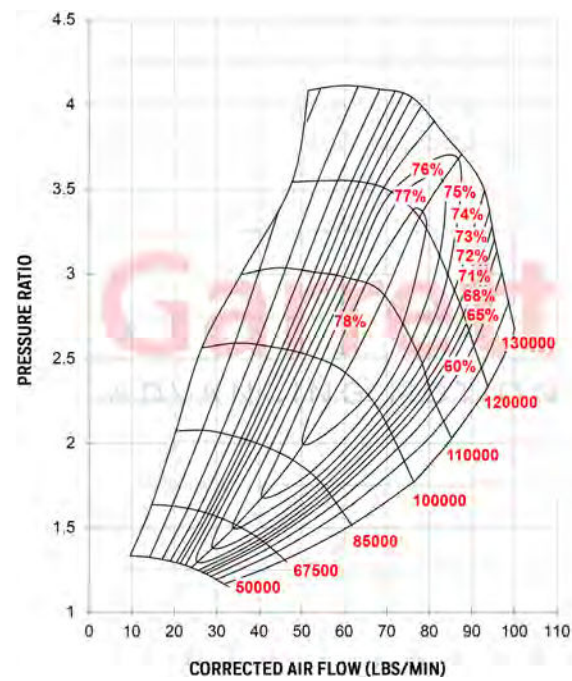
G35-900 Reference Data	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 550-900 Disp: 2.0L-5.5L	62mm	76mm	65	0.72	68mm	62mm	84
G35-900 Turbocharger PN	Turbo PN	A/R	Inlet	Outlet	Wastegate	Divided	
Turbo PN assembled and calibrated with 0.5 bar actuator	880707-5002S	0.83	V-Band	V-band	Y	N	
	880707-5003S	1.01	V-Band	V-band	Y	N	
G35-900 Standard Rotation Supercore PN	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
	740902-0108	1.06	T4	V-Band	Free Float	Y	
880695-5001S	740902-0106	0.83	T3	V-Band	Free Float	N	
	740902-0107	1.01	T3	V-Band	Free Float	N	
	740902-0102	0.61	V-Band	V-Band	Free Float	N	
	740902-0103	0.83	V-Band	V-band	Free Float	N	
	740902-0104	1.01	V-Band	V-band	Free Float	N	
	740902-0105	1.21	V-Band	V-band	Free Float	N	
G35-900 Reverse Rotation Supercore PN	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
	740902-0116	0.83	T3	V-Band	Free Float	N	
880696-5001S	740902-0117	1.01	T3	V-Band	Free Float	N	
	740902-0112	0.61	V-Band	V-Band	Free Float	N	
	740902-0113	0.83	V-Band	V-band	Free Float	N	
	740902-0114	1.01	V-Band	V-band	Free Float	N	
	740902-0115	1.21	V-Band	V-band	Free Float	N	

Garrett G35-1050

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



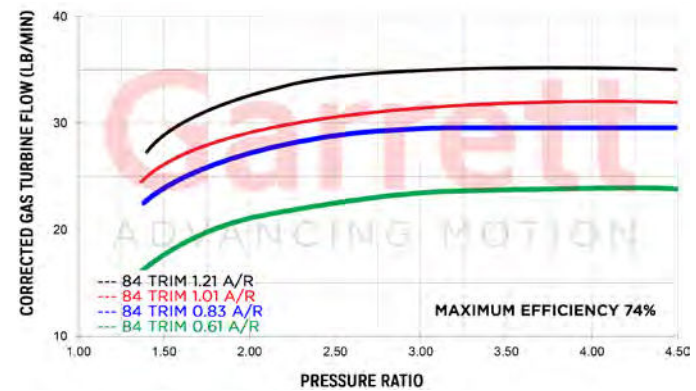
COMPRESSOR MAP



FEATURES:

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

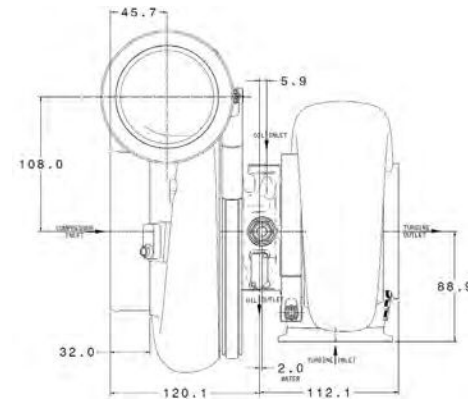
EXHAUST FLOW CHART



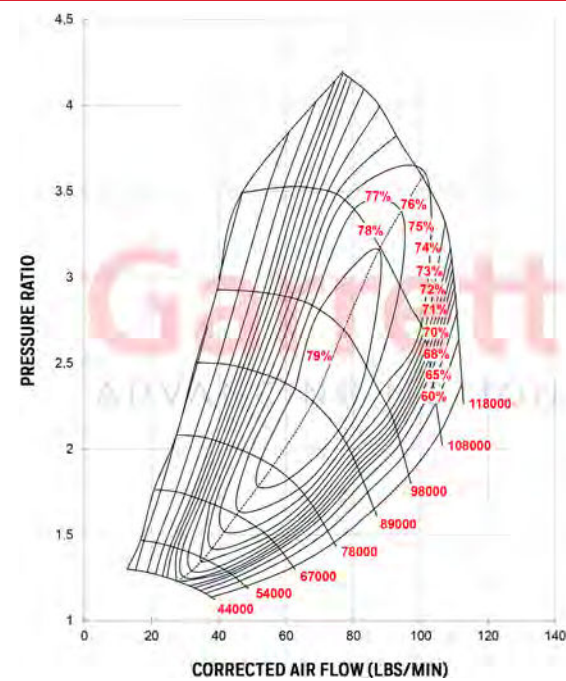
G35-1050 Reference Data	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 700-1050 Disp: 2.0L-5.5L	68mm	84mm	65	0.75	68mm	62mm	84
G35-1050 Turbocharger PN	Turbo PN	A/R	Inlet	Outlet	Wastegate	Divided	
Turbo PN assembled and calibrated with 0.5 bar actuator	880707-5005S	0.83	V-Band	V-band	Y	N	
	880707-5006S	1.01	V-Band	V-band	Y	N	
G35-1050 Standard Rotation Supercore PN	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
880695-5002S	740902-0108	1.06	T4	V-Band	Free Float	Y	
	740902-0106	0.83	T3	V-Band	Free Float	N	
	740902-0107	1.01	T3	V-Band	Free Float	N	
	740902-0102	0.61	V-Band	V-Band	Free Float	N	
	740902-0103	0.83	V-Band	V-band	Free Float	N	
	740902-0104	1.01	V-Band	V-band	Free Float	N	
	740902-0105	1.21	V-Band	V-band	Free Float	N	
G35-1050 Reverse Rotation Supercore PN	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
880696-5002S	740902-0116	0.83	T3	V-Band	Free Float	N	
	740902-0117	1.01	T3	V-Band	Free Float	N	
	740902-0112	0.61	V-Band	V-Band	Free Float	N	
	740902-0113	0.83	V-Band	V-band	Free Float	N	
	740902-0114	1.01	V-Band	V-band	Free Float	N	
	740902-0115	1.21	V-Band	V-band	Free Float	N	

Garrett G42-1200

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



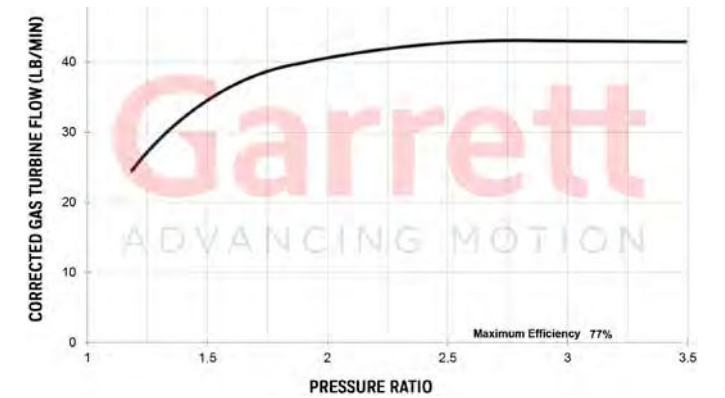
COMPRESSOR MAP



FEATURES:

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

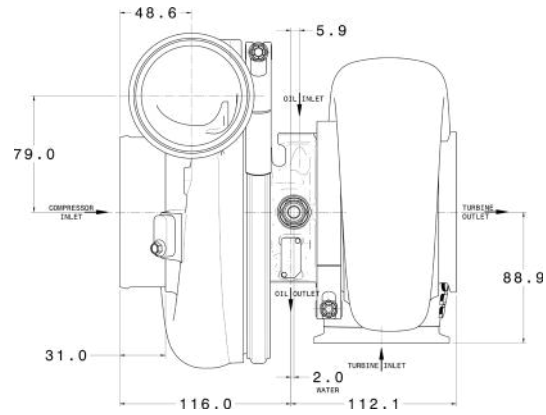
EXHAUST FLOW CHART



G42-1200 Reference Data	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 475-1200 Disp: 2.0L-7.0L	73mm	91mm	65	0.85	82mm	75mm	84
G42-1200 Supercore PN	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
860778-5004S	757707-0011	1.01	V-Band	V-Band	Free Float	N	
	757707-0012	1.15	V-Band	V-Band	Free Float	N	
	757707-0013	1.28	V-Band	V-Band	Free Float	N	
	757707-0014	1.01	T4	V-band	Free Float	Y	
	757707-0015	1.15	T4	V-band	Free Float	Y	
	757707-0016	1.28	T4	V-band	Free Float	Y	

Garrett G42-1200 Compact

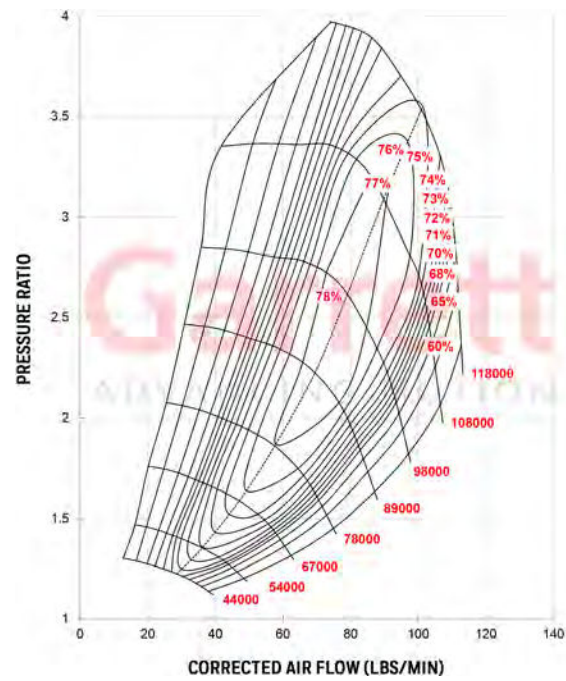
Horsepower: 475 - 1200
Displacement: 2.0L - 7.0L



FEATURES:

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

COMPRESSOR MAP



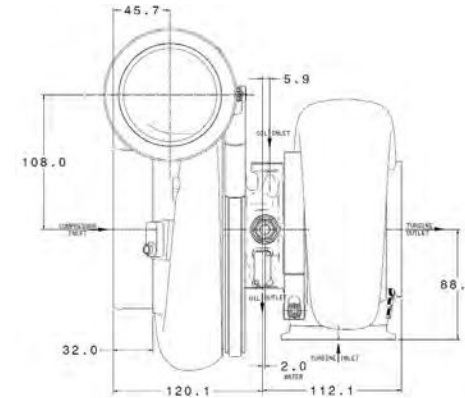
EXHAUST FLOW CHART



G42-1200 Compact Ref Data		Compressor				Turbine		
		Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 475-1200	Disp: 2.0L-7.0L	73mm	91mm	65	0.90	82mm	75mm	84
G42-1200 Compact Supercore PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
860778-5002S		757707-0011	1.01	V-Band	V-Band	Free Float	N	
		757707-0012	1.15	V-Band	V-Band	Free Float	N	
		757707-0013	1.28	V-Band	V-Band	Free Float	N	
		757707-0014	1.01	T4	V-band	Free Float	Y	
		757707-0015	1.15	T4	V-band	Free Float	Y	
		757707-0016	1.28	T4	V-band	Free Float	Y	

Garrett G42-1450

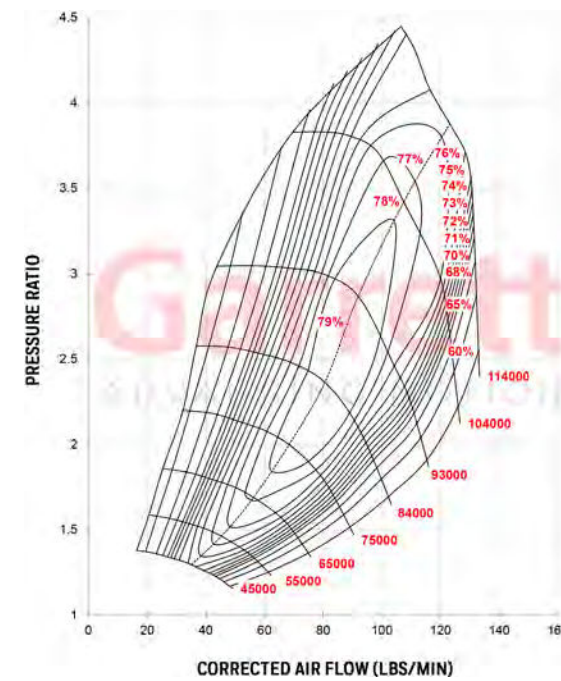
Horsepower: 525 - 1450
Displacement: 2.0L - 8.0L



FEATURES:

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

COMPRESSOR MAP



EXHAUST FLOW CHART

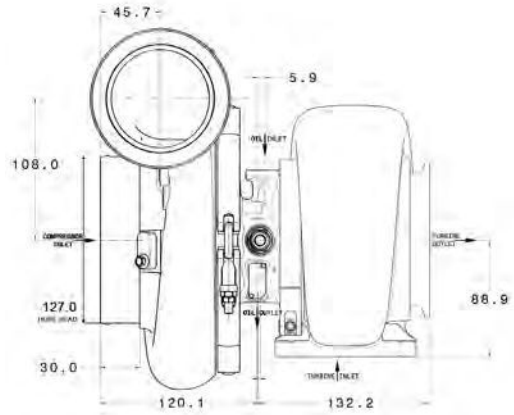


G42-1450 Reference Data		Compressor				Turbine		
		Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 525-1450	Disp: 2.0L-8.0L	79mm	98mm	65	0.85	82mm	75mm	84
G42-1450 Supercore PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
860778-5006S		757707-0011	1.01	V-Band	V-Band	Free Float	N	
		757707-0012	1.15	V-Band	V-Band	Free Float	N	
		757707-0013	1.28	V-Band	V-Band	Free Float	N	
		757707-0014	1.01	T4	V-band	Free Float	Y	
		757707-0015	1.15	T4	V-band	Free Float	Y	
		757707-0016	1.28	T4	V-band	Free Float	Y	

Garrett G45-1125

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

Garrett
ADVANCING MOTION



T4 DIVIDED

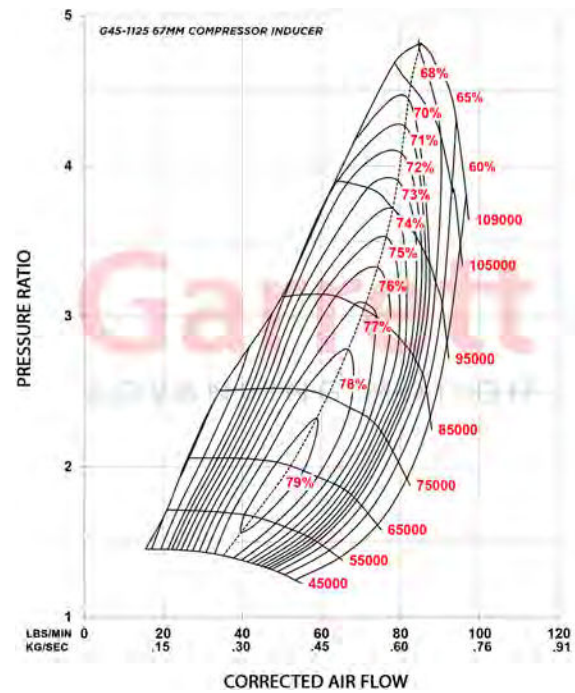
FEATURES:

- ◆ COMPRESSOR AERO INCREASES FLOW UP TO 10% (COMPARED TO GTX4502R 67MM)
- ◆ 67MM 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

EXHAUST FLOW CHART



COMPRESSOR MAP

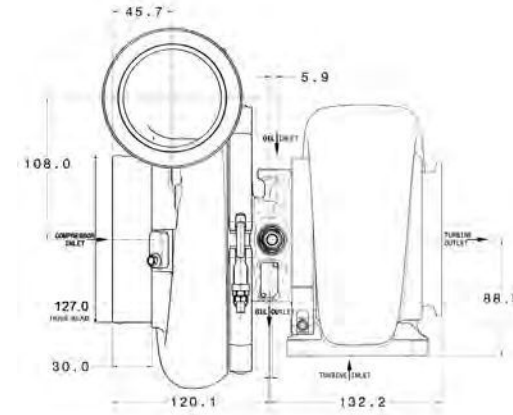


G45-1125 Reference Data	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 600-1125 Disp: 2.0L-8.0L	67mm	102mm	44	0.85	89mm	82mm	84
G45-1125 Supercore PN	Turbine Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
	757707-0023		1.01	T4	V-Band	Free Float	Y
	757707-0024		1.15	T4	V-Band	Free Float	Y
	757707-0025		1.28	T4	V-Band	Free Float	Y
	757707-0026		1.44	T4	V-Band	Free Float	Y
888169-5003S							

Garrett G45-1350

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

Garrett
ADVANCING MOTION

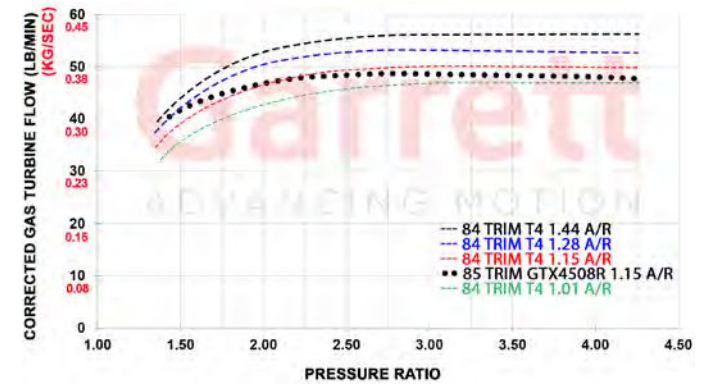


T4 DIVIDED

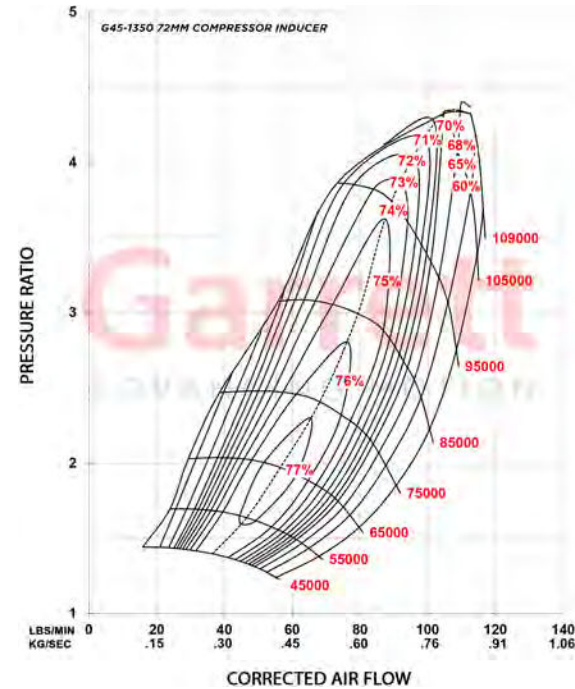
FEATURES:

- ◆ COMPRESSOR AERO INCREASES FLOW UP TO 15% (COMPARED TO GTX4502R 72MM)
- ◆ 72MM 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

EXHAUST FLOW CHART



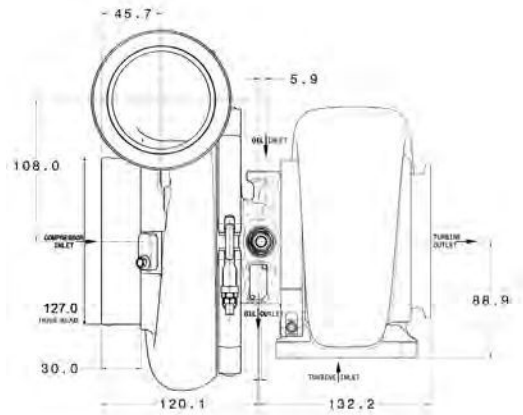
COMPRESSOR MAP



G45-1350 Reference Data	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 650-1350 Disp: 2.0L-8.0L	72mm	102mm	51	0.85	89mm	82mm	84
G45-1350 Supercore PN	Turbine Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
	757707-0023		1.01	T4	V-Band	Free Float	Y
	757707-0024		1.15	T4	V-Band	Free Float	Y
	757707-0025		1.28	T4	V-Band	Free Float	Y
	757707-0026		1.44	T4	V-Band	Free Float	Y
888169-5004S							

Garrett G45-1500

Horsepower: 750 - 1500
Displacement: 2.0L - 8.0L

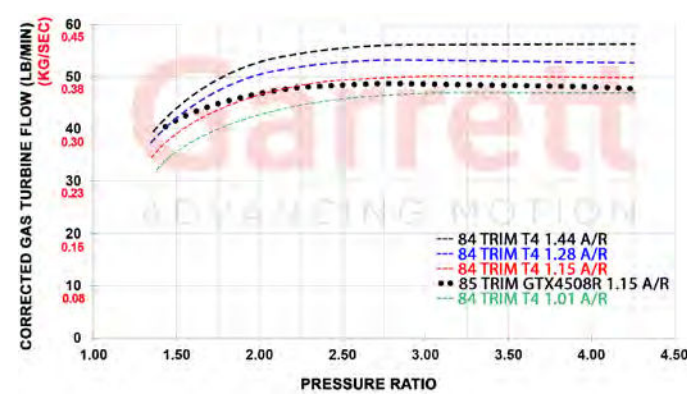


T4 DIVIDED

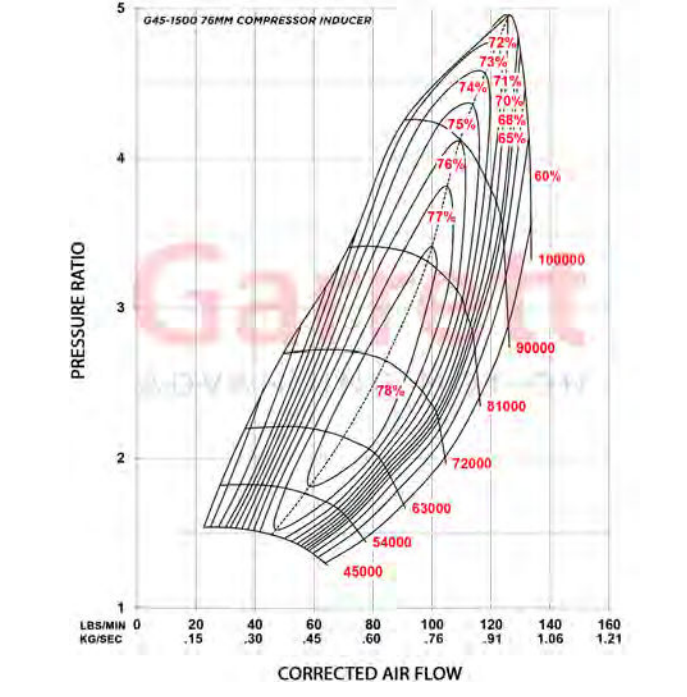
FEATURES:

- ◆ COMPRESSOR AERO INCREASES FLOW UP TO 18% (COMPARED TO GTX4508R 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

EXHAUST FLOW CHART



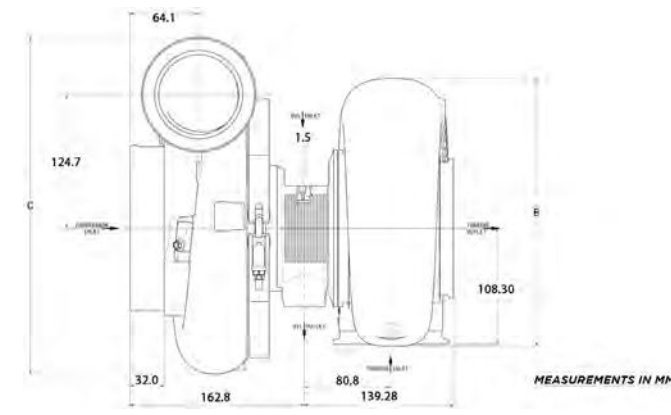
COMPRESSOR MAP



G45-1500 Reference Data	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 750-1500 Disp: 2.0L-8.0L	76mm	109mm	49	0.85	89mm	82mm	84
G45-1500 Supercore PN	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
	757707-0023	1.01	T4	V-Band	Free Float	Y	
	757707-0024	1.15	T4	V-Band	Free Float	Y	
	757707-0025	1.28	T4	V-Band	Free Float	Y	
	757707-0026	1.44	T4	V-Band	Free Float	Y	
888169-5005S							

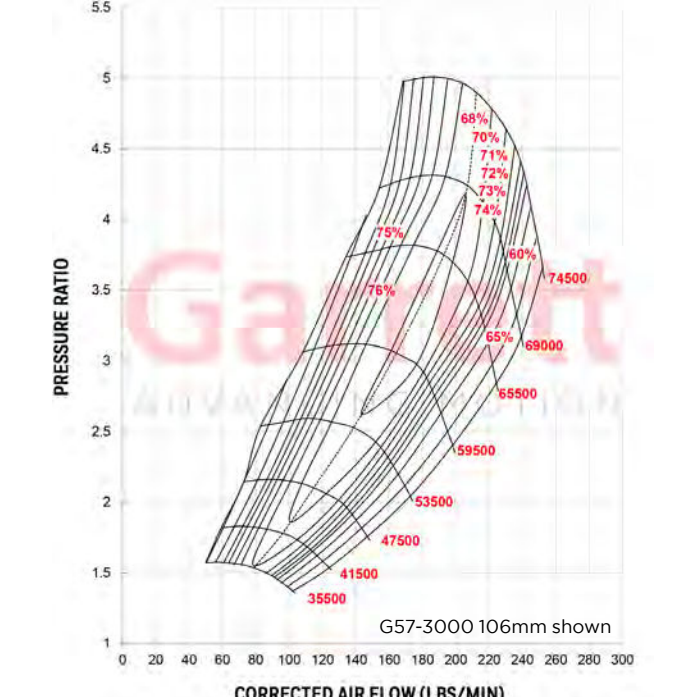
Garrett G57-3000

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



MEASUREMENTS IN MM

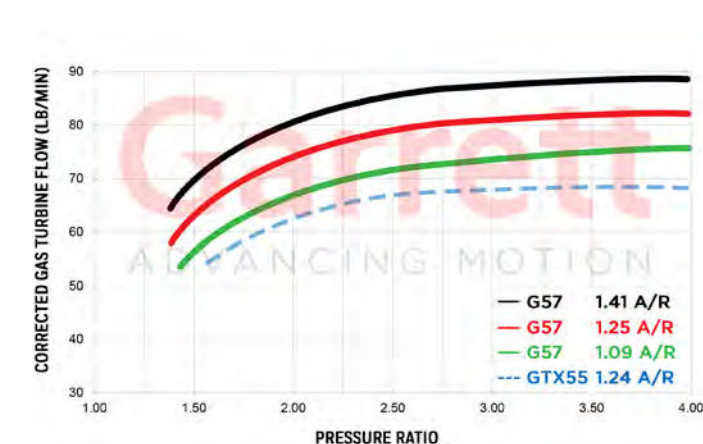
COMPRESSOR MAP



FEATURES:

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

EXHAUST FLOW CHART



Supercore PN	Compressor				Turbine		
	Model	Inducer	Exducer	A/R	Inducer	Exducer	Trim
880547-5031S	G57-2000	88mm	133mm	0.88	118mm	112mm	90
880547-5032S	G57-2350	94mm	133mm	0.96	118mm	112mm	90
880547-5033S	G57-2550	98mm	133mm	0.96	118mm	112mm	90
880547-5029S	G57-2750	102mm	144mm	0.96	118mm	112mm	90
880547-5030S	G57-3000	106mm	144mm	0.96	118mm	112mm	90
Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Stainless	Divided	Trim
761208-0083	1.09	V-Band	V-Band	Free Float	Y	N	90
761208-0084	1.25	V-Band	V-Band	Free Float	Y	N	90
761208-0085	1.41	V-Band	V-Band	Free Float	Y	N	90

GTX SERIES

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

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

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

GEN II PRODUCT UPDATES

UPDATED FEATURES ON SELECT GTX TURBOCHARGERS

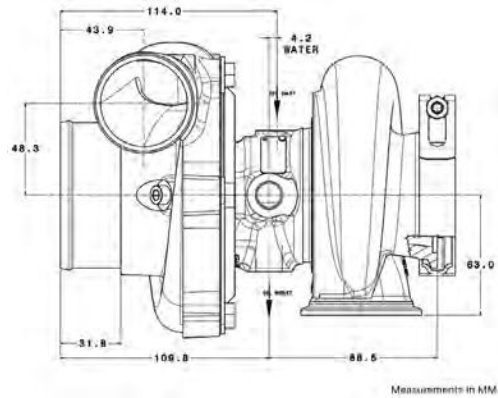


GEN II COMPRESSOR AERODYNAMICS FOR INCREASED HORSEPOWER RANGE (GTX28/30/35/47/50/ 55)
FULLY MACHINED SPEED SENSOR PORT FOR DATA ACQUISITION (GTX28/30/35/47/50/55)
LIGHTWEIGHT ALUMINUM BACKPLATE FOR WEIGHT REDUCTION (GTX47/50/55)

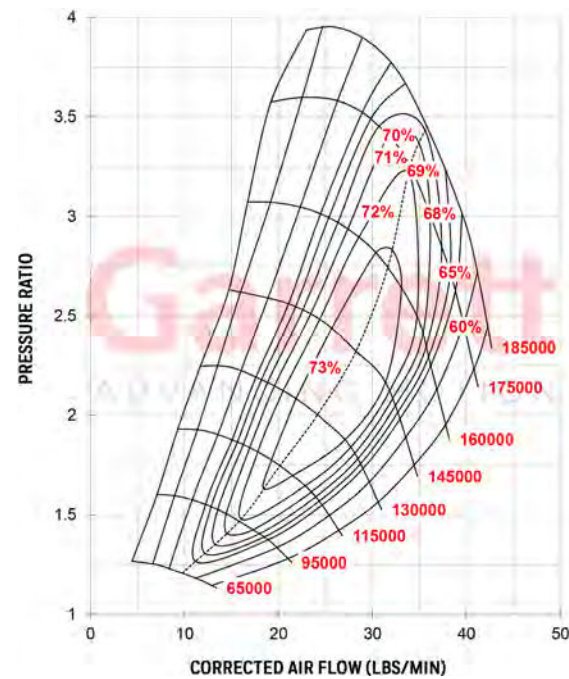


Garrett GTX2860R GEN II

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



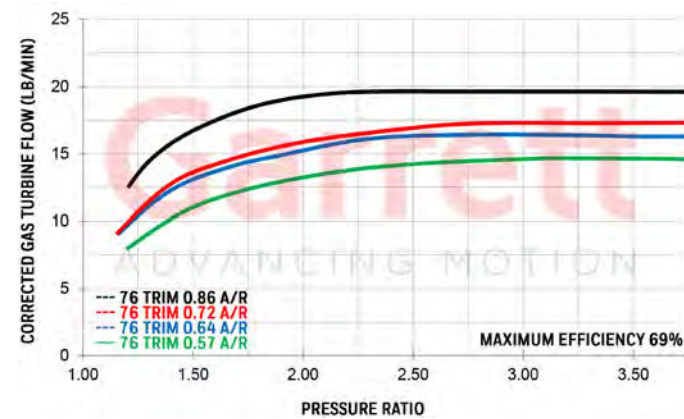
COMPRESSOR MAP



FEATURES:

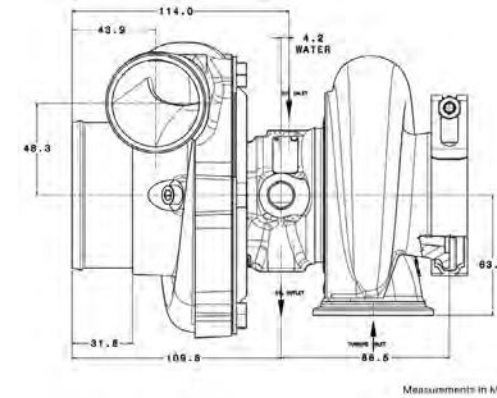
- ◆ GEN 2 AERODYNAMICS FEATURE INCREASED HORSEPOWER RANGE
- ◆ IMPROVED PORTED SHROUD DESIGN FOR SURGE RESISTANCE
- ◆ NEW FULLY MACHINED SPEED SENSOR PORT. DETAILS ON PG. 72
- ◆ WASTEGATE ACTUATORS & BRACKET KIT AVAILABLE ON PG. 73
- ◆ SOLD AS ASSEMBLY KITS (SUPER CORE + TURBINE HSG)

EXHAUST FLOW CHART

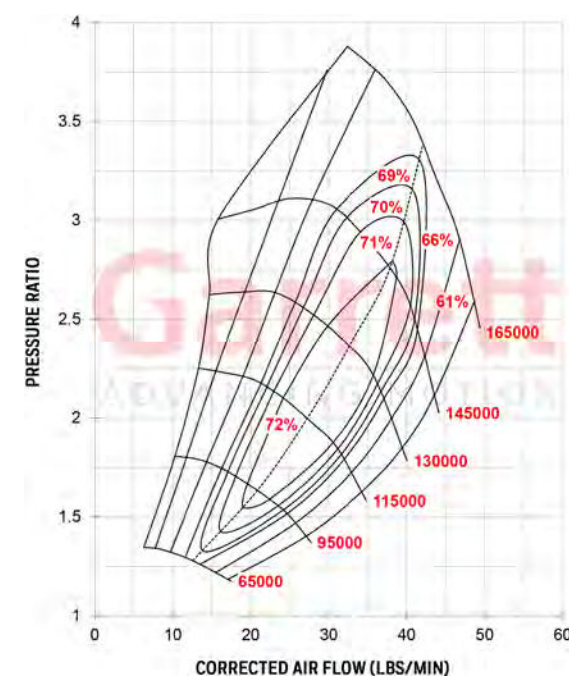


Garrett GTX2867R GEN II

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



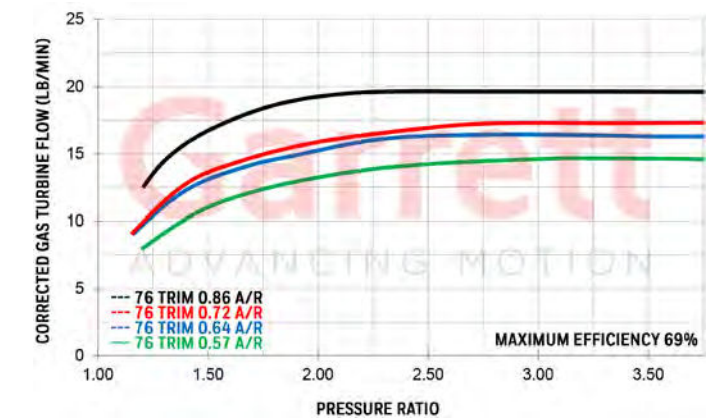
COMPRESSOR MAP



FEATURES:

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

EXHAUST FLOW CHART

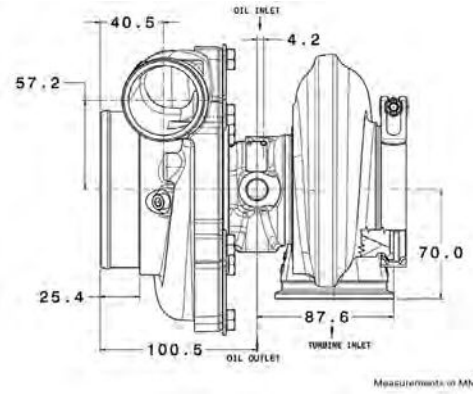


GTX2860R Gen II		Compressor				Turbine		
		Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 200-475	Disp: 1.4L-2.5L	46mm	60mm	58	0.60	54mm	47mm	76
Notes: Assembly Kit Includes Super Core and Turbine Kit		Assembly Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
		856800-5003S	0.64	T25	5 bolt	Wastegated	N	
		856800-5004S	0.86	T25	5 bolt	Wastegated	N	
		856800-5001S	0.57	V-Band	V-Band	Free Float	N	
		856800-5002S	0.72	V-Band	V-Band	Free Float	N	

GTX2867R Gen II Reference Data		Compressor				Turbine		
		Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 275-550	Disp: 1.4L-2.5L	50mm	67mm	55	0.60	54mm	47mm	76
Notes: Assembly Kit Includes Super Core and Turbine Kit		Assembly Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
		856800-5007S	0.64	T25	5 bolt	Wastegated	N	
		856800-5008S	0.86	T25	5 bolt	Wastegated	N	
		856800-5005S	0.57	V-Band	V-Band	Free Float	N	
		856800-5006S	0.72	V-Band	V-Band	Free Float	N	

Garrett GTX3071R GEN II

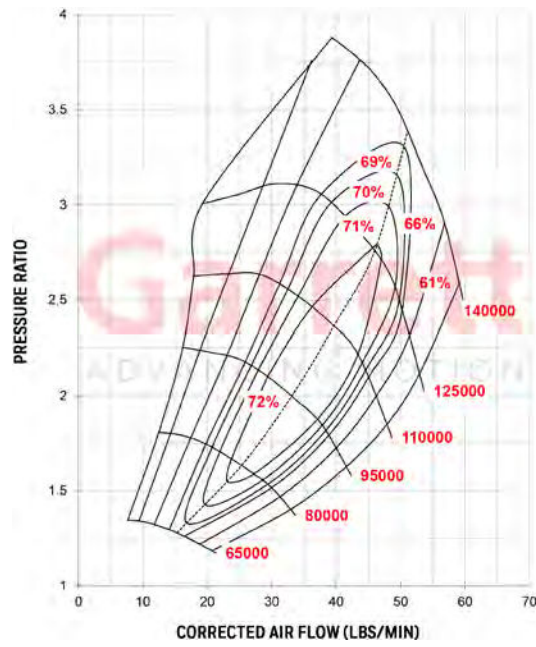
Horsepower: 340 - 675
Displacement: 1.8L - 3.0L



STANDARD ROTATION

REVERSE ROTATION

COMPRESSOR MAP

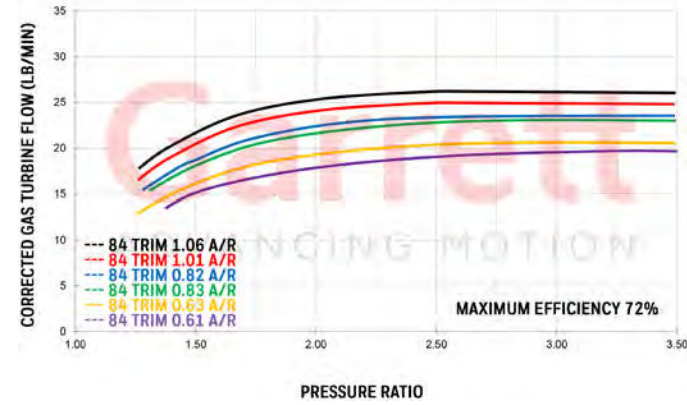


FEATURES:

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

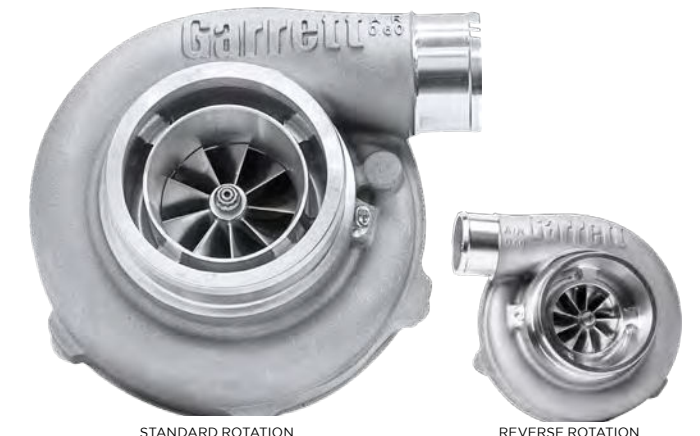
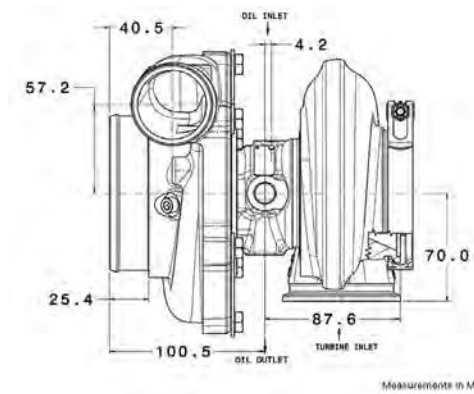
*WASTEGATED TURBINE BOLTS & CLAMPS SEE PG. 73

EXHAUST FLOW CHART



Garrett GTX3076R GEN II

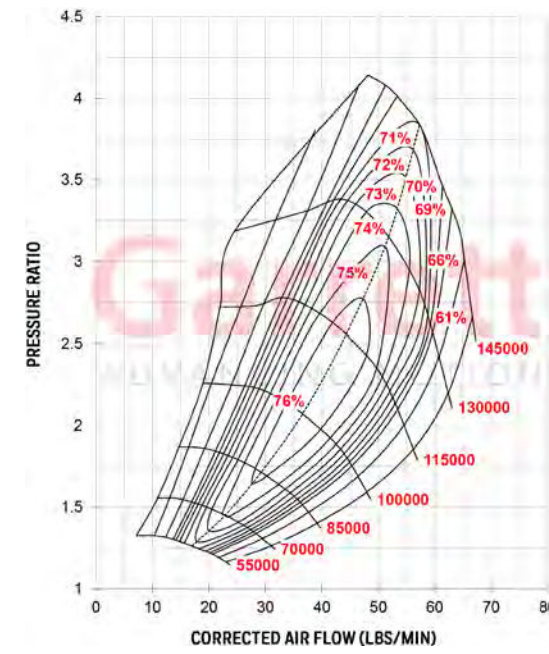
Horsepower: 400 - 750
Displacement: 1.8L - 3.0L



STANDARD ROTATION

REVERSE ROTATION

COMPRESSOR MAP

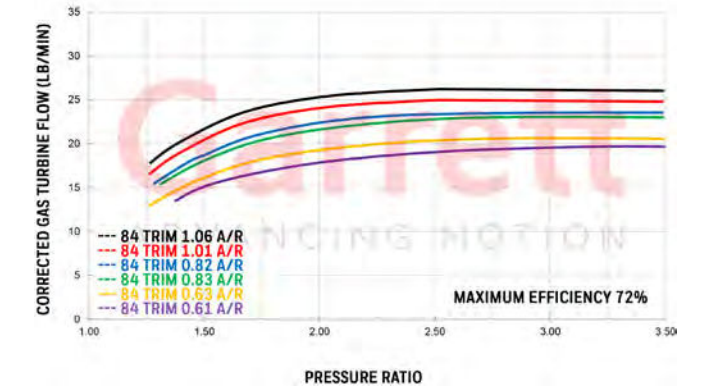


FEATURES:

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

*WASTEGATED TURBINE BOLTS & CLAMPS SEE PG. 73

EXHAUST FLOW CHART



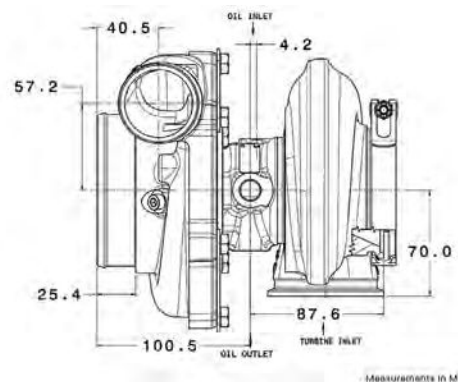
GTX3071R Gen II	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 340-675 Disp: 1.8L-3.0L	54mm	71mm	58	0.60	60mm	55mm	84
GTX3071R Gen II	Assembly Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Assembly Kit Includes Super Core and Turbine Kit	856801-5006S	0.63	T3	V-Band	Free Float	N	
	856801-5005S	0.82	T3	V-Band	Free Float	N	
	856801-5004S	1.06	T3	V-Band	Free Float	N	
	856801-5018S	0.61	V-Band	V-Band	Free Float	N	
	856801-5017S	0.83	V-Band	V-Band	Free Float	N	
	856801-5016S	1.01	V-Band	V-Band	Free Float	N	
Wastegated turbine kit does not include bolts, clamps, gasket or actuator	856801-5021S	0.63	T3	5 bolt	Wastegated	N	
	856801-5020S	0.82	T3	5 bolt	Wastegated	N	
	856801-5019S	1.06	T3	5 bolt	Wastegated	N	
Reverse Rotation	Assembly Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Assembly Kit Includes Super Core and Turbine Kit	856802-5001S	0.61	V-Band	V-Band	Free Float	N	
	856802-5002S	0.83	V-Band	V-Band	Free Float	N	
	856802-5003S	1.01	V-Band	V-Band	Free Float	N	

GTX3076R Gen II	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 400-750 Disp: 1.8L-3.0L	58mm	76mm	58	0.60	60mm	55mm	84
GTX3076R Gen II	Assembly Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Assembly Kit Includes Super Core and Turbine Kit	856801-5027S	0.63	T3	V-Band	Free Float	N	
	856801-5026S	0.82	T3	V-Band	Free Float	N	
	856801-5025S	1.06	T3	V-Band	Free Float	N	
	856801-5039S	0.61	V-Band	V-Band	Free Float	N	
	856801-5038S	0.83	V-Band	V-Band	Free Float	N	
	856801-5037S	1.01	V-Band	V-Band	Free Float	N	
Wastegated turbine kit does not include bolts, clamps, gasket or actuator	856801-5042S	0.63	T3	5 bolt	Wastegated	N	
	856801-5041S	0.82	T3	5 bolt	Wastegated	N	
	856801-5040S	1.06	T3	5 bolt	Wastegated	N	
Reverse Rotation	Assembly Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Assembly Kit Includes Super Core and Turbine Kit	856802-5004S	0.61	V-Band	V-Band	Free Float	N	
	856802-5005S	0.83	V-Band	V-Band	Free Float	N	
	856802-5006S	1.01	V-Band	V-Band	Free Float	N	

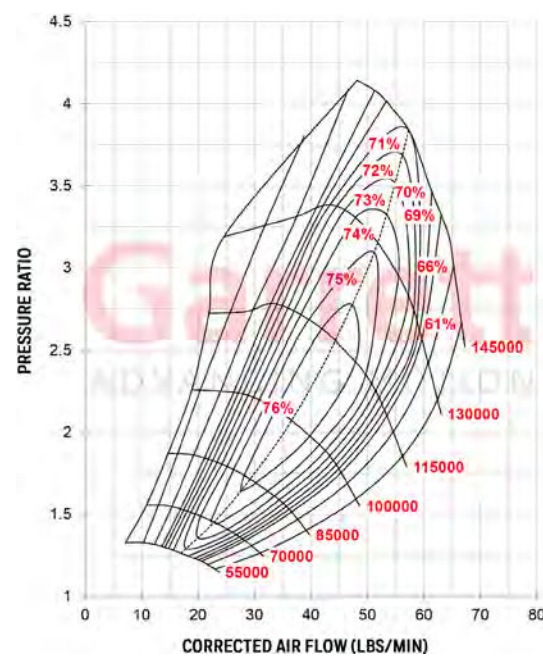
Garrett GTX3576R GEN II

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

Garrett
ADVANCING MOTION



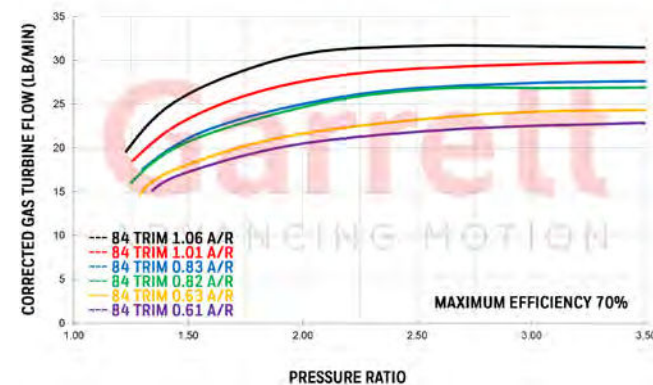
COMPRESSOR MAP



FEATURES:

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

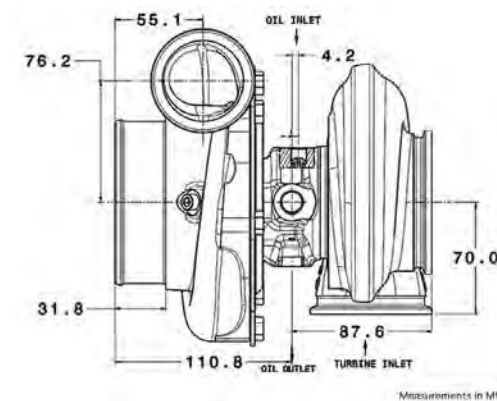
EXHAUST FLOW CHART



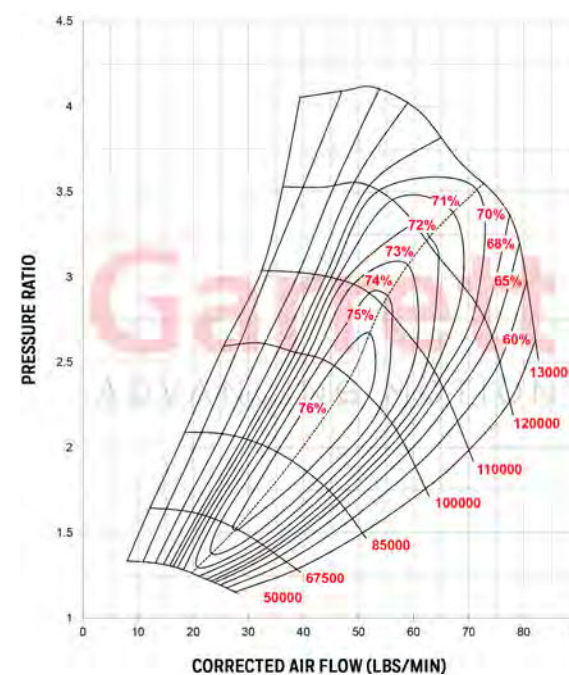
Garrett GTX3582R GEN II

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

Garrett
ADVANCING MOTION



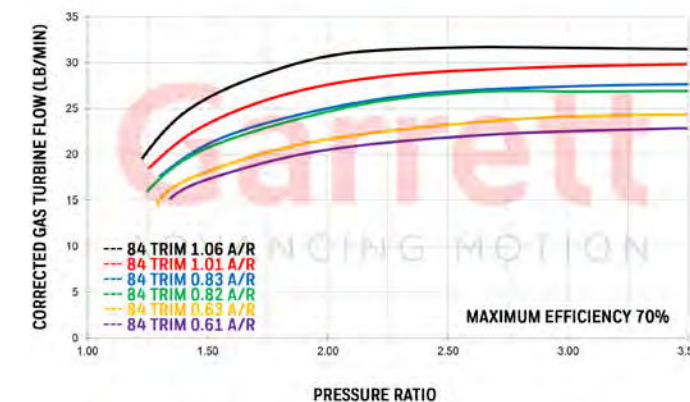
COMPRESSOR MAP



FEATURES:

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

EXHAUST FLOW CHART

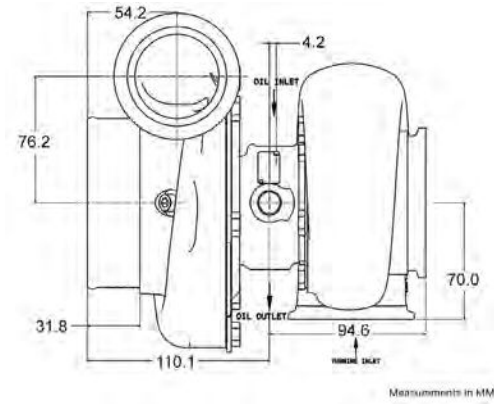


GTX3576R Gen II	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
	58mm	76mm	58	0.60	68mm	62mm	84
GTX3576R Gen II Assembly Kit Includes Super Core and Turbine Kit	Assembly Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
	856801-5048S	0.63	T3	V-Band	Free Float	N	
	856801-5047S	0.82	T3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

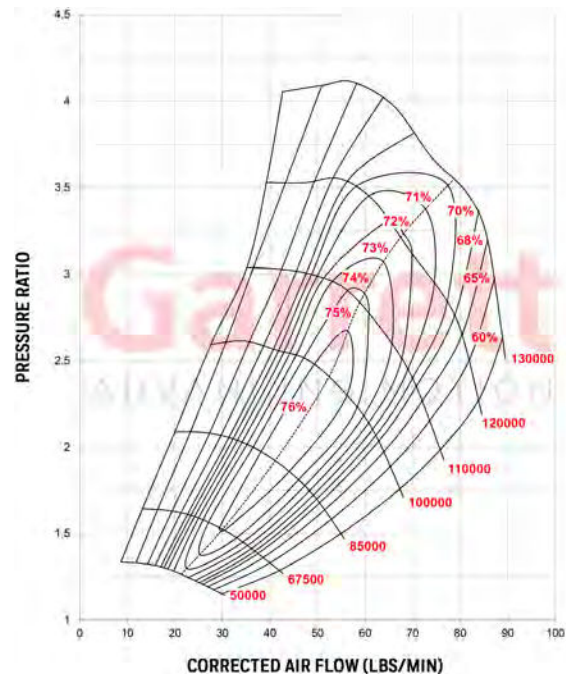
GTX3582R Gen II	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
	66mm	82mm	64	0.70	68mm	62mm	84
GTX3582R Gen II Assembly Kit Includes Super Core and Turbine Kit	Assembly Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
	856801-5069S	0.63	T3	V-Band	Free Float	N	
	856801-5068S	0.82	T3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

Garrett GTX3584RS

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



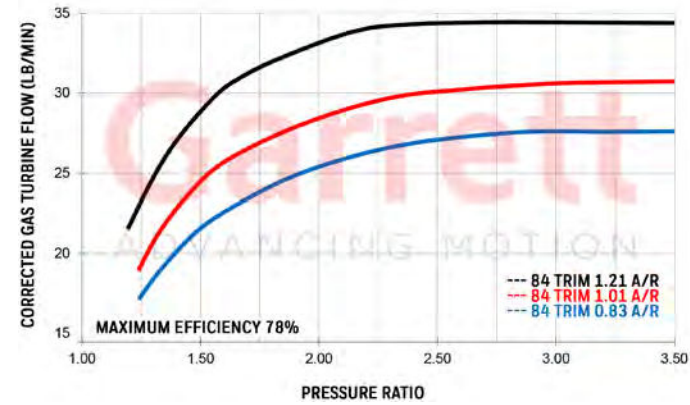
COMPRESSOR MAP



FEATURES:

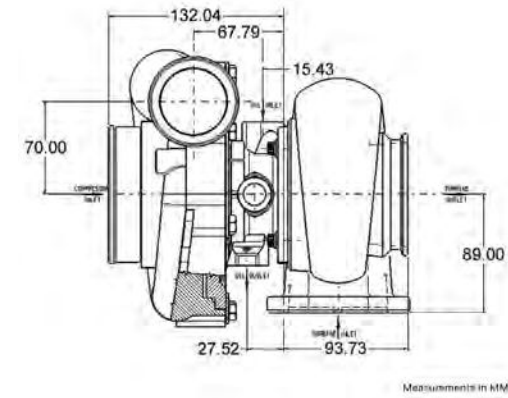
- ◆ GEN 2 AERODYNAMICS FEATURE INCREASED HORSEPOWER RANGE
- ◆ "RS" HIGH FLOWING TURBINE WHEEL
- ◆ COMPACT DESIGN FOR TIGHT INSTALLATIONS
- ◆ NEW FULLY-MACHINED SPEED SENSOR PORT. DETAILS ON PG. 72
- ◆ SOLD AS ASSEMBLY KITS (SUPER CORE + TURBINE KIT)
- ◆ COMP OUTLET AVAILABLE IN V-BAND & HOSE CONNECTION

EXHAUST FLOW CHART

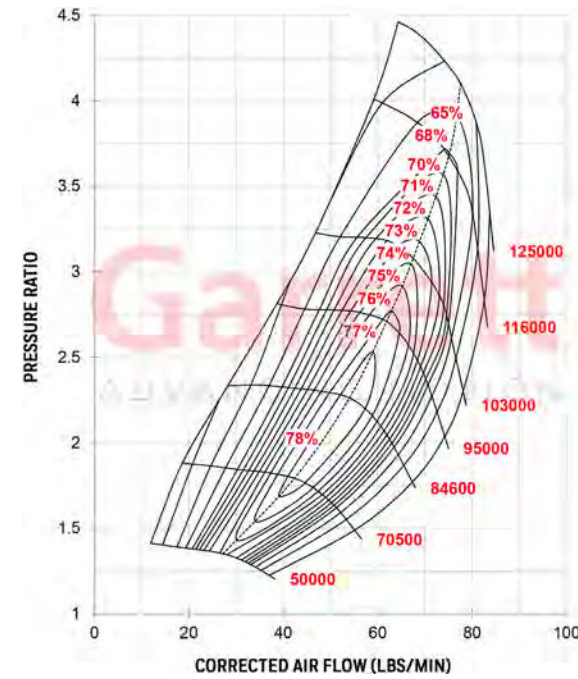


Garrett GTX4088R

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



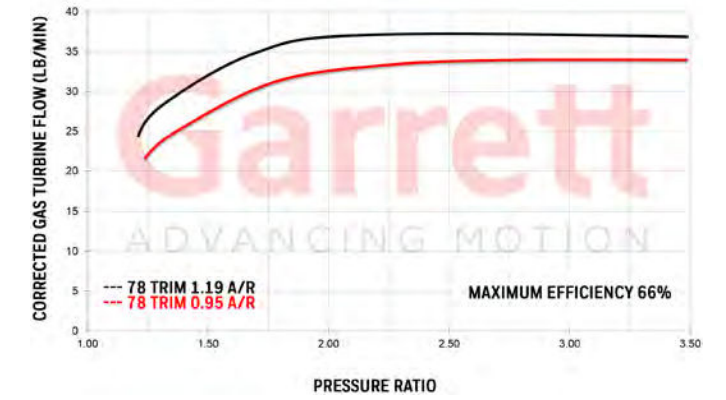
COMPRESSOR MAP



FEATURES:

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

EXHAUST FLOW CHART



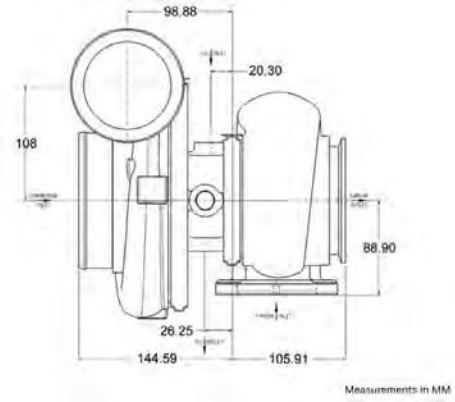
GTX3584RS	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
	67mm	84mm	64	0.72	68mm	62mm	84
GTX3584RS	Assembly Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Hose Bead Compressor Outlet	856804-5001S	0.83	V-Band	V-Band	Free Float	N	
	856804-5002S	1.01	V-Band	V-Band	Free Float	N	
	856804-5003S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

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

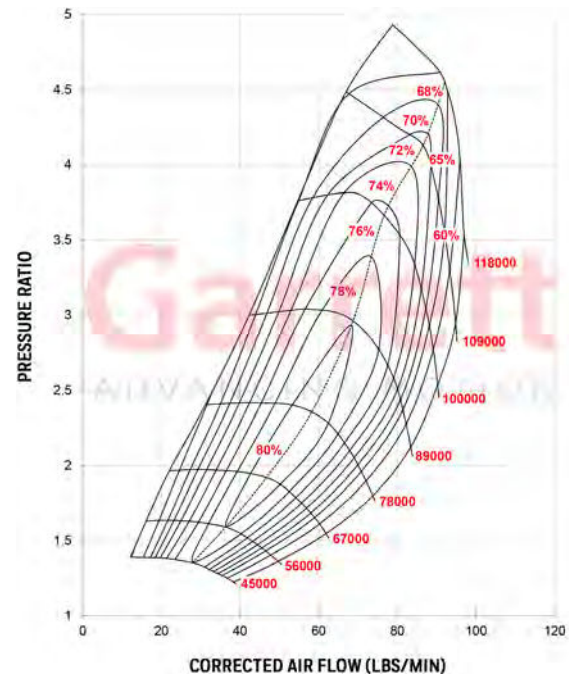
GTX4088R	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 460-850 Disp: 2.0L-6.0L	65mm	88mm	54	0.72	77mm	68mm	78
GTX4088R Supercore PN	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
825614-5005S	773628-0011	0.95	T4	V-Band	Free Float	Y	
	773628-0013	1.19	T4	V-Band	Free Float	Y	

Garrett GTX4294R

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



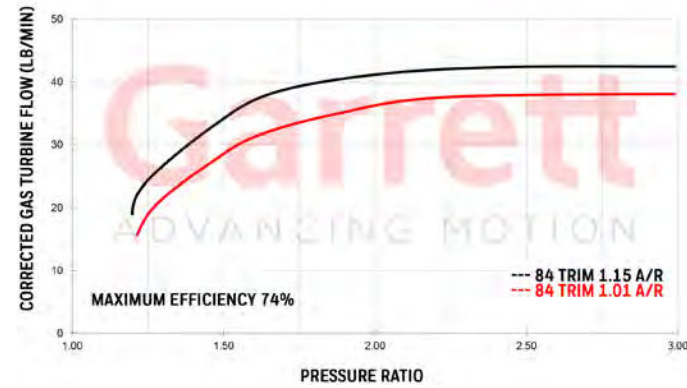
COMPRESSOR MAP



FEATURES:

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

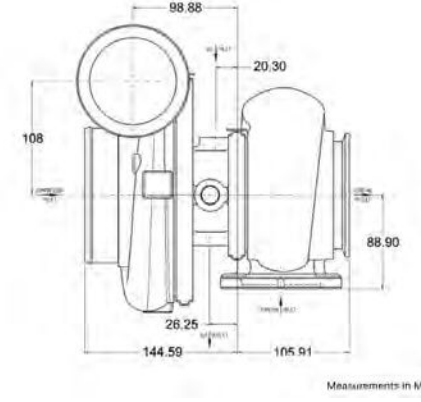
EXHAUST FLOW CHART



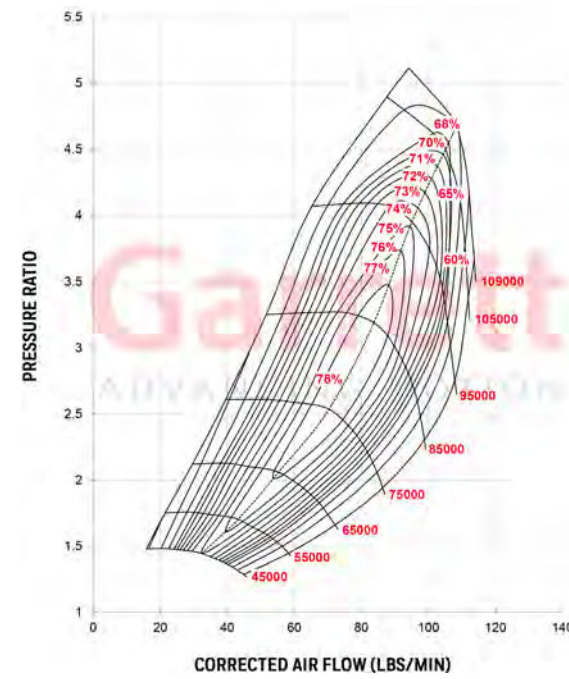
GTX4294R		Compressor				Turbine		
		Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 475-950	Disp: 2.0L-7.0L	70mm	94mm	56	0.60	82mm	75mm	84
GTX4294R Supercore PN		Turbine Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
800269-5001S		757707-0001		1.01	T4	V-Band	Free Float	Y
		757707-0002		1.15	T4	V-Band	Free Float	Y

Garrett GTX4202R

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



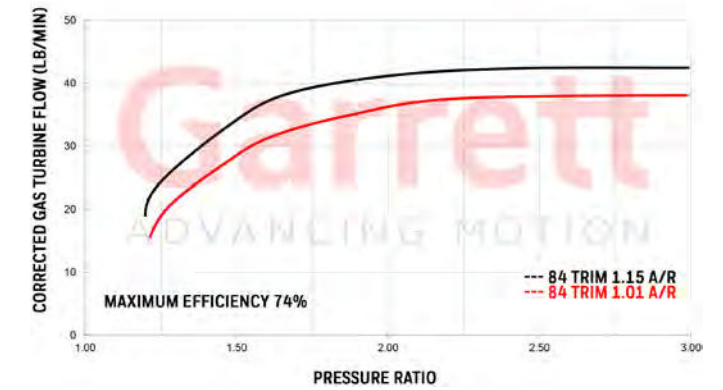
COMPRESSOR MAP



FEATURES:

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

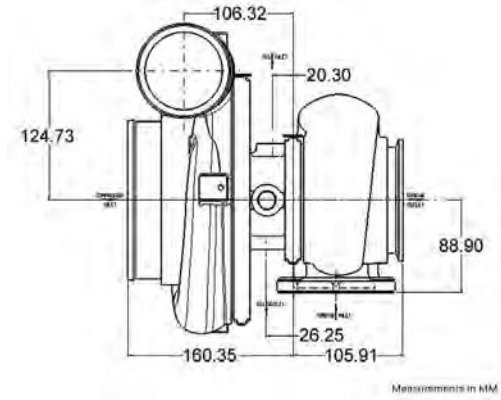
EXHAUST FLOW CHART



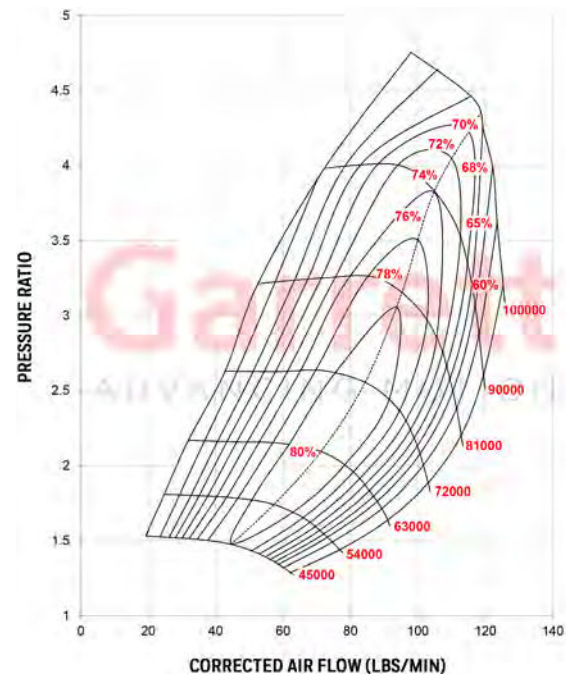
GTX4202R		Compressor				Turbine		
		Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 525-1120	Disp: 2.0L-7.0L	76mm	102mm	55	0.60	82mm	75mm	84
GTX4202R Supercore PN		Turbine Kit PN		A/R	Inlet	Outlet	Wastegate	Divided
800269-5002S		757707-0001		1.01	T4	V-Band	Free Float	Y
		757707-0002		1.15	T4	V-Band	Free Float	Y

Garrett GTX4508R

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



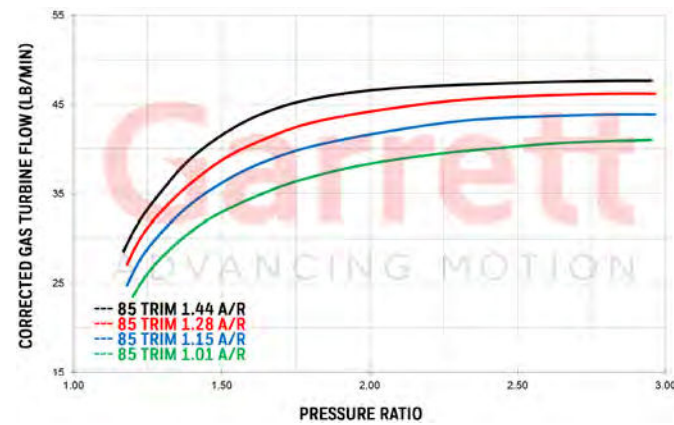
COMPRESSOR MAP



FEATURES:

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

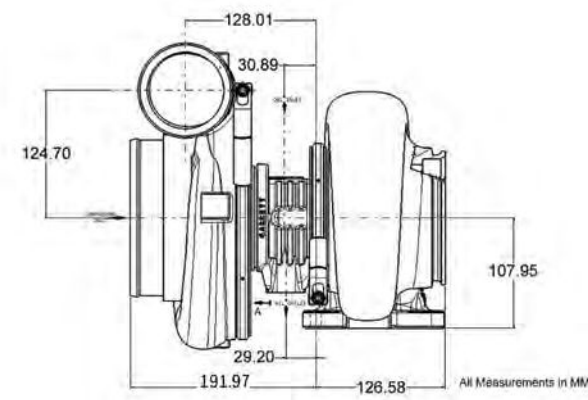
EXHAUST FLOW CHART



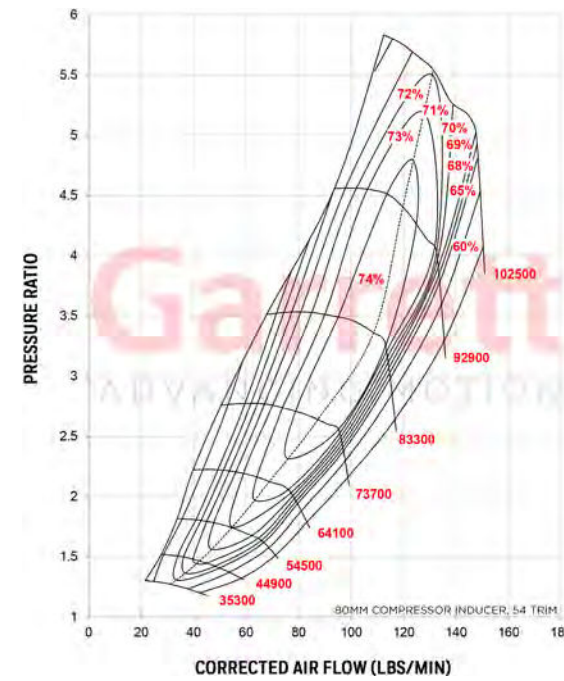
GTX4508R	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 700-1250 Disp: 2.0L-8.0L	80mm	108mm	55	0.69	87mm	80mm	85
GTX4508R Supercore PN	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
800270-5001S	757707-0005	1.01	T4	V-Band	Free Float	Y	
	757707-0006	1.15	T4	V-Band	Free Float	Y	
	757707-0007	1.28	T4	V-Band	Free Float	Y	
	757707-0008	1.44	T4	V-Band	Free Float	Y	

Garrett GTX4709R GEN II

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



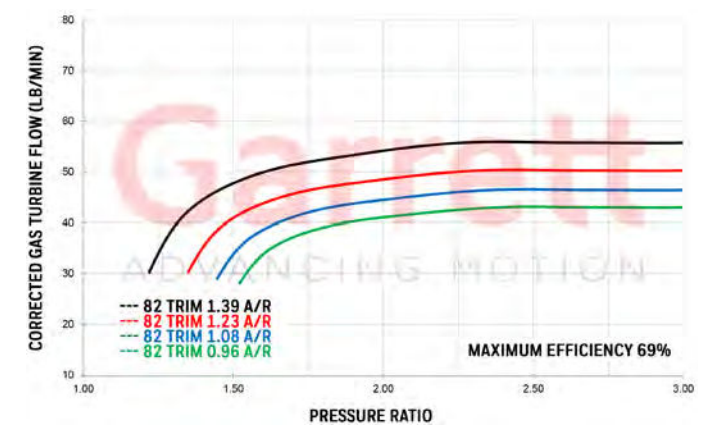
COMPRESSOR MAP



FEATURES:

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

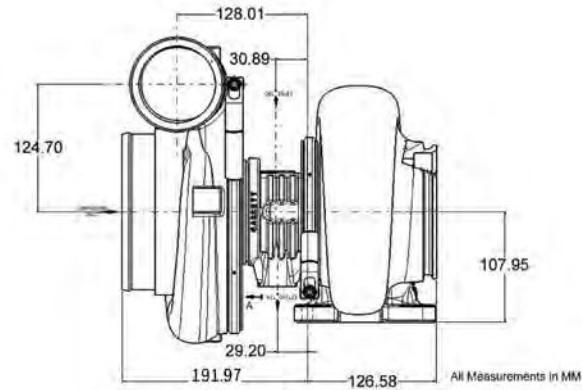
EXHAUST FLOW CHART



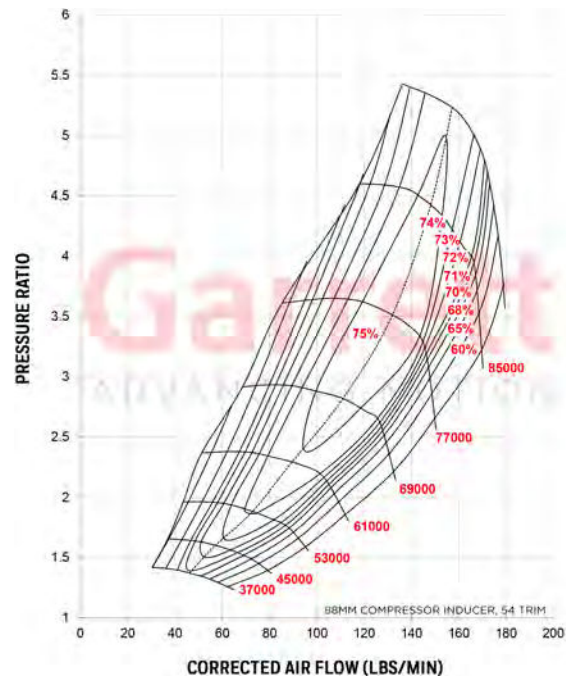
GTX4709R Gen II	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
Super Core PN							
851285-50011S	76mm	109mm	49	0.88	93mm	84mm	82
851285-50012S	80mm	109mm	54	0.88	93mm	84mm	82
GTX47 Turbine Housing Kits	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Super Core and Turbine Kit Sold Separately	761208-0009	0.96	T6	V-Band	Free Float	N	
	761208-0010	1.08	T6	V-Band	Free Float	N	
	761208-0011	1.23	T6	V-Band	Free Float	N	
	761208-0012	1.39	T6	V-Band	Free Float	N	

Garrett GTX4720R GEN II

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



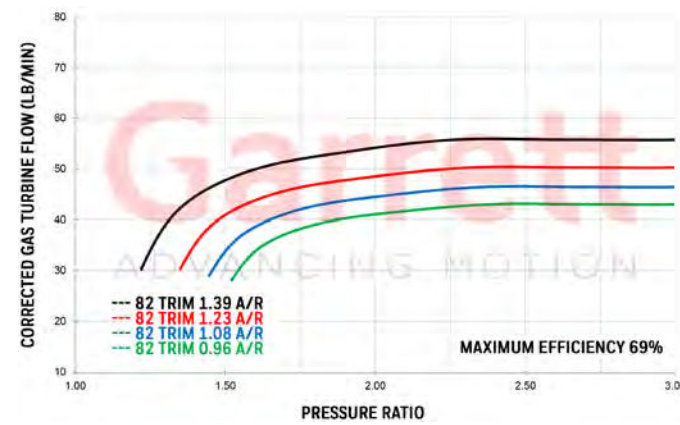
COMPRESSOR MAP



FEATURES:

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

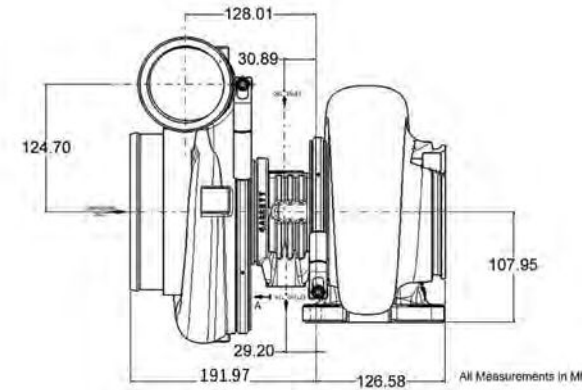
EXHAUST FLOW CHART



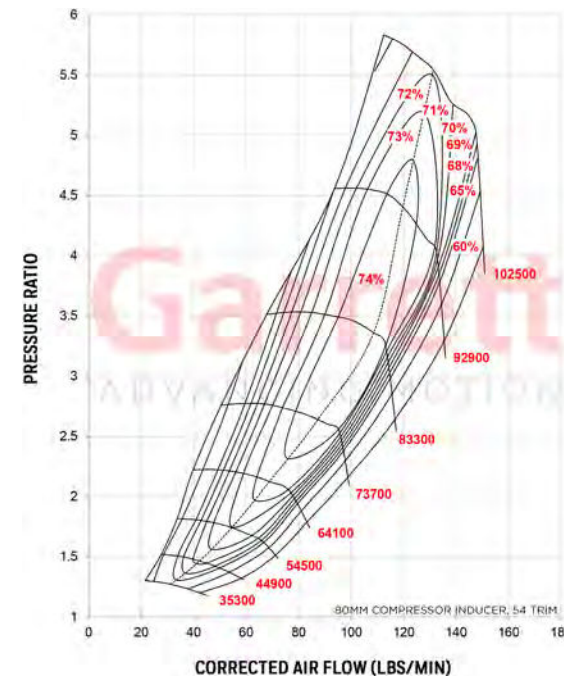
GTX4720R Gen II Super Core PN	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851285-5013S	76mm	120mm	41	0.88	93mm	84mm	82
851285-5014S	80mm	120mm	45	0.88	93mm	84mm	82
851285-5015S	88mm	120mm	54	0.88	93mm	84mm	82
GTX47 Turbine Housing Kits	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Super Core and Turbine Kit Sold Separately	761208-0009	0.96	T6	V-Band	Free Float	N	
	761208-0010	1.08	T6	V-Band	Free Float	N	
	761208-0011	1.23	T6	V-Band	Free Float	N	
	761208-0012	1.39	T6	V-Band	Free Float	N	

Garrett GTX5009R GEN II

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



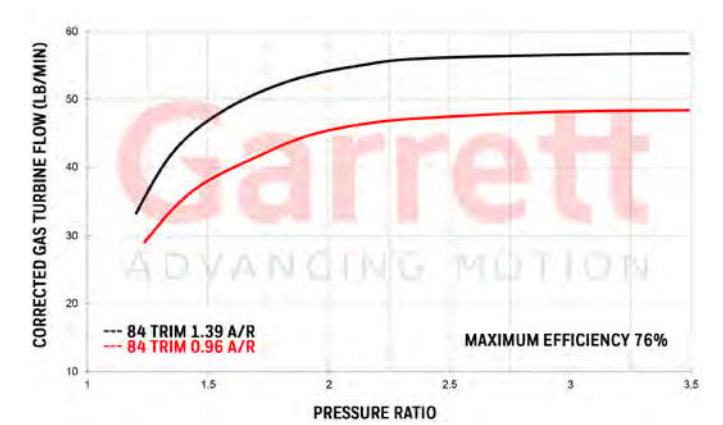
COMPRESSOR MAP



FEATURES:

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

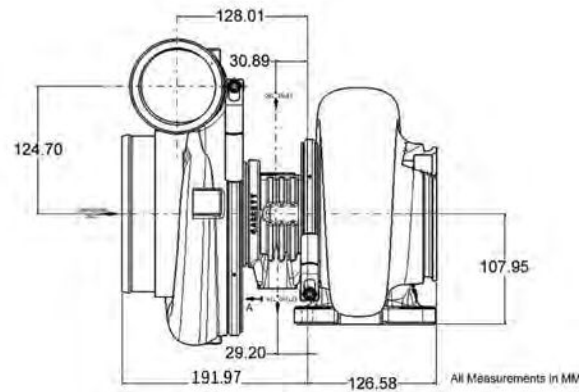
EXHAUST FLOW CHART



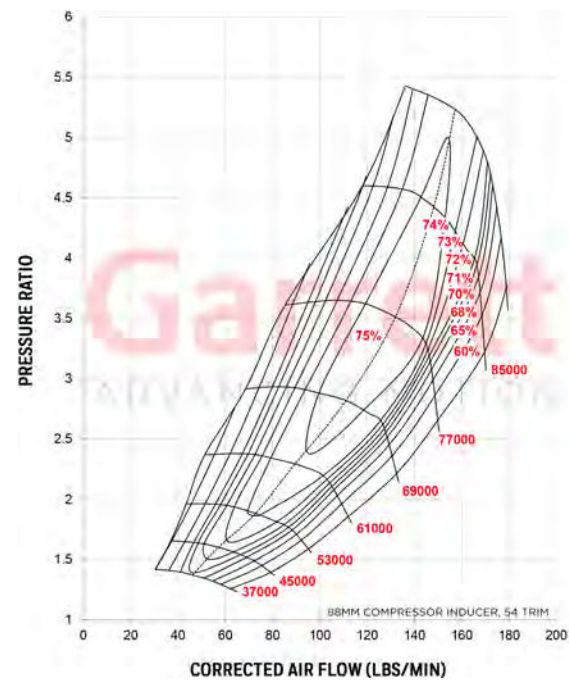
GTX5009R Gen II Super Core PN	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851285-5016S	76mm	109mm	49	0.88	99mm	91mm	84
851285-5017S	80mm	109mm	54	0.88	99mm	91mm	84
GTX50 Turbine Housing Kits	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Super Core and Turbine Kit Sold Separately	761208-0030	0.96	T6	V-Band	Free Float	N	
	761208-0033	1.39	T6	V-Band	Free Float	N	

Garrett GTX5020R GEN II

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



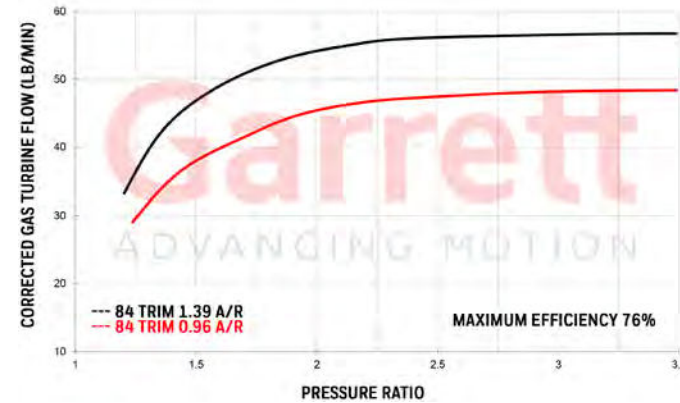
COMPRESSOR MAP



FEATURES:

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

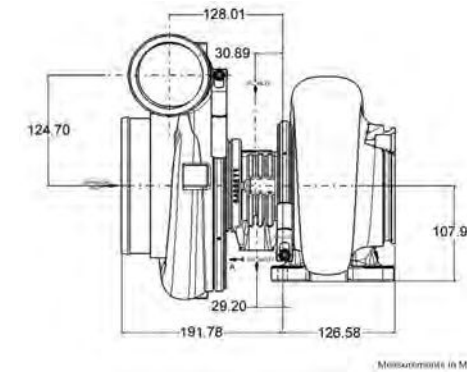
EXHAUST FLOW CHART



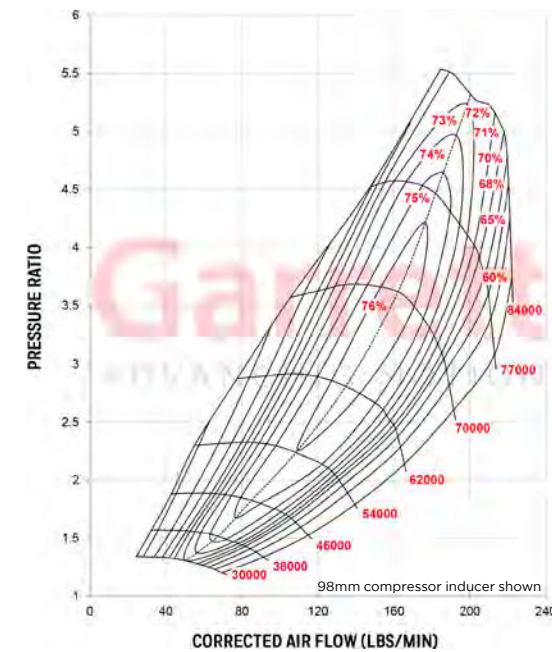
GTX5020R Gen II Super Core PN	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851285-5018S	76mm	120mm	41	0.88	99mm	91mm	84
851285-5019S	80mm	120mm	45	0.88	99mm	91mm	84
851285-5020S	88mm	120mm	54	0.88	99mm	91mm	84
GTX50 Turbine Housing Kits	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Super Core and Turbine Kit Sold Separately	761208-0030	0.96	T6	V-Band	Free Float	N	
	761208-0033	1.39	T6	V-Band	Free Float	N	

Garrett GTX5533R GEN II

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



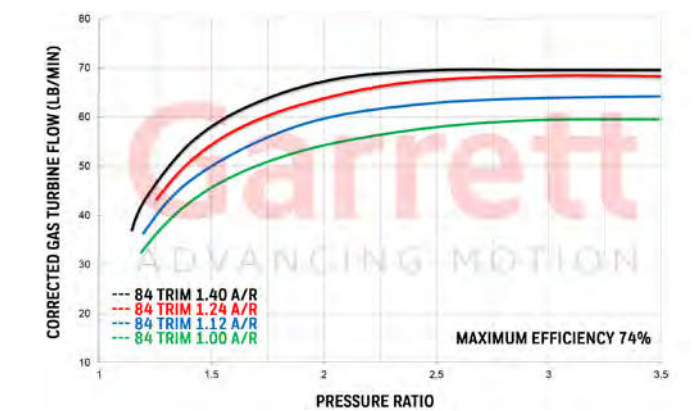
COMPRESSOR MAP



FEATURES:

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

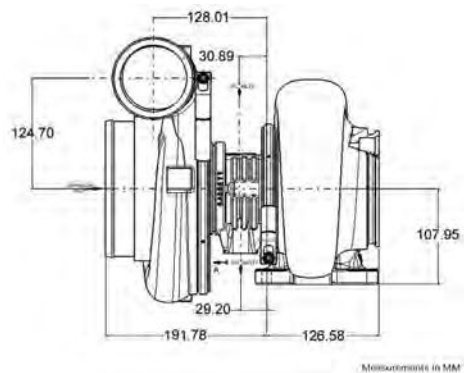
EXHAUST FLOW CHART



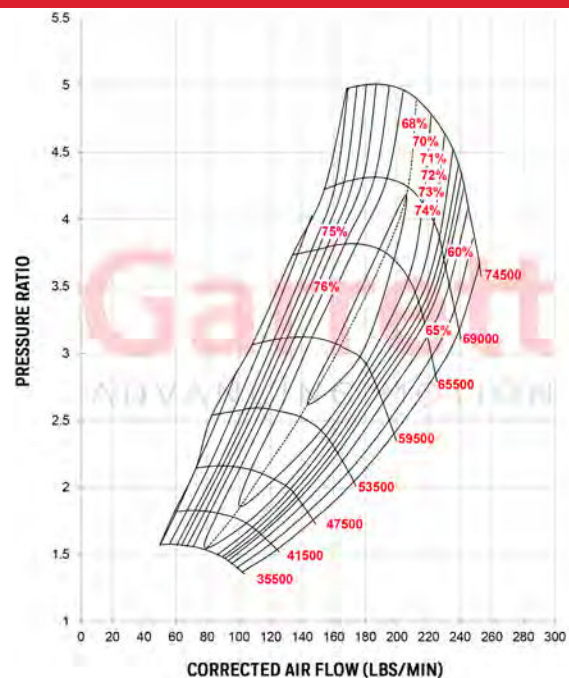
GTX5533R Gen II Super Core PN	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851285-5001S	85mm	133	41	0.88	112	102	84
851285-5002S	88mm	133	44	0.88	112	102	84
851285-5003S	91mm	133	47	0.96	112	102	84
851285-5004S	94mm	133	50	0.96	112	102	84
851285-5005S	98mm	133	54	0.96	112	102	84
851285-5007S	88mm	133	44	0.88	112	102	84
GTX55 Turbine Housing Kits	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Super Core and Turbine Kit Sold Separately	761208-0062	1.24	V-Band	V-Band	Free Float	N	
	761208-0063	1.40	V-Band	V-Band	Free Float	N	
	761208-0014	1.00	T6	V-Band	Free Float	N	
	761208-0015	1.12	T6	V-Band	Free Float	N	
	761208-0025	1.24	T6	V-Band	Free Float	N	
	761208-0017	1.40	T6	V-Band	Free Float	N	
* SFI Certified Turbine Housings	761208-0054	1.24	V-Band	V-Band	Free Float	N	
	761208-0055	1.40	V-Band	V-Band	Free Float	N	
	761208-0026	1.00	T6	V-Band	Free Float	N	
	761208-0027	1.24	T6	V-Band	Free Float	N	

Garrett GTX5544R GEN II

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



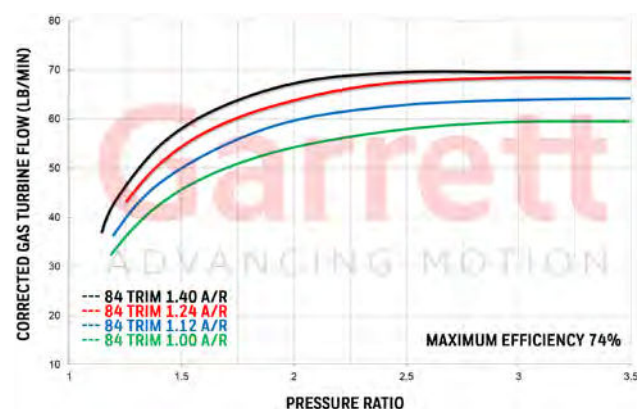
COMPRESSOR MAP



FEATURES:

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

EXHAUST FLOW CHART



GTX5544R Gen II Super Core PN	Compressor				Turbine		
	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851285-5021S	102mm	144mm	50	0.96	112	102	84
851285-5022S	106mm	144mm	54	0.96	112	102	84

GTX55 Turbine Housing Kits	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
	761208-0062	1.24	V-Band	V-Band	Free Float	N
	761208-0063	1.40	V-Band	V-Band	Free Float	N
	761208-0014	1.00	T6	V-Band	Free Float	N
	761208-0015	1.12	T6	V-Band	Free Float	N
	761208-0025	1.24	T6	V-Band	Free Float	N
	761208-0017	1.40	T6	V-Band	Free Float	N
* SFI Certified Turbine Housings	761208-0054	1.24	V-Band	V-Band	Free Float	N
	761208-0055	1.40	V-Band	V-Band	Free Float	N
	761208-0026	1.00	T6	V-Band	Free Float	N
	761208-0027	1.24	T6	V-Band	Free Float	N



GTX55 DRAG RACING



GTX5533R GEN II

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

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



GTX5544R GEN II

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

Comp: 102mm, 106mm

FEATURES:

- ◆ GEN II AERODYNAMICS FEATURE INCREASED HORSEPOWER RANGE
- ◆ NEW FULLY MACHINED SPEED SENSOR PORT
- ◆ IMPROVED PORTED SHROUD DESIGN FOR SURGE RESISTANCE
- ◆ LIGHTWEIGHT BILLET BACKPLATE
- ◆ SFI CERTIFIED SUPER CORE AND TURBINE OPTIONS AVAILABLE
- ◆ V-BAND COMPRESSOR OUTLET CONFIGURATION
- ◆ AVAILABLE IN 85MM, 88MM, 91MM, 94MM, 98MM, 102MM, 106MM

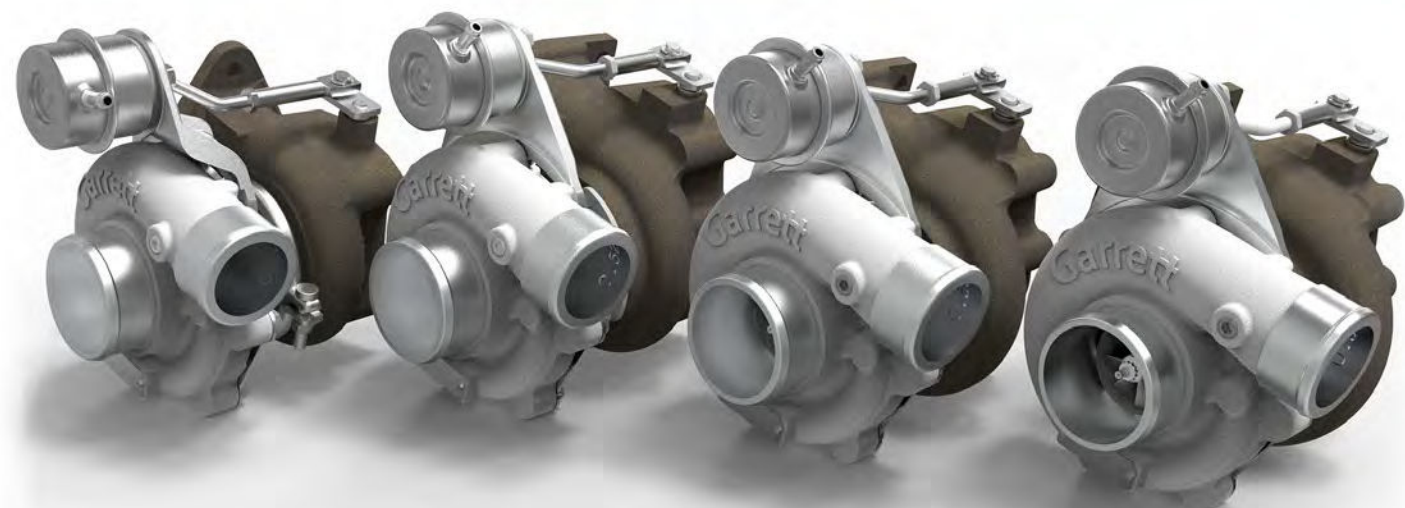
GTX55 STAINLESS STEEL TURBINE HOUSING CONFIGURATIONS



FEATURES:

- ◆ 1.24 A/R AND 1.40 A/R OPTIONS
- ◆ SFI CERTIFICATION OPTIONAL
- ◆ 3/8" GRADE 5 CROSS BOLTS ON BOTH SFI AND NON-SFI LONG OUTLET HOUSINGS
- ◆ THREADED BOSSES FOR ATTACHMENT POINTS
- ◆ 4.25" V-BAND INLET | 5" V-BAND OUTLET
- ◆ COMPATIBLE WITH GTX5533R GEN I & GEN II | GTX5544R
- ◆ LONG AND SHORT OUTLET CONFIGURATIONS

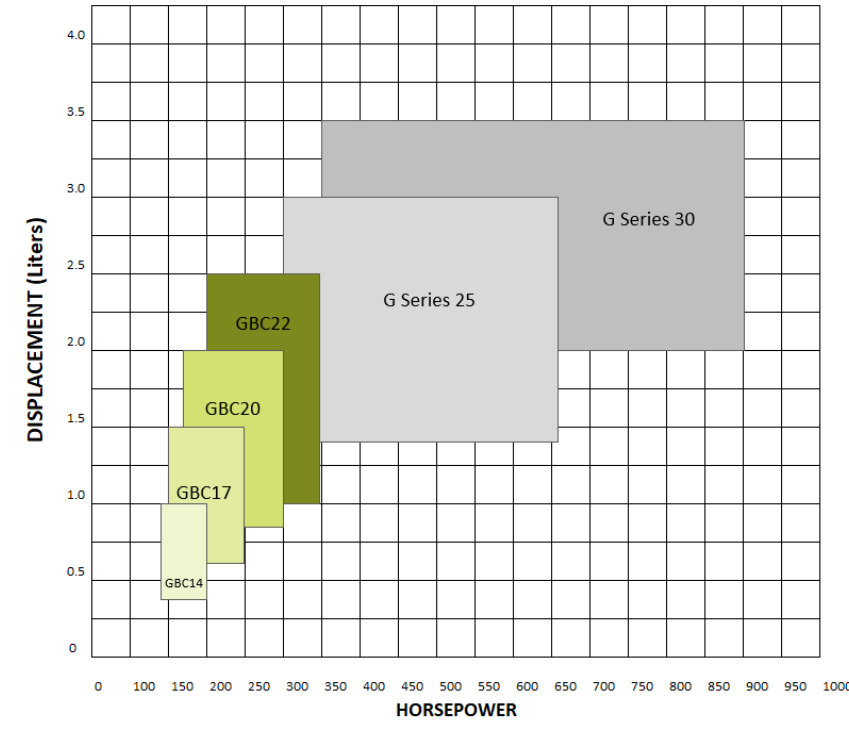
GTX55 Turbine Kit PN	A/R	Desc	SFI	Inlet	Outlet
761208-0054	1.24	Long Outlet	Y	V-Band	V-Band
761208-0062	1.24	Long Outlet	N	V-Band	V-Band
761208-0064	1.24	Short Outlet	N	V-Band	V-Band
761208-0055	1.40	Long Outlet	Y	V-Band	V-Band
761208-0063	1.40	Long Outlet	N	V-Band	V-Band
761208-0065	1.40	Short Outlet	N	V-Band	V-Band



THE REPLACEMENT FOR **SMALL** DISPLACEMENT

GARRETT BOOST | CLUB LINE

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

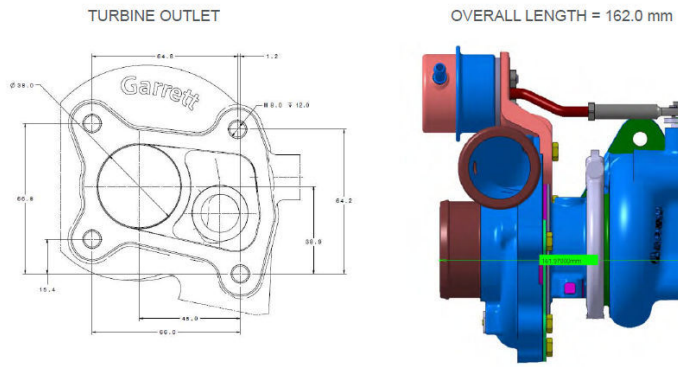


GARRETT BOOST | CLUB LINE FEATURES

- FRAME SIZES => 14, 17, 20, AND 22
- GBC 17, 20 AND 22 ARE OUTLINE INTERCHANGEABLE
- 150 - 350 HORSEPOWER CAPABILITY
- INTEGRATED WASTEGATE ASSEMBLY WITH CALIBRATED ACTUATOR
- BILLET COMPRESSOR WHEEL WITH EXTENDED TIP DESIGN FOR HIGHER PRESSURE RATIO CAPABILITY
- GTX GEN II COMPRESSOR AERO WITH MODERN GASOLINE TURBINE WHEEL AERO
- INCONEL TURBINE WHEEL MATERIAL
- DUCTILE IRON (SIMO+) TURBINE HOUSING MATERIAL
- LATEST GENERATION OF JOURNAL BEARING ROTOR GROUP
- 360-DEGREE THRUST BEARING
- OIL-COOLED CENTER HOUSING
- BOOST SIGNAL PORT WITH INSTALLED PLUG

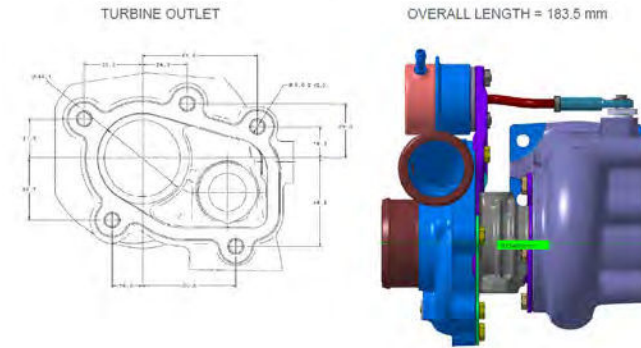
Garrett GBC14-200

Horsepower: 140 - 200
Displacement: 0.4L - 1.0L

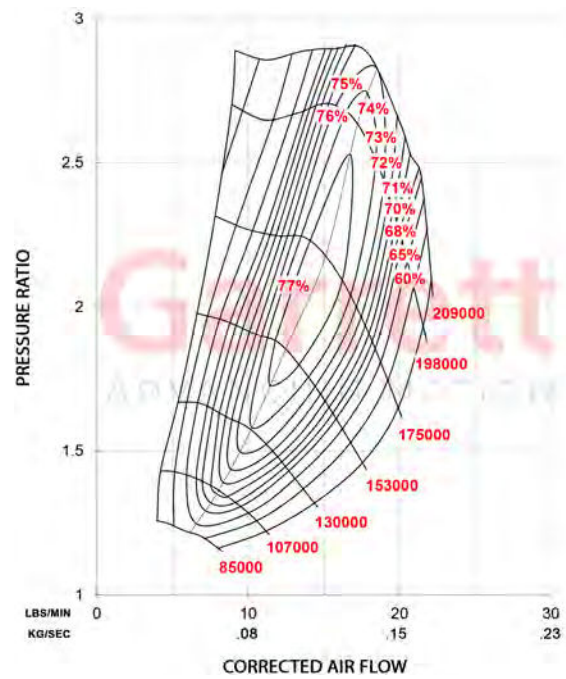


Garrett GBC17-250

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



COMPRESSOR MAP



FEATURES:

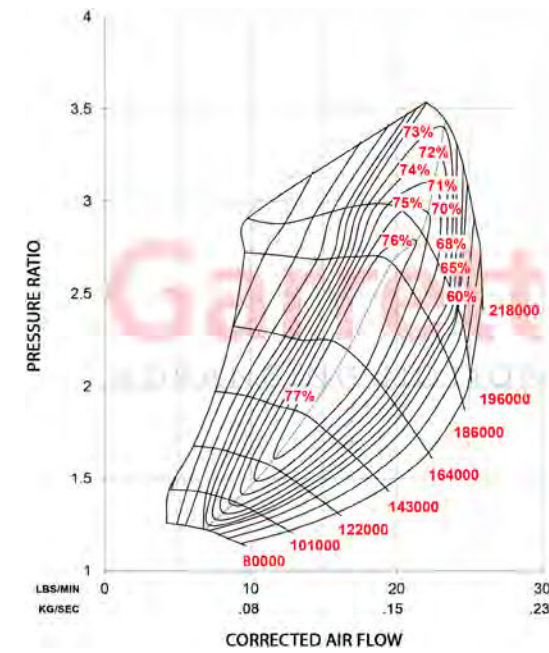
- ◆ 34MM COMPRESSOR INDUCER
- ◆ SUPPORTS UP TO 200 HORSEPOWER
- ◆ FORGED FULLY-MACHINED COMPRESSOR WHEEL
- ◆ JOURNAL BEARING ROTATING GROUP
- ◆ INTERNALLY WASTEGATED TURBINE HOUSING
- ◆ ENGINEERED FOR SMALL DISPLACEMENT ENGINES INCLUDING POWERSPORTS, PERSONAL WATERCRAFT AND AUTOMOBILES

EXHAUST FLOW CHART



GBC14-200		Compressor				Turbine					
HP: 140-200	Disp: 0.4L-1.0L	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim	A/R	Inlet	Outlet
PN: 896051-5004S		34mm	46mm	55	0.52	39mm	36mm	84	0.45	3 Bolt	4 Bolt

COMPRESSOR MAP



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

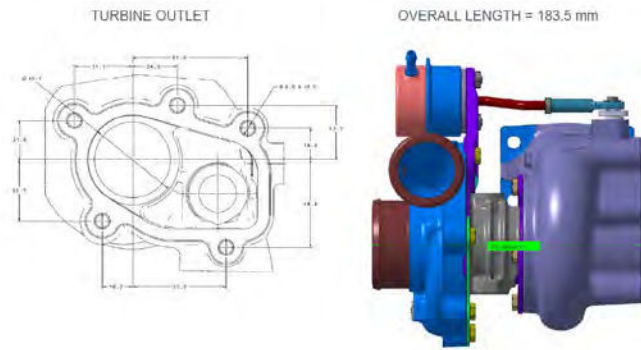
EXHAUST FLOW CHART



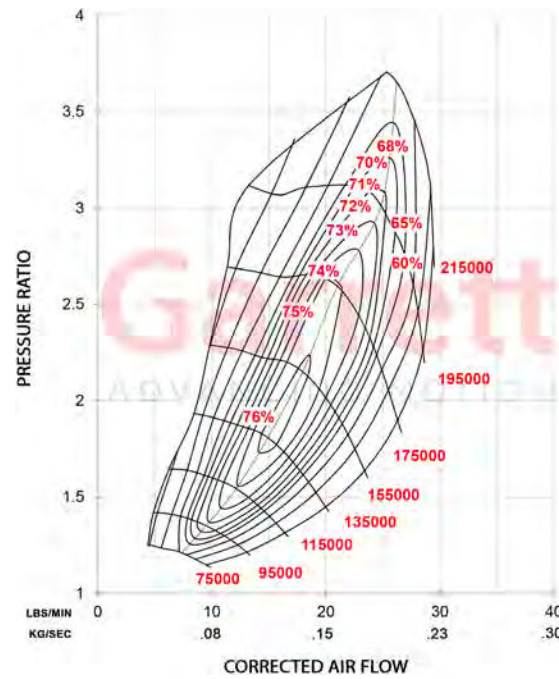
GBC17-250		Compressor				Turbine					
HP: 150-250	Disp: 0.6L-1.5L	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim	A/R	Inlet	Outlet
PN: 896052-5003S		36mm	49mm	55	0.52	44mm	40mm	80	0.50	T25	5 Bolt

Garrett GBC20-300

Horsepower: 170 - 300
Displacement: 0.8L - 2.0L



COMPRESSOR MAP



FEATURES:

- ◆ 39MM 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

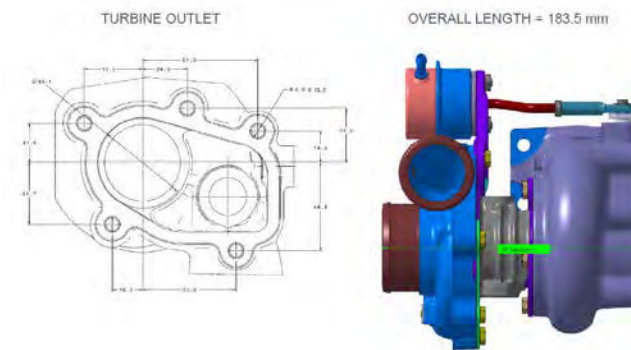
EXHAUST FLOW CHART



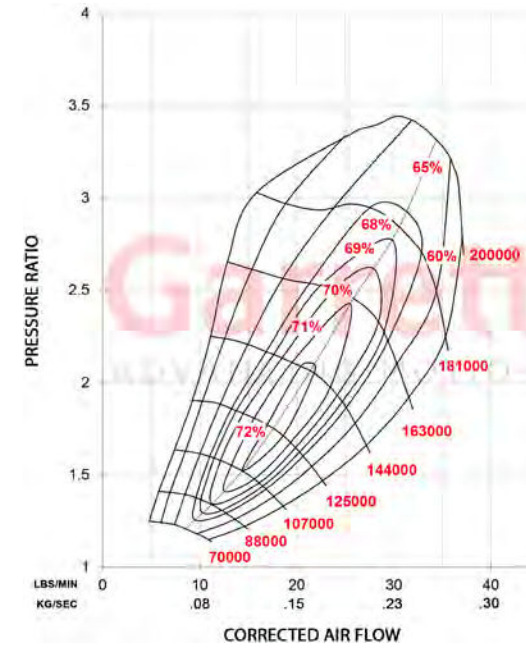
GBC20-300		Compressor				Turbine					
HP: 170-300	Disp: 0.8L-2.0L	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim	A/R	Inlet	Outlet
PN: 896053-5003S		39mm	52mm	57	0.59	47mm	42mm	84	0.55	T25	5 Bolt

Garrett GBC22-350

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



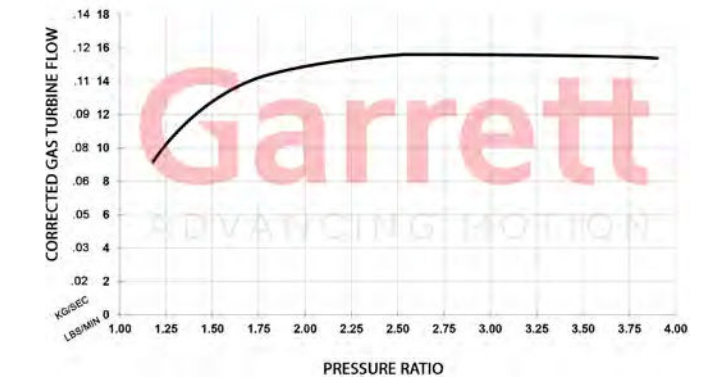
COMPRESSOR MAP



FEATURES:

- ◆ 44MM 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



GBC22-350		Compressor				Turbine					
HP: 200-350	Disp: 1.0L-2.5L	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim	A/R	Inlet	Outlet
PN: 896055-5003S		44mm	56mm	62	0.59	50mm	46mm	84	0.64	T25	5 Bolt

GTW SERIES

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

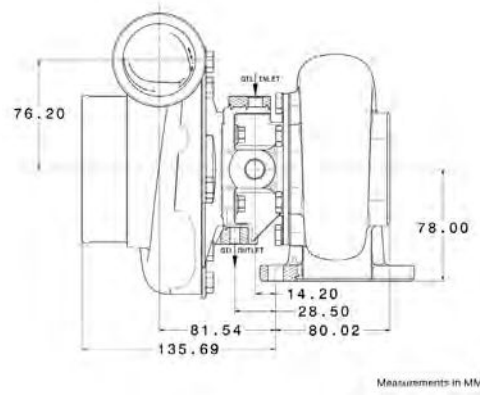
The fully-machined billet aluminum compressor wheels provide optimal horsepower range and boost response. Ported shroud compressor housings increase surge resistance and provide reliable, continuous power throughout the power band. A lightweight aluminum backplate comes standard on all GTW turbochargers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

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

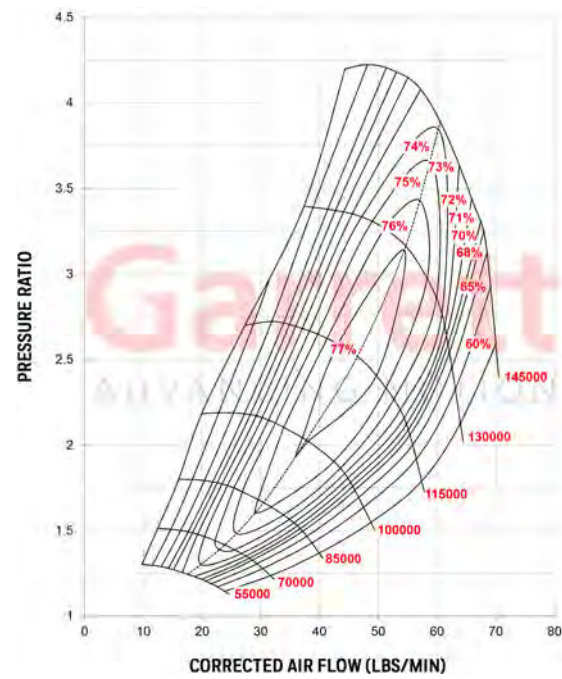


Garrett GTW3476R

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



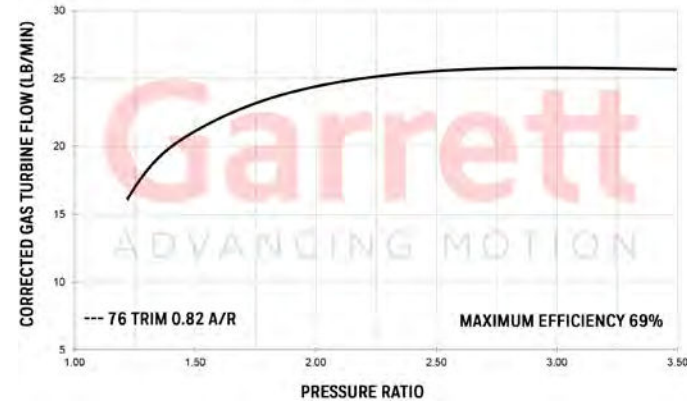
COMPRESSOR MAP



FEATURES:

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

EXHAUST FLOW CHART

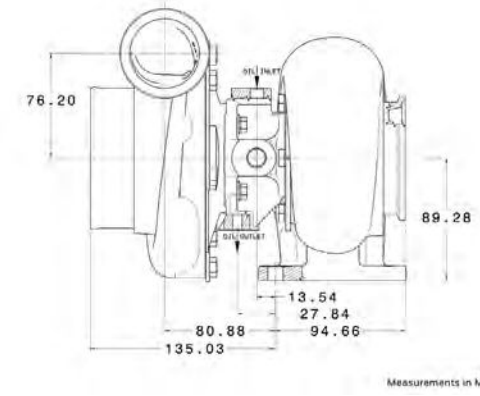


GTW3476R Reference Data		Compressor				Turbine		
Supercore PN	Bearing	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
841691-5001S	Ball	58mm	76mm	58	0.70	65mm	57mm	76
841297-5001S	Journal	58mm	76mm	58	0.70	65mm	57mm	76

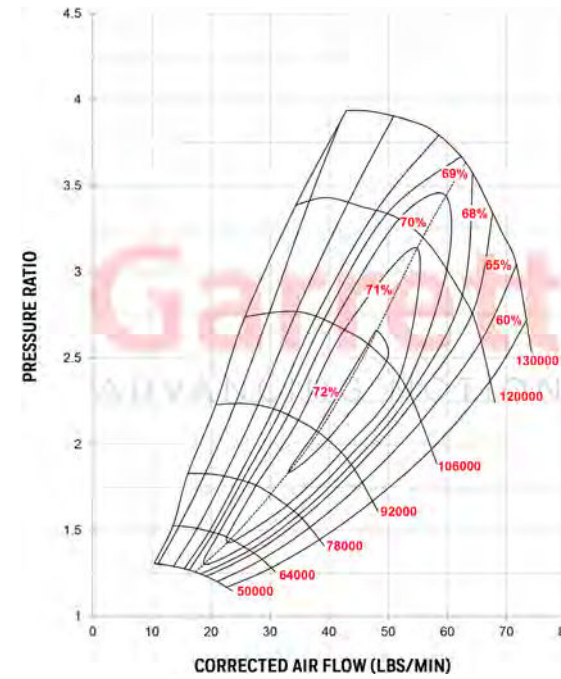
GTW34 Turbine Housing Kits		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Super Core and Turbine Kit Sold Separately		844669-0002	0.63	T3	4-Bolt	Free Float	N
		844669-0003	0.82	T3	4-Bolt	Free Float	N

Garrett GTW3684R

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



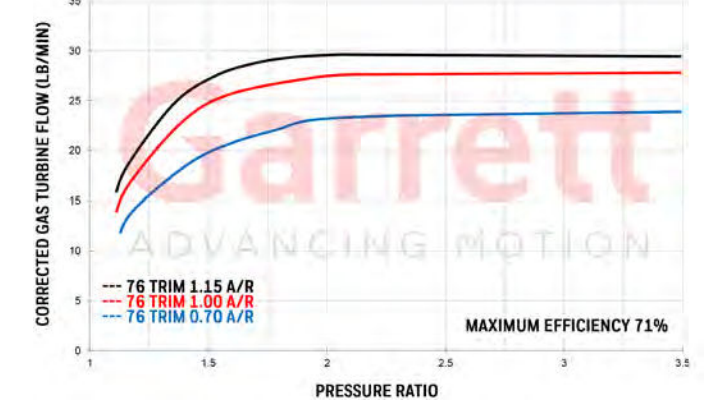
COMPRESSOR MAP



FEATURES:

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

EXHAUST FLOW CHART

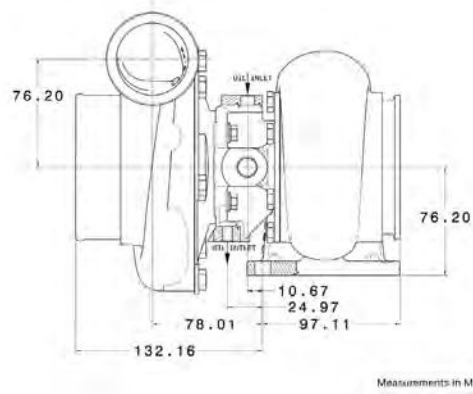


GTW3684R Reference Data		Compressor				Turbine		
Supercore PN	Bearing	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
841691-5002S	Ball	62mm	84mm	54	0.70	71mm	62mm	76
841297-5002S	Journal	62mm	84mm	54	0.70	71mm	62mm	76

GTW36 Turbine Housing Kits		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
Super Core and Turbine Kit Sold Separately		844669-0005	0.70	T4	V-Band	Free Float	Y
		844669-0007	1.15	T4	V-Band	Free Float	Y

Garrett GTW3884R

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



COMPRESSOR MAP



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		Compressor				Turbine		
Supercore PN	Bearing	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
841691-5003S	Ball	62mm	84mm	54	0.70	74mm	65mm	76
841691-5004S	Ball	64mm	84mm	58	0.70	74mm	65mm	76
841691-5005S	Ball	67mm	84mm	64	0.70	74mm	65mm	76
841297-5003S	Journal	62mm	84mm	54	0.70	74mm	65mm	76
841297-5004S	Journal	64mm	84mm	58	0.70	74mm	65mm	76
841297-5005S	Journal	67mm	84mm	64	0.70	74mm	65mm	76

GTW38 Turbine Housing Kits	Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided
	844669-0009	0.96	T4	V-Band	Free Float	N

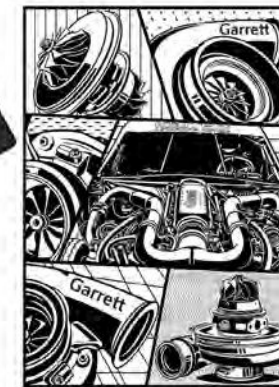
Super Core and Turbine Kit Sold Separately



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GT SERIES

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

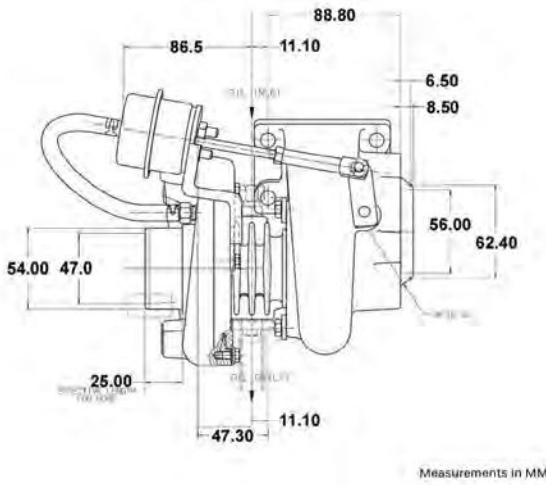
The cast compressor wheels feature original GT Series aerodynamics and provide maximum durability and longevity. Internally wastegated turbine housing options are available in all GT Series sizes.

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

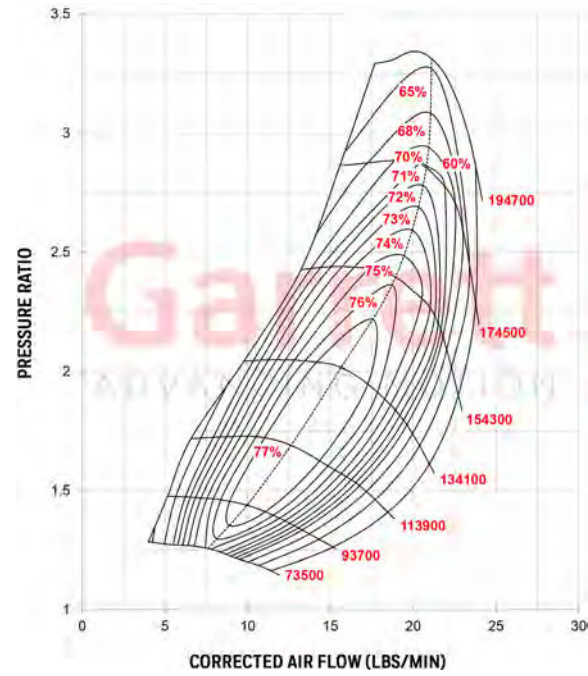


Garrett GT2052

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



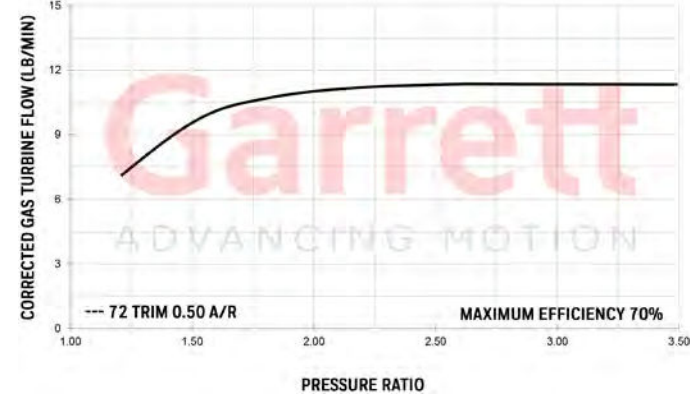
COMPRESSOR MAP



FEATURES:

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

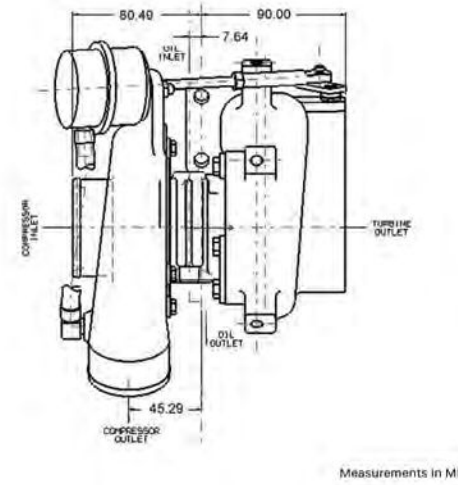
EXHAUST FLOW CHART



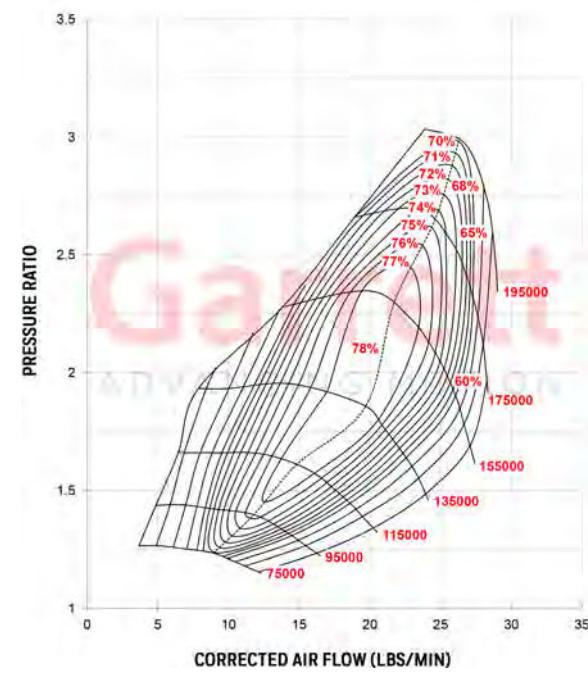
GT2052 Reference Data	Compressor				Turbine				
	Turbo PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim	A/R
727264-5001S	38mm	52mm	52	0.51	47mm	40mm	72	0.50	

Garrett GT2252

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



COMPRESSOR MAP



FEATURES:

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

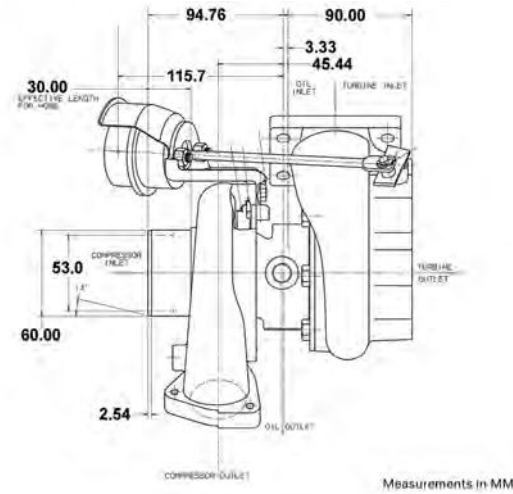
EXHAUST FLOW CHART



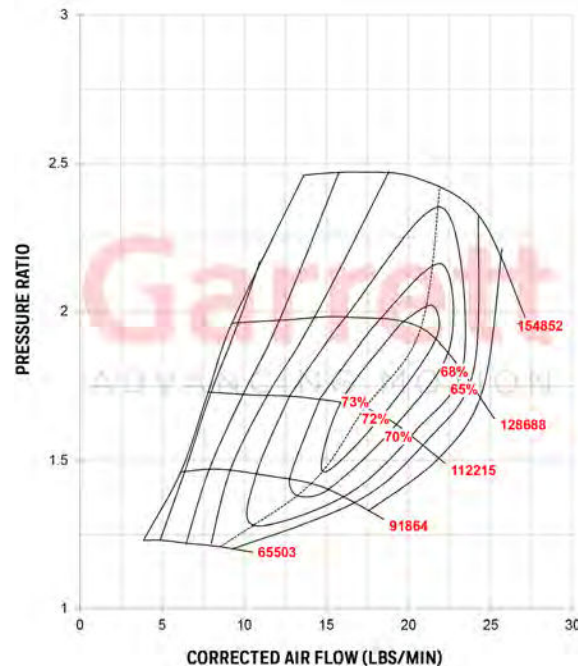
GT2252 Reference Data	Compressor				Turbine				
	Turbo PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim	A/R
452187-5006S	40mm	52mm	60	0.51	50mm	43mm	72	0.67	

Garrett GT2554R

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



COMPRESSOR MAP



FEATURES:

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

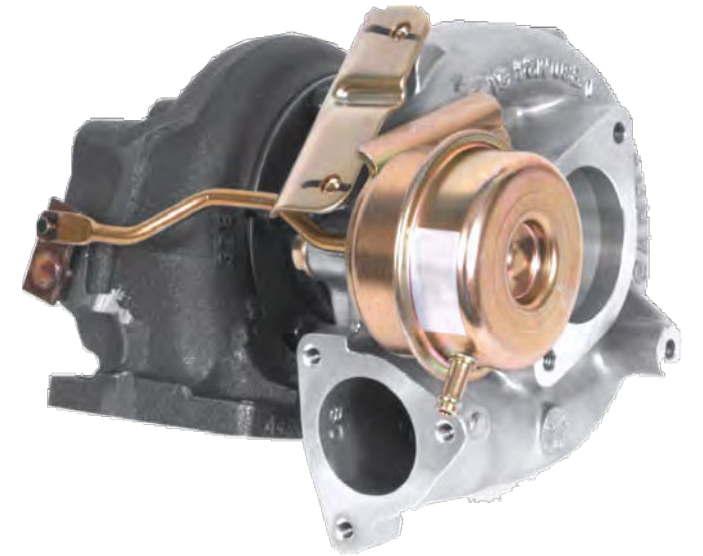
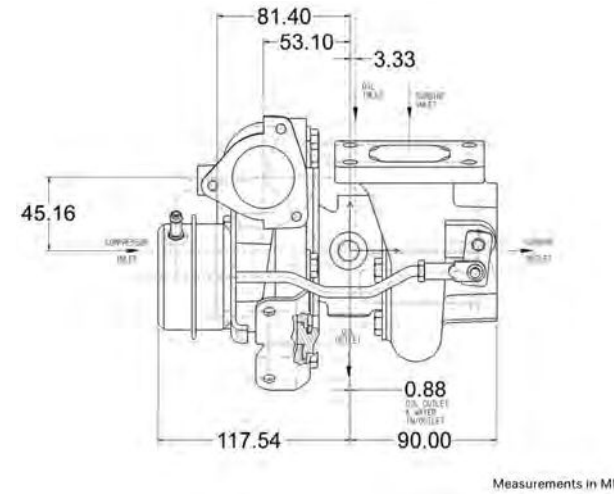
EXHAUST FLOW CHART



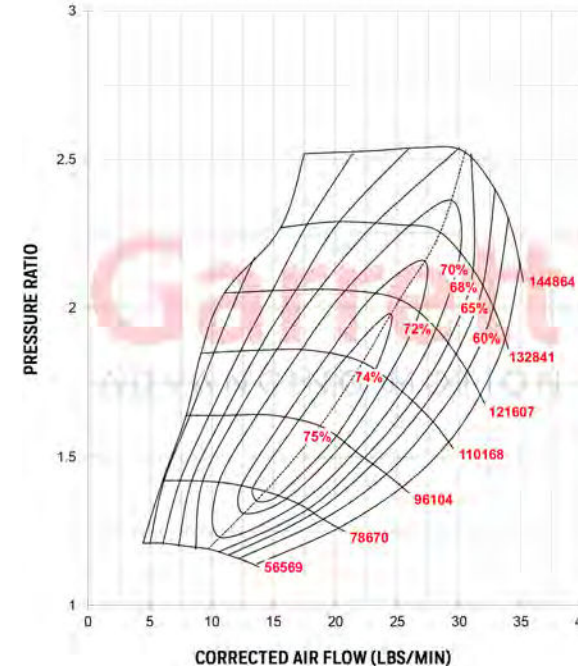
GT2554R Reference Data		Compressor			Turbine			
Turbo PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim	A/R
836023-5001S	42mm	54mm	60	0.80	53mm	42mm	62	0.64

Garrett GT2560R

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



COMPRESSOR MAP



FEATURES:

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

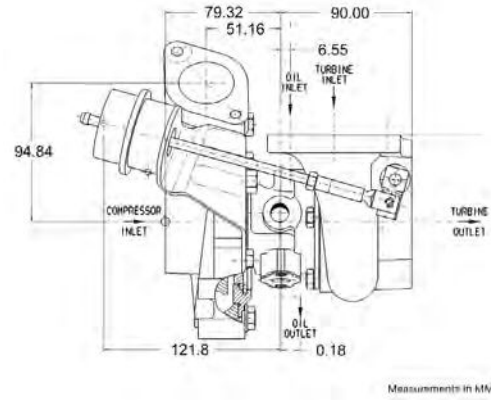
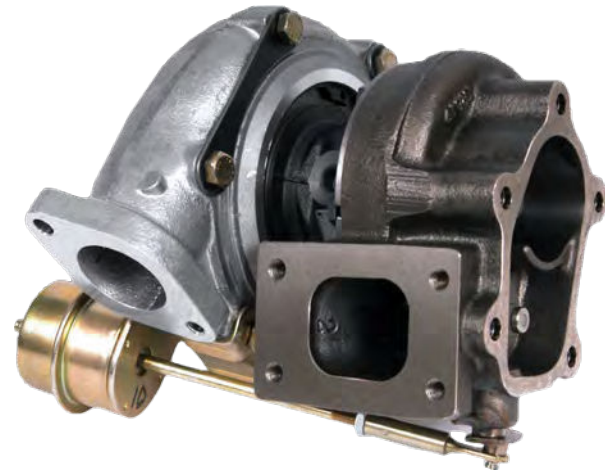
EXHAUST FLOW CHART



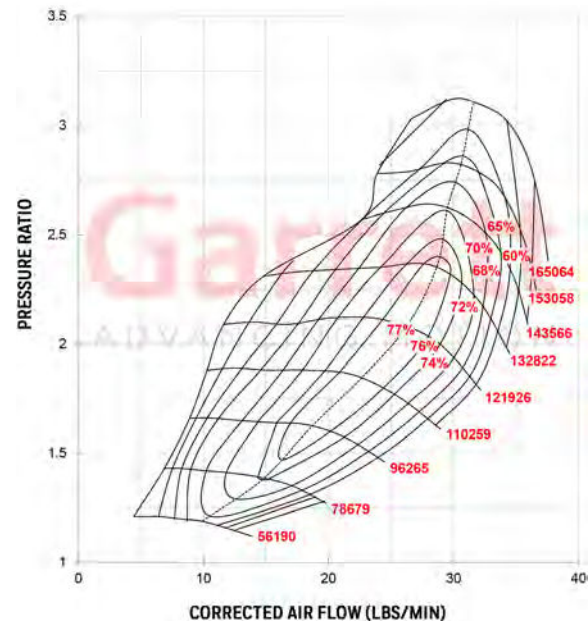
GT2560R Reference Data		Compressor			Turbine			
Turbo PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim	A/R
836023-5004S	46mm	60mm	60	0.80	53mm	42mm	62	0.64

Garrett GT2860R

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



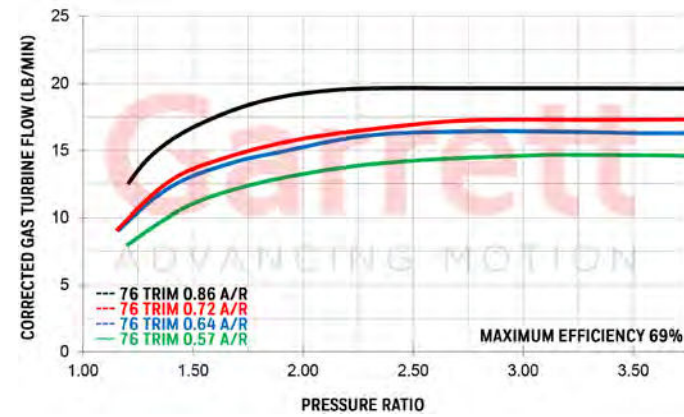
COMPRESSOR MAP



FEATURES:

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

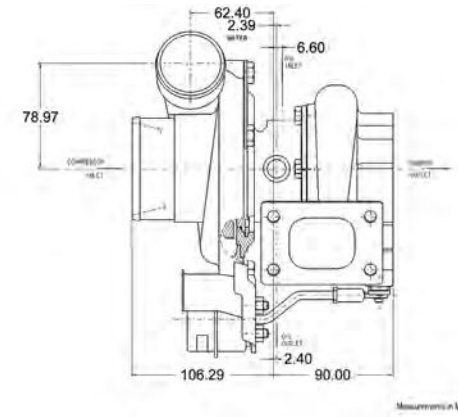
EXHAUST FLOW CHART



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

Garrett GT2860RS

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



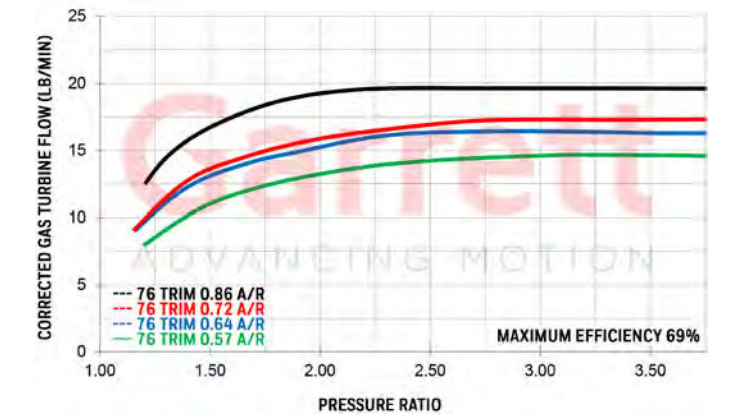
COMPRESSOR MAP



FEATURES:

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

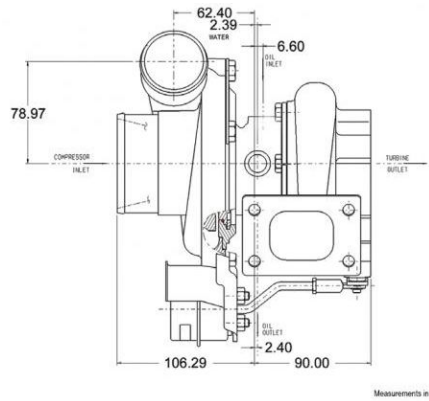
EXHAUST FLOW CHART



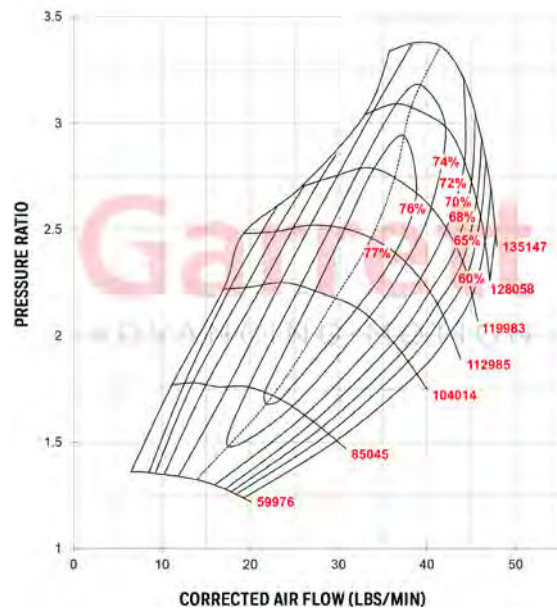
GT2860RS Reference Data		Compressor			Turbine				
Turbo PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim	A/R	
836026-5013S	47mm	60mm	62	0.60	54mm	47mm	76	0.86	
836026-5014S	47mm	60mm	62	0.60	54mm	47mm	76	0.64	
Notes: Additional turbine housing options not directly interchangeable and will require modifications to the exhaust system to fit.		Turbine Kit PN			A/R	Inlet	Outlet	Wastegate	Divided
		827690-0005	0.64	T25	5-Bolt	Wastegated	N		
		827690-0004	0.86	T25	5-Bolt	Wastegated	N		
		827690-0001	0.57	V-Band	V-Band	Free Float	N		
827690-0002	0.72	V-Band	V-Band	Free Float	N				

Garrett GT2871R

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



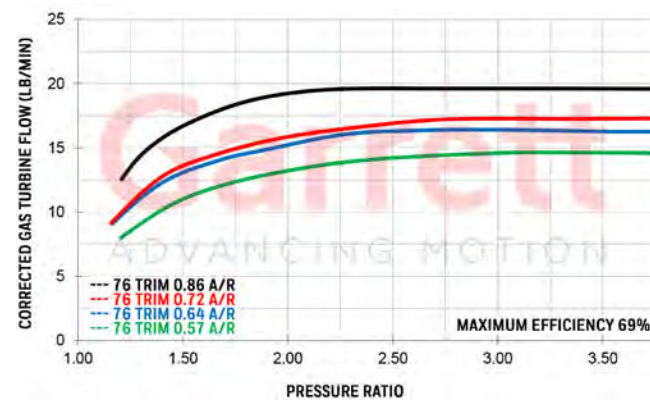
COMPRESSOR MAP



FEATURES:

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

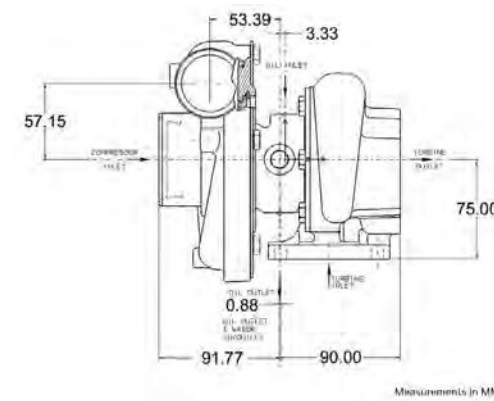
EXHAUST FLOW CHART



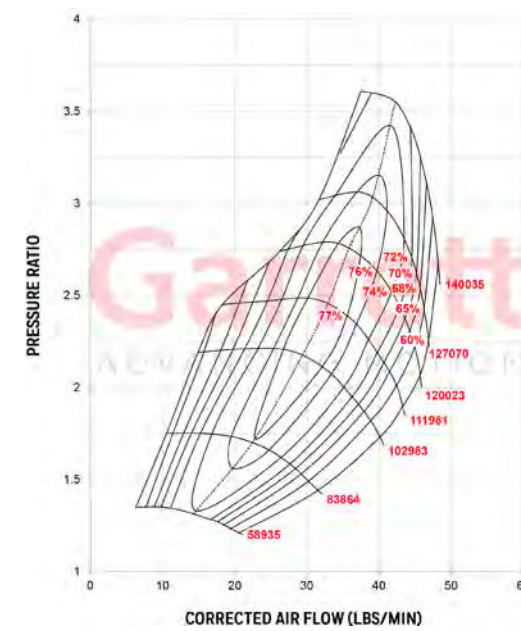
GT2871R Reference Data		Compressor			Turbine			
Turbo PN	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim	A/R
836026-5020S	53mm	71mm	56	0.60	54mm	47mm	76	0.86
836026-5021S	53mm	71mm	56	0.60	54mm	47mm	76	0.64
Notes:		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Additional turbine housing options not directly interchangeable and will require modifications to the exhaust system to fit.		827690-0005	0.64	T25	5-Bolt	Wastegated	N	
		827690-0004	0.86	T25	5-Bolt	Wastegated	N	
		827690-0001	0.57	V-Band	V-Band	Free Float	N	
		827690-0002	0.72	V-Band	V-Band	Free Float	N	

Garrett GT3071R

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



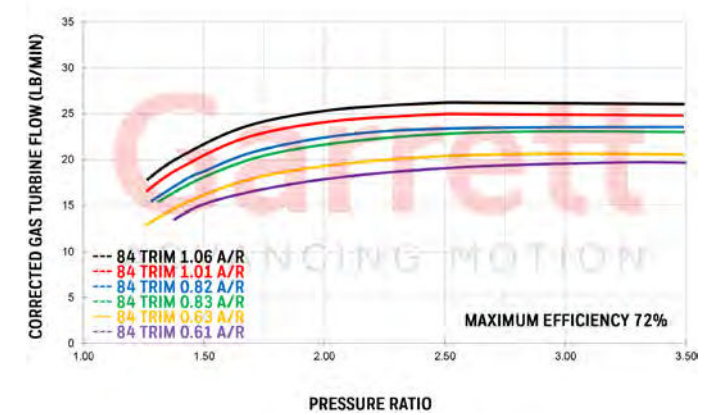
COMPRESSOR MAP



FEATURES:

- ◆ ORIGINAL GT SERIES AERODYNAMICS
- ◆ NON WASTEGATED TURBINE HOUSINGS AVAILABLE
- ◆ BALL BEARING CONFIGURATION WITH WATER COOLED CHRA
- ◆ V-BAND AND T3 TURBINE HOUSING INLET OPTIONS

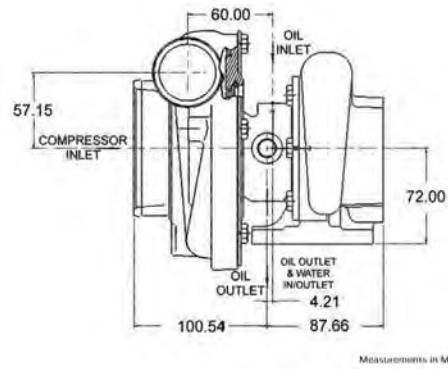
EXHAUST FLOW CHART



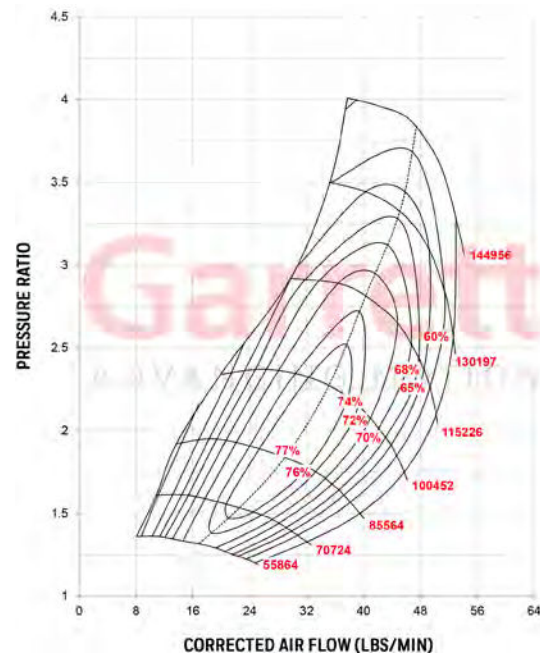
GT3071R Reference Data		Compressor				Turbine		
Super Core PN	Description	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
836028-5001S	69.85mm hose / square heat shroud	53mm	71mm	56	0.50	60mm	55mm	84
836028-5002S	102.00mm hose / square heat shroud	53mm	71mm	56	0.50	60mm	55mm	84
836028-5004S	69.85mm hose / stepped heat shroud	53mm	71mm	56	0.50	60mm	55mm	84
836028-5005S	102.00mm hose / stepped heat shroud	53mm	71mm	56	0.50	60mm	55mm	84
Notes:		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Super Core and Turbine Kit Sold Separately		740902-0009	0.63	T3	V-Band	Free Float	N	
		740902-0008	0.82	T3	V-Band	Free Float	N	
		740902-0007	1.06	T3	V-Band	Free Float	N	
		740902-0036	0.61	V-Band	V-Band	Free Float	N	
		740902-0035	0.83	V-Band	V-Band	Free Float	N	
Wastegated Turbine Assembly does not include bolts, clamps, or actuator		740902-0034	1.01	V-Band	V-Band	Free Float	N	
		Turbine Asbly PN	A/R	Inlet	Outlet	Wastegate	Divided	
		771300-0006	0.63	T3	5 bolt	Wastegated	N	
		771300-0005	0.82	T3	5 bolt	Wastegated	N	
771300-0004	1.06	T3	5 bolt	Wastegated	N			

Garrett GT3076R

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



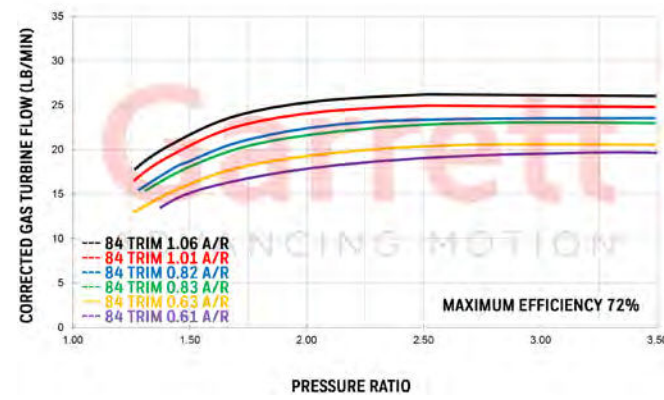
COMPRESSOR MAP



FEATURES:

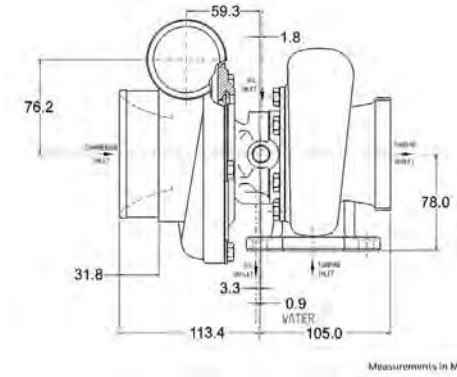
- ◆ ORIGINAL GT SERIES AERODYNAMICS
- ◆ INTERNALLY WASTEGATED TURBINE HOUSING
- ◆ NON WASTEGATED TURBINE HOUSINGS AVAILABLE
- ◆ BALL BEARING CONFIGURATION WITH WATER COOLED CHRA
- ◆ V-BAND TURBINE HOUSING OPTIONS

EXHAUST FLOW CHART

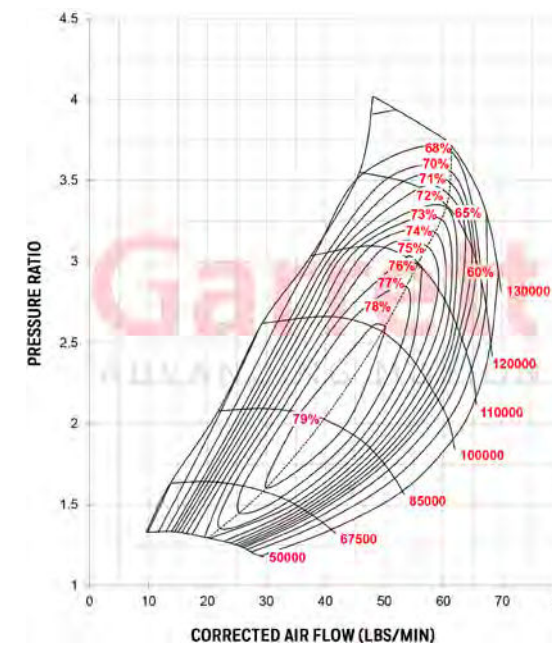


Garrett GT3582R

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



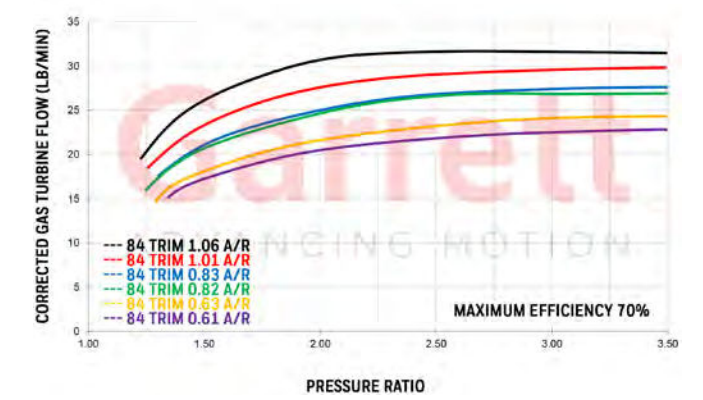
COMPRESSOR MAP



FEATURES:

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

EXHAUST FLOW CHART



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

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



ACCESSORIES



Speed Sensor Kits	Description	Kit Type	Speed Sensor	Harness	Gauge	Bolt
781328-0001	GTX Gen II \ GTX \ GT \ GTW	Street	Y	Y	Y	
781328-0002	GTX Gen II \ GTX \ GT \ GTW	Pro	Y	Y		
781328-0003	G Series \ GTX55 Gen II \ GTX50 Gen II \ GTX47 Gen II	Street	Y	Y	Y	Y
781328-0004	G Series \ GTX55 Gen II \ GTX50 Gen II \ GTX47 Gen II	Pro	Y	Y		Y

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.

Maximum Performance

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!

Easy To Use

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



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 mates perfectly with GT/GTX 30 and 35 divided V-Band turbine housings and has two 2" recessed orifices that feed into the flange.

Turbine Inlet Divided V-Band Adapter: Compatible with GT/GTX 30 & 35 divided turbine housings.

V-Band Adapter Part Number: 813444-0001

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

V-Band Adapter Part Number: 774175-0001

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 Part Number: 773151-0002

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



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

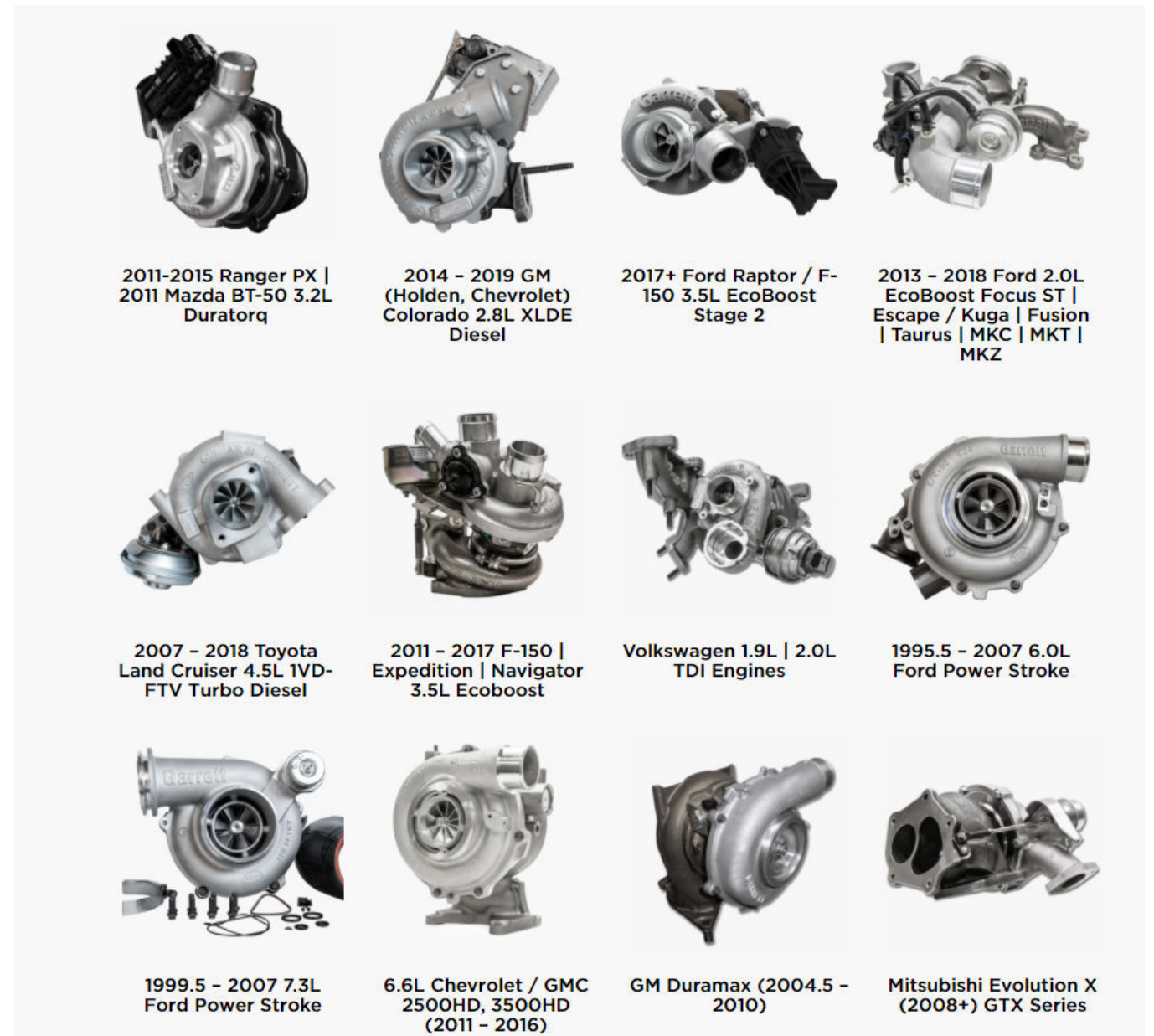


Important product information:

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

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 XLDE
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 1VD-
FTV Turbo Diesel

2011 - 2017 F-150 |
Expedition | Navigator
3.5L Ecoboost

Volkswagen 1.9L | 2.0L
TDI Engines

1995.5 - 2007 6.0L
Ford Power Stroke

1999.5 - 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



Use Your Smart Phone
Camera To Scan



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 efficiency and flow can be attributed to the light weight forged fully-machined compressor wheel. Boost response of this PowerMax turbocharger compared to OEM has not been tested. This turbocharger kit comes fully assembled and calibrated and is outline interchangeable with the OE hardware to ensure a perfect fit every time.

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

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



* 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

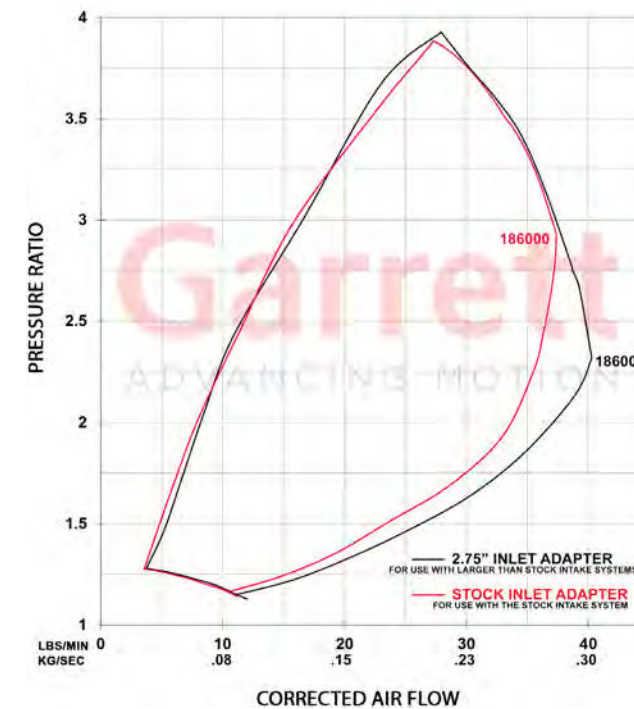
Part Number 901654-5001W | 901655-5001W

Application: Direct Replacement Stage 2 Turbo Upgrade For Ford Raptor | F-150 3.5L (2017+) Supports up to 700+WHP**

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.*

PowerMax Stage 2: 2017+ Ford F-150 F-150 Raptor				Compressor				Turbine		
Turbo PN	Bearing	Rotation	Actuation	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
901654-5001W	Journal	Standard	Electric	45mm	60mm	57	0.60	50mm	46mm	84
901655-5001W	Journal	Reverse	Electric	45mm	60mm	57	0.60	50mm	46mm	84



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.

** 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.



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



Part Number: 870702-6001

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

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

Features:

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

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



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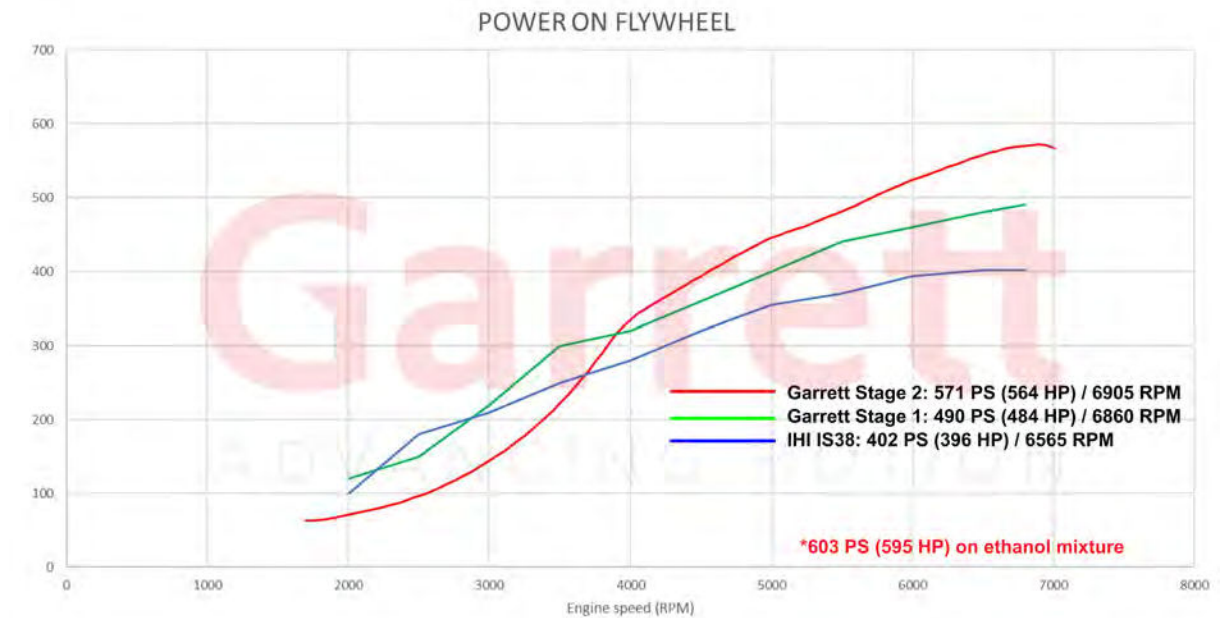
PowerMax™ Turbocharger Upgrades

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.*

Part Number	Stage	Power	Model	Comp Ind	Comp Exd	Turb Ind	Turb Exd
898199-5001W	Stage 1	485HP 362kW	GT2260S	47mm	60mm	50mm	45mm
898200-5001W	Stage 2	600HP 447kW	G25-660	54mm	67mm	54mm	49mm



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

** 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.

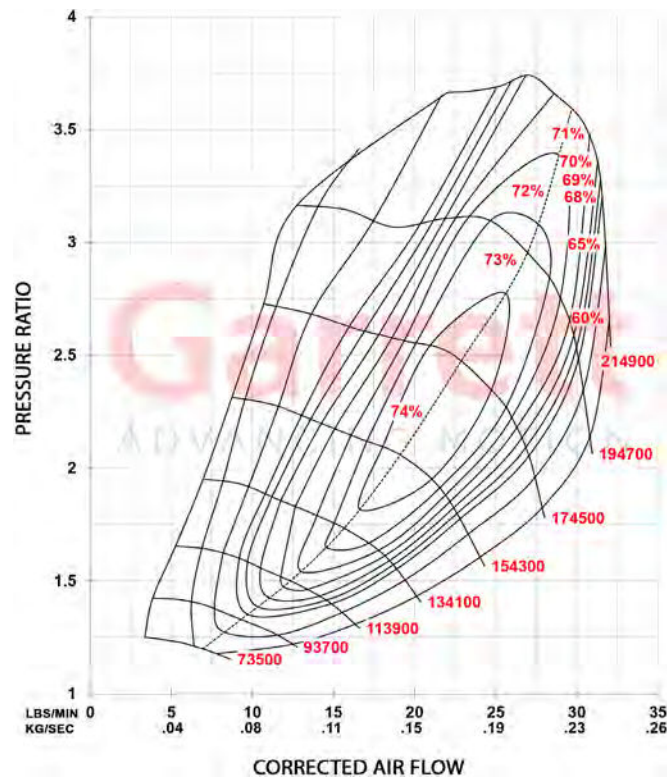


PowerMax™ Turbocharger Upgrade

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.

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



Part Number		886195-5001S
Model	Year	Body & Trim
Escape / Kuga	2014 - 2016	SE, Titanium
Focus	2013 - 2018	ST
Fusion	2013 - 2016	SE, Titanium
Police Sedan	2014 - 2018	Base
Taurus	2013 - 2017	Limited, SE, SEL
MKC	2015 - 2017	Base, Black Label, Premiere, Reserve, Select
MKT	2016	Base
MKZ	2013 - 2016	Base, Black Label
Engine	Type	2.0L EcoBoost
	Fuel	Gas
	Cylinders	4

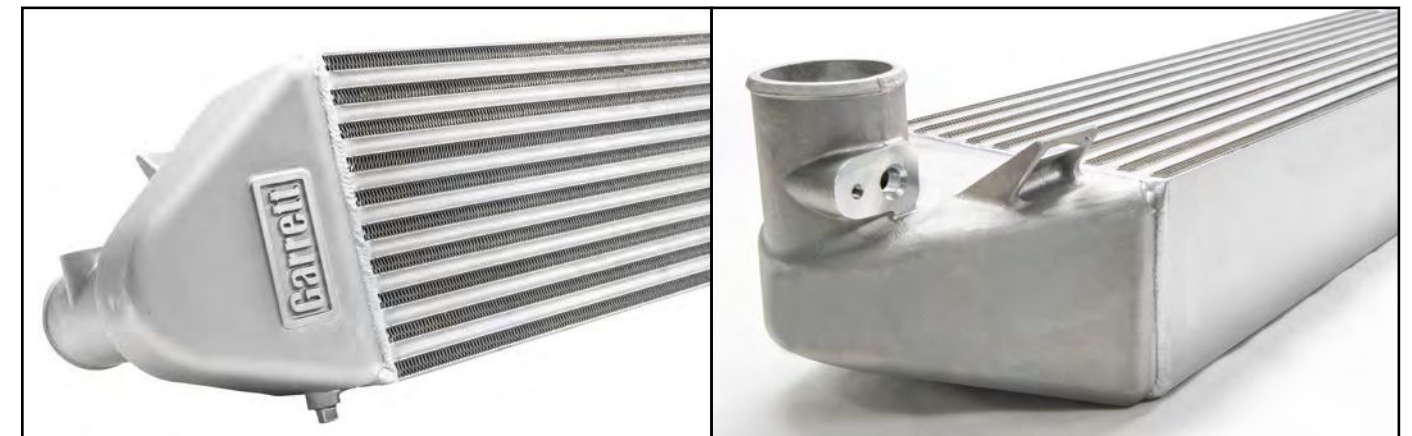


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* Estimated Horsepower. Performance results of this product are highly dependent upon your vehicle's modifications and tuning/calibration. The horsepower numbers represented above are calculated based strictly on choke flow of the compressor map (total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



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



Part Number: 880736-6001

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

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

Features:

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

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



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PowerMax™ Turbocharger Upgrade

Part Number 880862-5001W

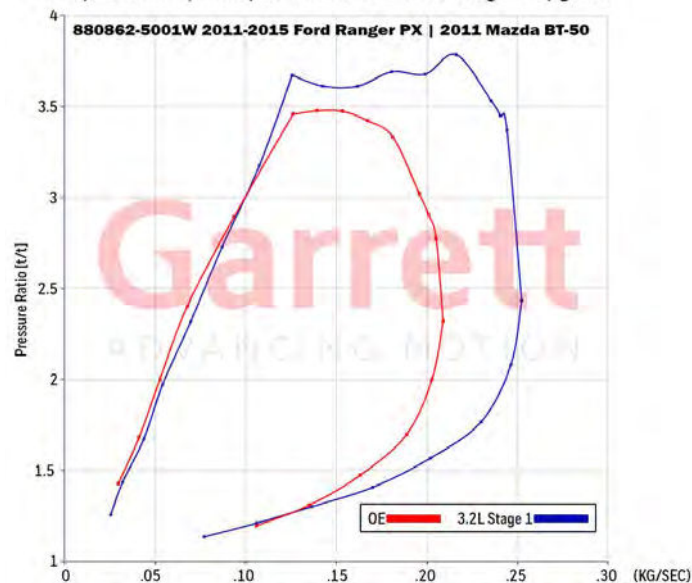
Applications: Direct Replacement for 2011-2015 Ford Ranger PX | 2011 Mazda BT-50

Supports up to 172W*

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

Compressor Map Comparison OE vs Garrett Stage 1 Upgrade



Features:

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

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

** Includes gasket kit



SCAN ME

* 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.



DIRECT FIT 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



SCAN ME

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



POWERMAX™ TURBOCHARGER UPGRADE

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

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.*

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



SCAN ME

* 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.



VW 1.9L TURBO UPGRADE

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

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

VW 2.0L TURBO UPGRADE

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

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

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

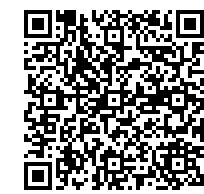
Volkswagen TDI 1.9L 2.0L Upgrade	Turbo PN	HP*	Compressor				Turbine			
			Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim	A/R
VW 1.9L TDI (BEW Engine) VNT	778445-5002S	175	36mm	49mm	55	0.46	43mm	38mm	76	0.61
VW 2.0L TDI (BKD Engine) VNT	838946-5001S	190	36mm	49mm	55	0.46	43mm	36mm	70	0.61

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

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

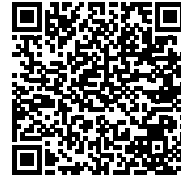
Replaces VW OE Part Numbers: 03G 253 010 J & 03G 253 010 J V100

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



SCAN ME

* 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.



SCAN ME

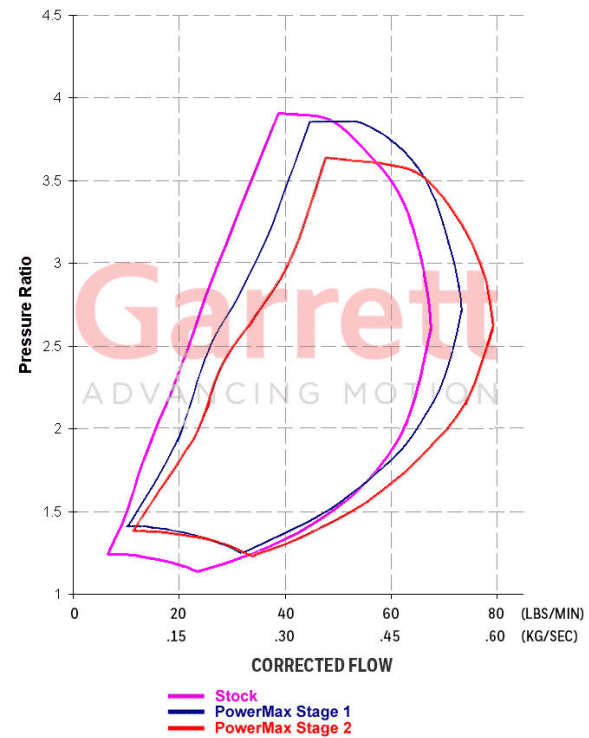


Part Number 773540-5001s (590HP*) Stage 1
Applications: 2004.5-2009 Chevy / GMC 2500, 3500

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

Part Number 773542-5001s (630HP*) Stage 2
Applications: 2004.5-2009 Chevy / GMC 2500, 3500

The Duramax Stage 2 turbocharger kit features Garrett patented Advanced Variable Nozzle Turbine AVNT™ design for increased compressor flow and turbine flow. Utilizes nine movable vanes which significantly increase turbine efficiency and improve 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.



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

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

* 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.



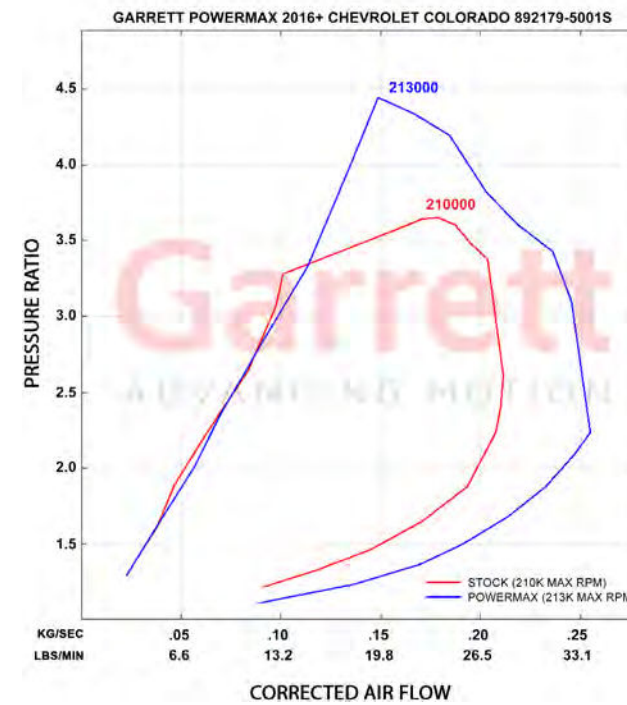
PowerMax™ Turbocharger Upgrade

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 aero design. 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.



Part Number		892179-5001S
Turbo	Model	GTB1752V
	Comp Inducer	42mm
	Replaces OEM part numbers	814067-0005 814067-0004 814067-0003 814067-0002 814067-0001
Vehicle	Model	Colorado Colorado 7
	Year	2014 - 2019
Engine	Type	2.8L XLDE
	Fuel	Diesel
	Emission Regulation	Euro 3,4,5
	Cylinders	14
Horsepower		160kW / 215BHP*



SCAN ME



* 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

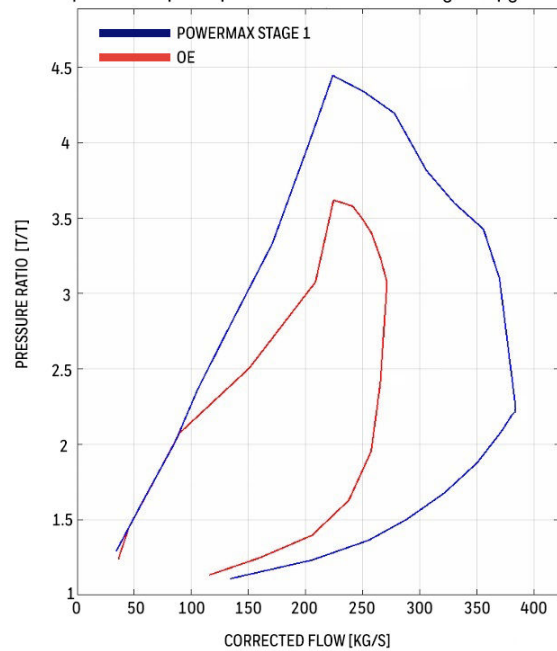
Applications: Direct replacement for 2007-2018 Toyota Land Cruiser 4.5L 1 VD-FTV turbo diesel

Supports up to 164kW*

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

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

Compressor map comparison OE vs Garrett® stage 1 upgrade



Features:

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

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



SCAN ME

* 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

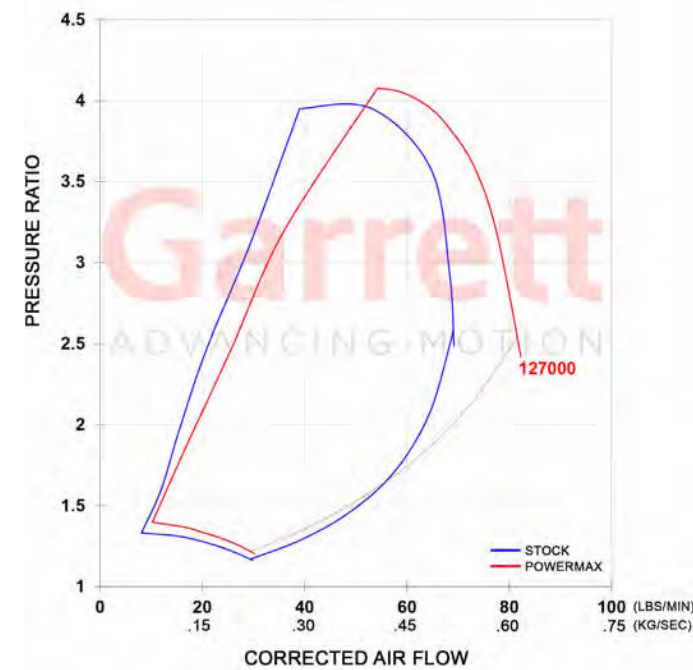
Part Number 886976-5004S

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.*



Turbo	Model	GT3788V
	PN	886976-5004S
	Comp Inducer	65mm
Vehicle	Model	2500HD/3500HD Pickup Trucks
	Year	2011-2016
Engine	Type	6.6L
	Fuel	Diesel
	Cylinders	8
	Power	600WHP*



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.



7.3L Power Stroke



SCAN ME



6.0L 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

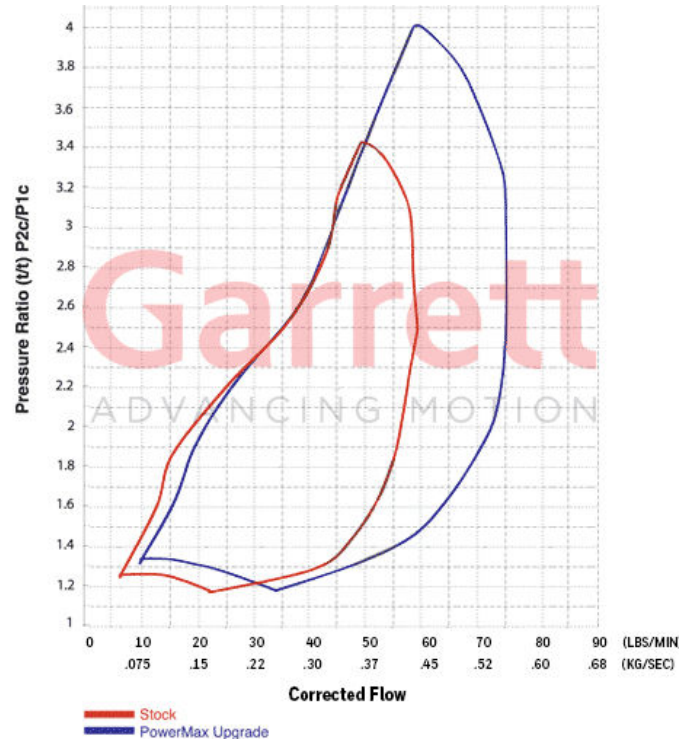
Part Number 777469-5002S (560HP*)

Applications: 2003 Ford F-Series & Excursion Power Stroke 6.0L

Part Number 772441-5002S (560HP*)

Applications: 2004-2007 Ford F250, F350 & Excursion Power Stroke 6.0L

The GT3788VA Turbocharger features the Garrett patented Advanced Variable Nozzle. Turbine AVNT™ design for increased compressor flow and boost response. Utilizes nine movable vanes which significantly increase turbine efficiency and improve engine performance from idle launch through peak torque. Patented integral electro-hydraulic actuation and proportional solenoid for infinitely variable control. Larger compressor wheel over stock increases maximum power range while keeping turbo speeds down for the same power output. Outline interchangeable for a perfect fit each and every time.



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

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

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

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



DIRECT FIT PERFORMANCE INTERCOOLER FOR 2015+ 2.3L FORD MUSTANG SUPPORTS UP TO 600 HORSEPOWER

C.A.R.B. CERTIFIED ✓



Part Number: 857564-6001

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

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

Features:

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



SCAN ME

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



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



Part Number: 891185-6001

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

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

Features:

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

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



SCAN ME



**DIRECT FIT PERFORMANCE INTERCOOLER FOR 2015+ BMW M3 - M4
SUPPORTS UP TO 980 HORSEPOWER**



Part Number: 888883-6001 | 888883-6002

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

Features:

- Supports up to 980 HP
- 47% larger core than stock
- Installs in stock location
- Cast aluminum end tanks
- Air-to-water design
- Bar-and-plate construction



SCAN ME

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



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



Part Number: 893516-6001

Garrett Powermax™ direct fit performance charge air cooler for the 2016+ Honda Civic 1.5T/SI has a 90% larger core than stock and helps reduce intake manifold temperatures up to 60 °F (15.6 °C) at heat soak. CFD optimized end tanks improve air flow distribution through the core. This performance intercooler showed a max increase of up to 17 WHP (12.7 kW) and 14 lb-ft of torque (19 N-m) compared to OE during back to back dyno comparisons in a wind tunnel which generates air velocity that matches vehicle speed.

This direct fit performance intercooler installs in 3 hours and reuses the stock bolts, hoses, and clamps. Some modification to the shroud required. For more information including Installation instructions please visit www.garrettmotion.com/racing-and-performance/performance-catalog/intercoolers/

Features:

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

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



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BOOST ADVISER

TURBO MATCHING MADE EASY



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INTERCOOLER CORES AND VEHICLE SPECIFIC APPLICATIONS

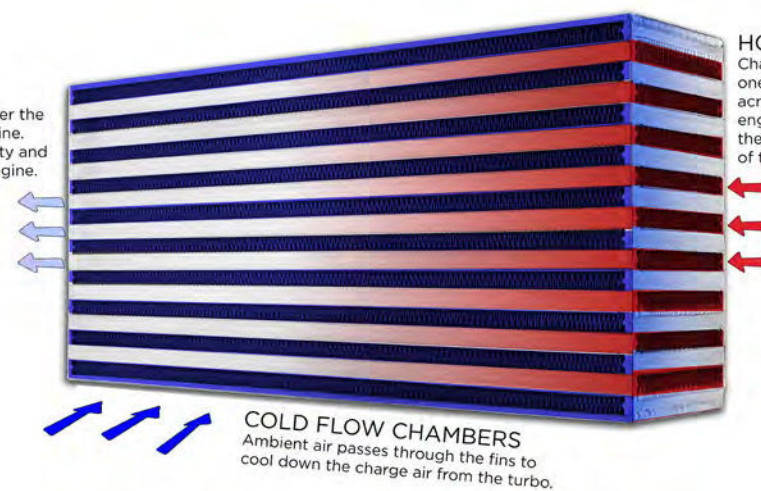
CHARGE AIR COOLERS

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

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

CHARGE AIR DENSITY

Charge air coolers are used to lower the temp of the air going into the engine. Lower air temps increase air density and allow more oxygen to enter the engine.



HOT FLOW CHAMBERS

Charge air from the turbo enters through one side of the hot flow chambers and across the core to the other, then 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
Ambient air passes through the fins to cool down the charge air from the turbo.



SCAN ME



INTERCOOLER CORES AND VEHICLE SPECIFIC APPLICATIONS



Part Number	Model	Supported Horsepower	Length/Hot Flow		Height/No Flow		Width/Cold Flow	
			(in)	(mm)	(in)	(mm)	(in)	(mm)
703518-6015	Air / Air	310	18.0	457	6.4	163	3.0	76
703521-6003	Air / Air	375	10.0	254	12.3	312	4.5	114
703518-6016	Air / Air	410	18.0	457	8.0	203	3.0	76
703520-6025	Air / Air	425	18.0	457	8.0	203	3.5	89
703518-6018	Air / Air	475	24.0	610	6.4	163	3.0	76
703520-6009	Air / Air	500	24.0	610	6.4	163	3.5	89
703518-6017	Air / Air	510	18.0	457	10.5	267	3.0	76
703520-6002	Air / Air	550	14.0	356	12.1	307	3.5	89
848054-6004	Air / Air	600	21.0	533	5.4	137	5.3	135
848054-6024	Air / Air	600	13.0	330	10.2	259	4.0	102
487085-6002	Air / Air	600	20.1	511	11.2	284	3.0	76
703520-6010	Air / Air	600	24.0	610	8.0	203	3.5	89
893513-6001	Air / Air	660	27.5	699	6.2	157	3.5	89
848054-6015	Air / Air	750	21.0	533	9.4	239	5.3	135
703518-6004	Air / Air	750	18.0	457	12.1	307	3.0	76
703522-6008	Air / Air	750	18.0	457	11.2	284	4.5	114
703522-6004	Air / Air	785	18.0	457	12.1	307	4.5	114
848054-6020	Air / Air	800	26.3	668	7.8	198	4.3	109
703520-6011	Air / Air	800	24.0	610	10.5	267	3.5	89
848054-6005	Air / Air	800	13.1	333	8.6	218	5.0	127
848054-6001	Air / Air	870	20.0	508	12.5	318	3.5	89
703518-6005	Air / Air	900	24.0	610	12.1	307	3.0	76
703520-6005	Air / Air	925	24.0	610	12.1	307	3.5	89
848054-6021	Air / Air	950	26.8	681	10.4	264	4.0	102
703522-6005	Air / Air	950	24.0	610	12.1	307	4.5	114
486827-6002	Air / Air	1000	23.7	602	12.0	305	3.8	97
848054-6003	Air / Air	1140	22.0	559	14.0	356	4.5	114
701596-6001	Air / Air	1260	27.8	706	12.7	323	5.1	130

Part Number	Model	Supported Horsepower	Length/Hot Flow		Height/No Flow		Width/Cold Flow	
			(in)	(mm)	(in)	(mm)	(in)	(mm)
717874-6009	Air / Lliquid	500	3.8	97	3.8	97	9.8	249
717874-6008	Air / Lliquid	750	3.8	97	3.8	97	11.7	297
873213-6002	Air / Lliquid	980	7.2	183	3.6	91	9.8	249
734408-6005	Air / Lliquid	1000	4.8	122	4.5	114	11.9	302

G25-550		Compressor				Turbine		
		Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 300-550	Disp: 1.4L-3.0L	48mm	60mm	65	0.70	54mm	49mm	84
Standard Rotation Super Core		858161-5002S						
Reverse Rotation Super Core		871388-5001S						
G25-550 Standard Rotation Turbocharger PN		Turbo PN	A/R	Inlet	Outlet	Wastegate	Divided	
Turbo PN assembled and calibrated with 0.5 bar actuator		877895-5001S	0.49	T25	V-band	Y	N	
		877895-5003S	0.72	V-Band	V-band	Y	N	
		877895-5004S	0.92	V-Band	V-band	Y	N	
G25-550 Reverse Rotation Turbocharger PN		Turbo PN	A/R	Inlet	Outlet	Wastegate	Divided	
See note above		877895-5007S	0.72	V-Band	V-band	Y	N	
		877895-5008S	0.92	V-Band	V-band	Y	N	
G25-660		Compressor				Turbine		
		Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 350-660	Disp: 1.4L-3.0L	54mm	67mm	65	0.70	54mm	49mm	84
Standard Rotation Super Core		858161-5003S						
Reverse Rotation Super Core		871388-5002S						
G25-660 Standard Rotation Turbocharger PN		Turbo PN	A/R	Inlet	Outlet	Wastegate	Divided	
Turbo PN assembled and calibrated with 0.5 bar actuator		877895-5002S	0.49	T25	V-band	Y	N	
		877895-5005S	0.72	V-Band	V-band	Y	N	
		877895-5006S	0.92	V-Band	V-band	Y	N	
G25-660 Reverse Rotation Turbocharger PN		Turbo PN	A/R	Inlet	Outlet	Wastegate	Divided	
See note above		877895-5009S	0.72	V-Band	V-band	Y	N	
		877895-5010S	0.92	V-Band	V-band	Y	N	
G25 Turbine Housing Kits		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Interchangeable with standard rotation G25-550 G25-660		740902-0069	0.72	V-Band	V-Band	Free Float	N	
		740902-0068	0.92	V-Band	V-Band	Free Float	N	
G25 RR Turbine Housing Kits		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Interchangeable with reverse rotation G25-550 G25-660		740902-0073	0.72	V-Band	V-Band	Free Float	N	
		740902-0074	0.92	V-Band	V-Band	Free Float	N	
G30-660		Compressor				Turbine		
		Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 350-660	Disp: 2.0L-3.5L	54mm	67mm	65	0.70	60mm	55mm	84
Standard Rotation Super Core		880693-5001S						
Reverse Rotation Super Core		880694-5001S						
G30-660 Turbocharger PN		Turbo PN	A/R	Inlet	Outlet	Wastegate	Divided	
Turbo PN assembled and calibrated with 0.5 bar actuator		880704-5002S	0.83	V-Band	V-band	Y	N	
		880704-5003S	1.01	V-Band	V-band	Y	N	
G30-770		Compressor				Turbine		
		Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 475-770	Disp: 2.0L-3.5L	58mm	71mm	65	0.72	60mm	55mm	84
Standard Rotation Super Core		880693-5002S						
Reverse Rotation Super Core		880694-5002S						
G30-770 Turbocharger PN		Turbo PN	A/R	Inlet	Outlet	Wastegate	Divided	
Turbo PN assembled and calibrated with 0.5 bar actuator		880704-5005S	0.83	V-Band	V-band	Y	N	
		880704-5006S	1.01	V-Band	V-band	Y	N	
G30-900		Compressor				Turbine		
		Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 550-900	Disp: 2.0L-3.5L	62mm	76mm	65	0.72	60mm	55mm	84
Standard Rotation Super Core		880693-5003S						
Reverse Rotation Super Core		880694-5003S						
G30-900 Turbocharger PN		Turbo PN	A/R	Inlet	Outlet	Wastegate	Divided	
Turbo PN assembled and calibrated with 0.5 bar actuator		880704-5008S	0.83	V-Band	V-band	Y	N	
		880704-5009S	1.01	V-Band	V-band	Y	N	
G30 Turbine Housing Kits		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Interchangeable with standard rotation G30-660 G30-770 G30-900 Super Cores		740902-0092	1.06	T4	V-Band	Free Float	Y	
		740902-0090	0.83	T3	V-Band	Free Float	N	
		740902-0091	1.01	T3	V-Band	Free Float	N	
		740902-0086	0.61	V-Band	V-Band	Free Float	N	
		740902-0087	0.83	V-Band	V-band	Free Float	N	
		740902-0088	1.01	V-Band	V-band	Free Float	N	
		740902-0089	1.21	V-Band	V-band	Free Float	N	

G30 RR Turbine Housing Kits		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Interchangeable with reverse rotation G30-660 G30-770 G30-900 Super Cores		740902-0100	0.83	T3	V-Band	Free Float	N	
		740902-0101	1.01	T3	V-Band	Free Float	N	
		740902-0096	0.61	V-Band	V-Band	Free Float	N	
		740902-0097	0.83	V-Band	V-band	Free Float	N	
		740902-0098	1.01	V-Band	V-band	Free Float	N	
		740902-0099	1.21	V-Band	V-band	Free Float	N	
G35-900		Compressor				Turbine		
		Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 550-900	Disp: 2.0L-5.5L	62mm	76mm	65	0.72	68mm	62mm	84
Standard Rotation Super Core		880695-5001S						
Reverse Rotation Super Core		880696-5001S						
G35-900 Turbocharger PN		Turbo PN	A/R	Inlet	Outlet	Wastegate	Divided	
Turbo PN assembled and calibrated with 0.5 bar actuator		880707-5002S	0.83	V-Band	V-band	Y	N	
		880707-5003S	1.01	V-Band	V-band	Y	N	
G35-1050		Compressor				Turbine		
		Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 700-1050	Disp: 2.0L-5.5L	68mm	84mm	65	0.75	68mm	62mm	84
Standard Rotation Super Core		880695-5002S						
Reverse Rotation Super Core		880696-5002S						
G35-1050 Turbocharger PN		Turbo PN	A/R	Inlet	Outlet	Wastegate	Divided	
Turbo PN assembled and calibrated with 0.5 bar actuator		880707-5005S	0.83	V-Band	V-band	Y	N	
		880707-5006S	1.01	V-Band	V-band	Y	N	
G35 Turbine Housing Kits		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Interchangeable with standard rotation G35-900 G35-1050 Super Cores		740902-0106	0.83	T3	V-Band	Free Float	N	
		740902-0107	1.01	T3	V-Band	Free Float	N	
		740902-0102	0.61	V-Band	V-Band	Free Float	N	
		740902-0103	0.83	V-Band	V-band	Free Float	N	
		740902-0104	1.01	V-Band	V-band	Free Float	N	
		740902-0105	1.21	V-Band	V-band	Free Float	N	
G35 RR Turbine Housing Kits		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Interchangeable with reverse rotation G35-900 G35-1050 Super Cores		740902-0116	0.83	T3	V-Band	Free Float	N	
		740902-0117	1.01	T3	V-Band	Free Float	N	
		740902-0112	0.61	V-Band	V-Band	Free Float	N	
		740902-0113	0.83	V-Band	V-band	Free Float	N	
		740902-0114	1.01	V-Band	V-band	Free Float	N	
		740902-0115	1.21	V-Band	V-band	Free Float	N	
G42-1200		Compressor				Turbine		
		Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 475-1200	Disp: 2.0L-7.0L	73mm	91mm	65	0.85	82mm	75mm	84
G42-1200 Super Core		880778-5004S						
G42-1200 Compact Super Core		860778-5002S						
						0.90		
G42-1450		Compressor				Turbine		
		Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 525-1450	Disp: 2.0L-8.0L	79mm	98mm	65	0.85	82mm	75mm	84
G42-1450 Super Core		860778-5006S						
G42 Turbine Housing Kits		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Interchangeable with G42-1200 G42-1200 Compact G42-1450 Super Cores		757707-0011	1.01	V-Band	V-Band	Free Float	N	
		757707-0012	1.15	V-Band	V-Band	Free Float	N	
		757707-0013	1.28	V-Band	V-Band	Free Float	N	
		757707-0014	1.01	T4	V-band	Free Float	Y	
		757707-0015	1.15	T4	V-band	Free Float	Y	
		757707-0016	1.28	T4	V-band	Free Float	Y	
G45-1125 Super Core		Compressor				Turbine		
		Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 600-1125	Disp: 2.0L-8.0L	67mm	102mm	44	0.85	89mm	82mm	84
PN: 888169-5003S								
G45-1350 Super Core		Compressor				Turbine		
		Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 650-1350	Disp: 2.0L-8.0L	72mm	102mm	51	0.85	89mm	82mm	84
PN: 888169-5004S								
G45-1500 Super Core		Compressor				Turbine		
		Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
HP: 750-1500	Disp: 2.0L-8.0L	72mm	102mm	51	0.85	89mm	82mm	84
G45 Turbine Housing Kits		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Interchangeable with G45-1125 G45-1350 G45-1500 Super Cores		757707-0023	1.01	T4	V-Band	Free Float	Y	
		757707-0024	1.15	T4	V-Band	Free Float	Y	
		757707-0025	1.28	T4	V-Band	Free Float	Y	
		757707-0026	1.44	T4	V-Band	Free Float	Y	

G57		Compressor			Turbine			
Model	G57 Super Core PN	Inducer	Exducer	A/R	Inducer	Exducer	Trim	
G57-2000	880547-5031S	88mm	133mm	0.88	118mm	112mm	90	
G57-2350	880547-5032S	94mm	133mm	0.96	118mm	112mm	90	
G57-2550	880547-5033S	98mm	133mm	0.96	118mm	112mm	90	
G57-2750	880547-5029S	102mm	144mm	0.96	118mm	112mm	90	
G57-3000	880547-5030S	106mm	144mm	0.96	118mm	112mm	90	
G57 Turbine Housing Kits		A/R	Inlet	Outlet	Wastegate	Stainless	Divided	Trim
761208-0083		1.09	V-Band	V-Band	Free Float	Y	N	90
761208-0084		1.25	V-Band	V-Band	Free Float	Y	N	90
761208-0085		1.41	V-Band	V-Band	Free Float	Y	N	90

GTX2860R Gen II		Compressor			Turbine			
HP: 200-475	Disp: 1.4L-2.5L	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
Assembly Kit Includes Super Core and Turbine Kit		46mm	60mm	58	0.60	54mm	47mm	76
Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided		
856800-5003S		0.64	T25	5 bolt	Wastegated	N		
856800-5004S		0.86	T25	5 bolt	Wastegated	N		
856800-5001S		0.57	V-Band	V-Band	Free Float	N		
856800-5002S		0.72	V-Band	V-Band	Free Float	N		
GTX2867R Gen II		Compressor			Turbine			
HP: 275-550	Disp: 1.4L-2.5L	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
Assembly Kit Includes Super Core and Turbine Kit		50mm	67mm	55	0.60	54mm	47mm	76
Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided		
856800-5007S		0.64	T25	5 bolt	Wastegated	N		
856800-5008S		0.86	T25	5 bolt	Wastegated	N		
856800-5005S		0.57	V-Band	V-Band	Free Float	N		
856800-5006S		0.72	V-Band	V-Band	Free Float	N		
GTX3071R Gen II		Compressor			Turbine			
HP: 340-675	Disp: 1.8L-3.0L	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
Assembly Kit Includes Super Core and Turbine Kit		54mm	71mm	58	0.60	60mm	55mm	84
Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided		
856801-5006S		0.63	T3	V-Band	Free Float	N		
856801-5005S		0.82	T3	V-Band	Free Float	N		
856801-5004S		1.06	T3	V-Band	Free Float	N		
856801-5018S		0.61	V-Band	V-Band	Free Float	N		
GTX3076R Gen II		Compressor			Turbine			
HP: 400-750	Disp: 1.8L-3.0L	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
Assembly Kit Includes Super Core and Turbine Kit		58mm	76mm	58	0.60	60mm	55mm	84
Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided		
856801-5027S		0.63	T3	V-Band	Free Float	N		
856801-5026S		0.82	T3	V-Band	Free Float	N		
856801-5025S		1.06	T3	V-Band	Free Float	N		
856801-5039S		0.61	V-Band	V-Band	Free Float	N		
856801-5038S		0.83	V-Band	V-Band	Free Float	N		
856801-5037S		1.01	V-Band	V-Band	Free Float	N		
856801-5042S		0.63	T3	5 bolt	Wastegated	N		
856801-5041S		0.82	T3	5 bolt	Wastegated	N		
856801-5040S		1.06	T3	5 bolt	Wastegated	N		
Wastegated turbine kit does not include bolts, clamps, gasket or actuator								
Reverse Rotation: GTX3076R Gen II		Compressor			Turbine			
HP: 400-750	Disp: 1.8L-3.0L	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
Assembly Kit Includes Super Core and Turbine Kit		58mm	76mm	58	0.60	60mm	55mm	84
Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided		
856802-5004S		0.61	V-Band	V-Band	Free Float	N		
856802-5005S		0.83	V-Band	V-Band	Free Float	N		
856802-5006S		1.01	V-Band	V-Band	Free Float	N		
GTX3576R Gen II		Compressor			Turbine			
HP: 400-750	Disp: 2.0L-4.5L	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
Assembly Kit Includes Super Core and Turbine Kit		58mm	76mm	58	0.60	68mm	62mm	84
Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided		
856801-5048S		0.63	T3	V-Band	Free Float	N		
856801-5047S		0.82	T3	V-Band	Free Float	N		
856801-5046S		1.06	T3	V-Band	Free Float	N		
856801-5051S		0.63	T4	V-Band	Free Float	N		
856801-5050S		0.82	T4	V-Band	Free Float	N		
856801-5049S		1.06	T4	V-Band	Free Float	N		
856801-5060S		0.61	V-Band	V-Band	Free Float	N		
856801-5059S		0.83	V-Band	V-Band	Free Float	N		
856801-5058S		1.01	V-Band	V-Band	Free Float	N		
Reverse Rotation: GTX3576R Gen II		Compressor			Turbine			
HP: 400-750	Disp: 2.0L-4.5L	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
Assembly Kit Includes Super Core and Turbine Kit		58mm	76mm	58	0.60	68mm	62mm	84
Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided		
856803-5001S		0.61	V-Band	V-Band	Free Float	N		
856803-5002S		0.83	V-Band	V-Band	Free Float	N		
856803-5003S		1.01	V-Band	V-Band	Free Float	N		

GTX3582R Gen II		Compressor			Turbine			
HP: 450-900	Disp: 2.0L-4.5L	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
Assembly Kit Includes Super Core and Turbine Kit		66mm	82mm	64	0.70	68mm	62mm	84
Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided		
856801-5069S		0.63	T3	V-Band	Free Float	N		
856801-5068S		0.82	T3	V-Band	Free Float	N		
856801-5067S		1.06	T3	V-Band	Free Float	N		
856801-5072S		0.63	T4	V-Band	Free Float	N		
856801-5071S		0.82	T4	V-Band	Free Float	N		
856801-5070S		1.06	T4	V-Band	Free Float	N		
856801-5081S		0.61	V-Band	V-Band	Free Float	N		
856801-5080S		0.83	V-Band	V-Band	Free Float	N		
856801-5079S		1.01	V-Band	V-Band	Free Float	N		
Reverse Rotation: GTX3582R Gen II		Compressor			Turbine			
HP: 450-900	Disp: 2.0L-4.5L	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
Assembly Kit Includes Super Core and Turbine Kit		66mm	82mm	64	0.70	68mm	62mm	84
Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided		
856803-5004S		0.61	V-Band	V-Band	Free Float	N		
856803-5005S		0.83	V-Band	V-Band	Free Float	N		
856803-5006S		1.01	V-Band	V-Band	Free Float	N		
GTX3584RS		Compressor			Turbine			
HP: 550-1000	Disp: 2.0L-5.5L	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
Hose Bead Compressor Outlet		67mm	84mm	64	0.72	68mm	62mm	84
Assembly Kit PN		A/R	Inlet	Outlet	Wastegate	Divided		
856804-5001S		0.83	V-Band	V-Band	Free Float	N		
856804-5002S		1.01	V-Band	V-Band	Free Float	N		
856804-5003S		1.21	V-Band	V-Band	Free Float	N		
856804-5004S		0.83	V-Band	V-Band	Free Float	N		
856804-5005S		1.01	V-Band	V-Band	Free Float	N		
856804-5006S		1.21	V-Band	V-Band	Free Float	N		
GTX4088R		Compressor			Turbine			
HP: 460-850	Disp: 2.0L-6.0L	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
Assembly Kit Includes Super Core and Turbine Kit		65mm	88mm	54	0.72	77mm	68mm	78
GTX4088R Super Core PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
825614-5005S		773628-0011	0.95	T4	V-Band	Free Float	Y	
		773628-0013	1.19	T4	V-Band	Free Float	Y	
GTX4294R		Compressor			Turbine			
HP: 475-950	Disp: 2.0L-7.0L	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
Assembly Kit Includes Super Core and Turbine Kit		70mm	94mm	56	0.60	82mm	75mm	84
GTX4294R Super Core PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
800269-5001S		757707-0001	1.01	T4	V-Band	Free Float	Y	
		757707-0002	1.15	T4	V-Band	Free Float	Y	
GTX4202R		Compressor			Turbine			
HP: 525-1120	Disp: 2.0L-7.0L	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
Assembly Kit Includes Super Core and Turbine Kit		76mm	102mm	55	0.60	82mm	75mm	84
GTX4202R Super Core PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
800269-5002S		757707-0001	1.01	T4	V-Band	Free Float	Y	
		757707-0002	1.15	T4	V-Band	Free Float	Y	
GTX4508R		Compressor			Turbine			
HP: 700-1250	Disp: 2.0L-8.0L	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
Assembly Kit Includes Super Core and Turbine Kit		80mm	108mm	55	0.69	87mm	80mm	85
GTX4508R Super Core PN		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
800270-5001S		757707-0005	1.01	T4	V-Band	Free Float	Y	
		757707-0006	1.15	T4	V-Band	Free Float	Y	
		757707-0007	1.28	T4	V-Band	Free Float	Y	
		757707-0008	1.44	T4	V-Band	Free Float	Y	
GTX4709R Gen II		Compressor			Turbine			
Super Core PN	Horsepower	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851285-50011S	825-1625	76mm	109mm	49	0.88	93mm	84mm	82
851285-50012S		80mm	109mm	54	0.88	93mm	84mm	82
GTX4720R Gen II		Compressor			Turbine			
Super Core PN	Horsepower	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851285-5013S	1025-1950	76mm	120mm	41	0.88	93mm	84mm	82
851285-5014S		80mm	120mm	45	0.88	93mm	84mm	82
851285-5015S		88mm	120mm	54	0.88	93mm	84mm	82
GTX47 Turbine Housing Kits		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Super Core and Turbine Kit Sold Separately		761208-0009	0.96	T6	V-Band	Free Float	N	
		761208-0010	1.08	T6	V-Band	Free Float	N	
		761208-0011	1.23	T6	V-Band	Free Float	N	
		761208-0012	1.39	T6	V-Band	Free Float	N	

GTX5009R Gen II		Compressor				Turbine		
Super Core PN	Horsepower	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851285-5016S	875-1700	76mm	109mm	49	0.88	99mm	91mm	84
851285-5017S		80mm	109mm	54	0.88	99mm	91mm	84
GTX5020R Gen II		Compressor				Turbine		
Super Core PN	Horsepower	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851285-5018S	1075-2050	76mm	120mm	41	0.88	99mm	91mm	84
851285-5019S		80mm	120mm	45	0.88	99mm	91mm	84
851285-5020S		88mm	120mm	54	0.88	99mm	91mm	84
GTX50 Turbine Housing Kits		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Super Core and Turbine Kit Sold Separately		761208-0030	0.96	T6	V-Band	Free Float	N	
		761208-0033	1.39	T6	V-Band	Free Float	N	
GTX5533R Gen II		Compressor				Turbine		
Super Core PN	Horsepower	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851285-5001S	1000-1750	85mm	133mm	41	0.88	112mm	102mm	84
851285-5002S	1000-1900	88mm	133mm	44	0.88	112mm	102mm	84
851285-5003S	1000-2100	91mm	133mm	47	0.96	112mm	102mm	84
851285-5004S	1000-2300	94mm	133mm	50	0.96	112mm	102mm	84
851285-5005S	1000-2500	98mm	133mm	54	0.96	112mm	102mm	84
GTX5544R Gen II		Compressor				Turbine		
Super Core PN	Horsepower	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
851285-5021S	1400-2650	102mm	144mm	50	0.96	112mm	102mm	84
851285-5022S	1400-2850	106mm	144mm	54	0.96	112mm	102mm	84
GTX55 Turbine Housing Kits		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Super Core and Turbine Kit Sold Separately		761208-0062	1.24	V-Band	V-Band	Free Float	N	
		761208-0063	1.40	V-Band	V-Band	Free Float	N	
		761208-0014	1.00	T6	V-Band	Free Float	N	
		761208-0015	1.12	T6	V-Band	Free Float	N	
		761208-0025	1.24	T6	V-Band	Free Float	N	
		761208-0017	1.40	T6	V-Band	Free Float	N	
* SFI Certified Turbine Housings		761208-0054	1.24	V-Band	V-Band	Free Float	N	
		761208-0055	1.40	V-Band	V-Band	Free Float	N	
		761208-0026	1.00	T6	V-Band	Free Float	N	
		761208-0027	1.24	T6	V-Band	Free Float	N	

Garrett Boost | Club Line

GBC14-200		Compressor				Turbine		
HP: 140-200	Disp: 0.4L-1.0L	Inducer	Exducer	A/R	Inducer	Exducer	Trim	A/R
PN: 896051-5004S		34mm	46mm	0.52	39mm	36mm	84	0.45
GBC17-250		Compressor				Turbine		
HP: 150-250	Disp: 0.6L-1.5L	Inducer	Exducer	A/R	Inducer	Exducer	Trim	A/R
PN: 896052-5003S		36mm	49mm	0.52	44mm	40mm	80	0.50
GBC20-300		Compressor				Turbine		
HP: 170-300	Disp: 0.8L-2.0L	Inducer	Exducer	A/R	Inducer	Exducer	Trim	A/R
PN: 896053-5003S		39mm	52mm	0.59	47mm	42mm	84	0.55
GBC22-350		Compressor				Turbine		
HP: 200-350	Disp: 1.0L-2.5L	Inducer	Exducer	A/R	Inducer	Exducer	Trim	A/R
PN: 896055-5003S		44mm	56mm	0.59	50mm	46mm	84	0.64

GTW Series

GTW3476R		Compressor				Turbine		
HP: 450-700	Disp: 2.0L-4.5L	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
Ball Bearing Super Core		841691-5001S						
Journal Bearing Super Core		841297-5001S						
GTW34 Turbine Housing Kits		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Super Core and Turbine Kit Sold Separately		844669-0002	0.63	T3	4-Bolt	Free Float	N	
		844669-0003	0.82	T3	4-Bolt	Free Float	N	
GTW3684R		Compressor				Turbine		
HP: 425-750	Disp: 2.0L-5.3L	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
Ball Bearing Super Core		841691-5002S						
Journal Bearing Super Core		841297-5002S						
GTW36 Turbine Housing Kits		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Super Core and Turbine Kit Sold Separately		844669-0005	0.70	T4	V-Band	Free Float	Y	
		844669-0007	1.15	T4	V-Band	Free Float	Y	
GTW3884R		Compressor				Turbine		
HP: 450-950	Disp: 2.0L-6.0L	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
Super Core PN		841691-5003S						
Ball Bearing		62mm	84mm	54	0.70	74mm	65mm	76
Ball Bearing		64mm	84mm	58	0.70	74mm	65mm	76
Ball Bearing		67mm	84mm	64	0.70	74mm	65mm	76
Journal Bearing		62mm	84mm	54	0.70	74mm	65mm	76
Journal Bearing		64mm	84mm	58	0.70	74mm	65mm	76
Journal Bearing		67mm	84mm	64	0.70	74mm	65mm	76
GTW38 Turbine Housing Kits		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Super Core and Turbine Kit Sold Separately		844669-0009	0.96	T4	V-Band	Free Float	N	

GT2052		Compressor			Turbine			
HP: 140-230	Disp: 1.4L-2.0L	Inducer	Exducer	A/R	Inducer	Exducer	Trim	A/R
Turbo PN: 727264-5001S		38mm	52mm	0.51	47mm	40mm	72	0.50
GT2252		Compressor			Turbine			
HP: 150-260	Disp: 1.7L-2.5L	Inducer	Exducer	A/R	Inducer	Exducer	Trim	A/R
Turbo PN: 452187-5006S		40mm	52mm	0.51	50mm	43mm	72	0.67
GT2554R		Compressor			Turbine			
HP: 170-270	Disp: 1.4L-2.2L	Inducer	Exducer	A/R	Inducer	Exducer	Trim	A/R
Turbo PN: 836023-5001S		42mm	54mm	0.80	53mm	42mm	62	0.64
GT2560R		Compressor			Turbine			
HP: 200-330	Disp: 1.6L-2.5L	Inducer	Exducer	A/R	Inducer	Exducer	Trim	A/R
Turbo PN: 836023-5004S		46mm	60mm	0.80	53mm	42mm	62	0.64
GT2860R		Compressor			Turbine			
HP: 250-360	Disp: 1.8L-3.0L	Inducer	Exducer	A/R	Inducer	Exducer	Trim	A/R
Turbo PN: 836026-5005S		47mm	60mm	0.60	54mm	47mm	76	0.64
GT2860RS		Compressor			Turbine			
HP: 250-360	Disp: 1.8L-3.0L	Inducer	Exducer	A/R	Inducer	Exducer	Trim	A/R
Turbo PN: 836026-5013S		47mm	60mm	0.60	54mm	47mm	76	0.86
Turbo PN: 836026-5014S		47mm	60mm	0.60	54mm	47mm	76	0.64
GT2871R		Compressor			Turbine			
HP: 280-475	Disp: 1.8L-3.0L	Inducer	Exducer	A/R	Inducer	Exducer	Trim	A/R
Turbo PN: 836026-5020S		53mm	71mm	0.60	54mm	47mm	76	0.86
Turbo PN: 836026-5021S		53mm	71mm	0.60	54mm	47mm	76	0.64
GT28 Turbine Housing Kits		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Additional turbine housings not directly interchangeable. Modifications required to the exhaust system to fit.		827690-0005	0.64	T25	5-Bolt	Wastegated	N	
		827690-0004	0.86	T25	5-Bolt	Wastegated	N	
		827690-0001	0.57	V-Band	V-Band	Free Float	N	
		827690-0002	0.72	V-Band	V-Band	Free Float	N	
GT3071R		Compressor			Turbine			
HP: 280-480	Disp: 2.5L-3.5L	Inducer	Exducer	A/R	Inducer	Exducer	Trim	
Super Core PN		Note						
836028-5001S	69.85mm hose / square heat shroud	53mm	71mm	0.50	60mm	55mm	84	
836028-5002S	102.00mm hose / square heat shroud	53mm	71mm	0.50	60mm	55mm	84	
836028-5004S	69.85mm hose / stepped heat shroud	53mm	71mm	0.50	60mm	55mm	84	
836028-5005S	102.00mm hose / stepped heat shroud	53mm	71mm	0.50	60mm	55mm	84	
GT3076R		Compressor			Turbine			
HP: 310-525	Disp: 2.0L-3.5L	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
Super Core PN: 836028-5003S		57mm	76mm	56	0.60	60mm	55mm	84
GT30 Turbine Housing Kits		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Interchangeable with GT, GTX Gen I, and GTX Gen II 30 Series Super Cores		740902-0009	0.63	T3	V-Band	Free Float	N	
		740902-0008	0.82	T3	V-Band	Free Float	N	
		740902-0007	1.06	T3	V-Band	Free Float	N	
		740902-0036	0.61	V-Band	V-Band	Free Float	N	
		740902-0035	0.83	V-Band	V-Band	Free Float	N	
		740902-0034	1.01	V-Band	V-Band	Free Float	N	
Wastegated Turbine Assembly does not include bolts, clamps, or actuator		Turbine Asbly PN	A/R	Inlet	Outlet	Wastegate	Divided	
		771300-0006	0.63	T3	5 bolt	Wastegated	N	
		771300-0005	0.82	T3	5 bolt	Wastegated	N	
		771300-0004	1.06	T3	5 bolt	Wastegated	N	
GT3582R		Compressor			Turbine			
HP: 400-675	Disp: 2.0L-4.5L	Inducer	Exducer	Trim	A/R	Inducer	Exducer	Trim
Super Core PN: 836033-5002S		61mm	82mm	56	0.70	68mm	62mm	84
GT35 Turbine Housing Kits		Turbine Kit PN	A/R	Inlet	Outlet	Wastegate	Divided	
Interchangeable with GT, GTX Gen I, and GTX Gen II 35 Series Super Cores		740902-0012	0.63	T3	V-Band	Free Float	N	
		740902-0011	0.82	T3	V-Band	Free Float	N	
		740902-0010	1.06	T3	V-Band	Free Float	N	
		740902-0018	0.63	T4	V-Band	Free Float	N	
		740902-0017	0.82	T4	V-Band	Free Float	N	
		740902-0016	1.06	T4	V-Band	Free Float	N	
		740902-0033	0.61	V-Band	V-Band	Free Float	N	
		740902-0032	0.83	V-Band	V-Band	Free Float	N	
		740902-0031	1.01	V-Band	V-Band	Free Float	N	
		Wastegated Turbine Assembly does not include bolts, clamps, or actuator		Turbine Asbly PN	A/R	Inlet	Outlet	Wastegate
		771300-0003	0.63	T25	5 Bolt	Wastegated	N	
		771300-0002	0.82	T3	5 Bolt	Wastegated	N	

Speed Sensor Kits	Description	Kit Type	Gauge	Harness	Speed Sensor	Bolt
781328-0001	GTX Gen II \ GTX \ GT \ GTW	Street	Y	Y	Y	N
781328-0002	GTX Gen II \ GTX \ GT \ GTW	Pro	N	Y	Y	N
781328-0003	G Series \ GTX55 Gen II \ GTX50 Gen II \ GTX47 Gen II	Street	Y	Y	Y	Y
781328-0004	G Series \ GTX55 Gen II \ GTX50 Gen II \ GTX47 Gen II	Pro	N	Y	Y	Y

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

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

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And so are the races we've won,
the records we've broken, and
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