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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.

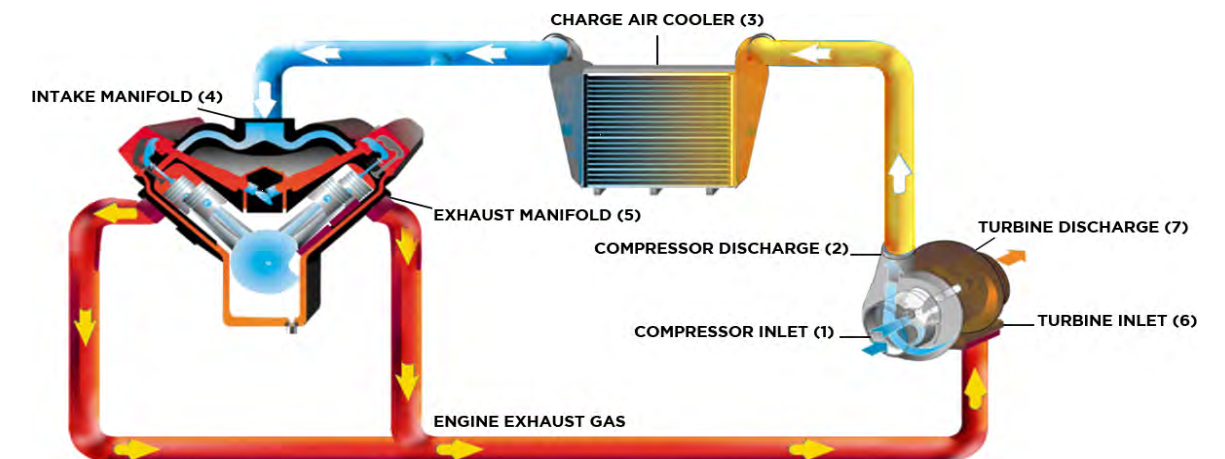
Wheel Fatigue - Garrett will only sell compressor or turbine wheels that have passed a cyclic fatigue test. Garrett runs tests on a regular basis to ensure quality and to constantly improve our products.

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

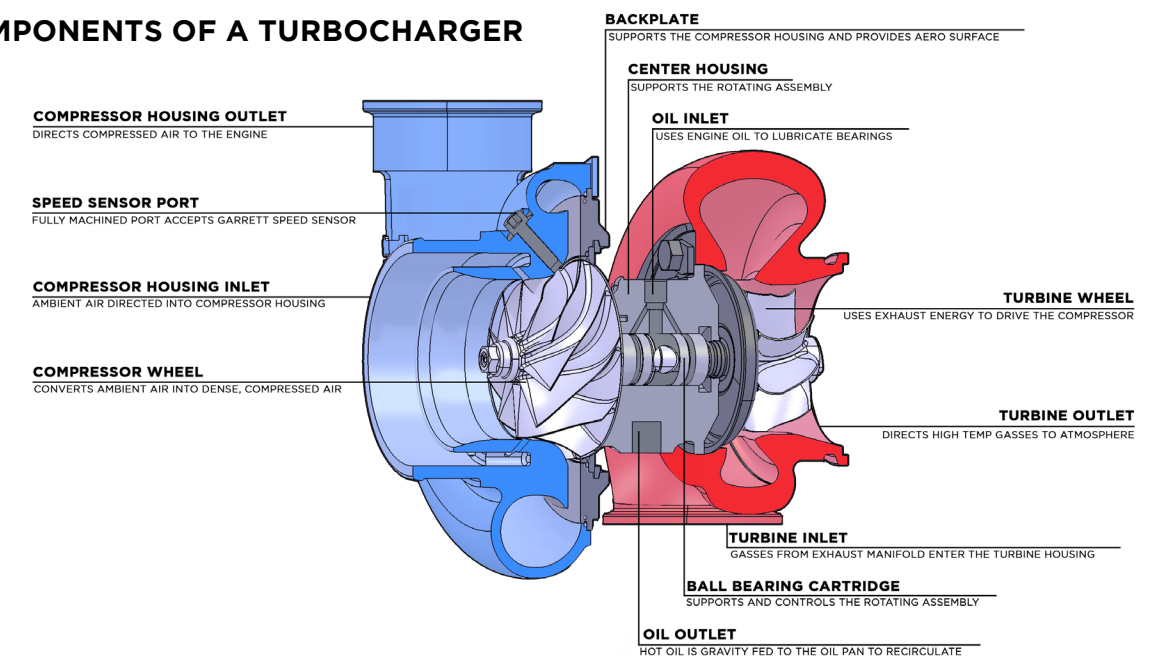
Engine power is proportional to the amount of air and fuel that can get into the cylinders. All things being equal, larger engines flow more air and as such will produce more power. If we want our small engine to perform like a large engine, or simply make our larger engine produce more power, our ultimate 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.

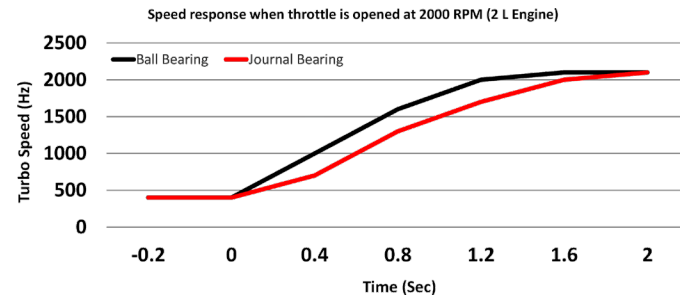


COMPONENTS OF A TURBOCHARGER



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.



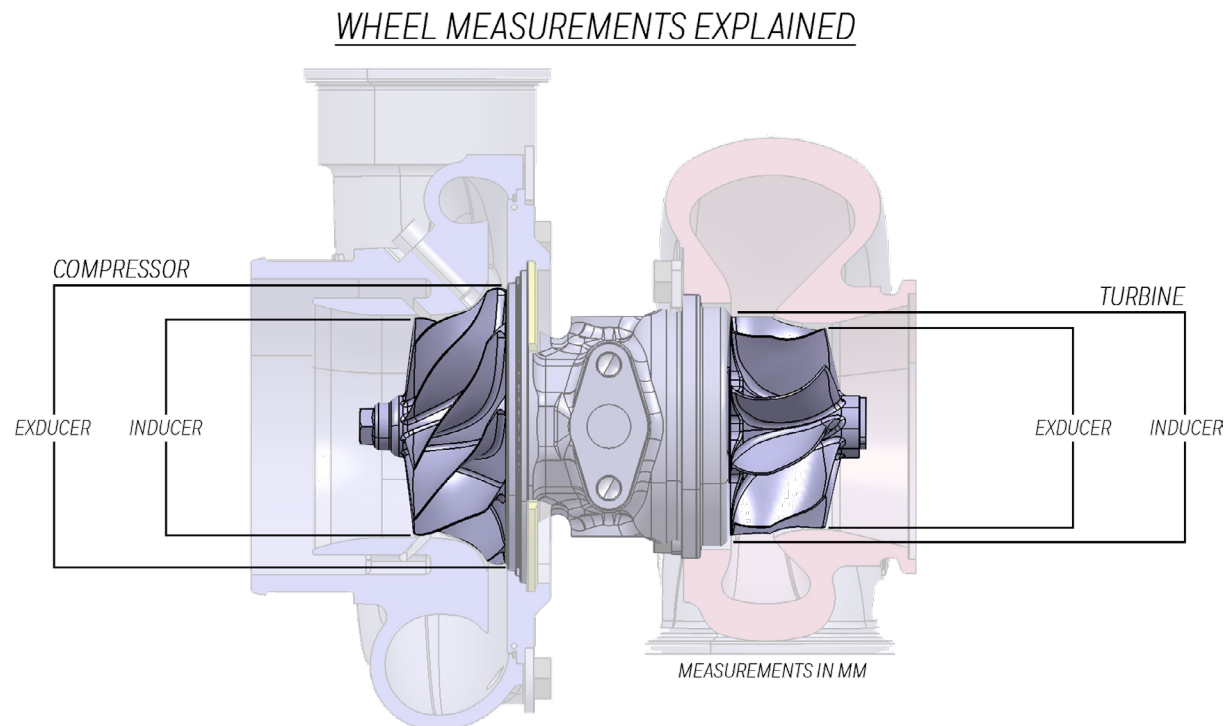
Reduced Oil Flow - The ball bearing design reduces the required amount of oil required to provide adequate lubrication. This lower oil volume reduces the chance for seal leakage. Also, the ball bearing is more tolerant of marginal lube conditions, and diminishes the possibility of turbocharger failure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

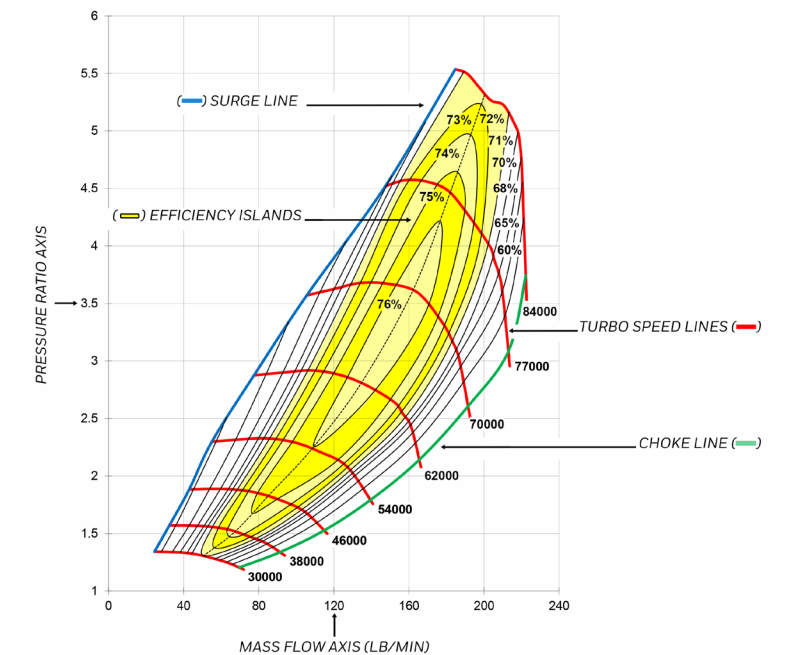
Gauge Pressure: Measures the pressure above atmospheric, so a gauge pressure reading at atmospheric conditions will read zero. Boost gauges measure the manifold pressure relative to atmospheric pressure, and thus are measuring Gauge Pressure. In units of PSig, the "g" refers to "gauge". This is important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



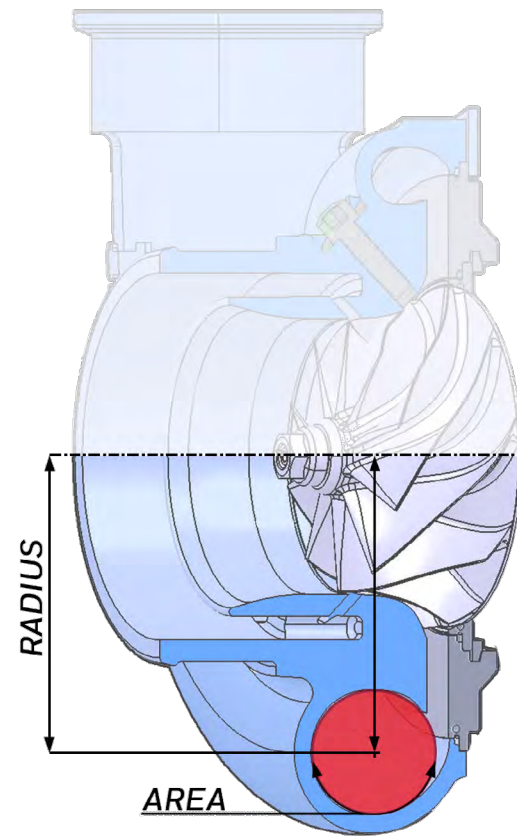
A/R (Area/Radius) describes a geometric characteristic of all compressor and turbine housings. It is defined as the inlet (or, for compressor housings, the discharge) cross-sectional area divided by the radius from the turbo centerline to the centroid of that area.

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.

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

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

G SERIES

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



A TURN AHEAD OF THE COMPETITION



INTERNALLY WASTEGATED

configurations available for in both standard and reverse rotation. Turbochargers are fully assembled and calibrated by Garrett to 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.



OIL DEFLECTOR

SEAL PLATE

THRUST SHROUD

BEARING CARTRIDGE

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



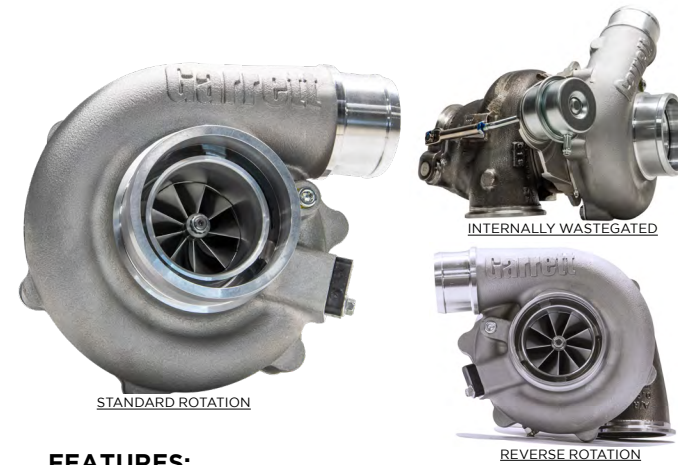
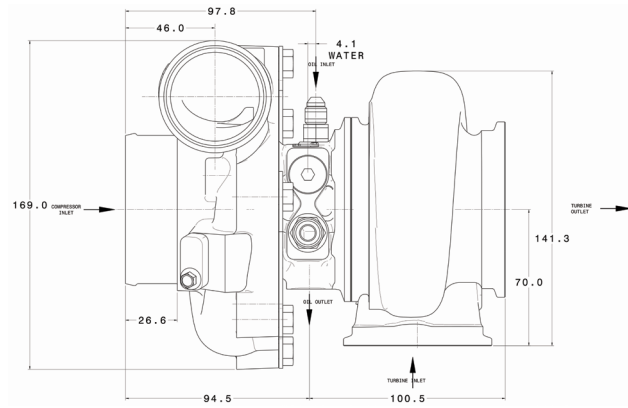
COMPRESSOR WHEEL

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



Garrett G25-550

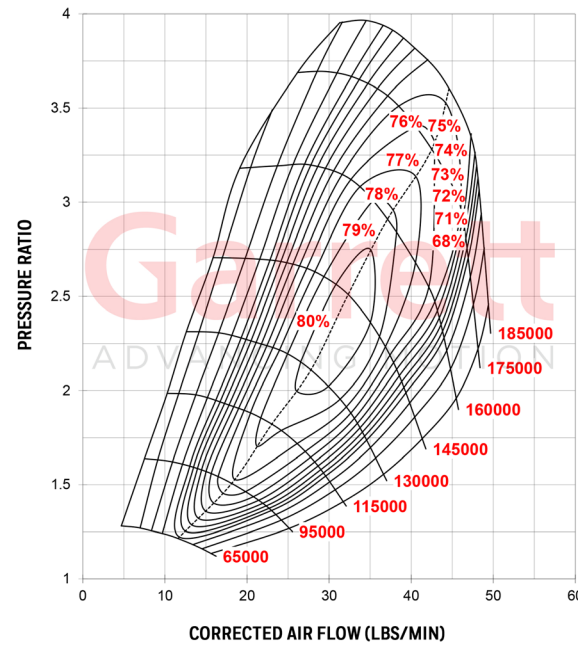
Horsepower: 300 - 550
Displacement: 1.4L - 3.0L



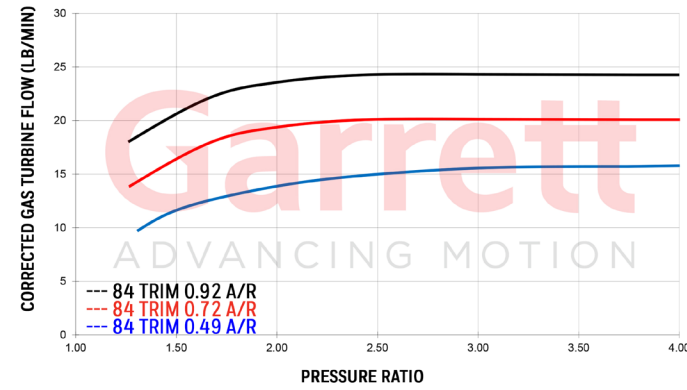
FEATURES:

- ◆ 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



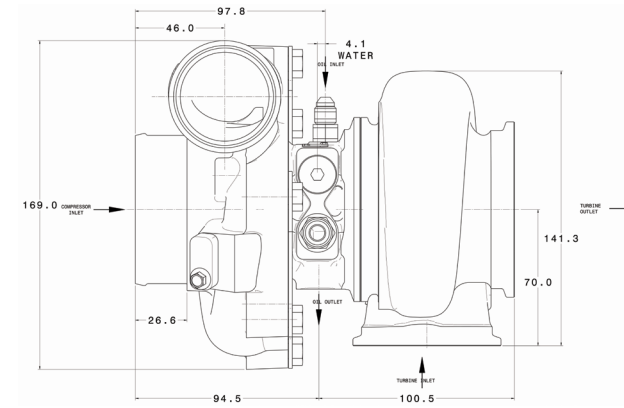
EXHAUST FLOW CHART



| 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 1.0 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 | |
| | | 877895-5011S | 0.92 | T4 | V-band | Y | Y | |
| 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 | |
| Turbo PN assembled and calibrated with 1.0 bar actuator | | 877895-5007S | 0.72 | V-Band | V-band | Y | N | |
| | | 877895-5008S | 0.92 | V-Band | V-band | Y | N | |
| | | 877895-5013S | 0.92 | T4 | V-band | Y | Y | |

Garrett G25-660

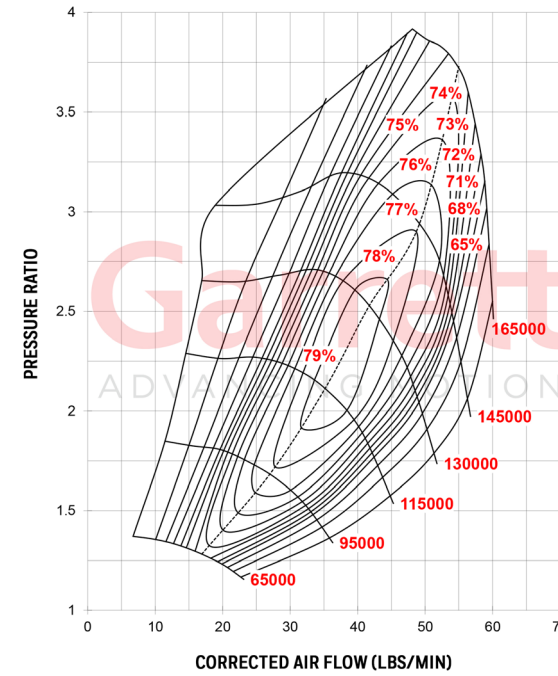
Horsepower: 350 - 660
Displacement: 1.4L - 3.0L



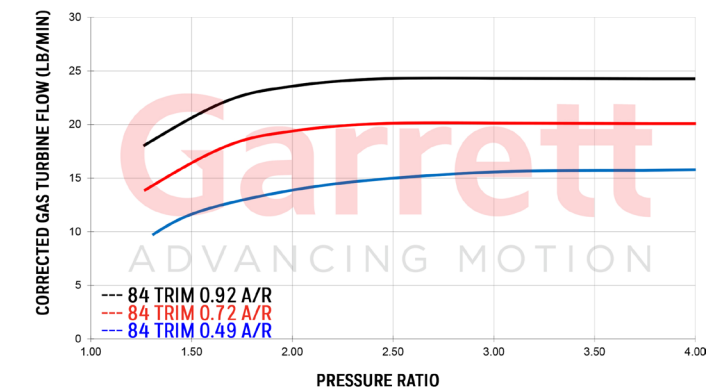
FEATURES:

- ◆ 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



| G25-660 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 1.0 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 | |
| | | 877895-5012S | 0.92 | T4 | V-band | Y | Y | |
| 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 | |
| Turbo PN assembled and calibrated with 1.0 bar actuator | | 877895-5009S | 0.72 | V-Band | V-band | Y | N | |
| | | 877895-5010S | 0.92 | V-Band | V-band | Y | N | |
| | | 877895-5014S | 0.92 | T4 | V-band | Y | Y | |

Garrett G30-660

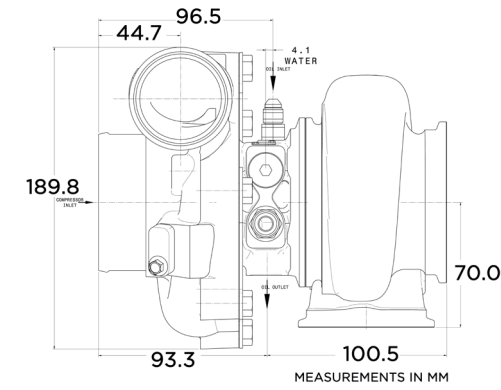
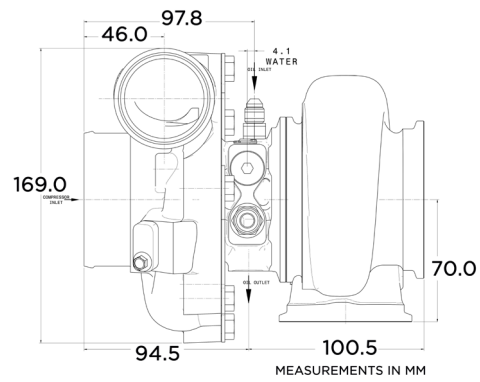
Horsepower: 350 - 660
Displacement: 2.0L - 3.5L

Garrett
ADVANCING MOTION

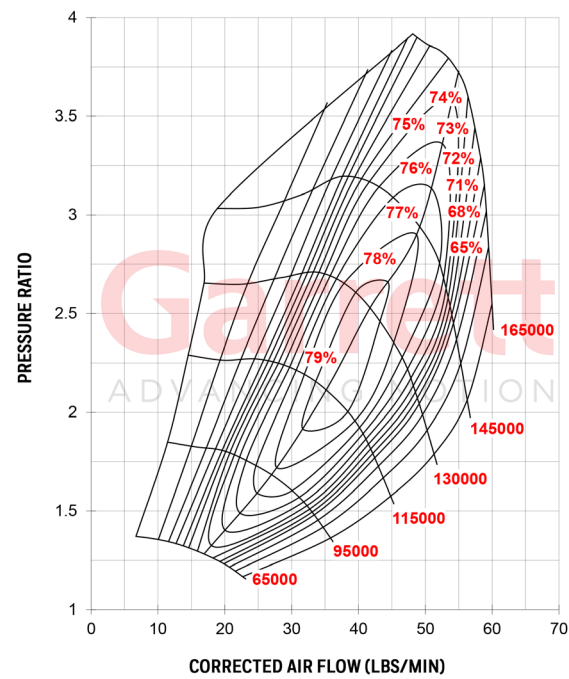
Garrett G30-770

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

Garrett
ADVANCING MOTION



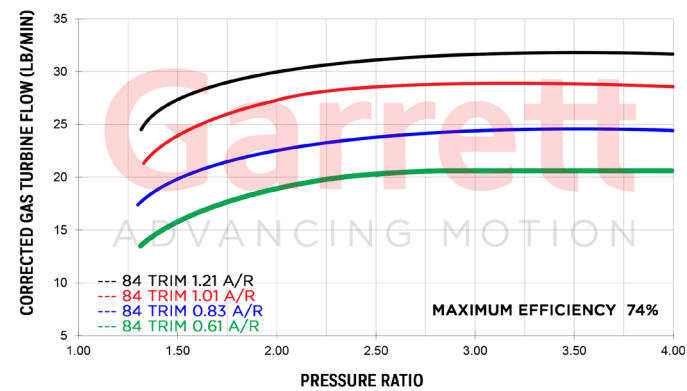
COMPRESSOR MAP



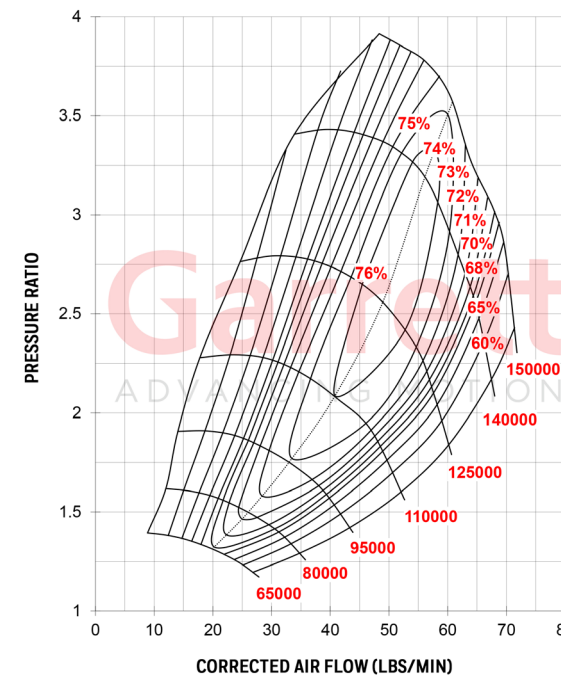
FEATURES:

- ◆ 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



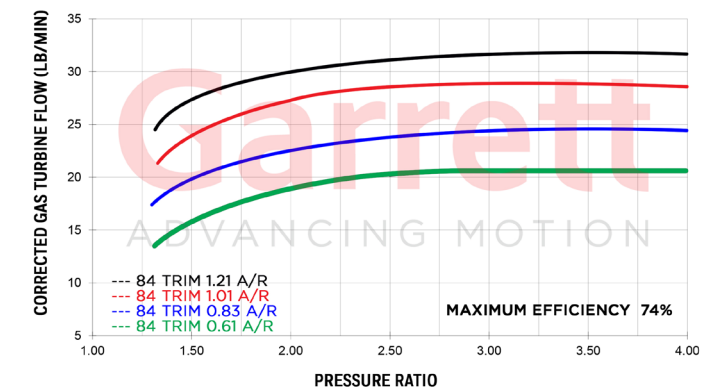
COMPRESSOR MAP



FEATURES:

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

EXHAUST FLOW CHART

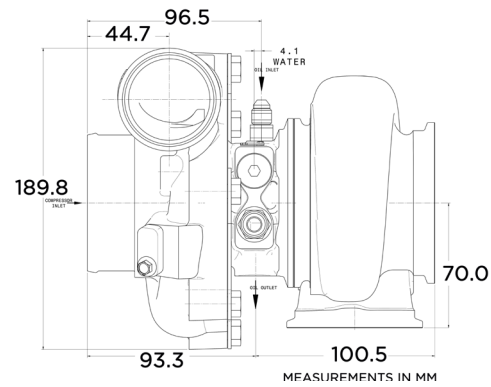


| G30-660 Reference Data | Compressor | | | | Turbine | | |
|---|----------------|---------|--------|--------|------------|---------|------|
| | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| HP: 350-660 Disp: 2.0L-3.5L | 54mm | 67mm | 65 | 0.70 | 60mm | 55mm | 84 |
| G30-660 Turbocharger PN | Turbo PN | A/R | Inlet | Outlet | Wastegate | Divided | |
| Turbo PN assembled and calibrated with 1.0 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 | 740902-0090 | 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 1.0 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 | 740902-0090 | 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

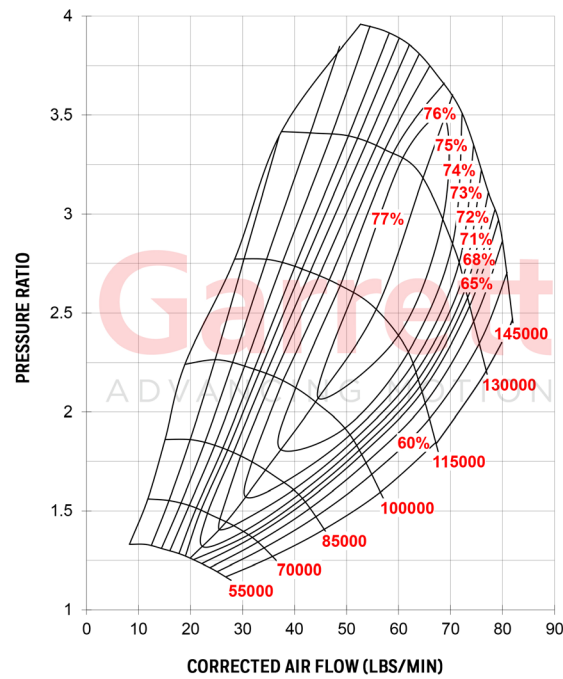
Horsepower: 550 - 900
Displacement: 2.0L - 3.5L



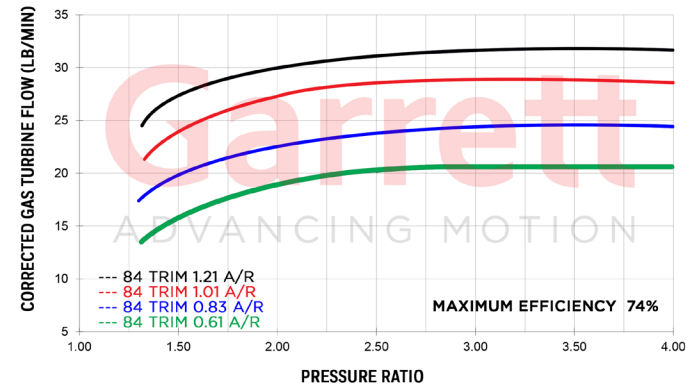
FEATURES:

- ◆ 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



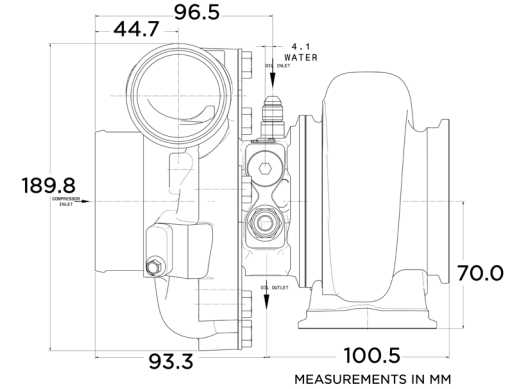
EXHAUST FLOW CHART



| 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 1.0 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 | |
| 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 | |
| 880694-5003S | 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 G35-900

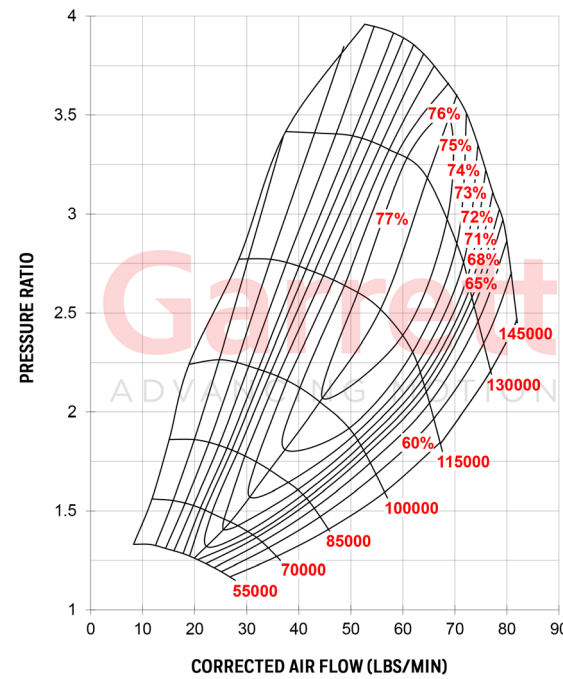
Horsepower: 550 - 900
Displacement: 2.0L - 5.5L



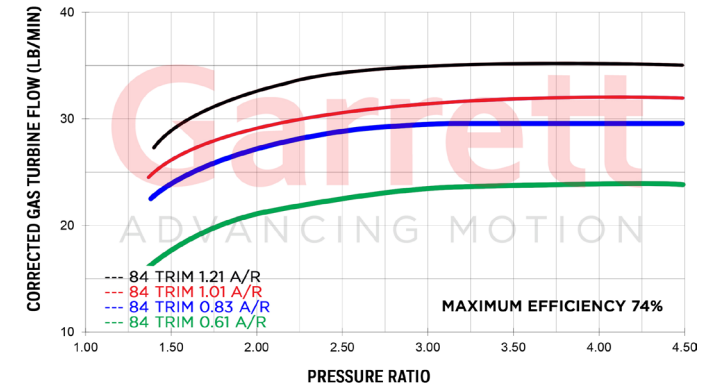
FEATURES:

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

COMPRESSOR MAP



EXHAUST FLOW CHART

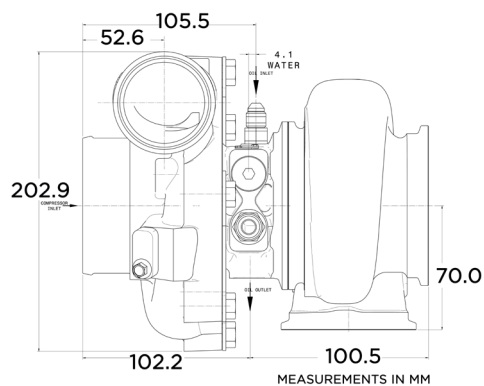


| G35-900 Reference Data | Compressor | | | | Turbine | | |
|--|----------------|---------|--------|------------|------------|---------|------|
| | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| HP: 550-900 Disp: 2.0L-5.5L | 62mm | 76mm | 65 | 0.72 | 68mm | 62mm | 84 |
| G35-900 Standard Rotation Supercore PN | Turbine Kit PN | A/R | Inlet | Outlet | Wastegate | Divided | |
| 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 | |
| 880696-5001S | 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 | | |

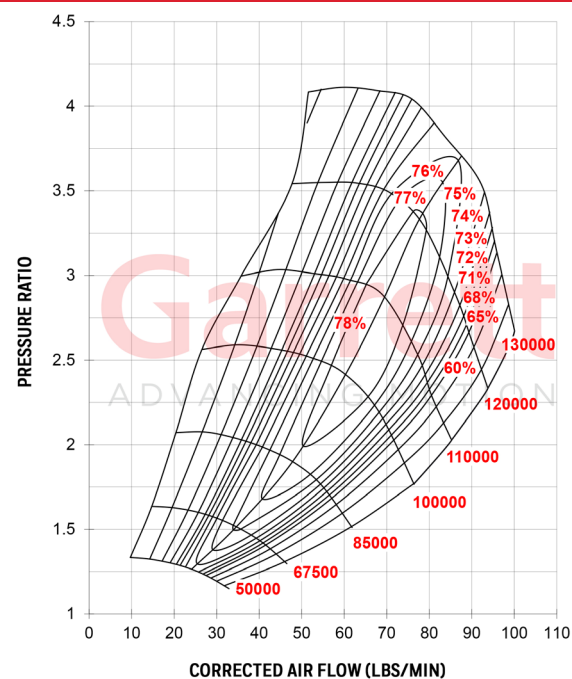
Garrett G35-1050

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

Garrett
ADVANCING MOTION



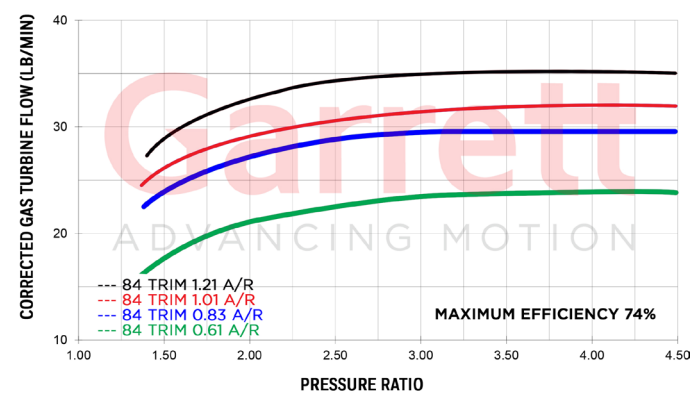
COMPRESSOR MAP



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

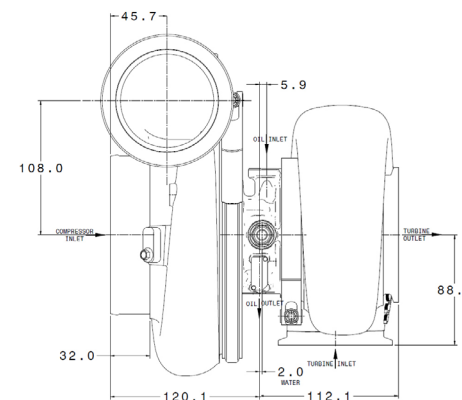
EXHAUST FLOW CHART



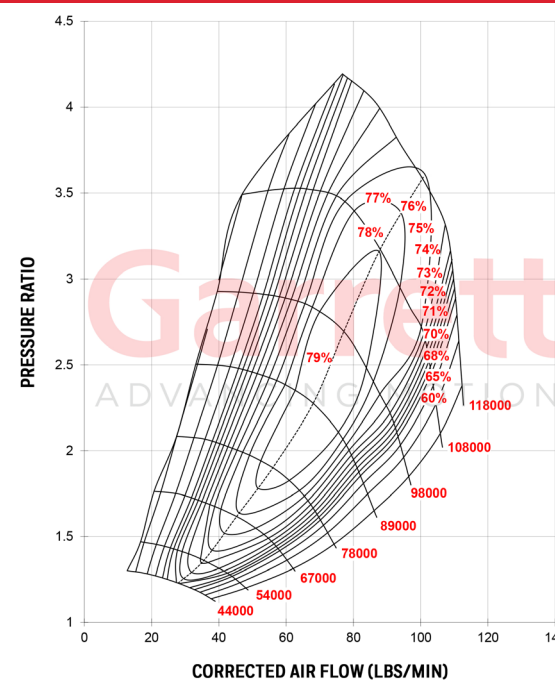
Garrett G42-1200

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

Garrett
ADVANCING MOTION



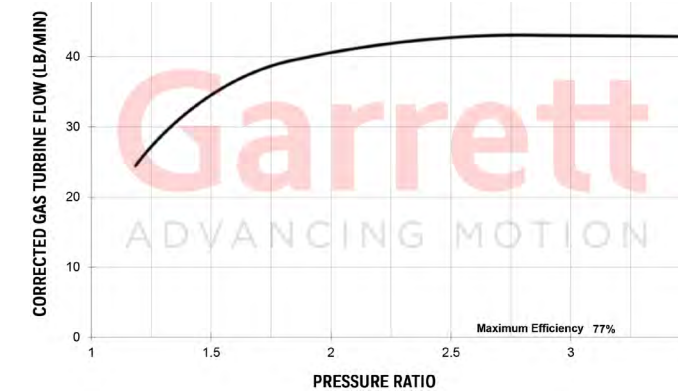
COMPRESSOR MAP



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

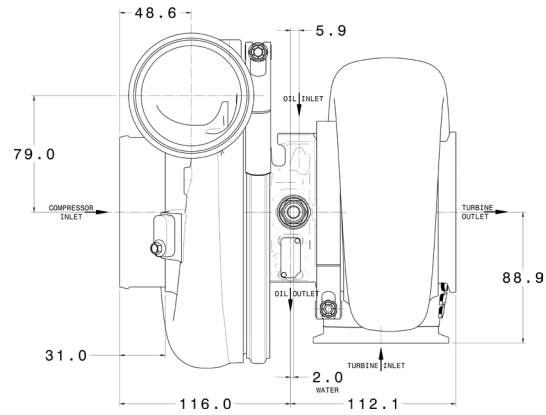


| G35-1050 Reference Data | Compressor | | | | Turbine | | |
|---|----------------|---------|--------|--------|------------|---------|------|
| | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| HP: 700-1050 Disp: 2.0L-5.5L | 68mm | 84mm | 65 | 0.75 | 68mm | 62mm | 84 |
| G35-1050 Standard Rotation Supercore PN | Turbine Kit PN | A/R | Inlet | Outlet | Wastegate | Divided | |
| 880695-5002S | 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 | |

| 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

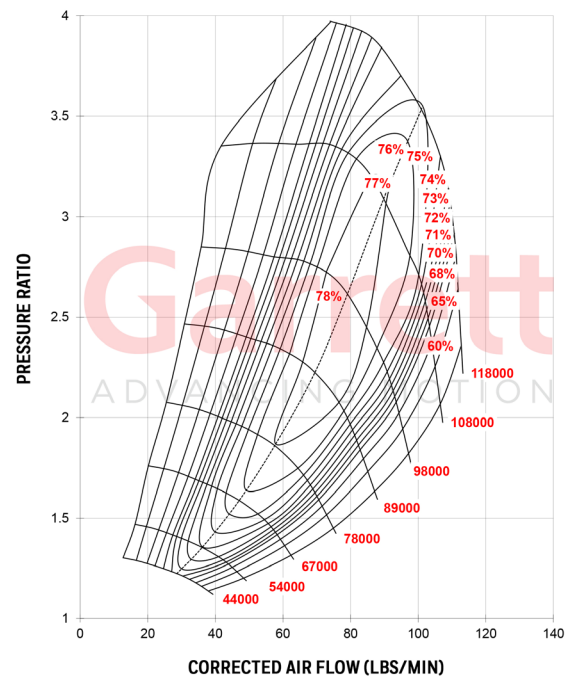
Horsepower: 475 - 1200
Displacement: 2.0L - 7.0L



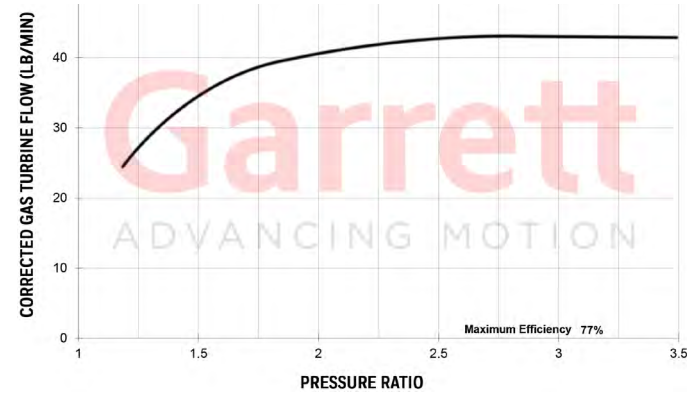
FEATURES:

- ◆ 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



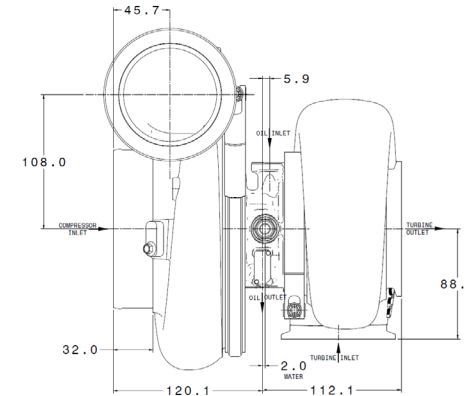
EXHAUST FLOW CHART



| 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

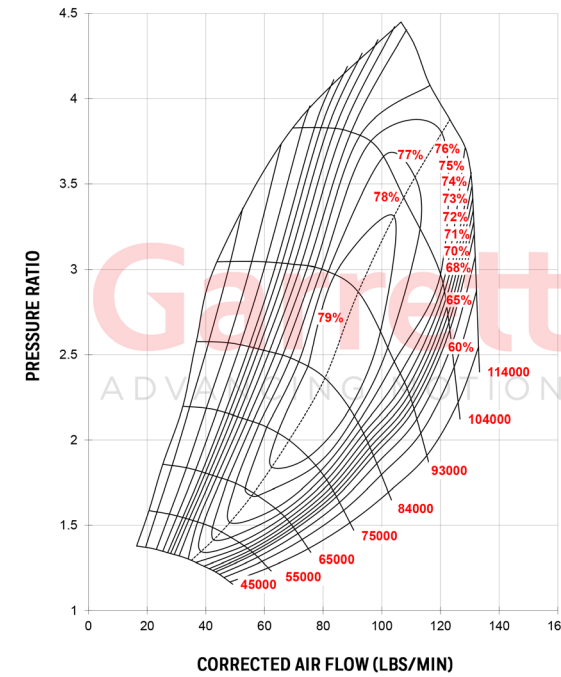
Horsepower: 525 - 1450
Displacement: 2.0L - 8.0L



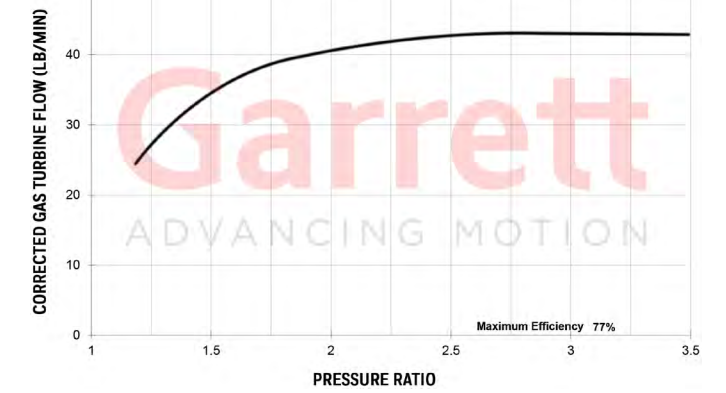
FEATURES:

- ◆ 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

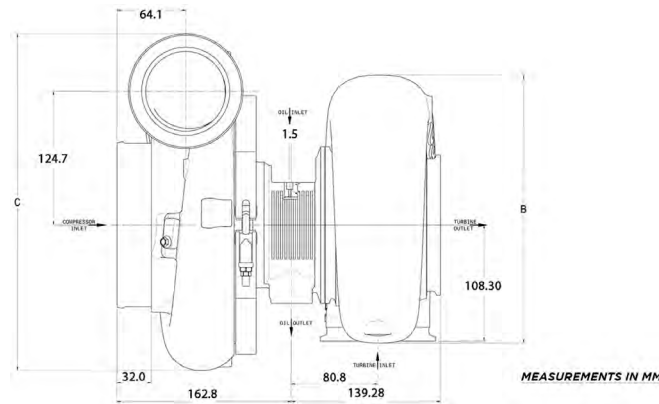


| G42-1450 Reference Data | | Compressor | | | | Turbine | | |
|-------------------------|-----------------|----------------|---------|--------|--------|------------|---------|------|
| | | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| HP: 525-1450 | Disp: 2.0L-8.0L | 79mm | 98mm | 65 | 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 G57-3000

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

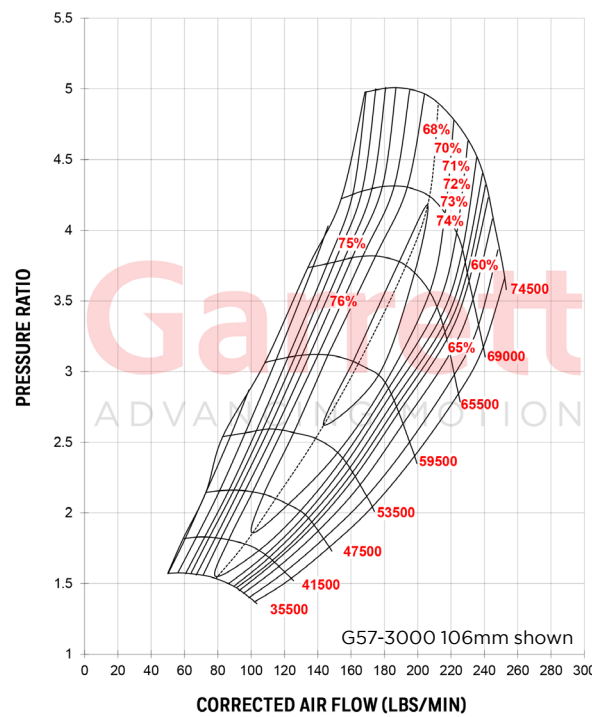
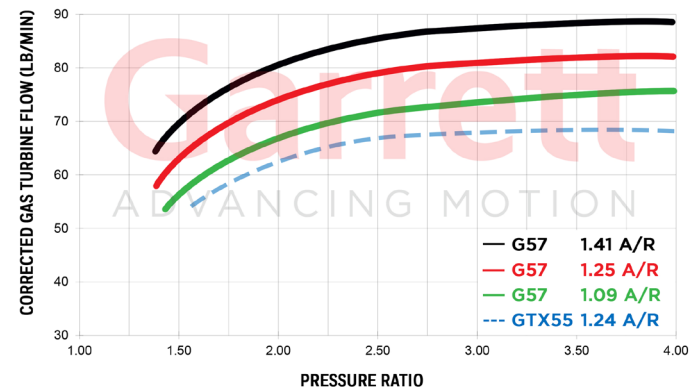
Garrett
ADVANCING MOTION



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 |



GARRETT GEAR

BOOST APPAREL & CULTURE

GARRETTGEAR.COM



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

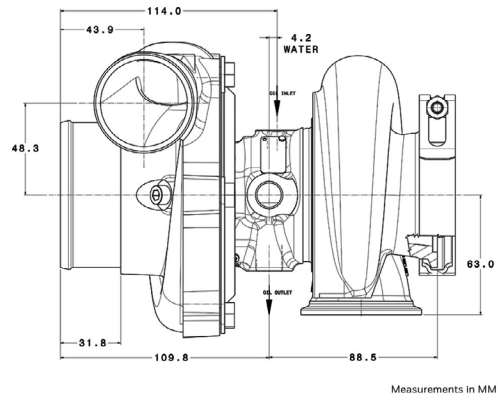


GEN II COMPRESSOR AERODYNAMICS FOR INCREASED HORSEPOWER RANGE (GTX28/30/35/47/50/ 55)
FULLY MACHINED SPEED SENSOR PORT FOR DATA ACQUISITION (GTX28/30/35/47/50/55)
LIGHTWEIGHT ALUMINUM BACKPLATE FOR WEIGHT REDUCTION (GTX47/50/55)



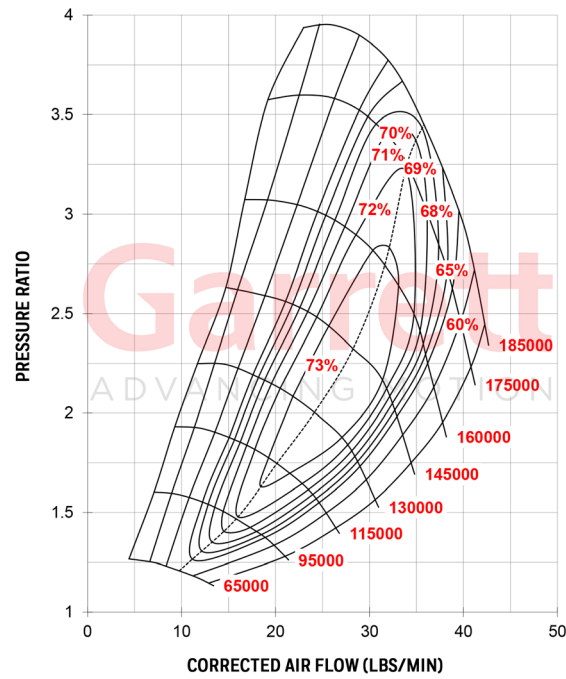
Garrett GTX2860R GEN II

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



Measurements in MM

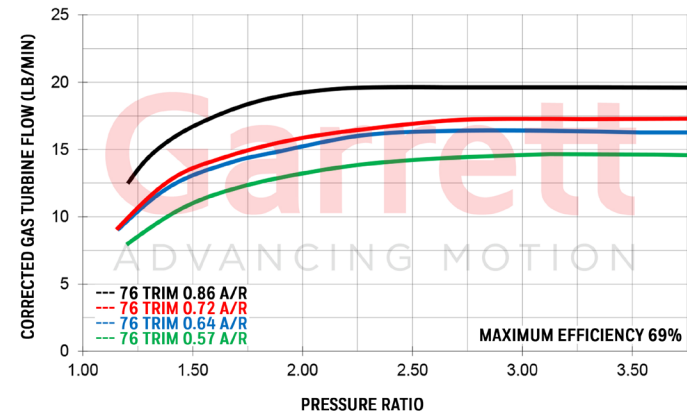
COMPRESSOR MAP



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)

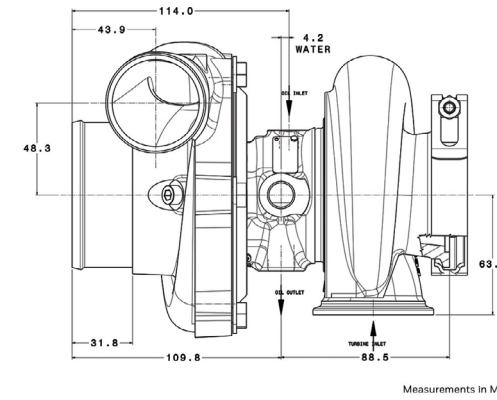
EXHAUST FLOW CHART



| 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 | |

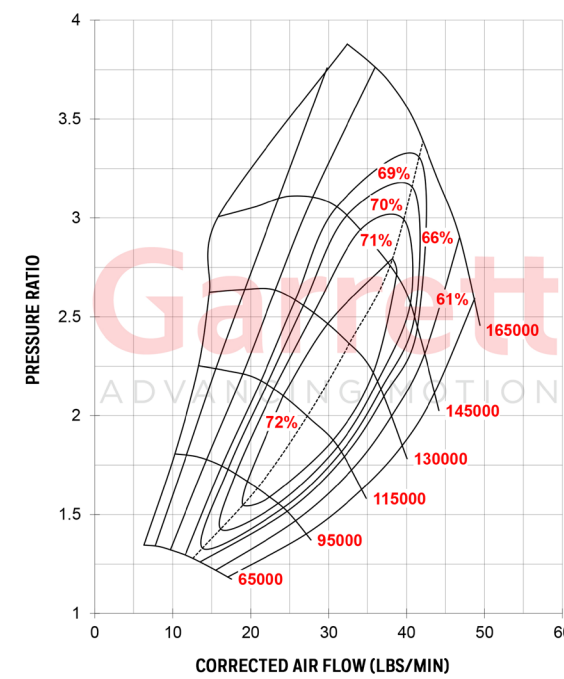
Garrett GTX2867R GEN II

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



Measurements in MM

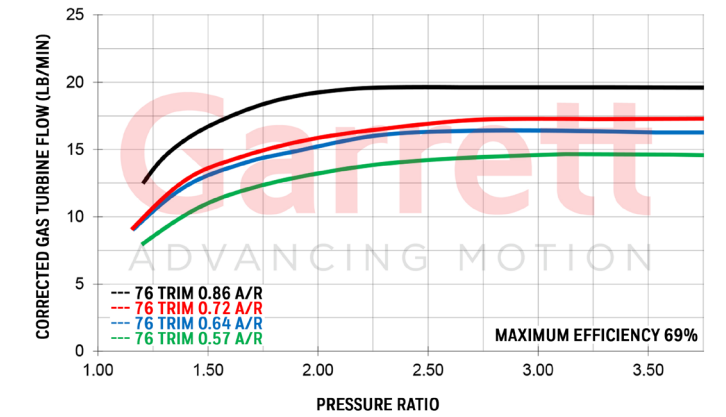
COMPRESSOR MAP



FEATURES:

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

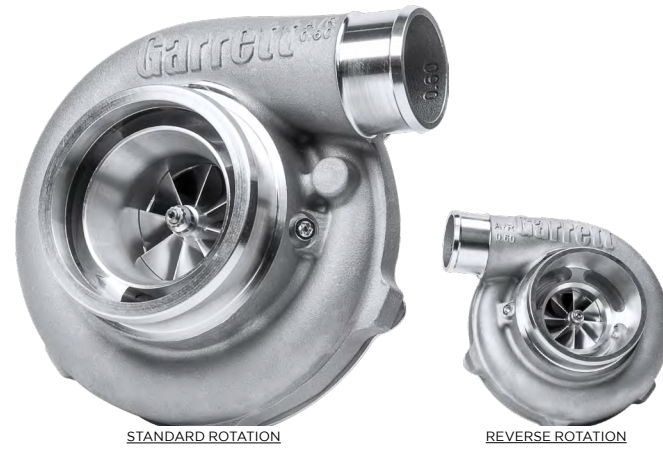
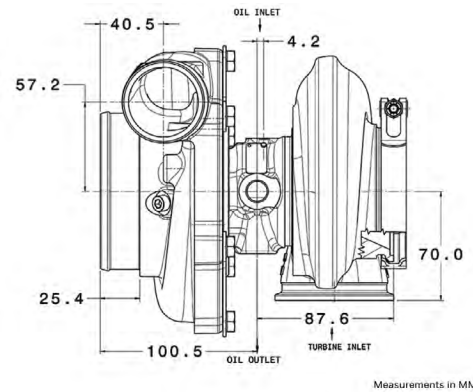
EXHAUST FLOW CHART



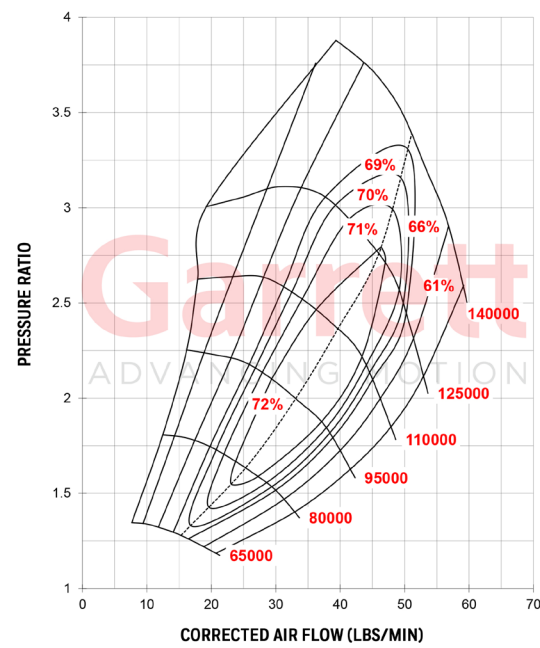
| GTX2867R Gen II Reference Data | | Compressor | | | | Turbine | | |
|--|-----------------|-----------------|---------|--------|--------|------------|---------|------|
| | | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| HP: 275-550 | Disp: 1.4L-2.5L | 50mm | 67mm | 55 | 0.60 | 54mm | 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



COMPRESSOR MAP

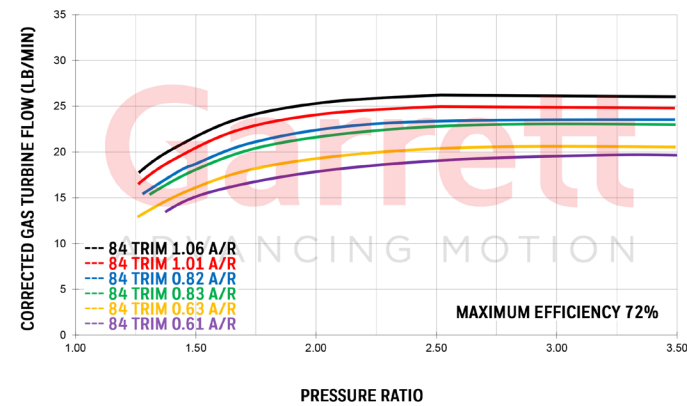


FEATURES:

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

*WASTEGATED TURBINE BOLTS & CLAMPS SEE PG. 73

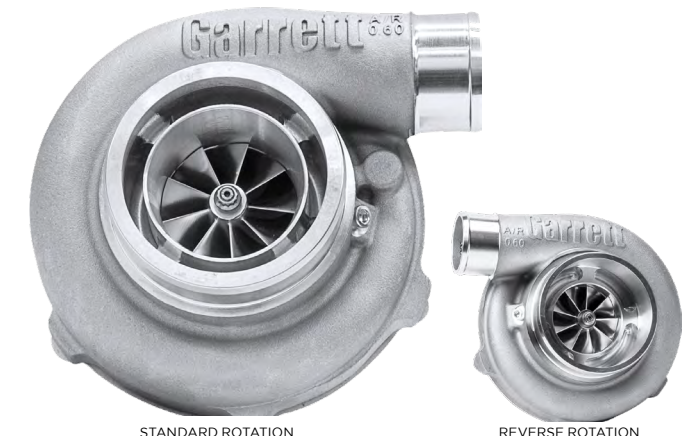
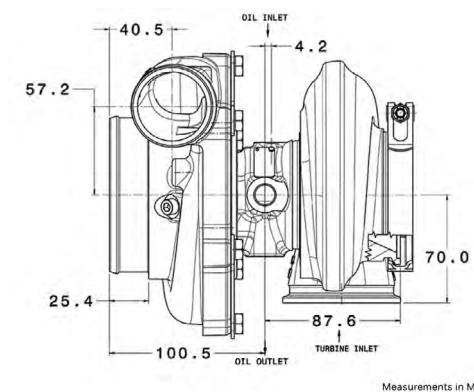
EXHAUST FLOW CHART



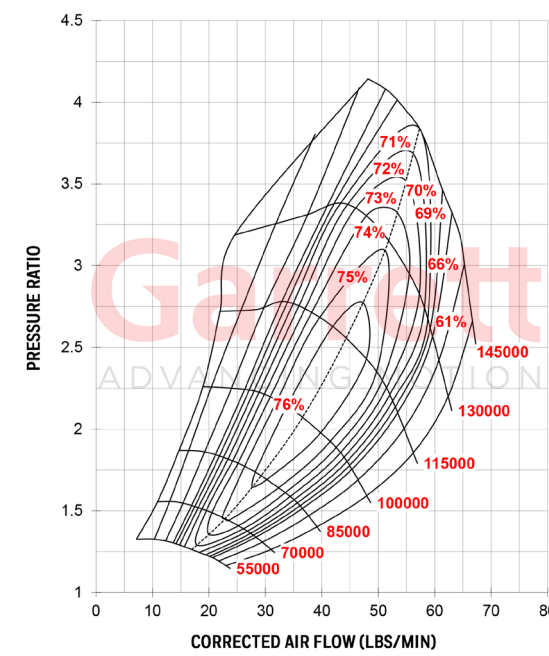
| GTX3071R Gen II | Compressor | | | | Turbine | | |
|---|-----------------|---------|--------|--------|------------|---------|------|
| | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| HP: 340-675 Disp: 1.8L-3.0L | 54mm | 71mm | 58 | 0.60 | 60mm | 55mm | 84 |
| GTX3071R Gen II | Assembly 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 | |

Garrett GTX3076R GEN II

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



COMPRESSOR MAP

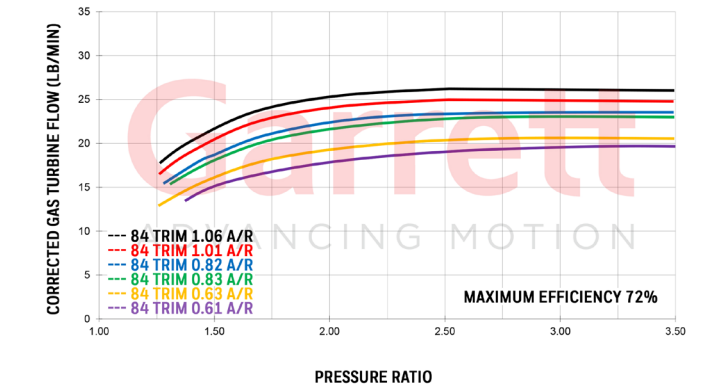


FEATURES:

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

*WASTEGATED TURBINE BOLTS & CLAMPS SEE PG. 73

EXHAUST FLOW CHART

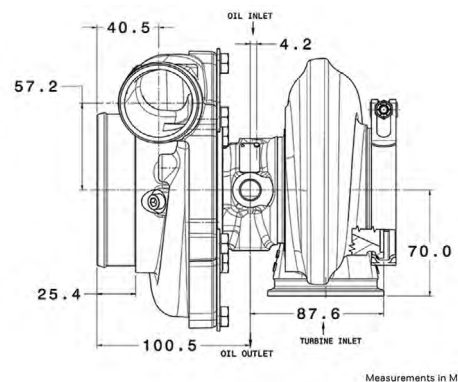


| GTX3076R Gen II | Compressor | | | | Turbine | | |
|---|-----------------|---------|--------|--------|------------|---------|------|
| | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| HP: 400-750 Disp: 1.8L-3.0L | 58mm | 76mm | 58 | 0.60 | 60mm | 55mm | 84 |
| GTX3076R Gen II | Assembly 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 | |

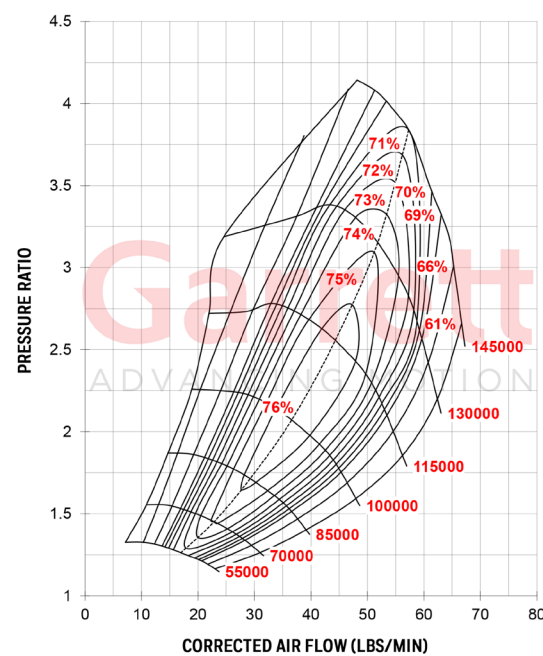
Garrett GTX3576R GEN II

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

Garrett
ADVANCING MOTION



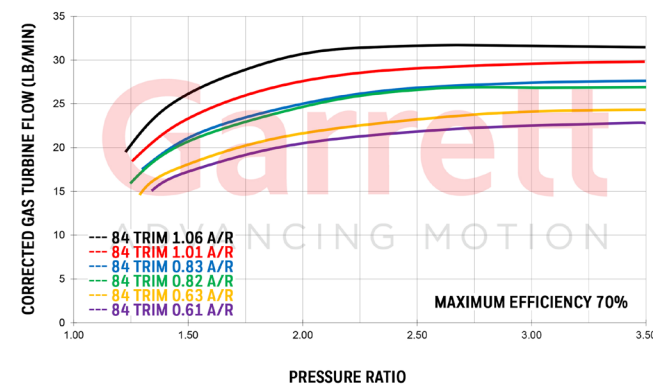
COMPRESSOR MAP



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

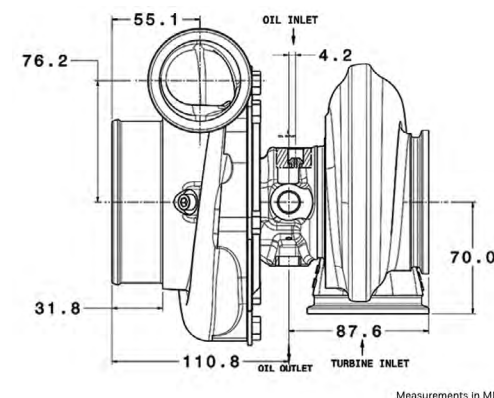
EXHAUST FLOW CHART



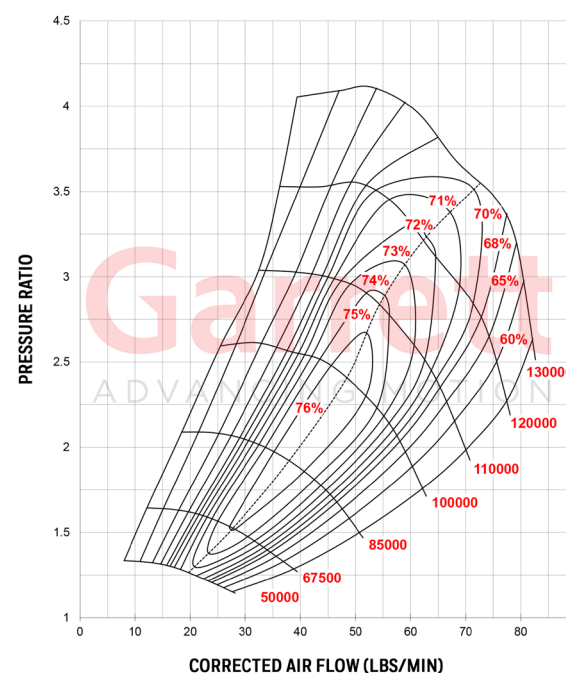
Garrett GTX3582R GEN II

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

Garrett
ADVANCING MOTION



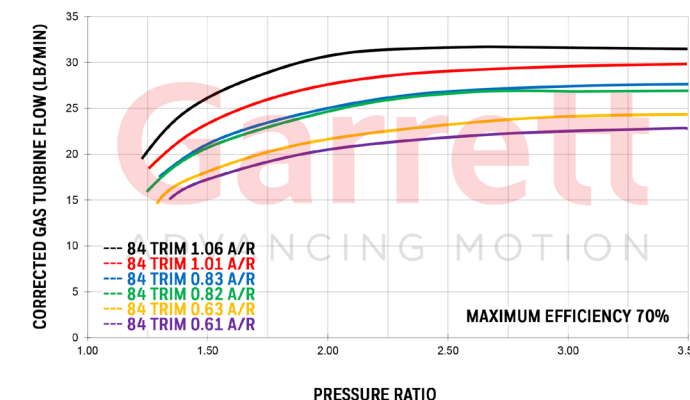
COMPRESSOR MAP



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

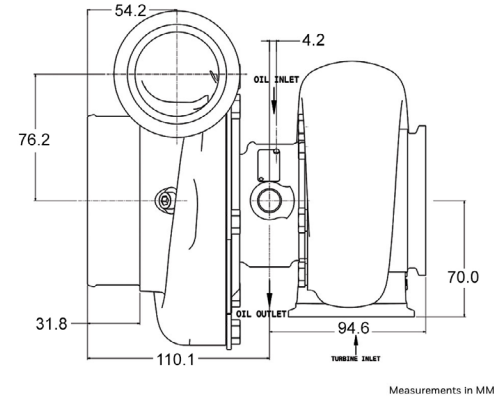


| GTX3576R Gen II | Compressor | | | | Turbine | | |
|---|-----------------|---------|--------|------------|------------|---------|------|
| | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| | 58mm | 76mm | 58 | 0.60 | 68mm | 62mm | 84 |
| GTX3576R Gen II Assembly Kit Includes Super Core 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 | | |

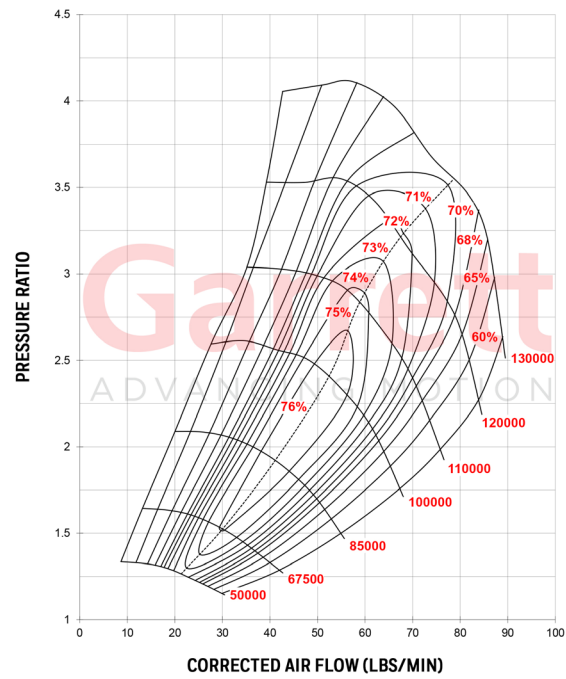
| GTX3582R Gen II | Compressor | | | | Turbine | | |
|---|-----------------|---------|--------|------------|------------|---------|------|
| | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| | 66mm | 82mm | 64 | 0.70 | 68mm | 62mm | 84 |
| GTX3582R Gen II Assembly Kit Includes Super Core 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



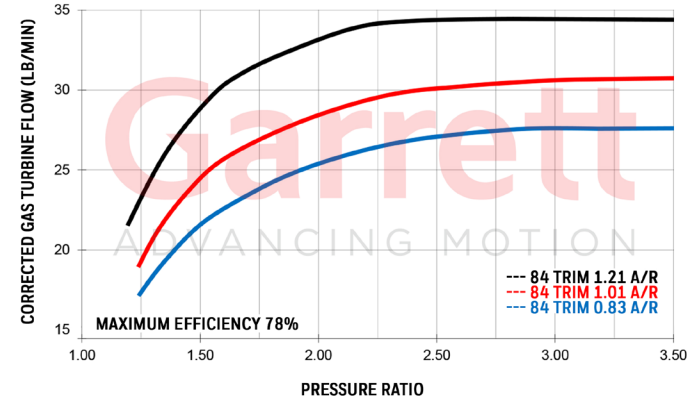
COMPRESSOR MAP



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

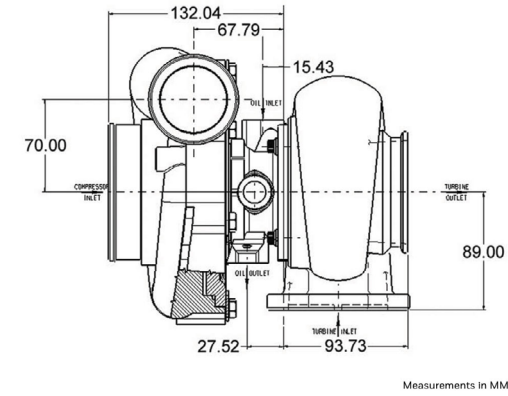


| GTX3584RS | Compressor | | | | Turbine | | |
|-----------------------------|-----------------|---------|--------|--------|------------|---------|------|
| | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| | 67mm | 84mm | 64 | 0.72 | 68mm | 62mm | 84 |
| GTX3584RS | Assembly Kit PN | A/R | 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 | |

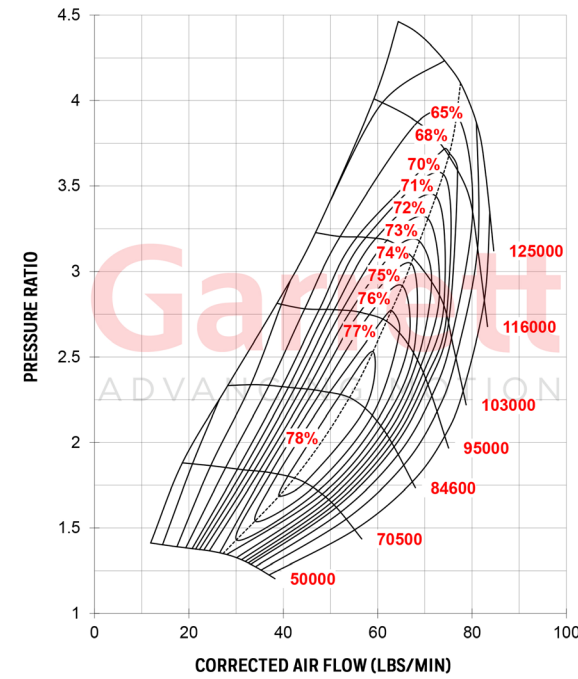
*GTX3584 turbine housings not compatible with other GT/GTX35 housings

Garrett GTX4088R

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



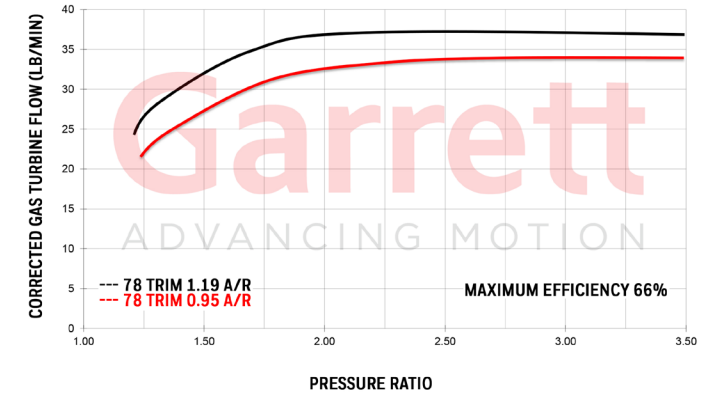
COMPRESSOR MAP



FEATURES:

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

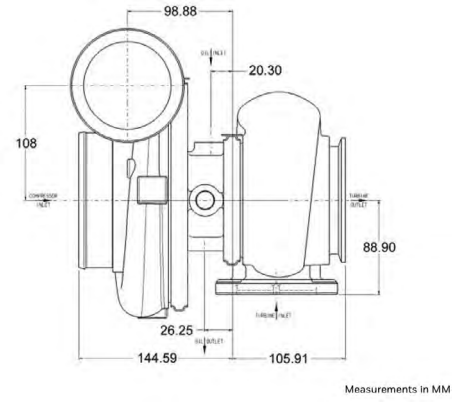
EXHAUST FLOW CHART



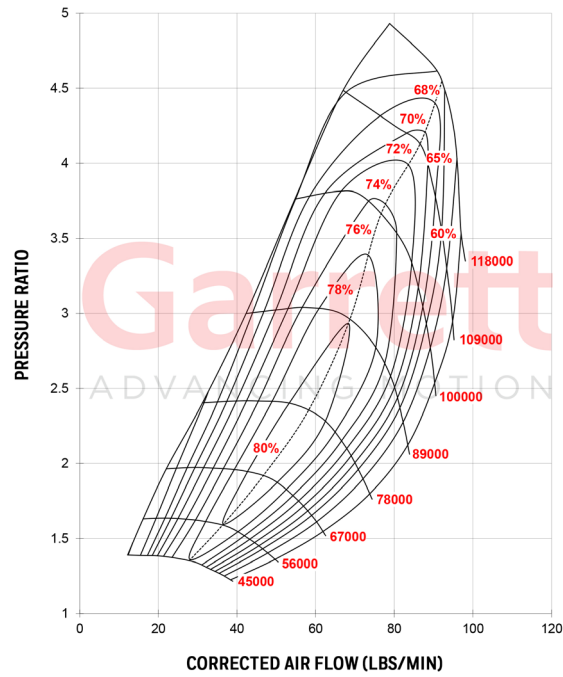
| GTX4088R | Compressor | | | | Turbine | | |
|-------------------------------|----------------|---------|-------|--------|------------|---------|------|
| | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| HP: 460-850 Disp: 2.0L-6.0L | 65mm | 88mm | 54 | 0.72 | 77mm | 68mm | 78 |
| GTX4088R 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



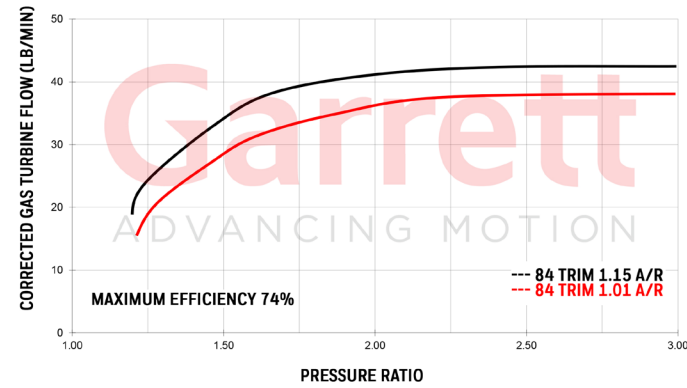
COMPRESSOR MAP



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

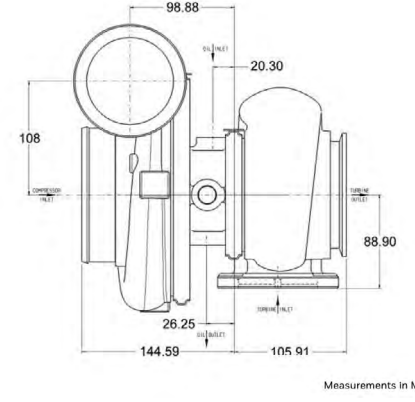
EXHAUST FLOW CHART



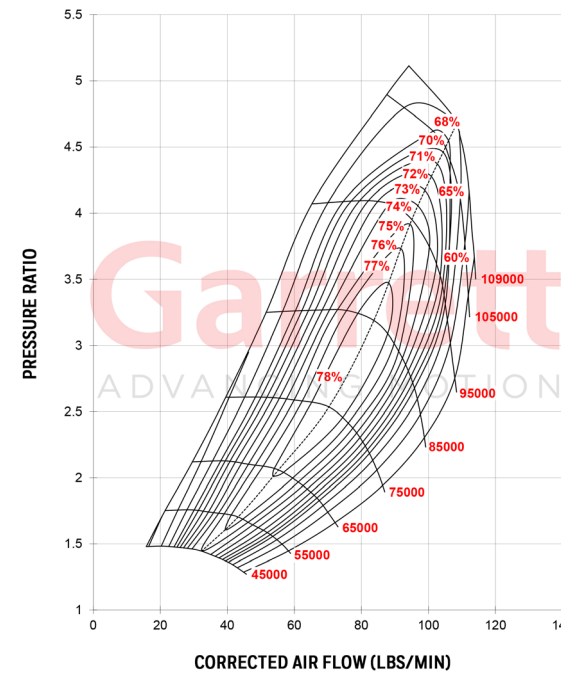
| GTX4294R | | Compressor | | | | Turbine | | |
|-----------------------|-----------------|----------------|---------|------|-------|---------|------------|---------|
| | | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| HP: 475-950 | Disp: 2.0L-7.0L | 70mm | 94mm | 56 | 0.60 | 82mm | 75mm | 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



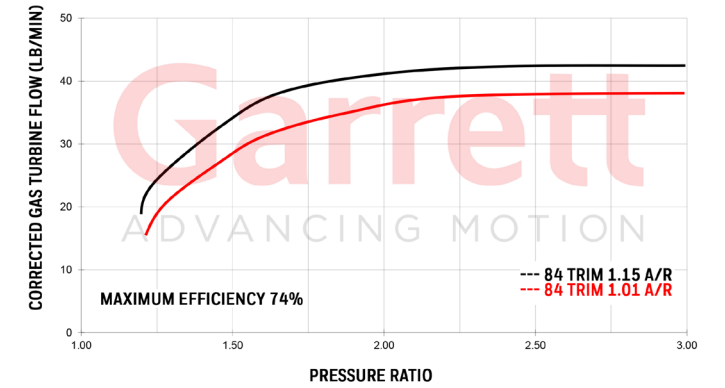
COMPRESSOR MAP



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

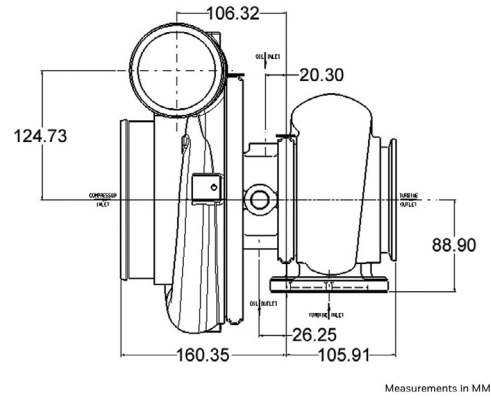
EXHAUST FLOW CHART



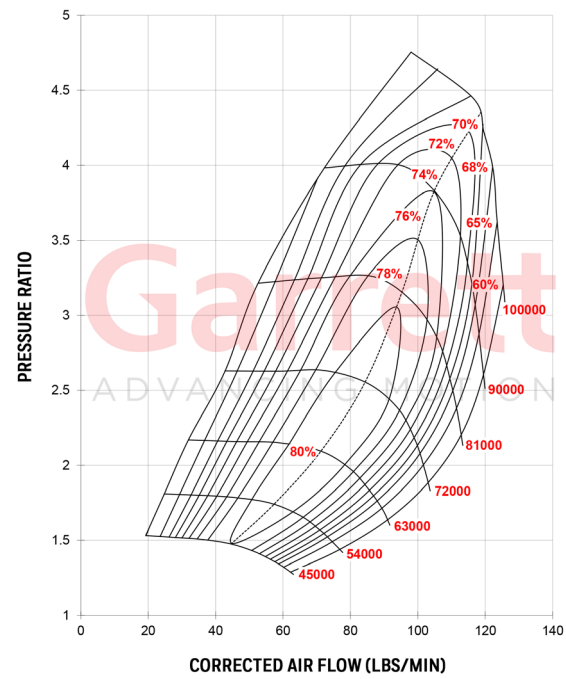
| GTX4202R | | Compressor | | | | Turbine | | |
|-----------------------|-----------------|----------------|---------|------|-------|---------|------------|---------|
| | | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| HP: 525-1120 | Disp: 2.0L-7.0L | 76mm | 102mm | 55 | 0.60 | 82mm | 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



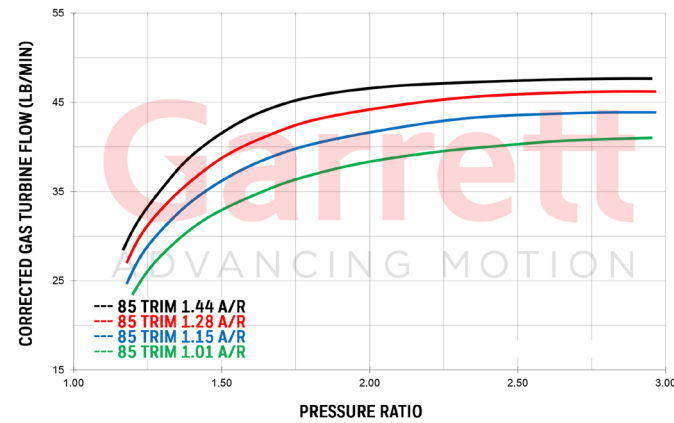
COMPRESSOR MAP



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

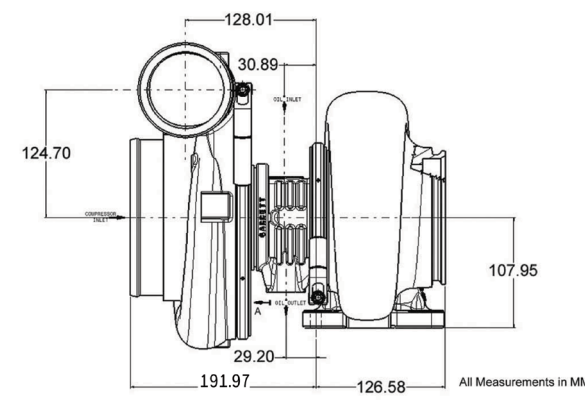
EXHAUST FLOW CHART



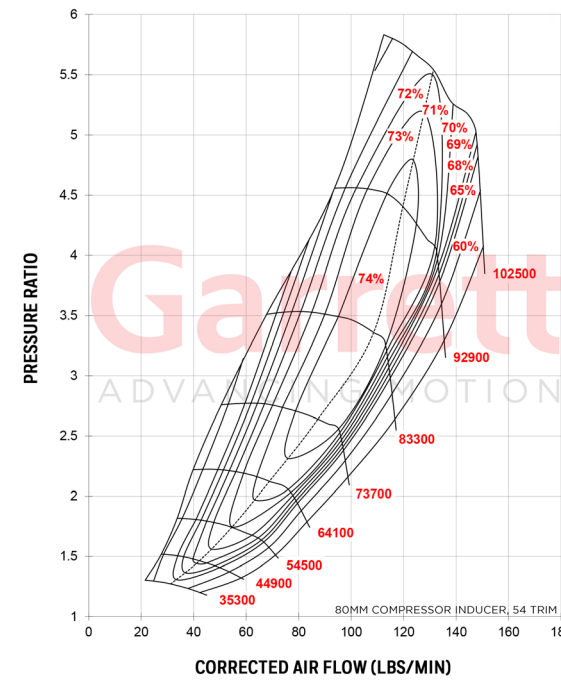
| GTX4508R | Compressor | | | | Turbine | | | | |
|-----------------------|--------------|-----------------|---------|---------|---------|--------|------------|---------|------|
| | HP: 700-1250 | Disp: 2.0L-8.0L | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| | | | 80mm | 108mm | 55 | 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



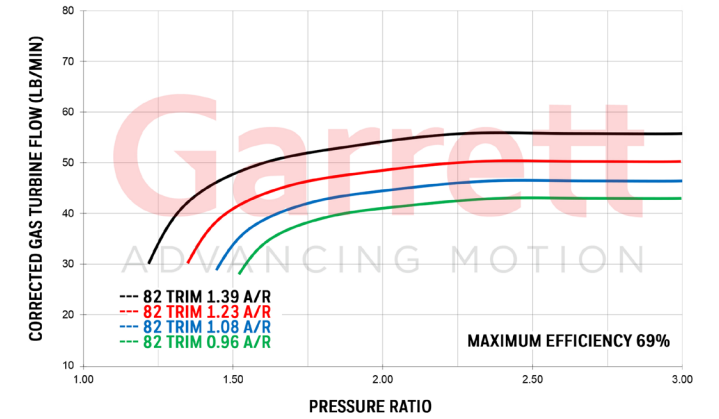
COMPRESSOR MAP



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

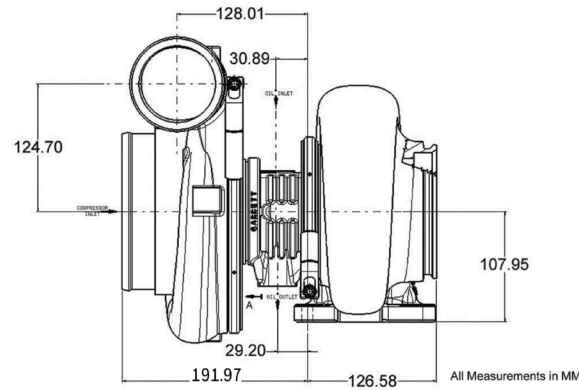
EXHAUST FLOW CHART



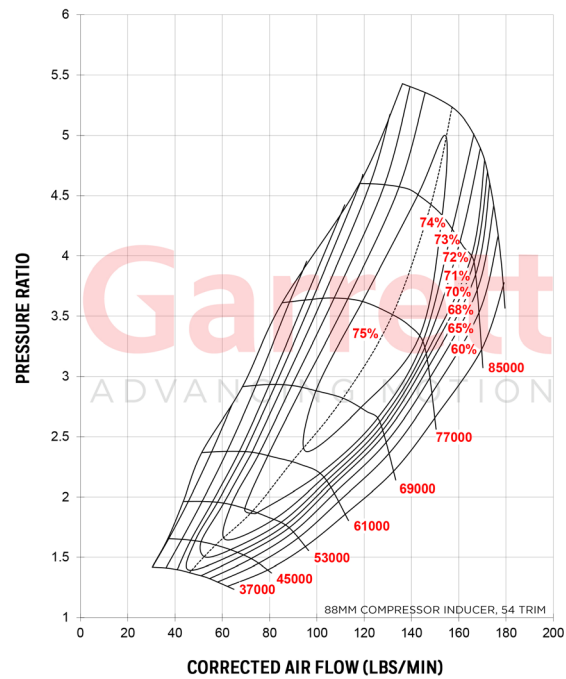
| GTX4709R Gen II | Compressor | | | | Turbine | | | |
|--|---------------|----------------|---------|------|---------|---------|------------|---------|
| | Super Core PN | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| | 851285-50011S | 76mm | 109mm | 49 | 0.88 | 93mm | 84mm | 82 |
| | 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



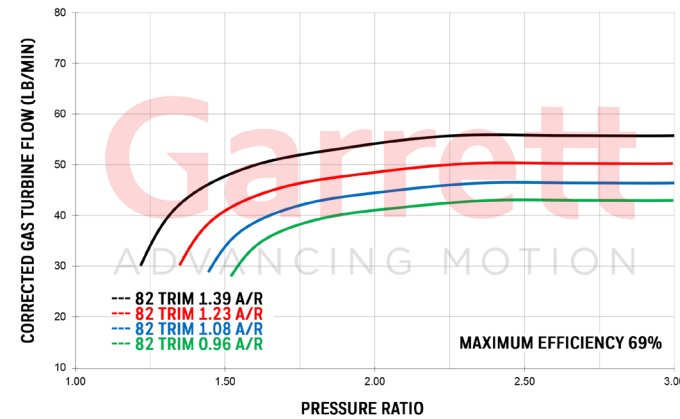
COMPRESSOR MAP



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

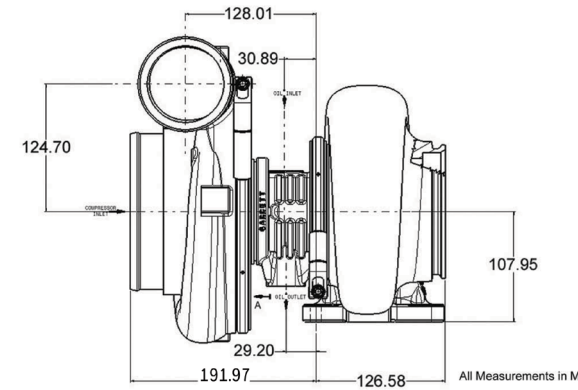
EXHAUST FLOW CHART



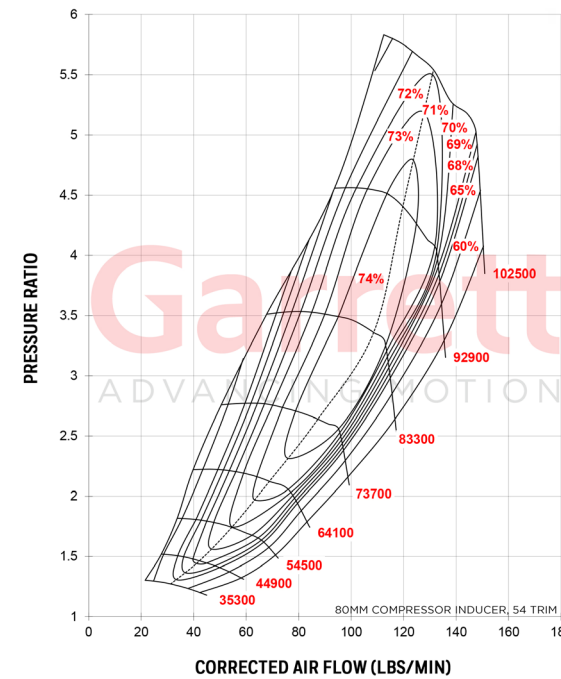
| GTX4720R Gen II Super Core PN | Compressor | | | | Turbine | | |
|--|----------------|---------|-------|--------|------------|---------|------|
| | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| 851285-5013S | 76mm | 120mm | 41 | 0.88 | 93mm | 84mm | 82 |
| 851285-5014S | 80mm | 120mm | 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



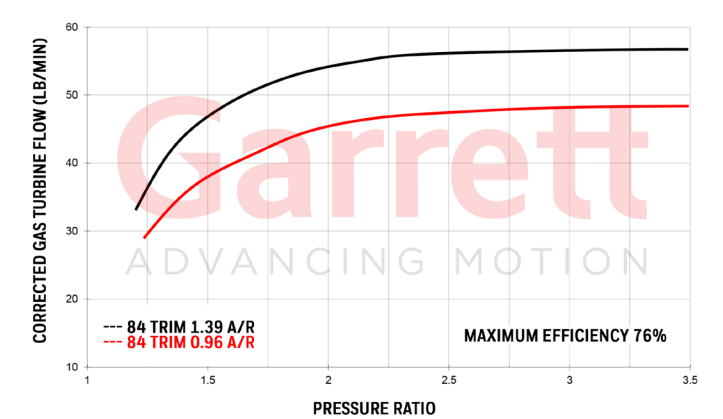
COMPRESSOR MAP



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

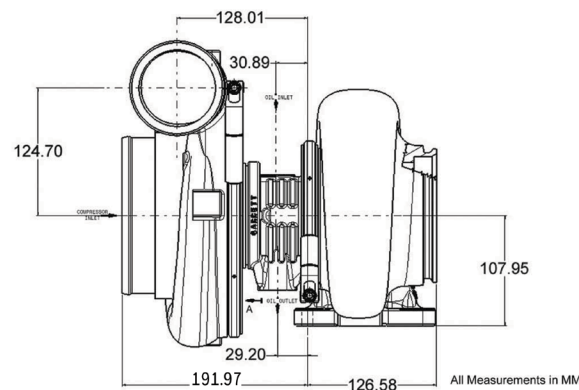


| GTX5009R Gen II Super Core PN | Compressor | | | | Turbine | | |
|--|----------------|---------|-------|--------|------------|---------|------|
| | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| 851285-5016S | 76mm | 109mm | 49 | 0.88 | 99mm | 91mm | 84 |
| 851285-5017S | 80mm | 109mm | 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 | |

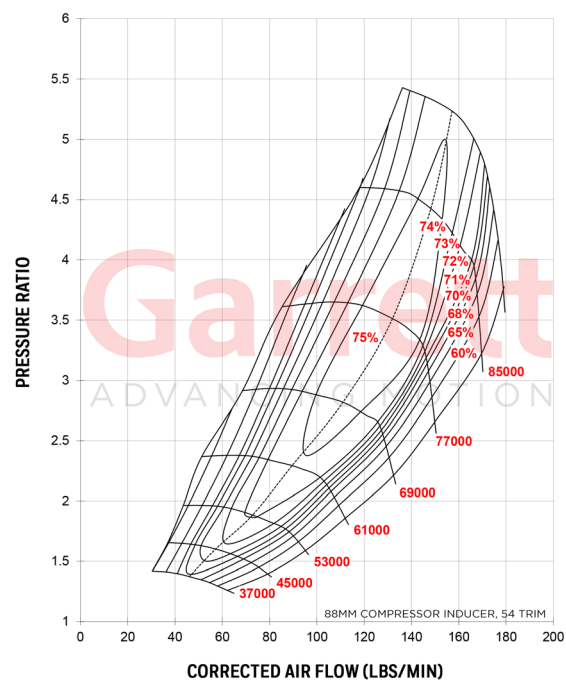
Garrett GTX5020R GEN II

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

Garrett
ADVANCING MOTION



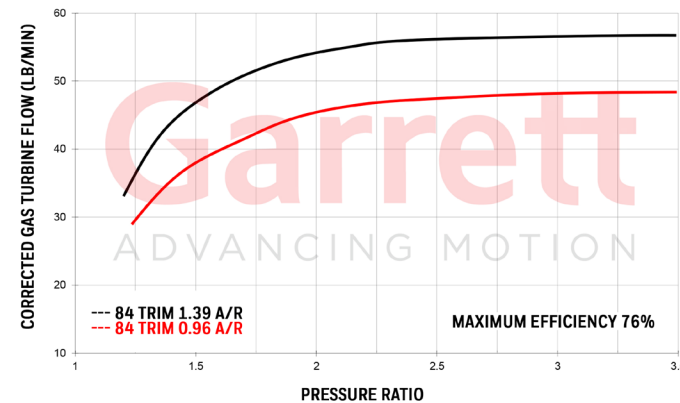
COMPRESSOR MAP



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

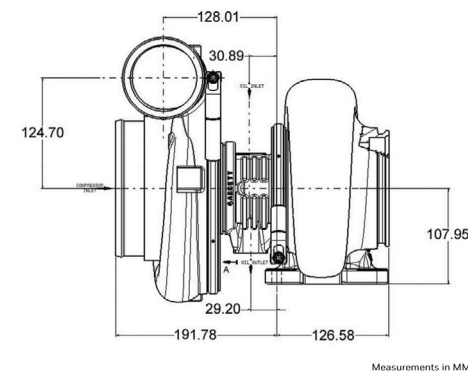


| GTX5020R Gen II Super Core PN | Compressor | | | | Turbine | | |
|--|----------------|---------|-------|--------|------------|---------|------|
| | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| 851285-5018S | 76mm | 120mm | 41 | 0.88 | 99mm | 91mm | 84 |
| 851285-5019S | 80mm | 120mm | 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 | |

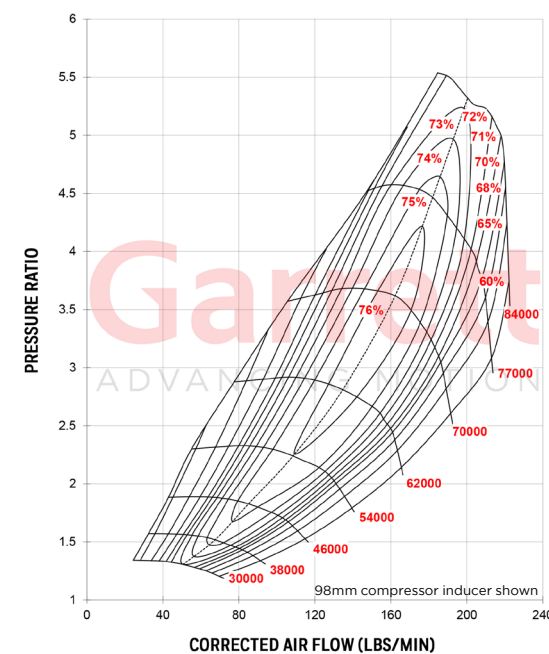
Garrett GTX5533R GEN II

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

Garrett
ADVANCING MOTION



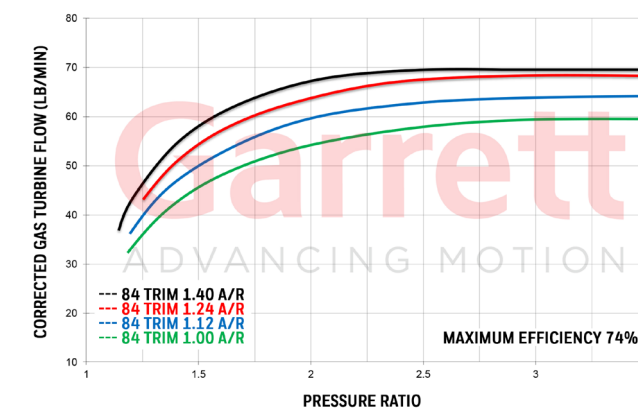
COMPRESSOR MAP



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

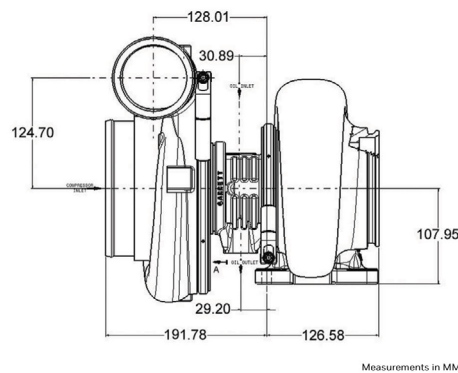
EXHAUST FLOW CHART



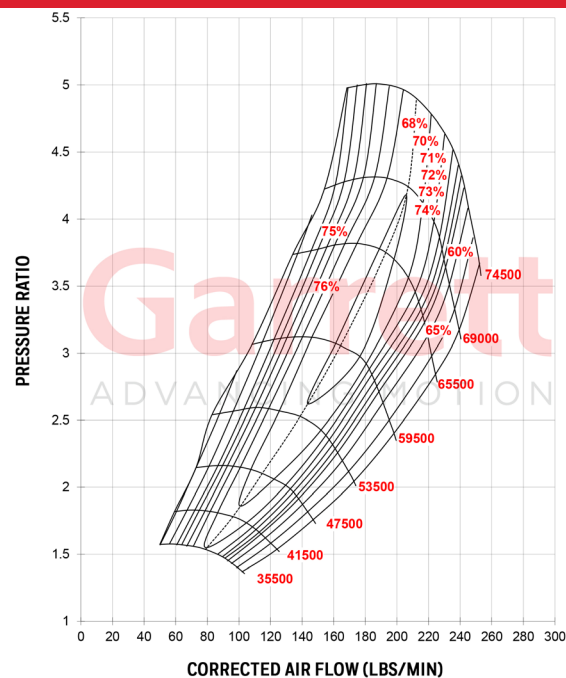
| GTX5533R Gen II Super Core PN | Compressor | | | | Turbine | | |
|--|----------------|---------|--------|--------|------------|---------|------|
| | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| 851285-5001S | 85mm | 133 | 41 | 0.88 | 112 | 102 | 84 |
| 851285-5002S | 88mm | 133 | 44 | 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



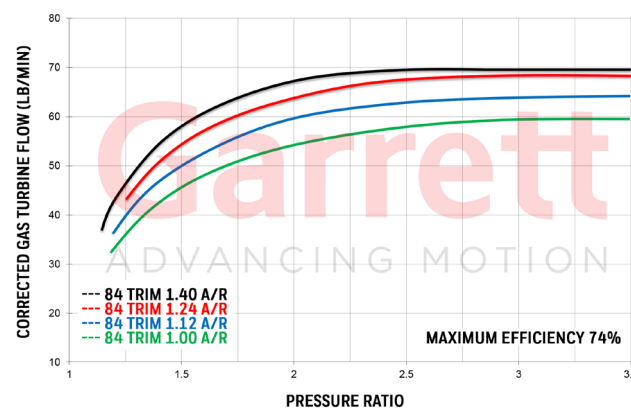
COMPRESSOR MAP



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 | |
| 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 | |
| * SFI Certified Turbine Housings | 761208-0017 | 1.40 | T6 | V-Band | Free Float | N | |
| | 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 |

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.

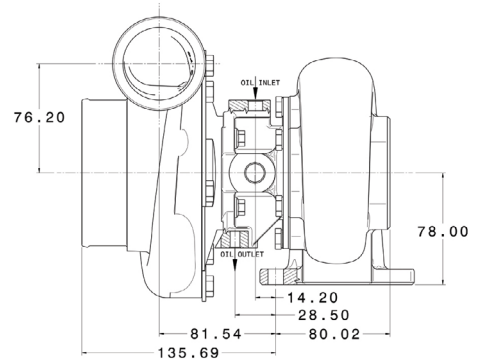
The fully-machined billet aluminum compressor wheels provide optimal horsepower range and boost response. Ported shroud compressor housings increase surge resistance and provide reliable, continuous power throughout the power band. A lightweight aluminum backplate comes standard on all GTW turbochargers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

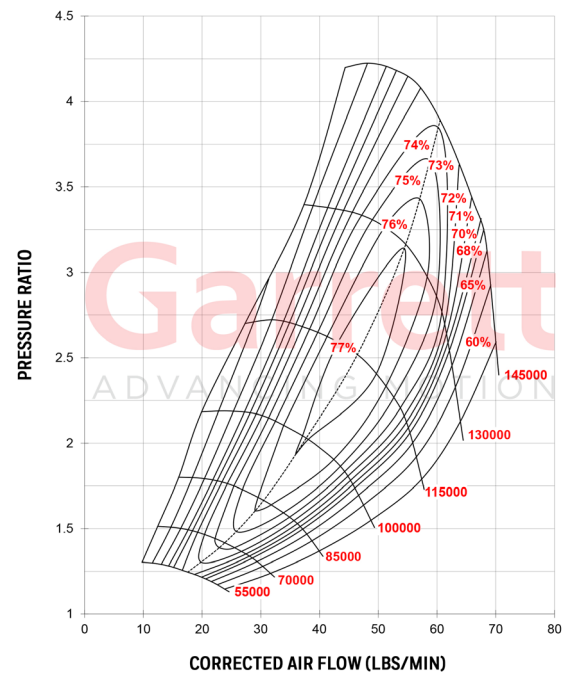
Horsepower: 450 - 700
Displacement: 2.0L - 4.5L



Measurements in MM



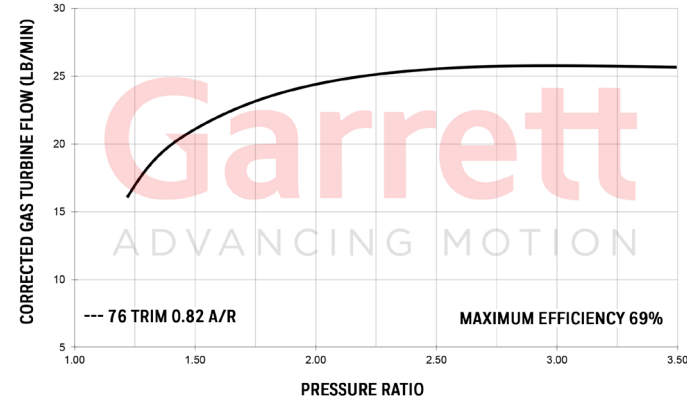
COMPRESSOR MAP



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

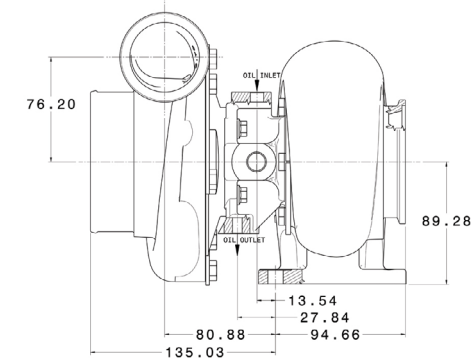


| GTW3476R Reference Data | | Compressor | | | | Turbine | | |
|-------------------------|---------|------------|---------|------|------|---------|---------|------|
| Supercore PN | Bearing | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| 841691-5001S | Ball | 58mm | 76mm | 58 | 0.70 |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

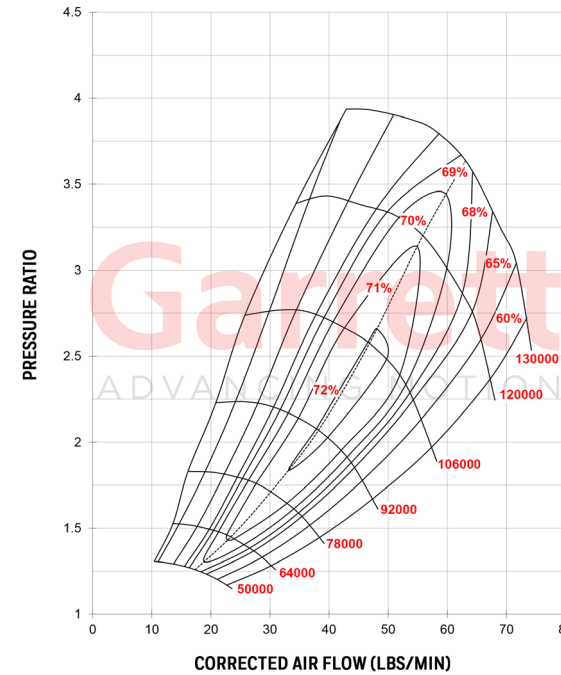
Horsepower: 425 - 750
Displacement: 2.0L - 5.3L



Measurements in MM



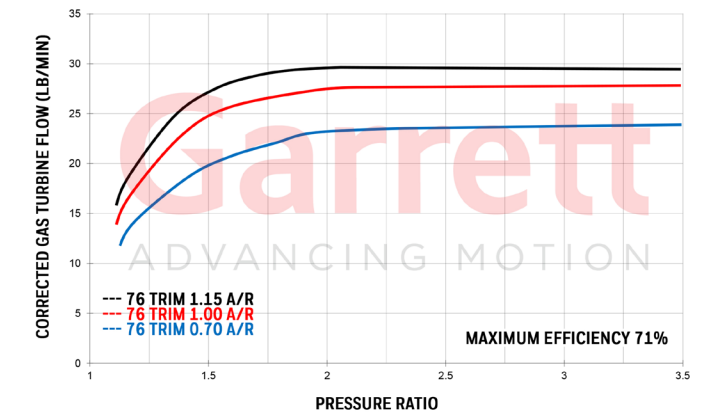
COMPRESSOR MAP



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

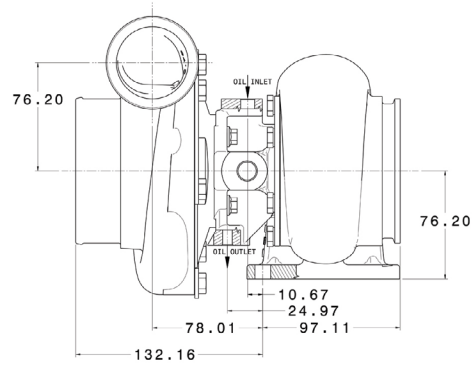


| GTW3684R Reference Data | | Compressor | | | | Turbine | | |
|-------------------------|---------|------------|---------|------|------|---------|---------|------|
| Supercore PN | Bearing | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| 841691-5002S | Ball | 62mm | 84mm | 54 | 0.70 |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

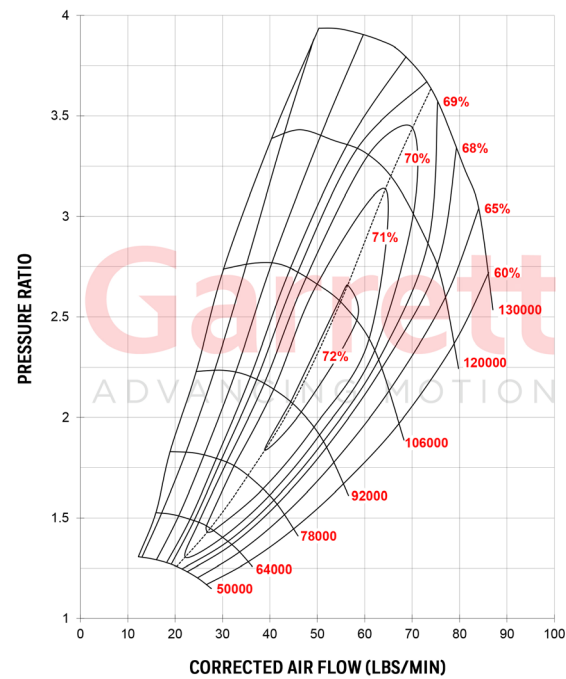
Horsepower: 450 - 950
Displacement: 2.0L - 6.0L



Measurements in MM



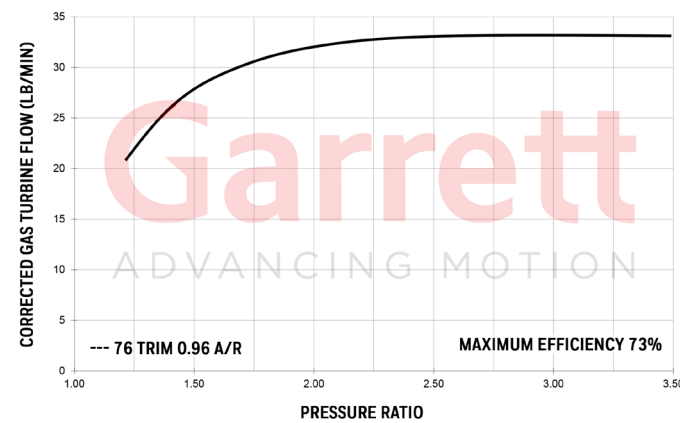
COMPRESSOR MAP



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



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

GT SERIES

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

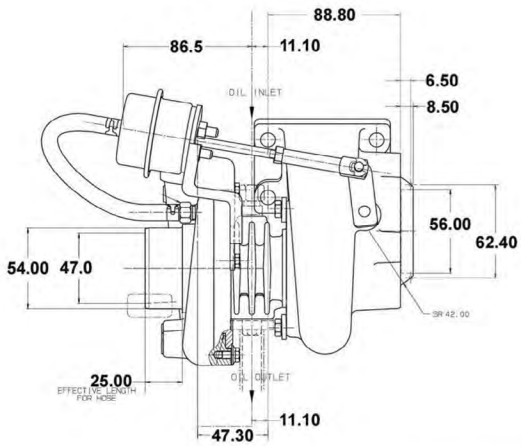
The cast compressor wheels feature original GT Series aerodynamics and provide maximum durability and longevity. Internally wastegated turbine housing options are available in all GT Series sizes.

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

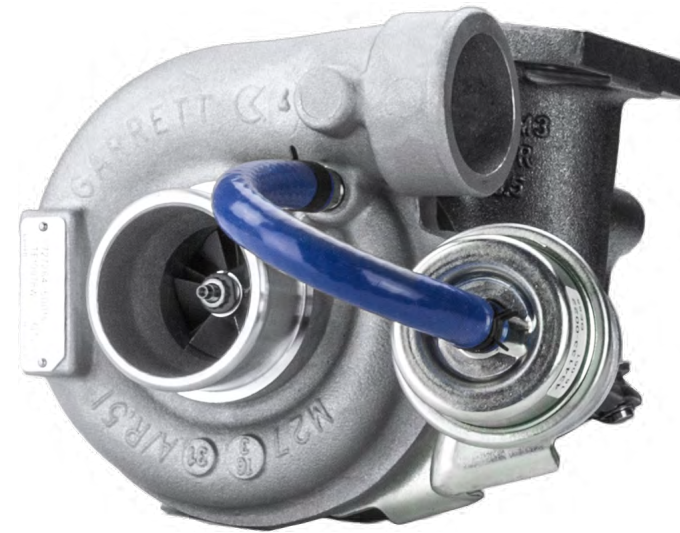


Garrett GT2052

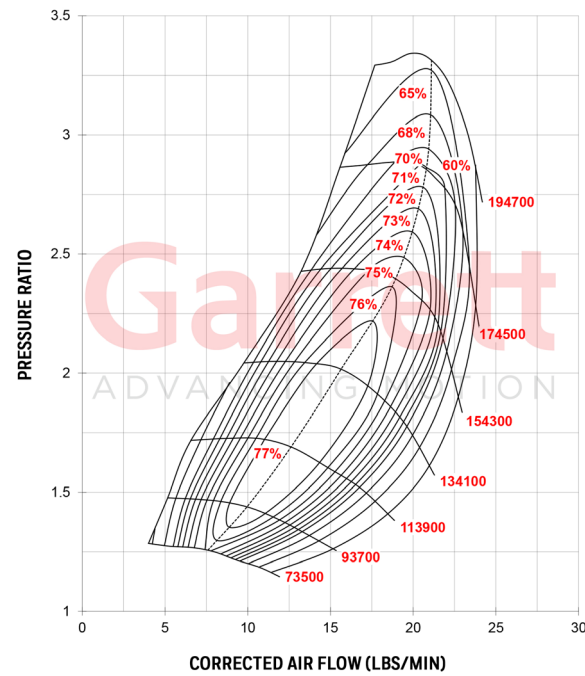
Horsepower: 140 - 230
Displacement: 1.4L - 2.0L



Measurements in MM



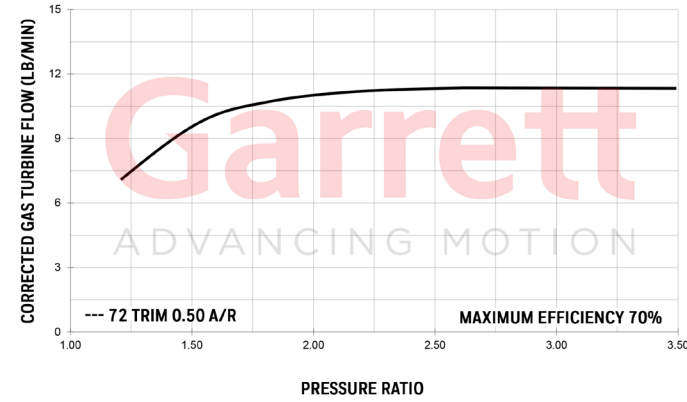
COMPRESSOR MAP



FEATURES:

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

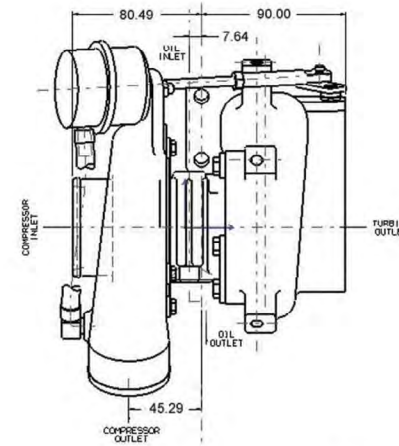
EXHAUST FLOW CHART



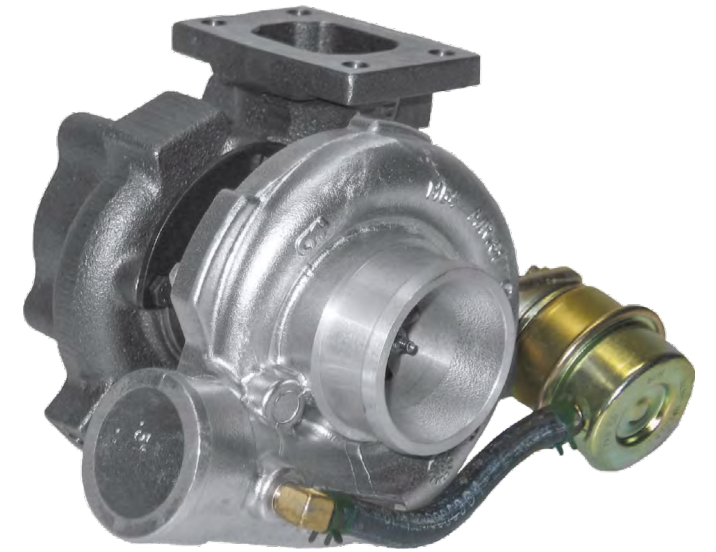
| GT2052 Reference Data | Compressor | | | | Turbine | | | |
|-----------------------|------------|---------|------|------|---------|---------|------|------|
| Turbo PN | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim | A/R |
| 727264-5001S | 38mm | 52mm | 52 | 0.51 | 47mm | 40mm | 72 | 0.50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

Garrett GT2252

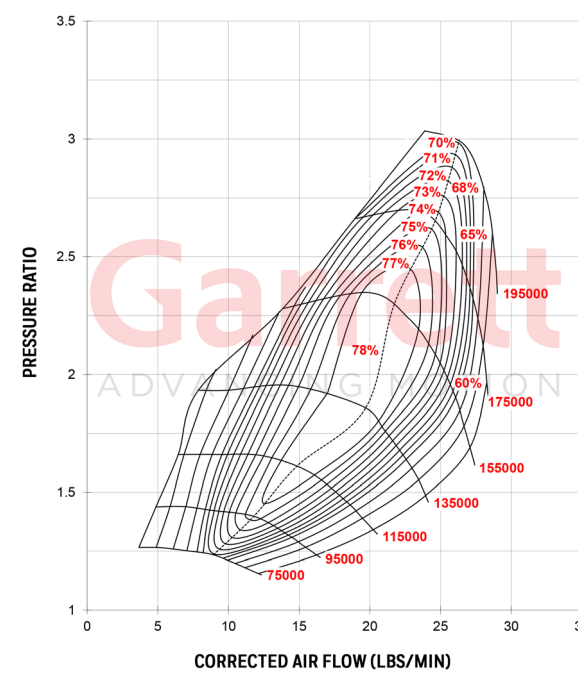
Horsepower: 150 - 260
Displacement: 1.7L - 2.5L



Measurements in MM



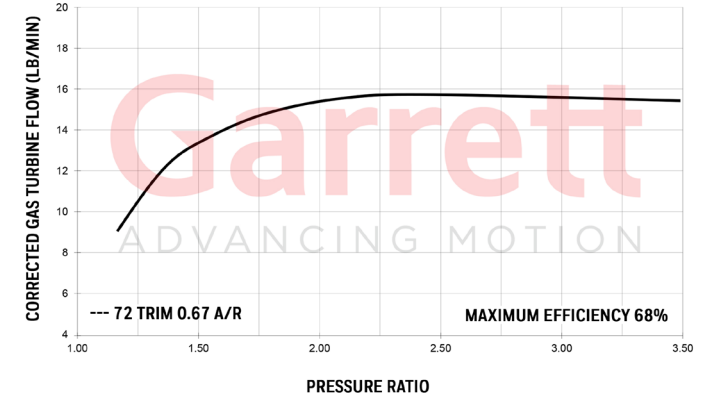
COMPRESSOR MAP



FEATURES:

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

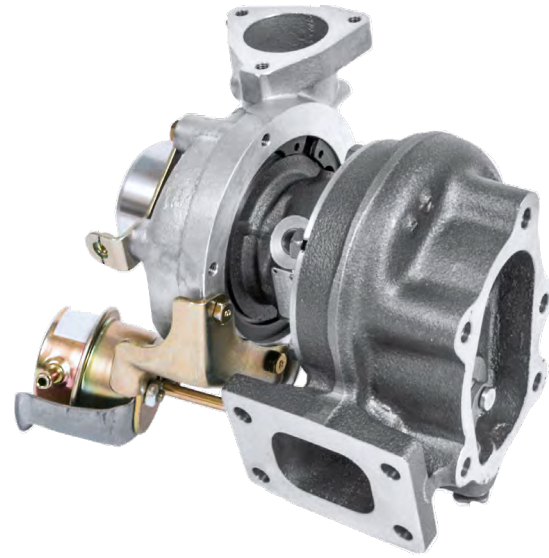
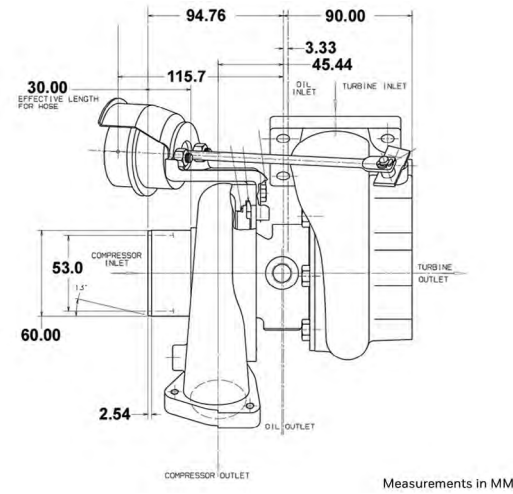
EXHAUST FLOW CHART



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

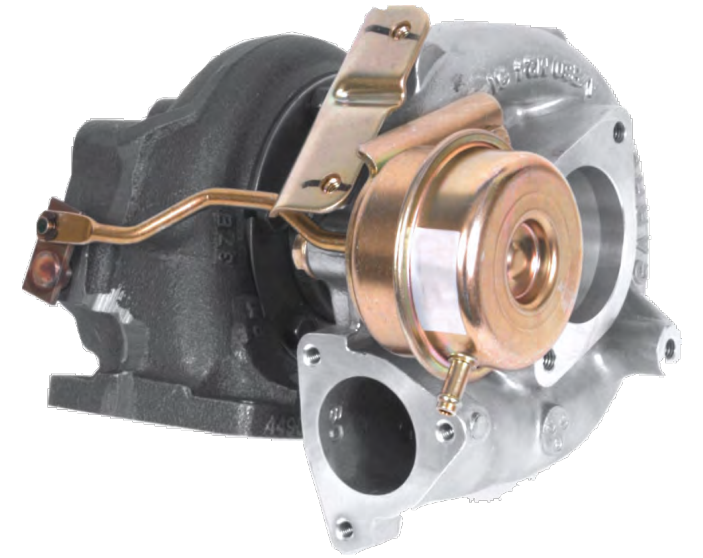
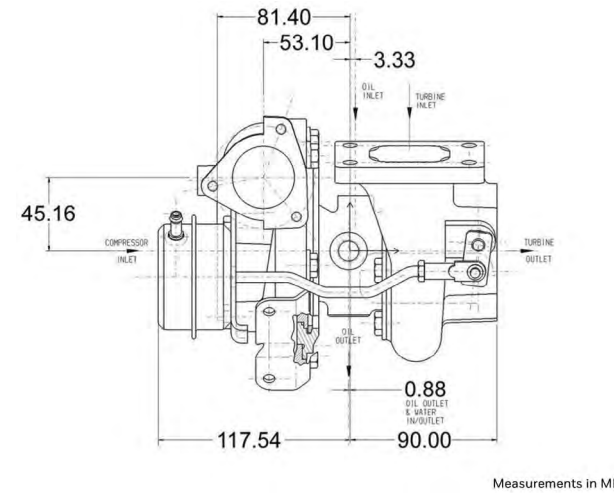
Garrett GT2554R

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

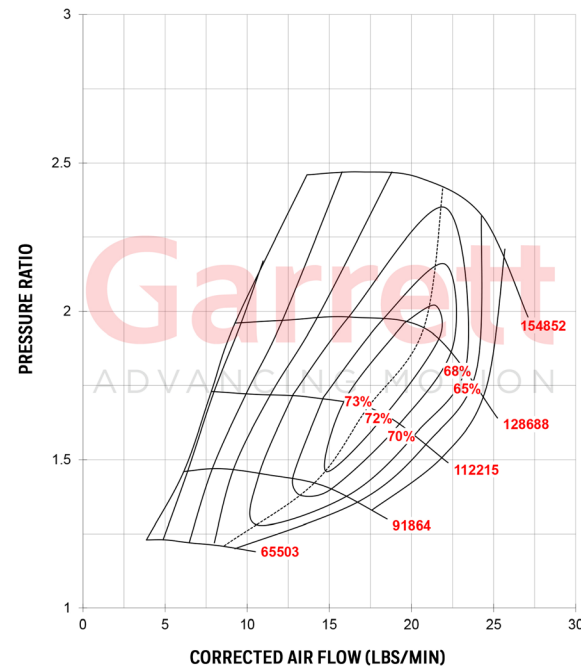


Garrett GT2560R

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



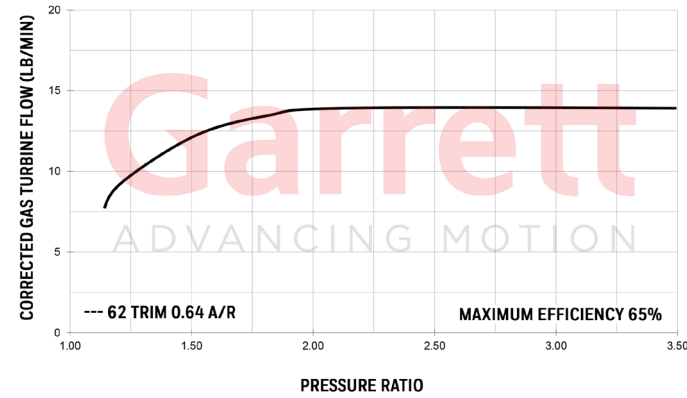
COMPRESSOR MAP



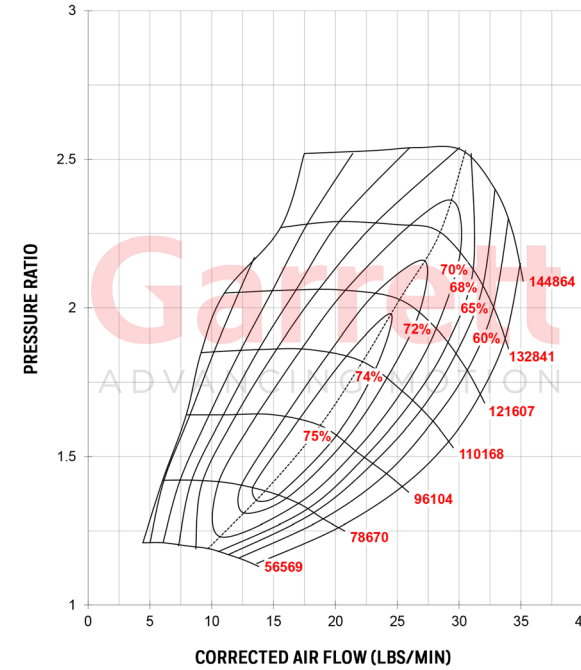
FEATURES:

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

EXHAUST FLOW CHART



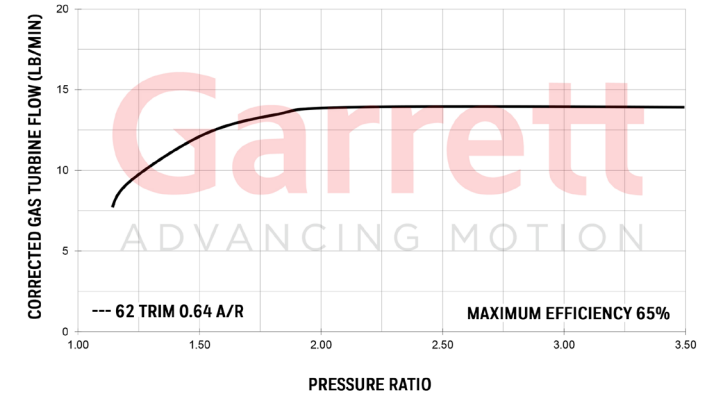
COMPRESSOR MAP



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

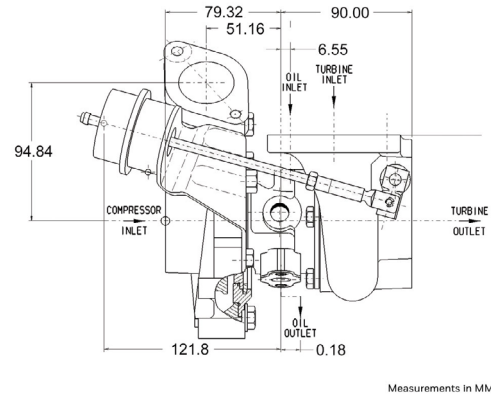
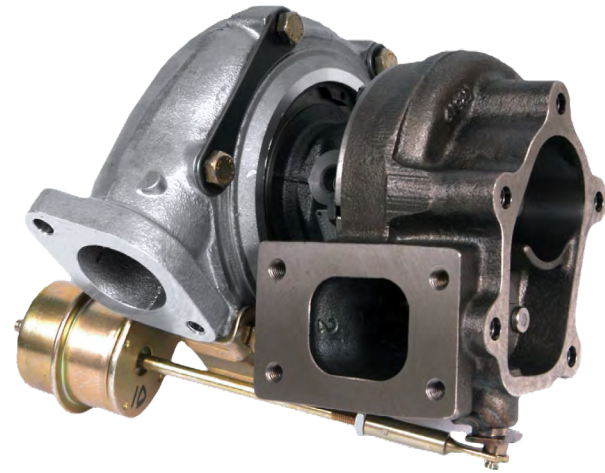


| GT2554R Reference Data | | | | | Compressor | | | | Turbine | | | |
|------------------------|--|--|--|--|------------|---------|------|------|---------|---------|------|------|
| Turbo PN | | | | | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim | A/R |
| 836023-5001S | | | | | 42mm | 54mm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

| 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 |

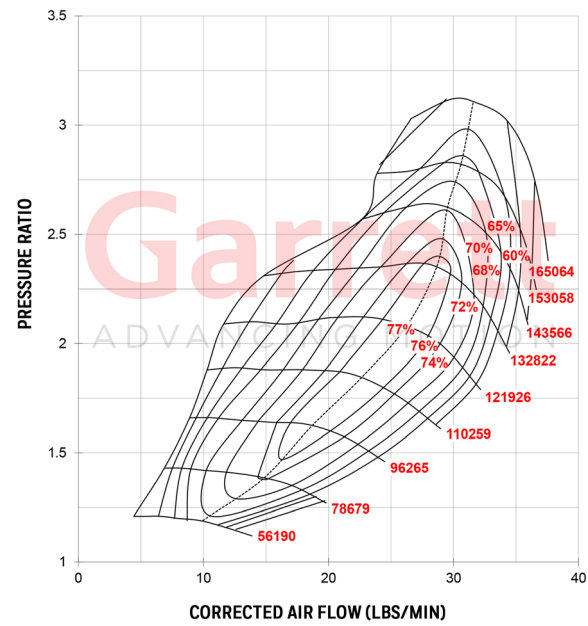
Garrett GT2860R

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



Measurements in MM

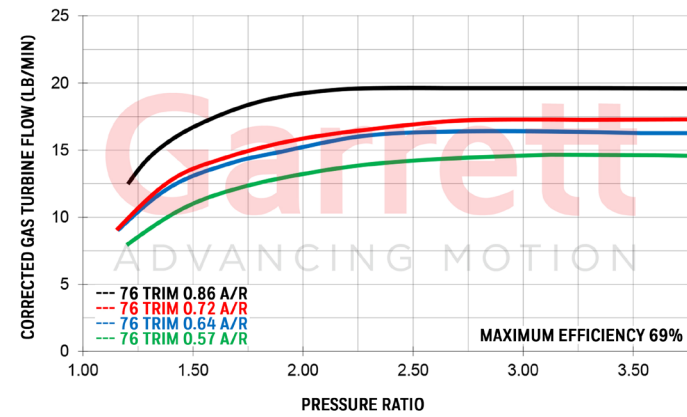
COMPRESSOR MAP



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

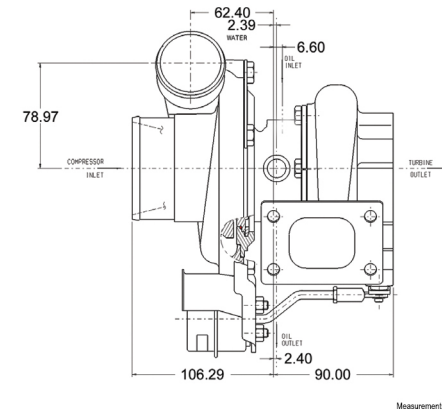
EXHAUST FLOW CHART



| 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 | | | 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 | | | |

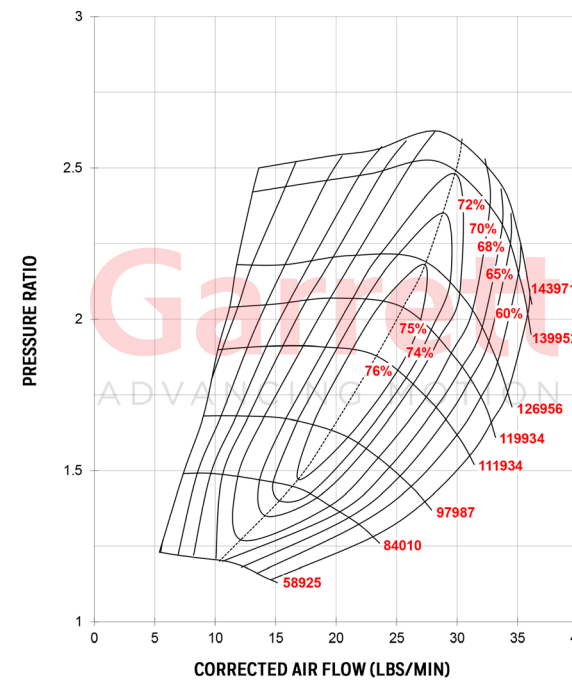
Garrett GT2860RS

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



Measurements in MM

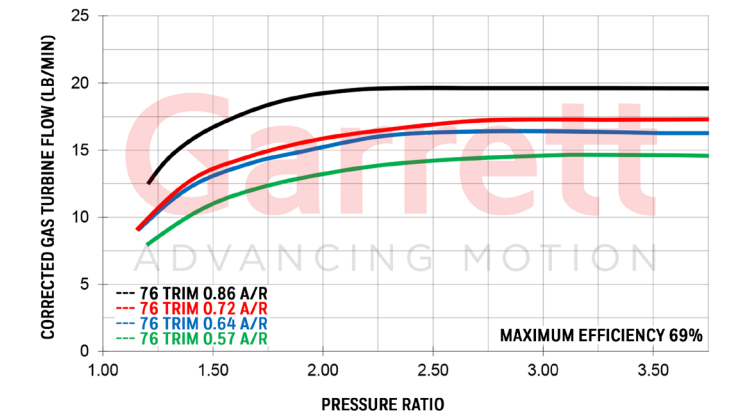
COMPRESSOR MAP



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

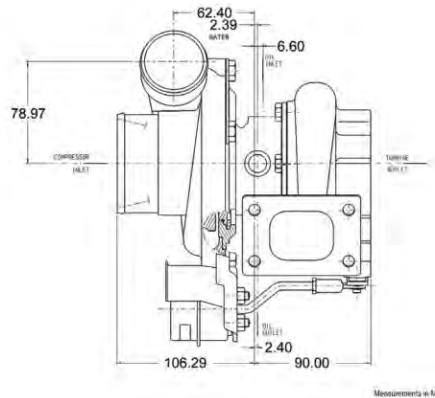
EXHAUST FLOW CHART



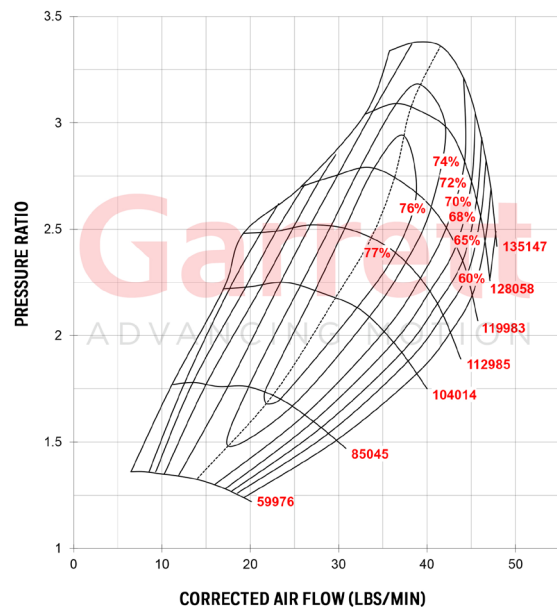
| GT2860RS Reference Data | | Compressor | | | Turbine | | | |
|--|---------|----------------|--------|------------|---------|------------|-----------|---------|
| Turbo PN | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim | A/R |
| 836026-5013S | 47mm | 60mm | 62 | 0.60 | 54mm | 47mm | 76 | 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 | | | 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



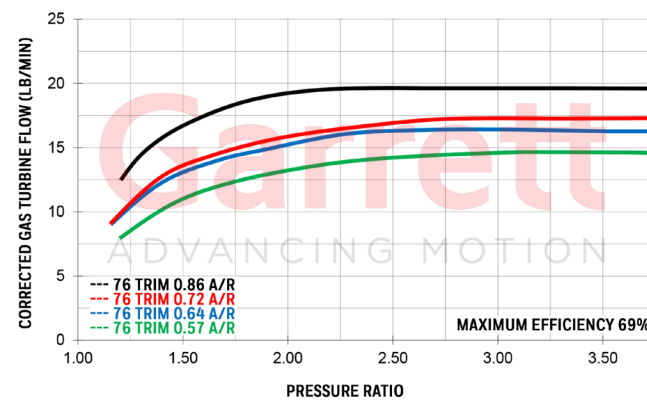
COMPRESSOR MAP



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

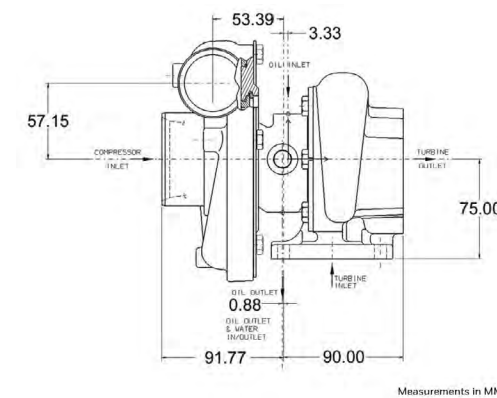
EXHAUST FLOW CHART



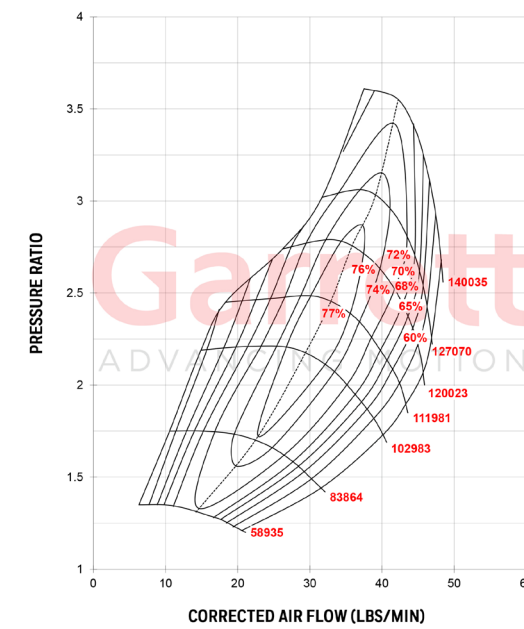
| GT2871R Reference Data | | Compressor | | | Turbine | | | |
|--|---------|-----------------------|------------|--------------|---------------|------------------|----------------|------|
| Turbo PN | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim | A/R |
| 836026-5020S | 53mm | 71mm | 56 | 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



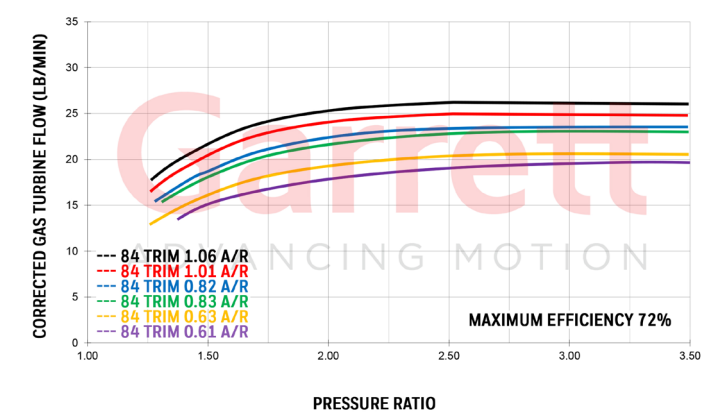
COMPRESSOR MAP



FEATURES:

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

EXHAUST FLOW CHART

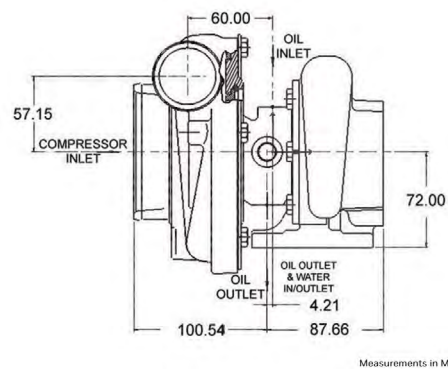


| GT3071R Reference Data | | Compressor | | | Turbine | | |
|---|---------|-------------------------|------------|--------------|---------------|------------------|----------------|
| Super Core PN | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| 836028-5001S | 53mm | 71mm | 56 | 0.50 | 60mm | 55mm | 84 |
| 836028-5002S | 53mm | 71mm | 56 | 0.50 | 60mm | 55mm | 84 |
| 836028-5004S | 53mm | 71mm | 56 | 0.50 | 60mm | 55mm | 84 |
| 836028-5005S | 53mm | 71mm | 56 | 0.50 | 60mm | 55mm | 84 |
| Notes: | | Turbine Kit PN | A/R | Inlet | Outlet | Wastegate | Divided |
| 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

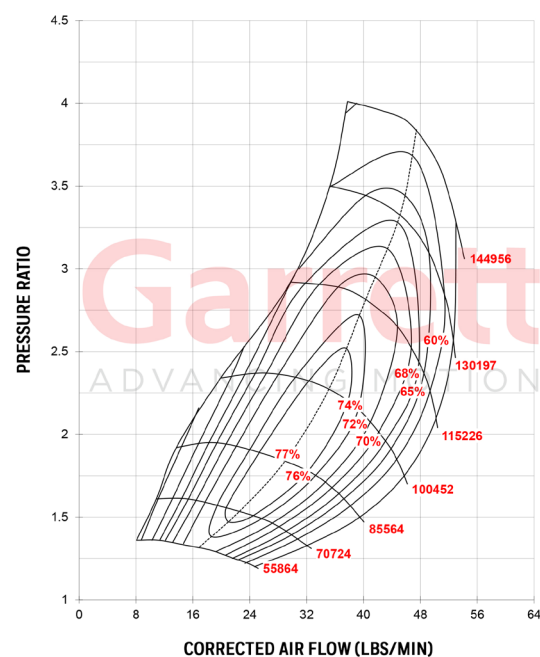
Horsepower: 310 - 525
Displacement: 2.0L - 3.5L

Garrett
ADVANCING MOTION



Measurements in MM

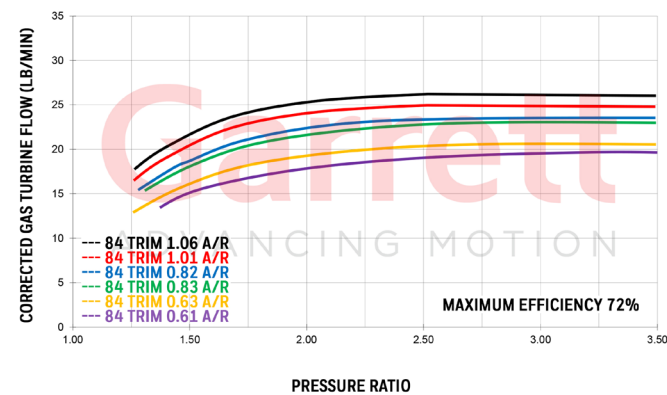
COMPRESSOR MAP



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

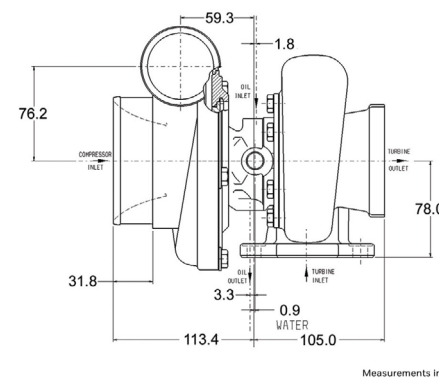
EXHAUST FLOW CHART



Garrett GT3582R

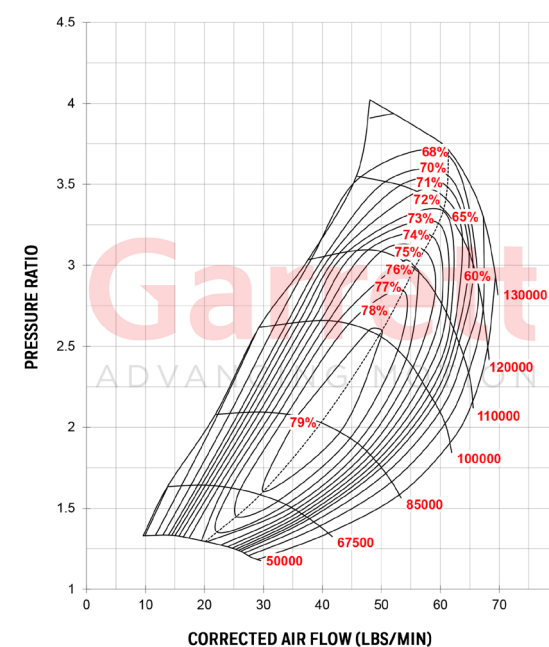
Horsepower: 400 - 675
Displacement: 2.0L - 4.5L

Garrett
ADVANCING MOTION



Measurements in MM

COMPRESSOR MAP

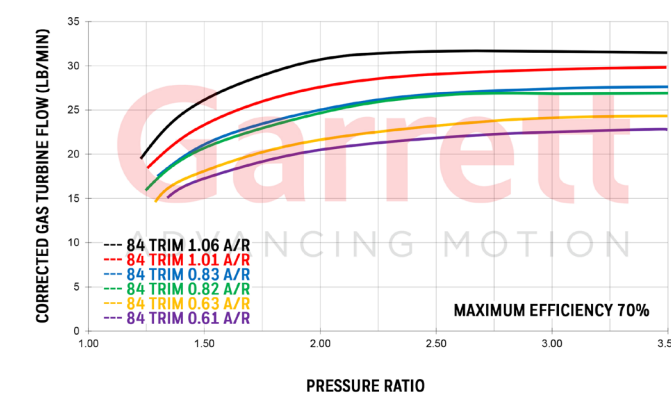


FEATURES:

- ◆ 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

*WASTEGATED TURBINE BOLTS & CLAMPS SEE PG. 73

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 | | |
| 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 | | |



Garrett
ADVANCING MOTION

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

Easy To Use

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



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

Boost Gauge Components: gauge, mounting bracket, hose, fitting, mounting hardware.

Boost Gauge PSI Part Number: 773326-0001

Boost Gauge BAR Part Number: 773326-0002



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

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

Vband Adapter Part Number: 813444-0001

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

Vband Adapter Part Number: 774175-0001

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.

Vband Adapter Part Number: 774175-0001

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.





MITSUBISHI EVO X TURBO UPGRADE

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

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

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

**Please refer to the legal notice on page 66 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 |

* 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.

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



**Please refer to the legal notice on page 66 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 |

* 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 2.0L TURBO UPGRADE

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

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

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

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



7.3L Power Stroke



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*)

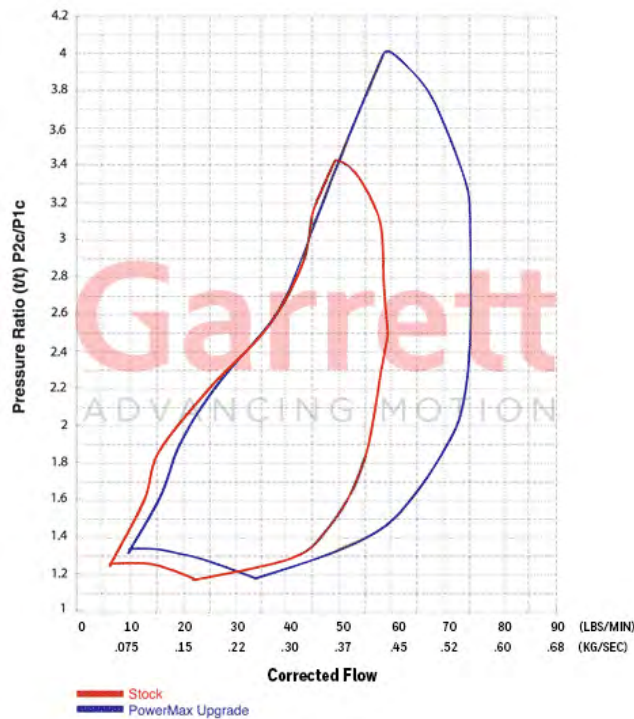
Applications: 2003 Ford F-Series & Excursion Power Stroke 6.0L

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 66 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.



Part Number 773540-5001s (590HP*) Stage 1

Applications: 2004.5-2009 Chevy / GMC 2500, 3500

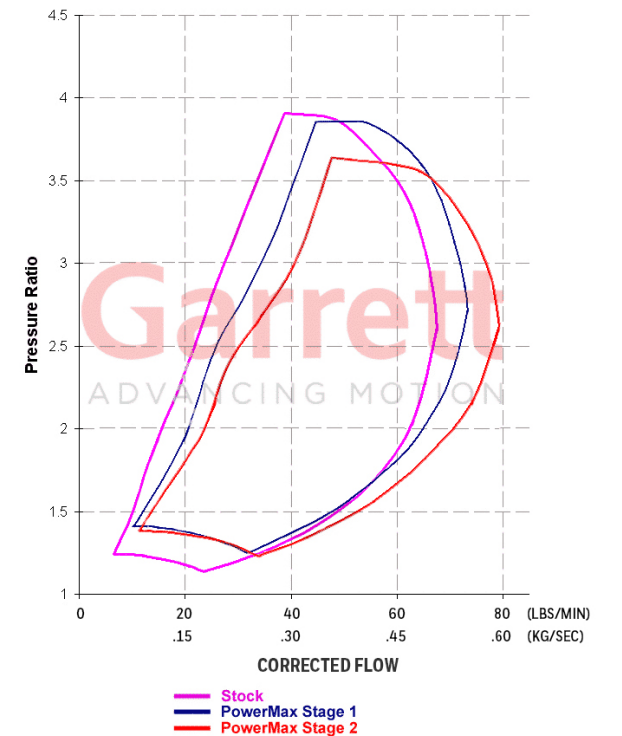
The Duramax Stage 1 turbocharger kit features Garrett patented Advanced Variable Nozzle Turbine AVNT™ design for increased compressor and turbine flow. The GT Series wheel design ensures top performance, lower back pressure and reduces intake and exhaust gas temperatures. The unique design features nine 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 66 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 |

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

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



PowerMax™ Turbocharger Upgrade

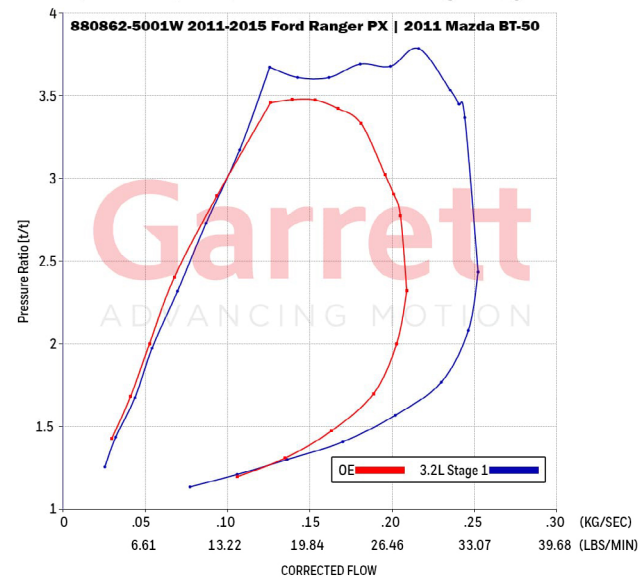
Part Number 880862-5001W

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 66 before purchasing this product.*

Compressor Map Comparison OE vs Garrett Stage 1 Upgrade



Features:

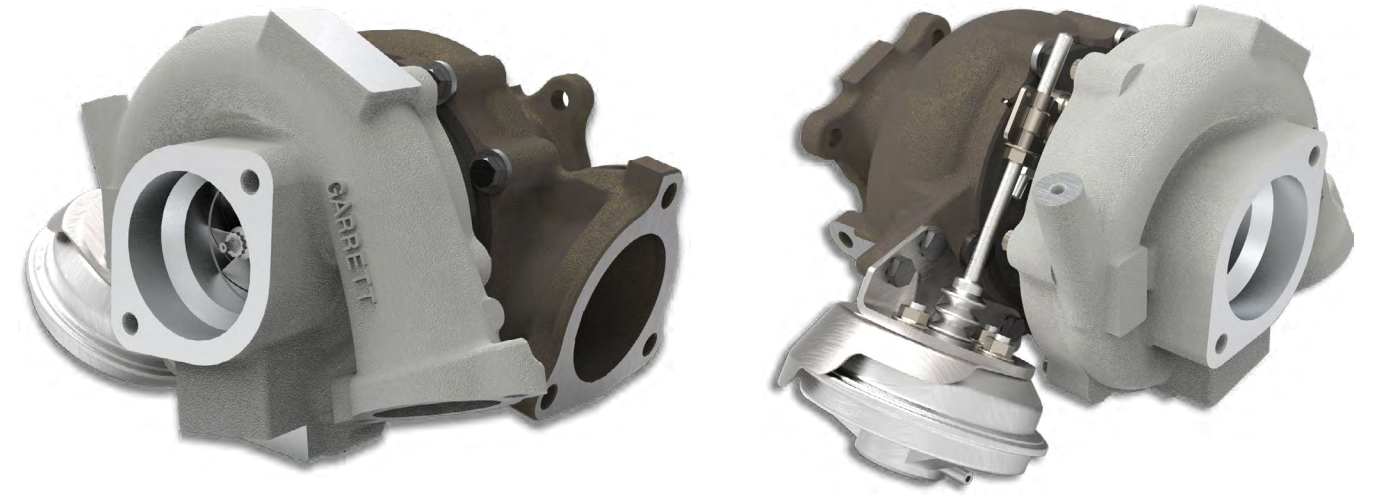
- GTX Gen II compressor wheel aerodynamics
- Wider compressor map for improved performance
- 20% more flow than the OE turbocharger

| | | | |
|---------|-------------|--|-------|
| 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

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.



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

PowerMax™ Turbocharger Upgrade

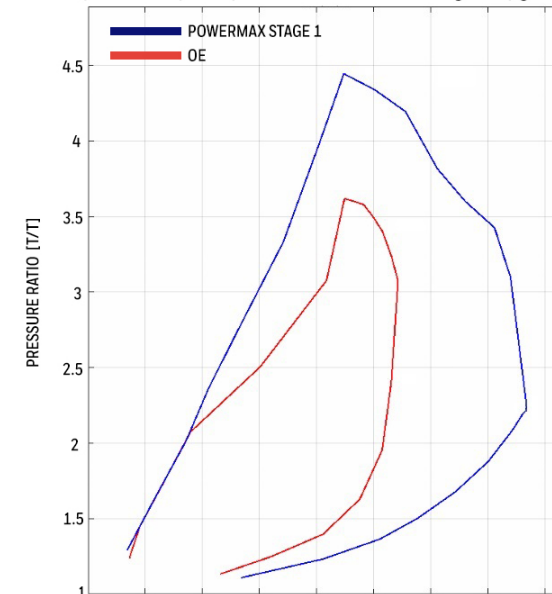
Part Number 881604-5001S

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

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

**Please refer to the legal notice on page 66 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 | |

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

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



PowerMax™ Turbocharger Upgrade

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

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

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

**Please refer to the legal notice on page 66 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 |

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

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



PowerMax™ Turbocharger Upgrade

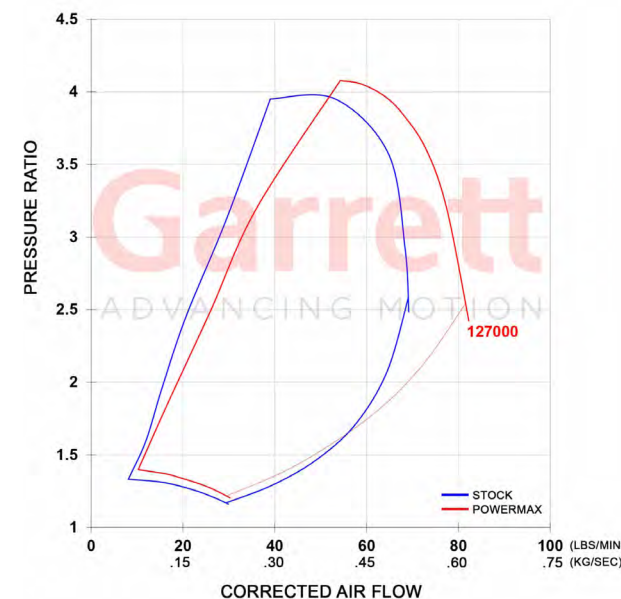
Part Number 886976-5004S

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 66 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* |

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.



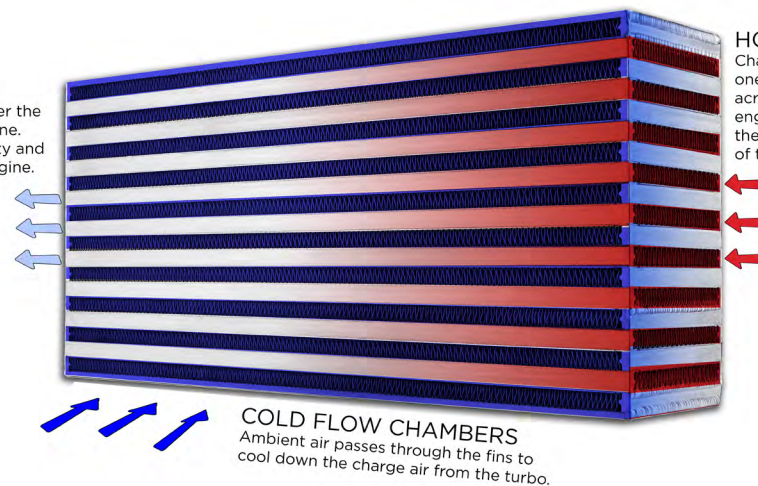
INTERCOOLER CORES AND VEHICLE SPECIFIC APPLICATIONS

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.



INTERCOOLER CORES AND VEHICLE SPECIFIC APPLICATIONS

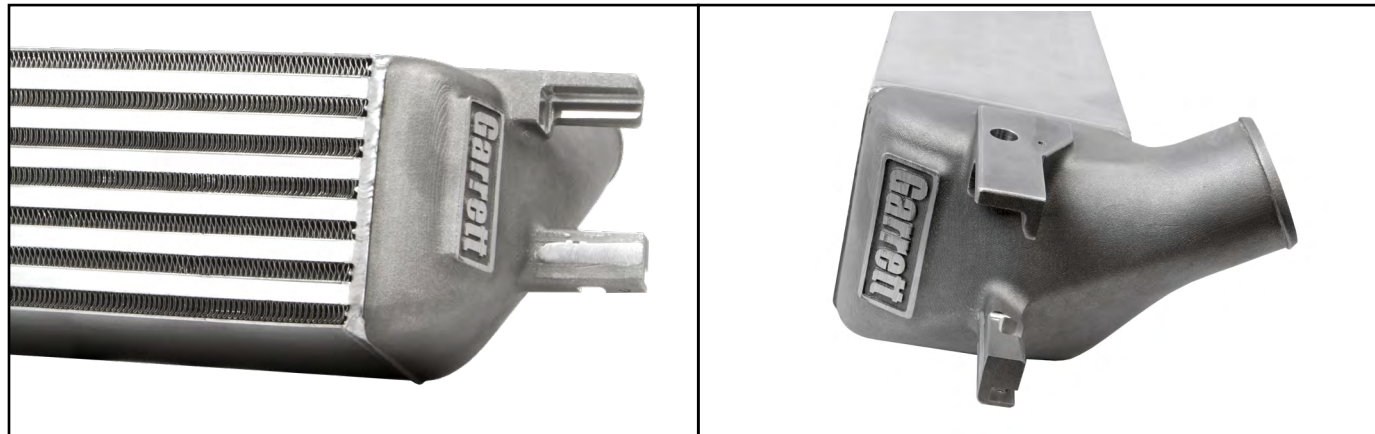


| Part Number | Model | Supported Horsepower | Length/Hot Flow | | Height/No Flow | | Width/Cold Flow | |
|-------------|-----------|----------------------|-----------------|------|----------------|------|-----------------|------|
| | | | (in) | (mm) | (in) | (mm) | (in) | (mm) |
| 703518-6015 | Air / 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 |



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



Part Number: 857564-6001

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

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

Features:

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

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



**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/

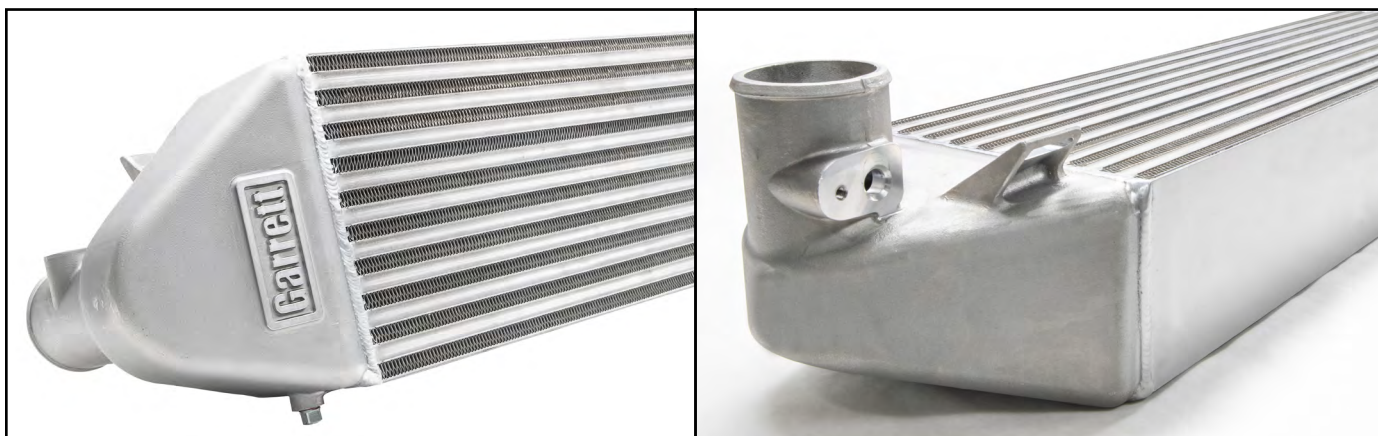
Features:

- 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" | |



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 | |



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



Part Number: 891185-6001

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

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

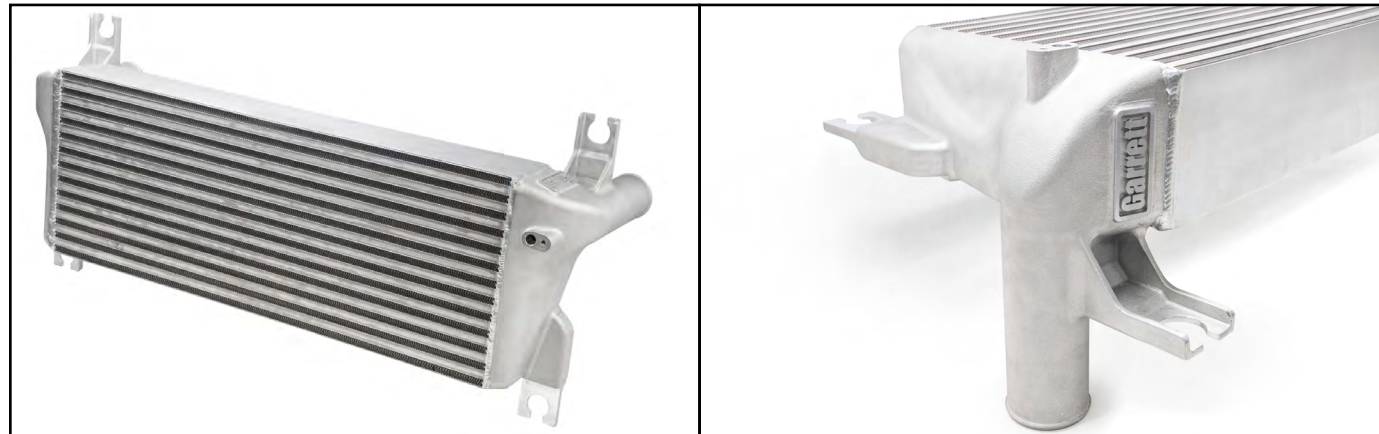
Features:

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

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



DIRECT FIT PERFORMANCE INTERCOOLER FOR 2011+ 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

| 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 | |



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.

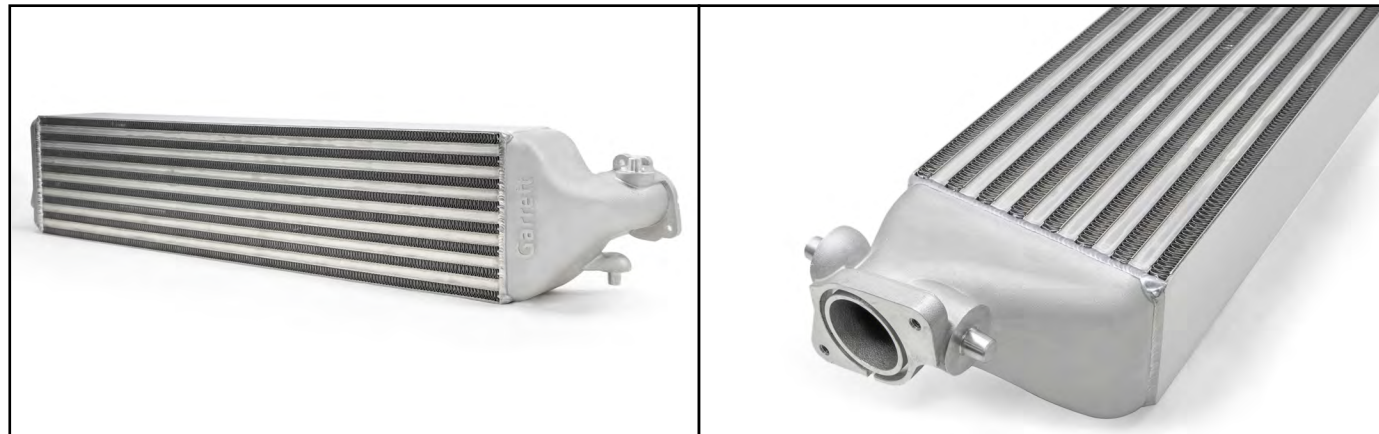
Features:

- 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
- Aluminum finish coming Q1 2020

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



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/

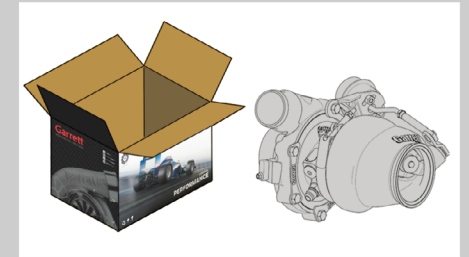
Features:

- 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 | |

Turbo PN

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



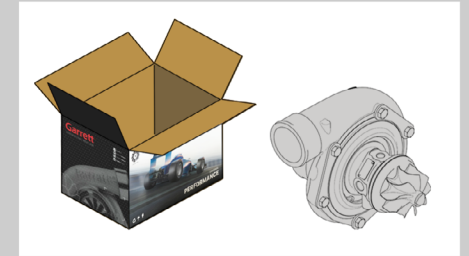
Assembly Kit PN

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.



| G25-550 Reference Data | | Compressor | | | | Turbine | | |
|---|-----------------|----------------|---------|------|--------|---------|------------|---------|
| HP: 300-550 | Disp: 1.4L-3.0L | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| 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 1.0 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 |
| | | 877895-5011S | | 0.92 | T4 | V-band | Y | Y |
| 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 |
| Turbo PN assembled and calibrated with 1.0 bar actuator | | 877895-5007S | | 0.72 | V-Band | V-band | Y | N |
| | | 877895-5008S | | 0.92 | V-Band | V-band | Y | N |
| | | 877895-5013S | | 0.92 | T4 | V-band | Y | Y |
| G25-660 Reference Data | | Compressor | | | | Turbine | | |
| HP: 350-660 | Disp: 1.4L-3.0L | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| 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 1.0 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 |
| | | 877895-5012S | | 0.92 | T4 | V-band | Y | Y |
| 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 |
| Turbo PN assembled and calibrated with 1.0 bar actuator | | 877895-5009S | | 0.72 | V-Band | V-band | Y | N |
| | | 877895-5010S | | 0.92 | V-Band | V-band | Y | N |
| | | 877895-5014S | | 0.92 | T4 | V-band | Y | Y |
| G30-660 Reference Data | | Compressor | | | | Turbine | | |
| HP: 350-660 | Disp: 2.0L-3.5L | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| G30-660 Turbocharger PN | | Turbo PN | | A/R | Inlet | Outlet | Wastegate | Divided |
| Turbo PN assembled and calibrated with 1.0 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 | | 740902-0090 | | 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 |
| G30-660 Reverse Rotation Supercore PN | | Compressor | | | | Turbine | | |
| HP: 700-1050 | Disp: 2.0L-5.5L | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| G30-660 Turbocharger PN | | Turbo PN | | A/R | Inlet | Outlet | Wastegate | Divided |
| Turbo PN assembled and calibrated with 1.0 bar actuator | | 880704-5005S | | 0.83 | V-Band | V-band | Y | N |
| | | 880704-5006S | | 1.01 | V-Band | V-band | Y | N |
| G30-770 Reference Data | | Compressor | | | | Turbine | | |
| HP: 475-770 | Disp: 2.0L-3.5L | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| G30-770 Turbocharger PN | | Turbo PN | | A/R | Inlet | Outlet | Wastegate | Divided |
| Turbo PN assembled and calibrated with 1.0 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 | | Compressor | | Turbine | | | | |
|---|-----------------|----------------|---------|---------|--------|---------|------------|---------|
| HP: 550-900 | Disp: 2.0L-3.5L | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| G30-770 Turbocharger PN | | Turbo PN | | A/R | Inlet | Outlet | Wastegate | Divided |
| Turbo PN assembled and calibrated with 1.0 bar actuator | | 880704-5008S | | 0.83 | V-Band | V-band | Y | N |
| | | 880704-5009S | | 1.01 | V-Band | V-band | Y | N |
| G30-900 Reference Data | | Compressor | | | | Turbine | | |
| HP: 550-900 | Disp: 2.0L-5.5L | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| G30-900 Turbocharger PN | | Turbo PN | | A/R | Inlet | Outlet | Wastegate | Divided |
| Turbo PN assembled and calibrated with 1.0 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 |
| 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 |
| 880694-5003S | | 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 Reference Data | | Compressor | | | | Turbine | | |
| HP: 550-900 | Disp: 2.0L-5.5L | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| G35-900 Standard Rotation Supercore PN | | Turbine Kit PN | | A/R | Inlet | Outlet | Wastegate | Divided |
| 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 |
| 880696-5001S | | 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 |
| G35-1050 Reference Data | | Compressor | | | | Turbine | | |
| HP: 700-1050 | Disp: 2.0L-5.5L | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| G35-1050 Standard Rotation Supercore PN | | Turbine Kit PN | | A/R | Inlet | Outlet | Wastegate | Divided |
| 880695-5002S | | 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 |

| 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 | | |
| G42-1200 Compact Ref Data | | Compressor | | | | Turbine | | | |
| 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 | | |
| G42-1450 Reference Data | | Compressor | | | | Turbine | | | |
| 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 | | |
| G57 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 Gen I & Gen II Series | | | | | | | | | |
| GTX2860R Gen II | | Compressor | | | | Turbine | | | |
| HP: 200-475 | Disp: 1.4L-2.5L | 46mm | 60mm | 58 | 0.60 | 54mm | 47mm | 76 | |
| Notes: | | Assembly Kit PN | A/R | Inlet | Outlet | Wastegate | Divided | | |
| Assembly Kit Includes Super Core and Turbine Kit | | 856800-5003S | 0.64 | T25 | 5 bolt | Wastegated | N | | |
| | | 856800-5004S | 0.86 | T25 | 5 bolt | Wastegated | N | | |
| | | 856800-5001S | 0.57 | V-Band | V-Band | Free Float | N | | |
| | | 856800-5002S | 0.72 | V-Band | V-Band | Free Float | N | | |
| GTX2867R Gen II Reference Data | | Compressor | | | | Turbine | | | |
| HP: 275-550 | Disp: 1.4L-2.5L | 50mm | 67mm | 55 | 0.60 | 54mm | 47mm | 76 | |
| Notes: | | Assembly Kit PN | A/R | Inlet | Outlet | Wastegate | Divided | | |
| Assembly Kit Includes Super Core and Turbine Kit | | 856800-5007S | 0.64 | T25 | 5 bolt | Wastegated | N | | |
| | | 856800-5008S | 0.86 | T25 | 5 bolt | Wastegated | N | | |
| | | 856800-5005S | 0.57 | V-Band | V-Band | Free Float | N | | |
| | | 856800-5006S | 0.72 | V-Band | V-Band | Free Float | N | | |
| GTX3071R Gen II | | Compressor | | | | Turbine | | | |
| 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 | | |
| GTX3576R Gen II | | Compressor | | | | Turbine | | | |
| HP: 400-750 | Disp: 2.0L-4.5L | 58mm | 76mm | 58 | 0.60 | 68mm | 62mm | 84 | |
| GTX3576R Gen II | | Assembly Kit PN | A/R | Inlet | Outlet | Wastegate | Divided | | |
| Assembly Kit Includes Super Core and Turbine Kit | | 856801-5048S | 0.63 | T3 | V-Band | Free Float | N | | |
| | | 856801-5047S | 0.82 | T3 | V-Band | Free Float | N | | |
| | | 856801-5046S | 1.06 | T3 | V-Band | Free Float | N | | |
| | | 856801-5051S | 0.63 | T4 | V-Band | Free Float | N | | |
| | | 856801-5050S | 0.82 | T4 | V-Band | Free Float | N | | |
| | | 856801-5049S | 1.06 | T4 | V-Band | Free Float | N | | |
| | | 856801-5060S | 0.61 | V-Band | V-Band | Free Float | N | | |
| | | 856801-5059S | 0.83 | V-Band | V-Band | Free Float | N | | |
| | | 856801-5058S | 1.01 | V-Band | V-Band | Free Float | N | | |
| | | Reverse Rotation | | Assembly Kit PN | A/R | Inlet | Outlet | Wastegate | Divided |
| Assembly Kit Includes Super Core and Turbine Kit | | 856803-5001S | 0.61 | V-Band | V-Band | Free Float | N | | |
| | | 856803-5002S | 0.83 | V-Band | V-Band | Free Float | N | | |
| | | 856803-5003S | 1.01 | V-Band | V-Band | Free Float | N | | |
| GTX3582R Gen II | | Compressor | | | | Turbine | | | |
| HP: 450-900 | Disp: 2.0L-4.5L | 66mm | 82mm | 64 | 0.70 | 68mm | 62mm | 84 | |
| GTX3582R Gen II | | Assembly Kit PN | A/R | Inlet | Outlet | Wastegate | Divided | | |
| Assembly Kit Includes Super Core and Turbine Kit | | 856801-5069S | 0.63 | T3 | V-Band | Free Float | N | | |
| | | 856801-5068S | 0.82 | T3 | V-Band | Free Float | N | | |
| | | 856801-5067S | 1.06 | T3 | V-Band | Free Float | N | | |
| | | 856801-5072S | 0.63 | T4 | V-Band | Free Float | N | | |
| | | 856801-5071S | 0.82 | T4 | V-Band | Free Float | N | | |
| | | 856801-5070S | 1.06 | T4 | V-Band | Free Float | N | | |
| | | 856801-5081S | 0.61 | V-Band | V-Band | Free Float | N | | |
| | | 856801-5080S | 0.83 | V-Band | V-Band | Free Float | N | | |
| | | 856801-5079S | 1.01 | V-Band | V-Band | Free Float | N | | |
| | | Reverse Rotation | | Assembly Kit PN | A/R | Inlet | Outlet | Wastegate | Divided |
| Assembly Kit Includes Super Core and Turbine Kit | | 856803-5004S | 0.61 | V-Band | V-Band | Free Float | N | | |
| | | 856803-5005S | 0.83 | V-Band | V-Band | Free Float | N | | |
| | | 856803-5006S | 1.01 | V-Band | V-Band | Free Float | N | | |
| GTX3584RS | | Compressor | | | | Turbine | | | |
| HP: 550-1000 | Disp: 2.0L-5.5L | 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 | | |
| | | 856804-5004S | 0.83 | V-Band | V-Band | Free Float | N | | |
| V-Band Compressor Outlet | | 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 | 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 | | |
| GTX4294R | | Compressor | | | | Turbine | | | |
| 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 | | |
| GTX4202R | | Compressor | | | | Turbine | | | |
| 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 | | |

| 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 | |
| GTX4709R Gen II Super Core PN | | Compressor | | | | Turbine | | |
| 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 | |
| GTX4720R Gen II Super Core PN | | Compressor | | | | Turbine | | |
| 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 | |
| GTX5009R Gen II Super Core PN | | Compressor | | | | Turbine | | |
| 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 | |
| GTX5020R Gen II Super Core PN | | Compressor | | | | Turbine | | |
| 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 | |
| GTX5533R Gen II Super Core PN | | Compressor | | | | Turbine | | |
| 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 | | Turbine Kit PN | A/R | Inlet | Outlet | Wastegate | Divided | |
| * 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 | | |
| GTX5544R Gen II Super Core PN | | Compressor | | | | Turbine | | |
| 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 | |
| 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 | | Turbine Kit PN | A/R | Inlet | Outlet | Wastegate | Divided | |
| * 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 | |

| GTW Series | | | | | | | | |
|--|---------|------------------|---------|--------|--------|------------|---------|------|
| 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 | |
| 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 | |
| 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 | |
| GT Series | | | | | | | | |
| GT2052 | | Compressor | | | | Turbine | | |
| Turbo PN | | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| 727264-5001S | | 38mm | 52mm | 52 | 0.51 | 47mm | 40mm | 72 |
| | | | | | | | | 0.50 |
| GT2252 | | Compressor | | | | Turbine | | |
| Turbo PN | | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| 452187-5006S | | 40mm | 52mm | 60 | 0.51 | 50mm | 43mm | 72 |
| | | | | | | | | 0.67 |
| GT2554R | | Compressor | | | | Turbine | | |
| Turbo PN | | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| 836023-5001S | | 42mm | 54mm | 60 | 0.80 | 53mm | 42mm | 62 |
| | | | | | | | | 0.64 |
| GT2560R | | Compressor | | | | Turbine | | |
| Turbo PN | | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| 836023-5004S | | 46mm | 60mm | 60 | 0.80 | 53mm | 42mm | 62 |
| | | | | | | | | 0.64 |
| GT2860R | | Compressor | | | | Turbine | | |
| Turbo PN | | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| 836026-5005S | | 47mm | 60mm | 62 | 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 | |
| GT2860RS | | Compressor | | | | Turbine | | |
| Turbo PN | | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| 836026-5013S | | 47mm | 60mm | 62 | 0.60 | 54mm | 47mm | 76 |
| 836026-5014S | | 47mm | 60mm | 62 | 0.60 | 54mm | 47mm | 76 |
| | | | | | | | | 0.86 |
| | | | | | | | | 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 | |
| GT2871R | | Compressor | | | | Turbine | | |
| Turbo PN | | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| 836026-5020S | | 53mm | 71mm | 56 | 0.60 | 54mm | 47mm | 76 |
| 836026-5021S | | 53mm | 71mm | 56 | 0.60 | 54mm | 47mm | 76 |
| | | | | | | | | 0.86 |
| | | | | | | | | 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 | |
| GT3071R Reference Data | | Compressor | | | | Turbine | | |
| Supercore PN | | Inducer | Exducer | Trim | A/R | Inducer | Exducer | Trim |
| 836028-5001S | | 53mm | 71mm | 56 | 0.50 | 60mm | 55mm | 84 |
| 836028-5002S | | 53mm | 71mm | 56 | 0.50 | 60mm | 55mm | 84 |
| 836028-5004S | | 53mm | 71mm | 56 | 0.50 | 60mm | 55mm | 84 |
| 836028-5005S | | 53mm | 71mm | 56 | 0.50 | 60mm | 55mm | 84 |
| Notes: | | Turbine Kit PN | A/R | Inlet | Outlet | Wastegate | Divided | |
| 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 | |
| | | 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 | |

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