



GTURBO

WHY A GTURBO

FOR YOUR 1GD-FTV

N80 HILUX, FORTUNER & PRADO

Version 1.3 (2026)

Performance By Design





PERFORMANCE BY DESIGN

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GTURBO

US

GTurbo is proudly Australian-owned and operated. Our turbochargers are designed and manufactured at our Balcatta facility in Western Australia.

ABOUT

Our story begins with founder Graeme Bentink, an avid explorer of Australia's rugged landscapes, who struggled with the limitations of an underpowered and inefficient 4WD.

Convinced his factory LandCruiser had untapped potential, Graeme used his background in process engineering and metallurgy to create a solution: a high performance turbocharger built for real-world conditions.





Fourteen years on, GTurbo has grown into one of Australia's leading manufacturers of high-performance diesel turbos and tuning solutions. Fuelled by a passion for performance, we engineer, test, and optimise every product to deliver maximum power and reliability for every drive.

**DRIVEN BY INNOVATION AND BACKED BY ENGINEERING
EXCELLENCE, WE FOCUS ON THE ENTIRE SYSTEM TO BRING
YOU GREATER POWER OUTPUT WITH EVERY UPGRADE.**



OUR TURBOS

**ENGINEERED
BY DESIGN**

**BUILT ON THE FOUNDATION
OF FACTORY-FITTED UNITS,
OUR TURBOCHARGERS ARE
COMPLETELY REIMAGINED
USING CUTTING-EDGE DESIGN
PRINCIPLES TO MEET
MODERN PERFORMANCE
DEMANDS.**

All GTurbo turbochargers are balanced using state-of-the-art, four-stage high-speed equipment, spinning at up to 200,000 RPM.

We use a proprietary GTurbo balancing procedure that delivers levels of precision far beyond any original turbo we've tested. This advanced balancing ensures quiet operation, exceptional reliability under extreme boost, and, most importantly, long service life. Each GTurbo is race-ready straight out of the box, with no need for extra tuning or preparation, giving drivers the confidence to push performance to the limit from day one.

**OUR COMPREHENSIVE REDESIGN DELIVERS MORE POWER,
GREATER EFFICIENCY, AND ENHANCED RELIABILITY UNDER
HIGH-DEMAND CONDITIONS, THROUGH IMPROVED AIRFLOW,
SUPERIOR MATERIALS, AND ROBUST CONSTRUCTION.**

1 Turbine Shaft

Larger and stronger, with advanced blade metallurgy.

2 Compressor Wheel

Precision billet aluminium or titanium, point-machined for uncompromised accuracy, far superior to line-machined alternatives common in the market.

3 Bearings

Reinforced to handle high boost with gapless seals for superior oil control.

4 Boost Capability

Rated over 40psi, ensuring durability even under over-boost conditions.

5 Variable Nozzle Technology (VNT)

Precision-controlled VNT for rapid spool, consistent boost delivery, and unmatched throttle response.





GTURBO & **THE 1GD-FTV**

The Toyota 1GD-FTV 2.8L turbo-diesel engine debuted in 2015, powering the N80 Hilux and GDJ150 Prado with Euro 5 compliance. While the factory turbocharger may appear unchanged from the outside, GTurbo's upgrade is a complete internal redesign. We have retained the factory VNT functionality whilst improving almost every component for increased flow, durability, and performance.

Our first IGD-FTV upgrade was developed in 2018. This engine has consistently exceeded expectations in both power and reliability. GTurbo-fitted IGD engines have achieved up to 220rwkW and 700+Nm at the wheels, more than double the standard output, while maintaining excellent fuel economy and far superior drivability, especially at low RPM.



PRODUCT GUIDE

FOR THE 1GD-FTV PLATFORM



TURBOCHARGERS



GD-G250 Titan
T T 1GD-FTV1 G250

Description

Delivers rapid spool and strong low-end torque, perfect for touring and responsive everyday performance.

\$2990



GD-G300 Titan
T T 1GD-FTV1 G300

Description

Combines sharp response with massive midrange power, ideal for heavy towing and high-output builds.

\$3490



GD-G300 BB
T T 1GD-FTV2 BB

Description

A precision-engineered upgrade combining cutting-edge aerodynamics and touring-grade endurance.

\$4290



GD-G333 BB
T T 1GD-FTV3 BB

Description

The GDG333 Ball Bearing delivers sharper throttle response, earlier boost and stronger mid-range pulling power for the 1GD-FTV.

\$4690



GD-G250 TITAN

STAGE 1: TURBO UPGRADE

RESPONSIVE | LOW-END TORQUE | DAILY DRIVES

The GD-G250 Titan is GTurbo's next-generation turbo upgrade for the 2.8L 1GD-FTV in the N80 Hilux and GDJ150 Prado. This turbo delivers enhanced towing power, sharper throttle response, and superior performance throughout the rev range, all without compromising reliability.



PRICE \$2990

Key Features



The GD G250 Titan combines GTurbo's latest aerodynamic design with a high efficiency compressor and turbine for faster spool and stronger low rpm torque. A 360° thrust bearing and reinforced shaft ensure lasting reliability under heavy load.



At its core is an aerospace grade TITAN coated superalloy wheel, built for low friction, high heat resistance, and long term durability. The high flow VNT system delivers smooth, consistent boost control across the rev range.



Engineered for daily driving, towing, and touring, the GD G250 Titan delivers instant boost response with efficient top end flow, providing dependable performance on and off road.

Performance Expectations

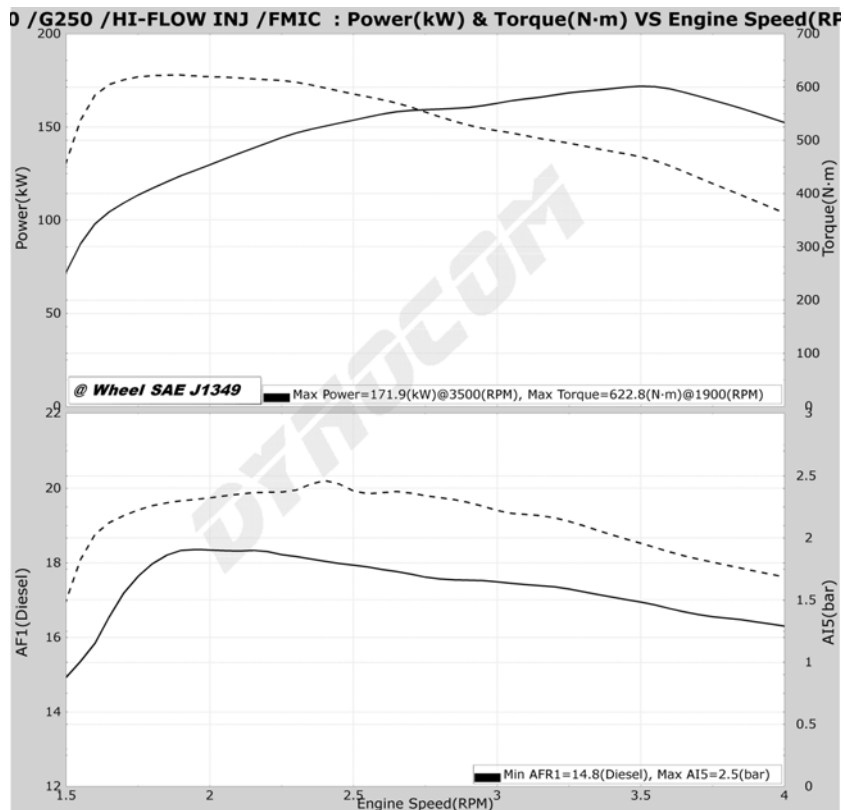
The GD-G250 Titan delivers efficient boost from 16–32 psi, with a design boost of 28 psi. With correct tuning and full supporting modifications, 30psi is typically available from just 1600rpm.

Product	Torque (Nm)	Power (rwkW)
Stock (130kW model)	360	100
GD-G250T + ECU Tune	500-550	150
GD-G250T + FSM* + Tune	550-650	160-180

***Supporting Mods** = GTurbo airbox, large intercooler, 3" exhaust, upgraded injectors

Note: Performance figures based on setups using a turbo-back exhaust. Vehicles retaining the factory DPF may see slightly reduced outputs.

The dyno graph below, reflects real-world performance of the GD-G250 Titan on an N80 Hilux with full supporting mods.



GD-G300 TITAN

STAGE 2: TURBO UPGRADE

MID-RANGE PUNCH | REAL-WORLD PERFORMANCE

The GTurbo GD G300 Titan is built to maximise the 1GD FTV platform, delivering class leading mid and top end performance that rivals many six cylinder and V8 setups. Designed for 130kW Hilux, Prado, and Fortuner models, it offers strong torque, quick spool, and dependable power for towing, overtaking, and touring.



PRICE **\$3490**

Key Features



The GD G300 Titan combines advanced aerodynamics with a high efficiency compressor and turbine wheel to enhance airflow, power delivery, and long term durability.



At its core is GTurbo's aerospace grade TITAN coated superalloy compressor wheel, designed for low friction, high heat resistance, and lasting durability. The high temperature rated VNT system maintains precise boost control and stability under sustained load.



Stepped piston ring seals on both the compressor and turbine sides improve oil control and reduce the risk of leakage, ensuring cleaner operation and greater durability under high-boost conditions.

Performance Expectations

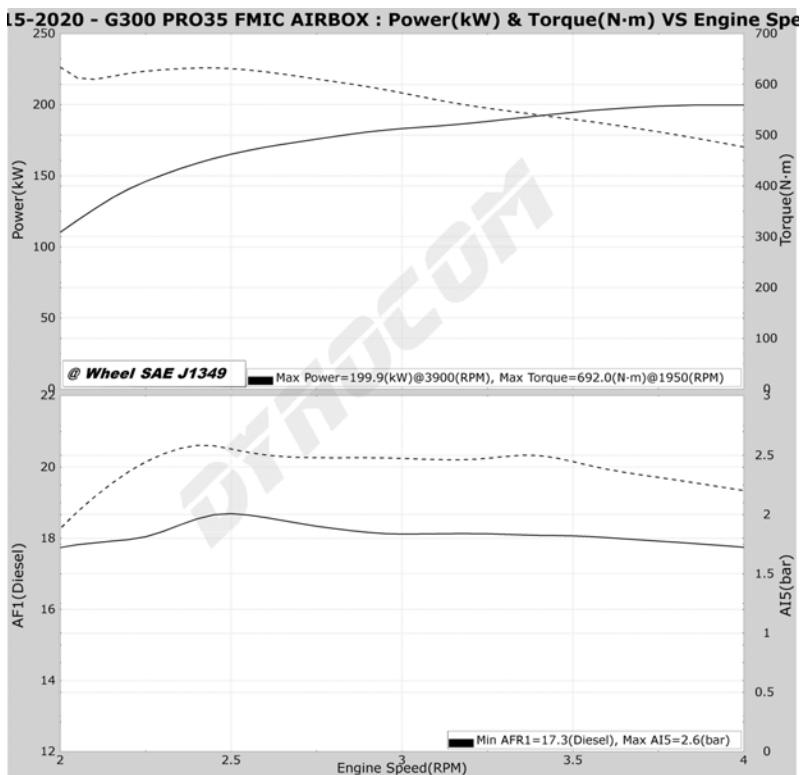
The GD-G300 Titan delivers efficient boost from 16–36psi, with a design boost of 34psi. With correct tuning and full supporting mods, customers can expect a typical boost response of 30psi by 1800rpm.

Product	Torque (Nm)	Power (rwkW)
Stock (130kW)	360	100
GD-G300T + ECU Tune	500-550	155
GD-G300T + Supporting Mods*	700	200

***Supporting Mods** = GTurbo airbox, large intercooler, 3" exhaust, upgraded injectors

Note: Performance figures based on setups using a turbo-back exhaust. Vehicles retaining the factory DPF may see slightly reduced outputs.

The dyno graph below, reflects real-world performance of the GD-G300 Titan on an N80 hilux with full supporting mods.



GD-G300 BB

STAGE 3: TURBO UPGRADE

SUPERIOR TOP-END POWER | DEMANDING DRIVES

The GTurbo GD G300 Ball Bearing turbo builds on the proven Titan design with a ball bearing core and high flow turbine for faster spool, stronger torque, and sharper response. Suited to all 150kW 1GD FTV models, it delivers smooth, reliable power for towing, touring, and performance use.



PRICE **\$4290**

Key Features



At its core, the GD-G300 Ball Bearing turbo combines advanced aerodynamics with GTurbo's latest ball bearing technology, delivering reduced friction, faster response, and exceptional long-term durability.



At the heart of the GD-G300 Ball Bearing turbo is aerospace grade TITAN coated billet compressor wheel, engineered for ultra low friction, superior thermal resistance, and extreme heat resistance.



The Next Gen VNT system combines a specialised ceramic coated housing with roller bearings for exceptional heat resistance and durability, ensuring precise boost control and consistent power even during heavy towing or sustained high temperature operation.

Performance Expectations

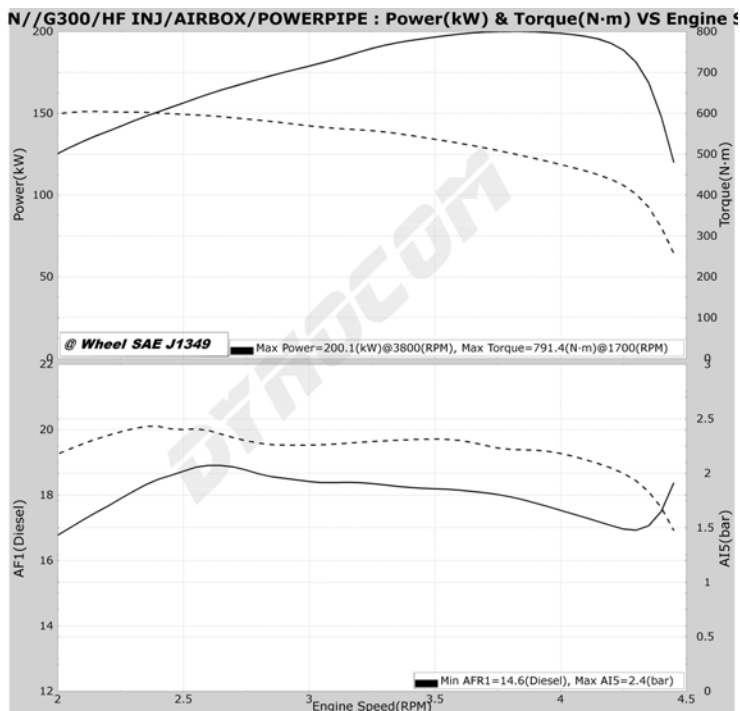
The GD-G300 Ball Bearing delivers efficient boost from 10–37psi, with a design boost of 34psi. With correct tuning and full supporting modifications, customers can expect a typical boost response of 30psi by 1700rpm.

Product	Torque (Nm)	Power (rwkW)
Late-model IGD-FTV (150kW models ONLY)		
Stock (150kW model)	410	135
GD-G300BB + ECU Tune	550-600	160
GD-G300BB + Supporting mods	700	220

***Supporting Mods** = GTurbo airbox, large intercooler, 3" exhaust, upgraded injectors

Note: Performance figures based on setups using a turbo-back exhaust. Vehicles retaining the factory DPF may see slightly reduced outputs.

The dyno graph below, reflects real-world performance of the GD-G300 Ball Bearing on a GDJ79 with full supporting mods.



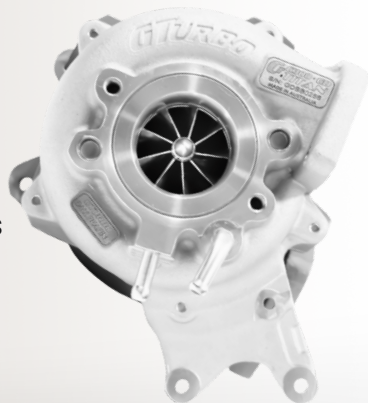
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GD-G333 BB

STAGE 4: TURBO UPGRADE

SUPERIOR MID-RANGE TORQUE | HIGH-LOAD PERFORMANCE

The GTurbo GD-G333 Ball Bearing turbo features a ball bearing core and larger compressor/turbine for increased airflow, stronger mid-range torque, and sustained high boost. Suits 150kW 1GD-FTV models (earlier models with minor mods) and delivers smooth, reliable power for towing and touring.



PRICE **\$4,690**

Key Features



The GD-G333 Ball Bearing turbo pairs advanced aerodynamics with GTurbo's latest ball bearing technology for reduced friction, rapid response, and long-term durability under high airflow demands.



The GD-G333 Ball Bearing turbo features an aerospace-grade TITAN-coated billet compressor wheel and larger turbine for increased flow, superior heat resistance, and stable high-pressure performance.



The Next Gen VNT system uses a ceramic-coated housing and roller bearings for superior heat resistance, precise boost control, and consistent power under sustained load.

Performance Expectations

The GD-G333 Ball Bearing operates efficiently from 10–39psi (design boost 37psi). With proper tuning and supporting mods, expect around 30psi by 1900rpm and strong, sustained boost across the usable RPM range.

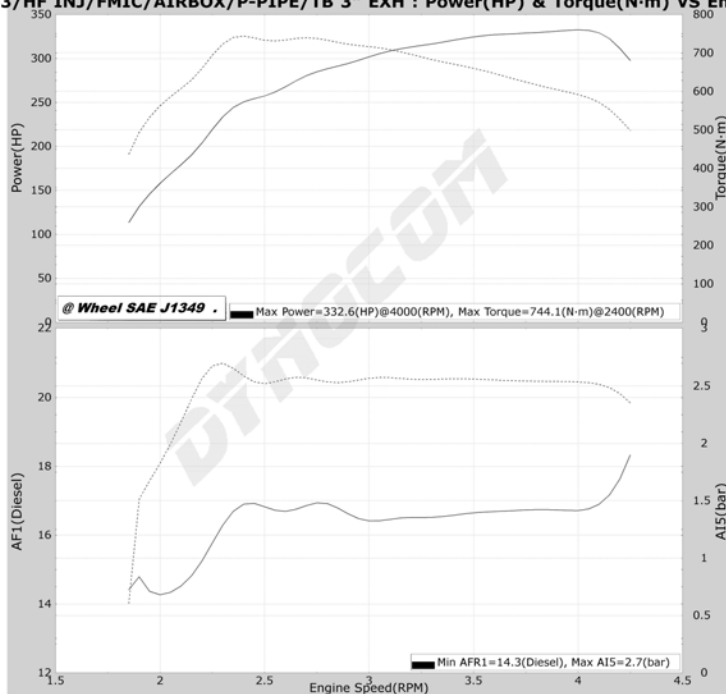
Product	Torque (Nm)	Power (rwkW)
Late-model IGD-FTV (150kW models ONLY)		
Stock (150kW model)	410	135
GD-G300BB + ECU Tune	500-550	155
GD-G300BB + Supporting mods	750-800	220-250

***Supporting Mods** = GTurbo airbox, large intercooler, 3" exhaust, upgraded injectors

Note: Performance figures based on setups using a turbo-back exhaust. Vehicles retaining the factory DPF may see slightly reduced outputs.

The dyno graph below, reflects real-world performance of the GD-G333 Ball Bearing on a N80 with full supporting mods.

'G333/HF INJ/FMIC/AIRBOX/P-PIPE/TB 3" EXH : Power(HP) & Torque(N-m) VS Engine :





SUPPORTING MODS



High-Flow Airbox
A AB GT MULTIPLE

Description

Unrestricted airflow and ultimate dust sealing for maximum engine performance.

\$1495



NPC800 Clutch
C CL XHD T10

Description

Heavy-duty clutch rated for up to 800Nm, delivering factory-like drivability with unmatched strength for high-torque builds.

\$1690



GD PRO HF Injectors
F | 1GD HF CS

Description

Built for maximum performance, delivering the fuel capacity needed for high-boost, big-power builds.

PRICING FROM \$2890





**GD Pro HF Injector
Nozzles**
F | 1GD HFN

Description
Precision-engineered nozzles providing 35% more flow for serious performance gains while maintaining reliability.

\$1080



1GD-FTV Power Pipe
P | 1GD P MULTIPLE

Description
High-flow intake pipe designed for maximum airflow, superior strength, and long-term reliability.

\$1395



**Intercooler -
GDJ250 Prado**
A IC AA GDJ250

Description
The PDI GDJ250 Intercooler maximises airflow and cooling stability for relentless power and reliability.

\$1980



**Intercooler -
N80 Hilux**
A IC AA HILUX 1GD N80

Description
The PDI N80 Intercooler keeps intake temps low and power strong when it matters most.

\$1700



**Intercooler -
GDJ150 Prado**
A IC AA GDJ150

Description
The PDI GDJ150 Intercooler delivers cooler temps, stronger torque, and consistent performance on every drive.

\$1400



**High Flow Injector
Pump - 1GD-FTV**
F IP 1GD-FTV S

Description
The GTurbo High-Flow Injector Pump supplies additional fuel required for higher power outputs.

\$3,890



HIGH-FLOW AIRBOX

N80 HILUX/FORTUNER/PRADO

DURABLE | LIGHT-WEIGHT | DROP-IN FIT

GTurbo's high-performance airboxes are engineered for maximum airflow, strength, and durability to complement our turbo systems. Designed for harsh conditions, they deliver consistent performance, reliable filtration, and the long-term protection needed for high-power builds.



PRICE **\$1495**

Features

Our High-Flow Airbox features a market-first double-seal system for superior dust and water protection in the harshest conditions. Built from 3mm alloy with 8mm flanges and finished in corrosion-resistant anodising, it delivers strength, durability, and long-term reliability.

Designed as a direct OEM replacement, it uses factory mounting points and retains OEM filter compatibility for easy servicing. Unlike plastic factory units that flex and leak under load, GTurbo's alloy design ensures clean, cool, and unrestricted airflow, improving engine performance and providing consistent protection for towing, touring, and serious off-road use.

Why it's needed

High-performance turbos demand more air than the factory airbox can deliver. Stock units can become a major restriction, reducing power and efficiency.

NPC800 CLUTCH

1GD-FTV MANUAL TRANSMISSION

EXCELLENT DRIVEABILITY | RELIABLE | STRONG

The NPC800 Clutch with billet fly-wheel offers excellent drivability with a factory-like pedal feel while providing the strength and reliability required to handle significant torque for long-term performance. NPC remains our trusted partner for all LandCruiser clutch applications.

PRICE **\$1690**



Features

Both the N80 Hilux and GDJ150 Prado manual models run the same NPC800 clutch kit. With a massive 800Nm torque rating, it provides the holding strength needed for high-output builds while maintaining near-factory pedal feel. When paired with the NPC billet flywheel, it delivers smooth engagement, excellent heat resistance, and the durability to handle aggressive tuning and heavy-duty use without compromise.

NPC remains our trusted partner for all Toyota clutch applications. Their kits are proven in real-world Australian conditions and engineered to support the torque demands of upgraded 1GD-FTV platforms.

Why it's needed

If you're chasing over 400Nm at the wheels, the factory clutch becomes a weak point. It's not built to handle the torque of tuned 1GD FTV engines, especially under sustained load when towing, touring, or off-road. A heavy duty clutch upgrade is essential for smooth driving and lasting reliability.



HIGH-FLOW INJECTORS

GD PRO HIGH-FLOW INJECTORS

PRECISION-FLOW | INTEGRATED | RELIABLE

GTurbo's GD PRO high-flow injectors for the IGD-FTV are built to support the extra fuel demands of high-performance builds, delivering clean, consistent fueling across the rev range. Whether you're towing, touring, or chasing serious power, these injectors are the perfect match for our IGD Turbo range.



PRICING
FROM **\$2890**

Why upgrade Injectors?

Factory injectors become a limiting factor once you push beyond ~160rkw and 600Nm at the wheels. By flowing more fuel at lower rail pressures, our GD Pro injectors improve atomisation and combustion under load while reducing stress on the injector pump, essential for keeping EGTs in check and power delivery smooth.

What we offer?

GTurbo has developed high-flow injectors for both early and late model IGD-FTV engines. We offer a range of purchase options to suit your build goals, budget, and installation preferences. Our injectors are designed for ECU-based control. Therefore, your tuner can scale the injectors to suit a wide range of power goals, from mild upgrades to 200rkw+ builds with 700Nm+ at the wheels.

Our injectors are compatible with all IGD-FTV vehicles, including:

- N80 Hilux (2015-present)
- GDJ150 Prado (2015-2023)
- GDJ250 Prado (2024-onward)
- GDJ70 Series (2024-onward)

Purchase Options

GD Pro High-Flow Injector Exchange Program

Swap your old injectors for professionally modified, flow-matched units through our exchange program. Injectors are supplied first on an exchange basis with a **\$1000 refundable core charge** which is reimbursed once your original injectors are returned. The cores must be in working, serviceable condition for refund eligibility.

PRICE **\$2890**

New Genuine Toyota GD Pro High-Flow Injectors

Genuine brand-new injectors are precision-modified and flow-matched by GTurbo for maximum performance,

PRICE **\$6490**

GD Pro High-Flow Injector Nozzles Only

Retain your existing injectors while boosting performance with GTurbo's precision-engineered high-flow nozzles. Perfect for customers working with local fuel specialists, this option delivers increased fueling capacity without replacing the entire injector.

PRICE **\$1080**

Fitting Kit

Our complete kit with everything you need for an injector install: Gaskets, seals and injector seats.

PRICE **\$132**

FM INTERCOOLER

1GD-FTV PDI INTERCOOLER KIT

UNMATCHED COOLING | EFFICIENT | SEAMLESS

The PDI Front Mount Intercooler Kits provide the ultimate cooling upgrade for the 1GD-FTV platform. Engineered for serious performance in demanding conditions, this upgrade delivers dramatically lower intake temperatures, improved throttle response, and reliable power delivery, especially under sustained load or towing.



PRICING
FROM **\$1400**

Features

The PDI Front Mount Intercooler range for the 1GD FTV engine is precisely engineered to deliver exceptional cooling efficiency, seamless fitment, and long term durability across Hilux, Fortuner, and Prado models.

Each kit features a high performance core optimised for airflow and thermal stability, with custom high flow end tanks, 63mm stainless steel piping, 5 ply silicone joiners, and high torque liner clamps. Brackets are zinc coated and painted mild steel to prevent corrosion and galvanic reaction.

The result is a direct fit intercooler that consistently keeps intake temps only 4–7°C above ambient and remains stable under heavy load. Testing shows EGT drops of 50–70°C, faster throttle response, and increased tuning potential, even when replacing other aftermarket systems.

Why should I upgrade my intercooler?

The IGD FTV is a strong and efficient engine, but the factory intercooler quickly becomes a limiting factor as boost and power increase. Its small core is prone to heat soak, leading to higher intake temps, elevated EGTs, and reduced torque under load. In tuned setups, power can drop by up to 30% after a few hard runs as the stock cooler struggles to manage heat, sometimes even triggering limp mode.

PDI intercoolers are built to handle higher boost, aggressive tuning, and the thermal demands of towing and touring. Tested to 60psi, they deliver the cooling stability needed for lasting reliability and consistent performance.

Why do the kits differ for each vehicle?

Each kit is tailored to its vehicle for optimal fit and cooling:

Vehicle	Core Size (mm)	Description	Price
N80 Hilux/ Fortuner	600x300x76	Featuring the largest core on the market, bolts directly to factory mounts.	\$1700
GDJ150 Prado	600x500x76	Fits in the stock position with 28% more surface area and 3.3x greater core volume than factory.	\$1400
GDJ250 Prado	600x500x65	Delivers 108% more core volume, improved end tank flow, and steel brackets replacing the weak plastic frame for stronger, more reliable mounting.	\$1980

Optional Add-Ons

Updated Model Compatibility (Push-On Piping)

For late model Hilux, Fortuner, and Prado variants with push on or circlip intercooler fittings, PDI offers bolt on conversions replicating the proven N80 clamp system. This improves serviceability and ensures easy hose replacement, preventing boost leaks or limp mode from failed factory fittings.

OPTIONAL UPGRADE **No Extra Cost**

IGD-FTV POWER PIPE

1GD-FTV HIGH-FLOW INTAKE PIPE SMARTER AIRFLOW | DIRECT REPLACEMENT

The GTurbo Power Pipe is a premium high-flow intake system purpose-built for the 1GD-FTV. Expertly engineered for increased flow, efficiency, and performance, it replaces the restrictive factory pipe with a robust upgrade that improves airflow, boosts reliability, and enhances efficiency in all driving conditions.

PRICE **\$1395**



Features

Precision engineered in Australia, the Power Pipe offers a 96% larger inducer than factory while retaining OEM mounts, crankcase ventilation, and the original O-ring seal. Each kit includes all fittings for direct installation and suits Hilux, Fortuner, Prado 150/250, and GDJ70 Series models.

Paired with GTurbo's 3.5-inch High Flow Airbox, the GTurbo power pipe removes the airflow restrictions of the factory 2.5-inch MAF housing, delivering smoother intake flow, accurate airflow readings, and improved ECU control.

Why should I upgrade my intake pipe?

Factory intakes restrict performance as airflow increases, causing the MAF sensor to exceed its range. The GTurbo Power Pipe and 3.5-inch Airbox correct this with a larger MAF housing, enabling proper sensor scaling, sharper throttle response, and better drivability.

Compatibility & Performance

Beyond its performance benefits, the Power Pipe Kit opens a new avenue for cross-platform upgrades. Owners of earlier 130kW IGD models can now fit GTurbo's latest-generation ball-bearing turbochargers, such as the G300GD Ball Bearing Turbo, directly to their vehicles using this kit.

Whether you're replacing a standard system or upgrading to GTurbo's newest turbo technology, this kit ensures complete compatibility and maximum performance potential.

Complete Kit

Each GTurbo IGD Power Pipe Kit includes:

- Cast-aluminium Power Pipe assembly
- Fittings and hardware for direct installation
- Integration components for crankcase ventilation and MAF sensor
- Compatibility with GTurbo 3.5-inch Airbox systems

Performance & Benefits

The IGD Power Pipe offers the following benefits:

- 96% increase in inducer size for improved airflow
- Direct-fit design retaining OEM mounts and seals
- MAF housing rescale eliminates sensor limitations
- Enhanced throttle response and smoother torque delivery
- Enables fitment of later-generation GTurbo ball-bearing turbos

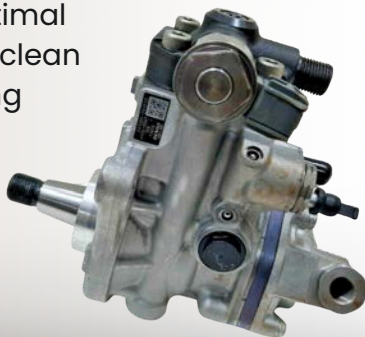
For drivers seeking to unlock the full performance potential of their IGD-FTV platform, the GTurbo Power Pipe Kit is a key step, delivering the airflow, control, and compatibility needed for the next generation of high-performance diesel tuning.

HF INJECTOR PUMP

1GD-FTV HIGH FLOW STOKER PUMP

HIGH VOLUME | STABLE PRESSURE | EFFICIENCY

GTurbo's high-flow injector pump supplies the additional fuel required for higher-power 1GD-FTV builds. Designed to maintain stable pressure and optimal injector performance, it supports clean atomisation and consistent fueling under load. The result is stronger top-end power and reliable fuel delivery for touring, towing, and high-performance applications.



PRICE **\$3,890**

Features

GTurbo's high-flow injector pump increases fuel delivery capacity by approximately 30–50% over the standard pump, allowing the fuel system to maintain stable pressure at higher power levels. This ensures consistent injector operation and proper fuel atomisation even under heavy load or high-boost conditions.

Designed as a direct replacement for the factory unit, the pump retains OEM fitment and integration while providing the additional fueling capacity required for upgraded turbocharger systems. The increased flow supports higher horsepower targets while maintaining smooth drivability and long-term reliability.

Why it's needed

The standard 1GD injector pump typically supports around 270 HP and 650 Nm at the wheels before becoming a restriction. As power levels increase, the factory pump can struggle to maintain fuel

pressure and injection quality.

With the GTurbo high-flow pump installed, we have seen builds produce upwards of 330 HP and 740 Nm at the wheels, providing the additional fuel volume needed to support larger turbochargers and higher boost levels while maintaining efficient combustion and reliable performance.

POWER PACKAGES FOR THE 1GD-FTV PLATFORM



Performance Package Summary

Package	Description	Price	
		Supply Only (No Tune)	Supply & Install (With Tune)
Starter Package	<ul style="list-style-type: none"> • GTurbo GD-G250 Titan or GD-G300 BB Turbocharger (Gen-specific) • GTurbo High-Flow Airbox 	Gen 1 & 2*	
		\$4,485	\$6,589
		Gen 3 & 4**	
		\$5,785	\$7,889
Explorer Package	<ul style="list-style-type: none"> • GTurbo GD-G250 Titan or GD-G300 BB Turbocharger (Gen-specific) • GTurbo High-Flow Airbox • GTurbo GD-Pro High-Flow Injectors • GTurbo Power-Pipe 	Gen 1 & 2	
		\$8,770	\$13,311
		Gen 3 & 4	
		\$10,070	\$14,571
Adventurer Package	<ul style="list-style-type: none"> • GTurbo GD-G300 Titan Turbo (Gen-specific variant) • GTurbo High-Flow Airbox • GTurbo GD-Pro High-Flow Injectors • GTurbo Power-Pipe • PDI Front-Mount Intercooler 	Gen 1 & 2	
		\$10,970	\$16,951
		Gen 3 & 4	
		\$11,770	\$16,191
Warrior Package	<ul style="list-style-type: none"> • GTurbo GD-G333 Ball Bearing Turbo • GTurbo High-Flow Airbox • GTurbo GD-Pro High-Flow Injectors • GTurbo Power-Pipe • PDI Front-Mount Intercooler • GTurbo High-Flow Injector Pump 	All Generations (1,2,3,4)	
		\$16,060	\$23,151

*Gen 1 & 2: 2015-2020 IGD

**Gen 3 & 4: 2020+ IGD



PACKAGE ONE

STAGE 1: STARTER PACKAGE

RESPONSIVENESS | EFFICIENCY | RELIABLE POWER

The Ultimate Starting Point for Your 1GD-FTV

GTurbo's 1GD Starter Package is the ideal first step for unlocking real performance gains from your Hilux, Prado, or GDJ70 LandCruiser. Designed to improve boost response, airflow efficiency, and overall drivability, this package delivers strong, safe performance gains while maintaining factory-like refinement and long-term reliability. Once professionally tuned, output reaches up to 200–220 HP and 500–550 Nm, transforming the 1GD into a smoother, more responsive performer for towing, touring, and daily driving.

PRICING FROM **\$ 4485**

What's included?

GTurbo Titan Turbocharger (Matched to vehicle gen)

Turbo specification is selected based on your 1GD generation:

GD-G250 Titan Turbo – Suited to 2015–2020 Gen 1 & 2 1GD engines, featuring a high-flow billet compressor for faster spool, sharper response, and stronger midrange power.

GD-G300 Titan Ball Bearing Turbo – Suited to 2020+ Gen 3 & 4 engines, with a ball-bearing billet design for ultra-fast spool and sustained power.

GTurbo High-Flow Airbox

Precision-built alloy airbox providing superior filtration, increased airflow, and maximum dust protection. Designed for harsh Australian touring and off-road environments while supporting safe performance gains.

Why Choose Package 1?

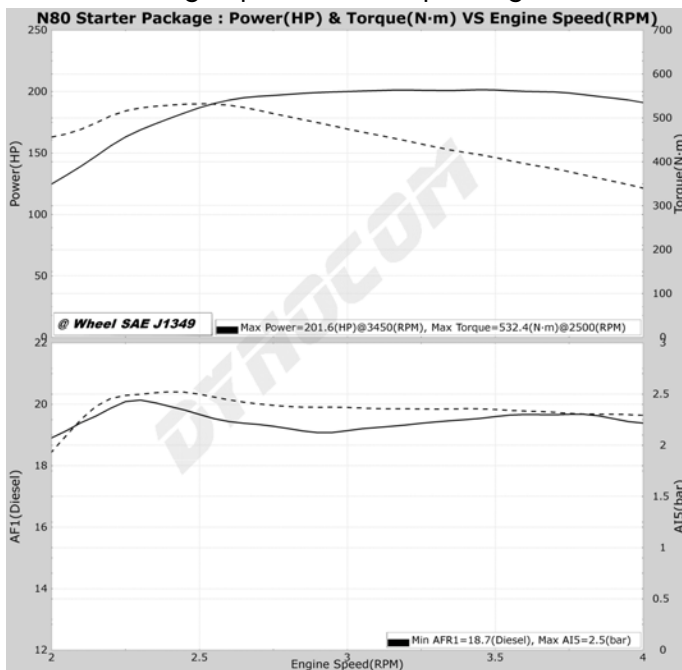
- Safe, reliable power gains on stock engines
- Improved boost response and midrange torque
- Enhanced airflow and engine efficiency
- Maintains factory drivability and refinement
- Ideal foundation for future Explorer or Adventurer upgrades

Performance Gains (Once Tuned)

Product	Torque (wNm)	Power (whp)
Stock Gen 1-2 (2015-2020)	385Nm	130hp
Package 1: Gen 1-2 (2015-2020)	500Nm	200hp
Stock Gen 3-4 (2020+)	410Nm	155hp
Package 1: Gen 3-4 (2020+)	550Nm	220hp

Note: Figures based on typical dyno results of VDJ70 vehicles with standard supporting setups. Results may vary slightly depending on vehicle condition, tyre size, and other modifications.

The dyno graph below, reflects real-world performance of an N80 (Gen 1-2) with a stage 1 performance package.





PACKAGE TWO

STAGE 2: EXPLORER PACKAGE

MORE TORQUE | FASTER RESPONSE | TOURING READY

The Explorer Upgrade for Your 1GD-FTV

GTurbo's 1GD Explorer Package is designed for drivers wanting a stronger, more capable 1GD with improved power, torque, and response for towing, touring, and daily driving. By combining high-flow fueling with airflow upgrades, this package delivers up to 250 HP and 600 Nm once professionally tuned, while maintaining the reliability and smooth drivability the 1GD platform is known for.

PRICING
FROM **\$8,770**

What's included?

GTurbo GD-Pro High-Flow Injectors

Upgraded injectors increase fueling capacity, ensuring clean, efficient power delivery under load and supporting higher boost and torque targets.

GTurbo 1GD-FTV Power-Pipe

A direct-fit high-flow intake upgrade supplied with a reinforced silicone connector, improving airflow efficiency and enhancing turbo response.

In **addition** to all the Package 1 essentials:

GTurbo Titan Turbocharger

Turbo specification is matched to your 1GD generation: GD-G250 Titan (2015–2020 Gen 1 & 2), or GD-G300 Titan Ball Bearing (2020+ Gen 3 & 4).

GTurbo High-Flow Airbox

Why Choose Package 2?

- Strong step up in power and torque over Stage 1
- Faster boost response and improved midrange performance
- Increased fueling capacity for reliable power gains
- Enhanced airflow and engine efficiency
- Designed for touring, towing, and highway performance
- Ideal progression toward Adventurer or Warrior packages

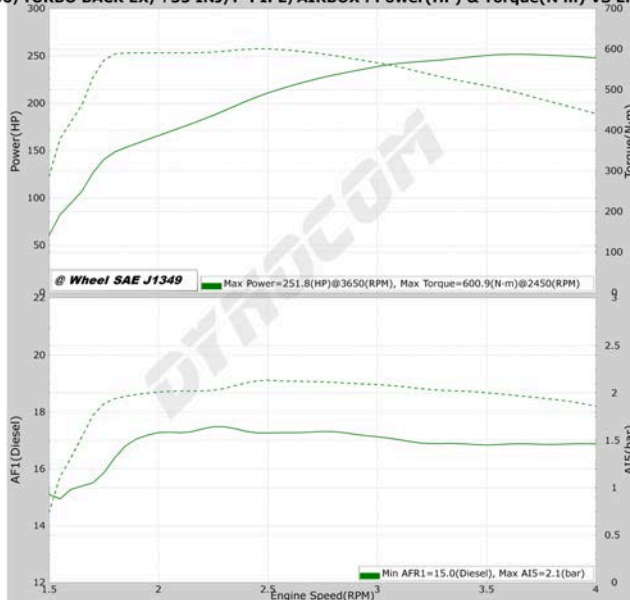
Performance Gains (Once Tuned)

Product	Torque (wNm)	Power (whp)
Stock Gen 1-2 (2015-2020)	385Nm	130hp
Package 2: Gen 1-2 (2015-2020)	600Nm	240hp
Stock Gen 3-4 (2020+)	410Nm	155hp
Package 2: Gen 3-4 (2020+)	600Nm	250hp

Note: Figures based on typical dyno results of 1GD-FTV vehicles with standard supporting setups. Results may vary slightly depending on vehicle condition, tyre size, and other modifications.

The dyno graph below, reflects real-world performance of a N80 Gen 1-2 with a stage 2 performance package.

/G250/TURBO BACK EX/+35 INJ/P-PIPE/AIRBOX : Power(HP) & Torque(N-m) VS Engine s





PACKAGE THREE

STAGE 3: ADVENTURER PACKAGE

HIGH POWER | FULL FUELING | SUSTAINED TORQUE

The Adventurer Upgrade for Your 1GD-FTV

GTurbo's 1GD Adventurer Package is designed for drivers wanting a major step up in power, torque, and responsiveness while maintaining long-term reliability. By combining upgraded fueling, improved airflow, and enhanced charge-air cooling, this package delivers up to 275 HP and 700 Nm once professionally tuned. The result is stronger midrange pull, sharper throttle response, and cooler operating temperatures.

PRICING
FROM **\$10,970**

What's included?

PDI Front-Mount Intercooler

Large-core intercooler designed to reduce intake temperatures, improve throttle response, and maintain consistent power under load for sustained performance.

In **addition** to all the Package 2 essentials:

GTurbo Titan Turbocharger

Turbo specification is matched to your 1GD generation: GD-G250 Titan (2015–2020 Gen 1 & 2), or GD-G300 Titan Ball Bearing (2020+ Gen 3 & 4).

GTurbo High-Flow Airbox

GTurbo 1GD-FTV Power-Pipe

GTurbo GD-Pro High-Flow Injectors

Why Choose Package 3?

- Major step up in usable torque and responsiveness
- Enhanced fueling to support higher boost safely
- Improved airflow and charge-air cooling
- Lower intake temperatures under sustained load
- Designed for serious touring and towing setups
- Maintains reliability with supporting airflow and cooling upgrades

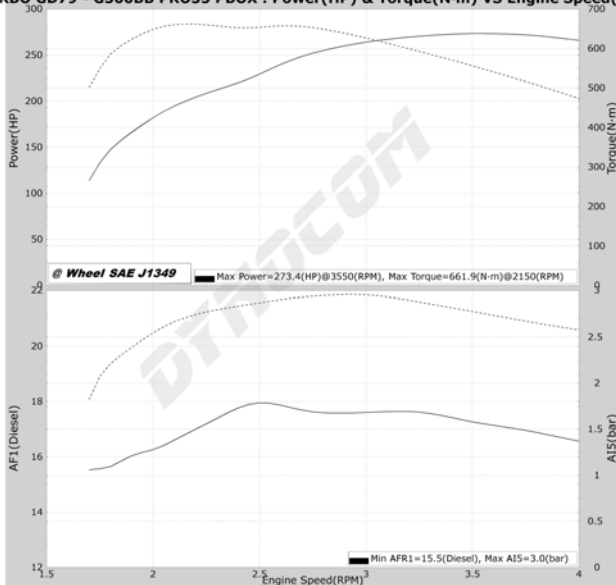
Performance Gains (Once Tuned)

Product	Torque (wNm)	Power (whp)
Stock Gen 1-2 (2015-2020)	385Nm	130hp
Package 3: Gen 1-2 (2015-2020)	700Nm	275hp
Stock Gen 3-4 (2020+)	410Nm	155hp
Package 3: Gen 3-4 (2020+)	700Nm	275hp

Note: Figures based on typical dyno results of IGD-FTV vehicles with standard supporting setups. Results may vary slightly depending on vehicle condition, tyre size, and other modifications.

The dyno graph below, reflects real-world performance of an GDJ79 (Gen 3-4) with a stage 3 performance package.

GTURBO GD79 - G300BB PRO35 PBOX : Power(HP) & Torque(N-m) VS Engine Speed(RPM)





PACKAGE FOUR

STAGE 4: WARRIOR PACKAGE

MAXIMUM POWER | UNMATCHED DRIVEABILITY

The Warrior Upgrade for Your 1GD-FTV

GTurbo's 1GD Warrior Package is the ultimate 1GD-FTV upgrade, delivering maximum power and sustained performance with proven reliability. Featuring high-flow fueling, advanced airflow, and enhanced charge-air cooling, it produces up to 330 HP and 800 Nm when professionally tuned—offering strong mid-to-top-end power and sharp response for serious towing and touring.

PRICING
FROM **\$16,060**

What's included?

GTurbo GD-G333 Titan Ball Bearing Turbocharger

A high-flow billet design with a ball-bearing core providing ultra-fast spool, exceptional boost control, and strong, sustained top-end power. Suited to both Gen 1/2 and Gen 3/4 engines.

GTurbo High-Flow Injector Pump

A brand new genuine injector pump upgraded to deliver increased fuel flow capacity. This ensures clean, consistent fuel delivery at elevated power levels while maintaining OEM reliability..

In **addition** to all the Package 2 essentials:

GTurbo High-Flow Airbox

PDI Front-Mount Intercooler

GTurbo GD-Pro High-Flow Injectors

GTurbo 1GD-FTV Power-Pipe

Why Choose Package 4?

- Highest-performing IGD package available
- Major torque increase for serious towing setups
- Upgraded fueling system to safely support high boost
- Enhanced airflow and charge-air cooling
- Designed for sustained performance under heavy load
- Maintains drivability and long-term reliability

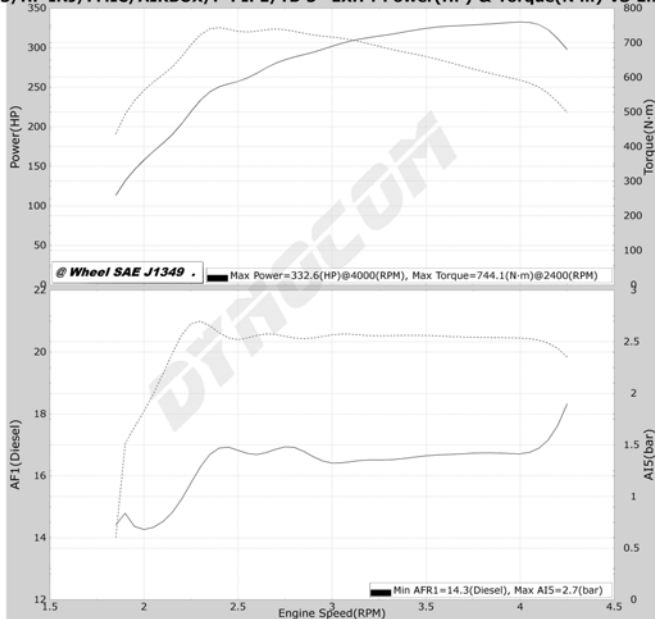
Performance Gains (Once Tuned)

Product	Torque (wNm)	Power (whp)
Stock Gen 1-2 (2015-2020)	385Nm	130hp
Package 3: Gen 1-2 (2015-2020)	800Nm	330hp
Stock Gen 3-4 (2020+)	410Nm	155hp
Package 3: Gen 3-4 (2020+)	800Nm	330hp

Note: Figures based on typical dyno results of IGD-FTV vehicles with standard supporting setups. Results may vary slightly depending on vehicle condition, tyre size, and other modifications.

The dyno graph below, reflects real-world performance of a N80 Gen 2 with a stage 4 performance package.

'G333/HF INJ/FMIC/AIRBOX/P-PIPE/TB 3" EXH : Power(HP) & Torque(N-m) VS Engine :



CONSIDERATIONS FOR THE 1GD-FTV PLATFORM



Before Upgrading

Before upgrading your turbo, it's crucial to plan for the supporting modifications that make extra power safe and reliable. Relying on stock components can limit performance, or worse, lead to engine or driveline damage. Ensuring the right supporting mods will protect your investment and unlock the full potential of your GTurbo upgrade.

Supporting modifications

We have provided extensive information on preceding pages regarding supporting modifications. To summarise:

REQUIRED

- Clutch upgrade (from Stage 1 turbo upgrades)

RECOMMENDED

- PDI Front-Mount Intercooler
- Minimum 3" Exhaust
- Airbox
- High-Flow Injectors
- GTurbo Power Pipe

Tuning

At GTurbo, we prioritise safe, reliable performance. The figures we publish reflect conservative, real-world results suited to long-term reliability. If you're aiming for more aggressive tuning, we can accommodate that, with the understanding that increased risk may be involved. We're here to guide you through the right setup based on your goals and how you use your vehicle.

Automatic Transmission Tuning

The N80 Hilux and GDJ-series Prado with the 6-speed AC60E/F automatic gearbox respond excellently to electronic tuning. At GTurbo we recalibrate shift points, increase line pressure, and adjust torque-derating strategies via ECU remap, eliminating the need for mechanical shift-kit or valve-body upgrades. This delivers firm, fast shifts and better drivability under load without introducing the complexity or harshness of aftermarket shift kits.

Early IGD-FTV Turbocharger Weakness

Pre-2021 IGD-FTV models are equipped with a smaller factory turbo featuring a thin turbine shaft that is prone to failure when pushed beyond its limits. Improper tuning or excessive boost can lead to shaft breakage and complete turbo failure. If you plan to tune your early-model IGD, it's essential to work with a GTurbo-recommended tuner who understands the limitations of the factory system and can tune safely within its thresholds.

Secondary Fuel Filters

While adding a secondary fuel filter is a popular upgrade to protect the IGD-FTV from contaminated fuel, using the wrong filter can do more harm than good. Many aftermarket kits use a 5-micron element, which is far too restrictive for the factory common-rail injector pump to draw through on its own. This restriction causes the pump to struggle, leading to internal wear and metal contamination.

Over time, metal from the pump can circulate through the fuel system and even make its way back into the fuel tank, risking widespread damage. We strongly recommend using a 30-micron filter at a minimum for secondary filtration. If you plan to run anything finer, a quality lift pump is essential to relieve strain on the injector pump and maintain long-term reliability.

Timing Chain Recall

Some early-model IGD-FTV engines were subject to a Toyota recall due to premature timing chain wear or failure. If you own a Hilux or Prado built between 2015 and 2018, it's important to confirm whether your vehicle was affected and if the recall work was completed. A worn timing chain can lead to serious engine damage and is especially critical to address before increasing power output or tuning the engine. Contact your local Toyota dealer with your VIN to check the recall status before proceeding with performance upgrades.

Fueling

The factory injectors on the IGD-FTV become a significant restriction once power levels approach 150-160wkw and ~500-550Nm at the wheels. To safely and reliably push beyond this threshold, we recommend upgrading to high-flow +30% injectors. These upgraded injectors support power targets of 200+ rwkW and 700-800+ Nm at the wheels.

Intake Manifold Cleaning

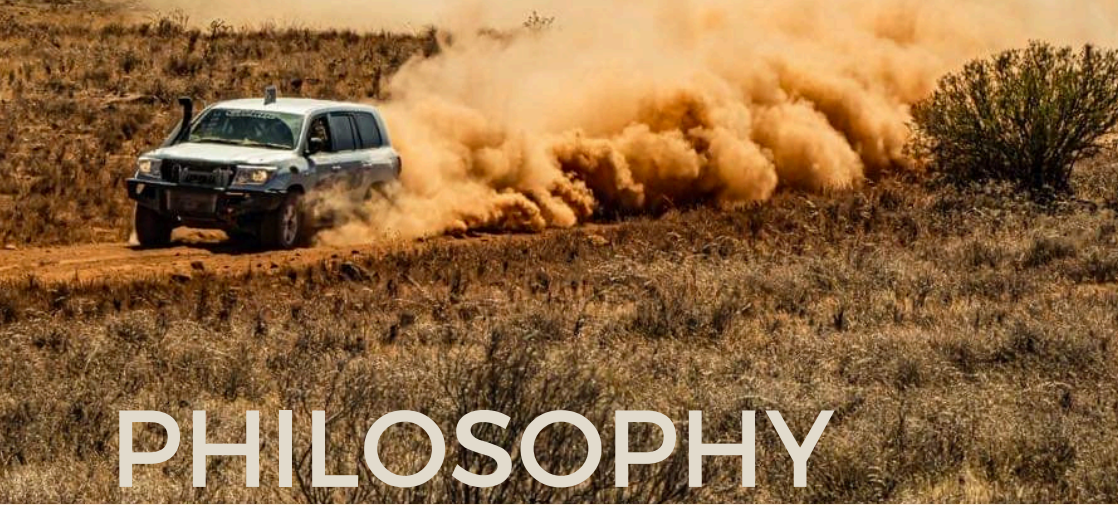
Over time, the EGR system allows oily vapour and soot to build up in the intake manifold, forming sludge that restricts airflow and reduces performance. Given the age of these vehicles, most will benefit from a thorough intake clean to restore flow and improve efficiency.

MAP Sensor Filter Cracks

The plastic MAP sensor filter is a common failure point. Cracks or leaks in this filter can cause incorrect sensor readings, resulting in power loss or tuning issues. GTurbo offers a washable stainless steel replacement for \$99 that won't crack or degrade over time.

Always Remember

At GTurbo, we're passionate about helping you get the most out of your diesel performance journey. Whether you're chasing reliable towing power, building an off-road beast, or planning a high-performance upgrade, our team is here to guide you every step of the way. From choosing the right turbo to selecting supporting modifications and tuning solutions, we'll make sure your setup is safe, efficient, and delivers the results you're looking for. Got questions? Our expert support is only a call or email away. You can find our contact information on Page 47.



PHILOSOPHY & WARRANTY

Philosophy

GTurbo turbos are designed to safely handle the boost levels we specify, while maintaining exceptional durability and performance. Our units are bolt-on replacements, connecting seamlessly to your existing manifold and exhaust for a straightforward upgrade.

At GTurbo, we prioritise safe, reliable performance. The figures we publish reflect conservative, real-world results suited to long-term reliability. If you're aiming for more aggressive tuning, we can accommodate that, with the understanding that increased risk may be involved. We're here to guide you through the right setup based on your goals and how you use your vehicle.

Warranty

Every GTurbo product comes with a 12-month warranty against manufacturing and assembly defects. We take pride in delivering world-class products that significantly enhance your vehicle's performance and in providing outstanding support to ensure the best possible GTurbo experience.

While we'll assist you wherever possible, please note that we cannot accept liability for issues caused by factors outside our control.

CONTACT US

G GTURBO

PERFORMANCE BY DESIGN

We're here to help you get the most out of your diesel performance. Whether you have questions about our products, need advice on the right upgrade, or want to book a tune, the GTurbo team is ready to assist.

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sales@gturbo.com.au

Opening Hours

Monday – Friday:
8:00 AM – 5:00 PM

Saturday – Sunday:
Closed

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