



***GTURBO***

# WHY A GTURBO

FOR YOUR 1HD-FTE

78/79/100 LANDCRUISER

Version 1.3 (2026)

PERFORMANCE BY DESIGN





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A photograph of the GTURBO storefront. The building has a dark grey facade with large windows. The 'GTURBO' logo is prominently displayed in large, 3D, silver letters with a red 'G'.

# 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 1HD-FTE

The 1HD-FTE is arguably one of the best diesel engines ever fitted to a passenger 4WD. It offers impressive power potential and can achieve excellent fuel economy both in stock form and after performance upgrades. With proper care, these engines routinely exceed 500,000 km of service life.

The electronically controlled injection pump used in the 1HD-FTE outlasts the more common Bosch VE-style mechanical pumps by a significant margin. It operates at a higher internal pressure than typical rotary pumps, enabling cleaner, more efficient combustion, achieving near common-rail performance while maintaining a largely mechanical system. Even the injectors are built to last—typically enduring 2–3 times longer than the indirect injectors found in engines like the 1HZ or TD42.

For electronically controlled engines like the 1HD-FTE, meaningful performance gains require more than just a turbocharger. Tuning is essential to maximise the full potential of your GTurbo upgrade to overcome factory boost limits and deliver the fuelling needed for increased airflow. Our custom-programmed tuning module ensures seamless ECU integration, unlocking the full potential of your GTurbo upgrade.

Our pre-programmed UniChip module has been developed specifically for the 1HD-FTE after hundreds of hours of dynamometer testing. This high-performance tuning solution is:

- Seamlessly integrated into the factory ECU via a provided wiring diagram
- Fully compatible with factory cruise control
- Programmed to reduce torque during automatic gear shifts, protecting your transmission under load

With a GTurbo and UniChip combination, you'll experience a dramatic improvement in throttle response, torque delivery, and overall drivability, without sacrificing reliability.



# PRODUCT GUIDE

FOR THE 1HD-FTE PLATFORM





# TURBOCHARGERS



**HD-G333 Titan**  
T T 1HD S2.1

**Description**

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

**\$2690**



**HD-G380 Titan**  
T T 1HD S3B

**Description**

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

**\$2690**



**HD-G400Ti**  
T T 1HD S4.5

**Description**

Engineered for maximum boost and top-end performance, delivering extreme power for serious builds.

**\$3490**



# HD-G333 TITAN

## STAGE 1: TURBO UPGRADE

RESPONSIVE | LOW-END TORQUE | DAILY DRIVES

The GTurbo HD-G333 Titan is our Stage 1 turbo upgrade, designed for strong low-end torque and excellent all-round drivability. It's the ideal choice for daily drives, towing, touring, and off-road driving.



PRICE **\$2690**

### Key Features



At the core of the HD-G333 Titan is our advanced Vortex 4 billet compressor wheel. Built from upgraded 2618-grade alloy and finished in our Titan thermal coating for improved heat resistance and long-term durability.



The unit features a revised compressor cover with anti-surge slots and a larger 3.5" inlet, which improves airflow and throttle response over the stock 2.75" setup. The full-plate high-efficiency turbine wheel reduces back pressure for cooler exhaust gas temperatures (EGTs) and better top-end performance.



The HD-G333 Titan is built for reliable performance under sustained load with a 4340 chromoly shaft, stepped piston ring seals, and enhanced oiling to the thrust bearing.

## Performance Expectations

The HD-G333 Titan delivers efficient boost from 16–33psi, with a design boost of 24psi and a preset range of 18–22psi. Add a boost controller and gauge to push up to 25psi for extra punch.

The HD-G333 spools faster than the larger HD-G380, making it perfect for builds mostly operating under 3000rpm. Expect 10psi by 1500rpm (no intercooler) or up to 16psi with an intercooler for even sharper response.

Product	Torque (Nm)	Power (rwkW)
Stock HDJ70/100	295/380	90/110-120
HD-G333T + UniChip Tuning	600	145-155
HD-G333T + supporting mods*	700	200

\*Supporting Mods = Clutch, large intercooler, 3" exhaust, upgraded airbox

The dyno graph below, reflects real-world performance of the HD-G333 Titan on a 1HD-FTE with full supporting mods.

FTE-100 /G333 /+30-INJ /FMIC : Power(kW) & Torque(N-m) VS Engine Speed(RPM)



# HD-G380 TITAN

## STAGE 2: TURBO UPGRADE

MID-RANGE PUNCH | REAL-WORLD PERFORMANCE

The GTurbo HD-G380 Titan steps up the performance game with sharp response down low, huge midrange torque, and the ability to carry boost all the way to redline. It's built for those chasing real-world performance in towing, touring, and high-output builds.



PRICE **\$2690**

### Key Features



The HD-G380 Titan features our latest Vortex 4 billet compressor wheel, 12% larger than the G333 and made from a high-strength, heat-resistant 2618-grade alloy, with our Titan thermal coating for corrosion protection and long service life.



Our redesigned compressor cover with anti-surge slots and a 3.5" inlet boosts airflow, while the full-plate turbine wheel improves efficiency and lowers back pressure.



The HD-G380 Titan has a 4340 chromoly shaft, stepped piston ring seals, and enhanced oiling to the thrust bearing to provide long-term durability under sustained boost.

## Performance Expectations

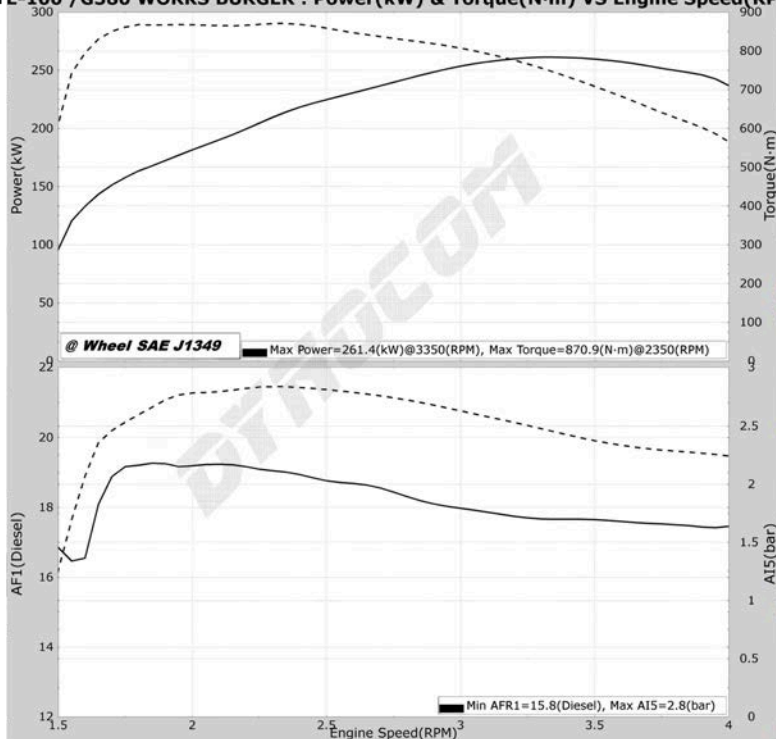
The HD-G380 Titan operates efficiently from 16–36psi (design boost: 28psi), with a preset ranged between 20–25psi. With a boost controller, it can run up to 35psi, reaching full boost (35psi) as early as 2000rpm and 32psi by 4000rpm when tuned correctly.

Product	Torque (Nm)	Power (rwkW)
Stock HDJ70/100	295/380	90/110-120
HD-G380T + supporting mods* + 30% injectors	700-850	180-230
HD-G380T + supporting mods* + 70% injectors (manual only)	850-1000	250-280

\*Supporting Mods = Clutch, large intercooler, 3" exhaust, upgraded airbox

The dyno graph below, demonstrates real-world performance of the HD-G380 Titan on a IHD-FTE with full supporting mods.

**FTE-100 /G380 WORKS BURGER : Power(kW) & Torque(N·m) VS Engine Speed(RPM)**





# HD-G400 TITANIUM

## STAGE 3: TURBO UPGRADE

SUPERIOR TOP-END POWER | DEMANDING DRIVES

The GTurbo HD-G400 Titanium is designed for serious power seekers. It delivers massive top-end horsepower, outstanding towing capacity, and proven durability for demanding off-road, touring, and competition builds.



PRICE **\$3490**

### Key Features



The HD-G400 Titanium is engineered with our most advanced internals yet. At its core is a lightweight, ultra-strong titanium compressor wheel, delivering faster spool and higher boost stability under extreme load.



A redesigned compressor cover with anti-surge slots and a large 3.5" inlet ensures minimal restriction and maximum airflow. The latest high-flow turbine wheel with a full-plate rear reduces back pressure for improved top-end power. While the 4340 CrMo shaft and upgraded thrust assembly provide exceptional durability under sustained boost.



The HD-G400Ti features enhanced oil flow and stepped piston seals on both the compressor and turbine sides, keep the turbo cool even under punishing conditions.

## Performance Expectations

The HD-G400 Titanium operates efficiently from 16–47psi (design boost: 38psi), and preset to 22–25psi. Boost can be raised to 45psi with a boost controller and supporting mods.

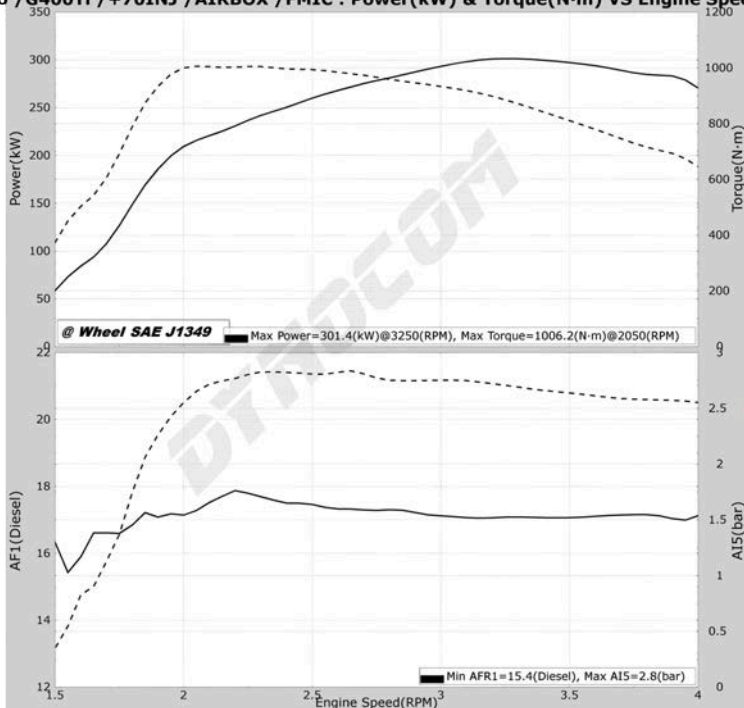
The HD-G400Ti is designed around our +70% high-flow injectors (suitable for manual transmission ONLY). This pushes the IHD-FTE to deliver jaw-dropping torque and horsepower numbers when tuned correctly.

Product	Torque (Nm)	Power (rkwW)
Stock HDJ70/100	295/380	90/110-120
HD-G400Ti + supporting mods* + 70% injectors (manual only)	900-1200	280-300

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

The dyno graph below, demonstrates real-world performance of the HD-G400 Titanium on a IHD-FTE with full supporting mods.

E-100 /G400Ti /+70INJ /AIRBOX /FMIC : Power(kW) & Torque(N-m) VS Engine Speed(RP





# SUPPORTING MODS



**UniChip**  
X UNICHIP SUP

**Description**

Unlock hidden power and torque with precision ECU control for safe, reliable performance.

**PRICING FROM** **\$1990**



**High-Flow Airbox**  
A AB GT 105

**Description**

Unrestricted airflow and ultimate dust sealing for maximum engine performance.

**\$1495**



**+30% HF Injectors**  
F | 1HDFTE S1

**Description**

Ideal for moderate power upgrades, providing increased fuel flow for strong torque and safe tuning.

**PRICING FROM** **\$1990**





**+70% HF Injectors**  
F | 1HDFTE S2

**Description**

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

**PRICING FROM \$1990**



**Intercooler - HDJ70**  
A IC AA T4F

**Description**

Optimised airflow and thermal efficiency to support higher boost and sustained performance.

**PRICING FROM \$1900**



**Intercooler - HDJ100**  
A IC AA T2F

**Description**

Optimised airflow and thermal efficiency to support higher boost and sustained performance.

**PRICING FROM \$1900**



**NPC1300 Clutch**  
C CL XHD T3

**Description**

1300nm rated heavy-duty clutch for the HDJ70/100 manual transmission.

**\$1990**



**Ratio-Tech Shift Kit**  
G SK A750F

**Description**

Value-body upgrade for the A750F automatic transmission.

**\$315**



**Boost Controller**  
T T BC

**Description**

Take control of your power by increasing boost beyond the preset limits

**\$55**



# UNICHIP TUNING

## PERFORMANCE PACKAGE

PRE-TUNED | WIRE-IN | 5-MAP SELECT OPTION

The GTurbo UniChip package is the perfect entry point into the world of 1HD-FTE tuning. Designed to deliver immediate gains on stock or lightly modified setups, it also provides a flexible foundation for future upgrades.



UNICHIP (UNTUNED)     \$1990

UNICHIP (PRE-TUNED)     \$2190

5-MAP SELECTOR     +\$500

### Why do I need UniChip Tuning?

Factory ECUs limit boost and fuel delivery, restricting performance. A UniChip intercepts and modifies signals to and from the ECU, allowing custom calibration of fuel, boost, and timing. This unlocks the full potential of your stock engine or GTurbo upgrade while maintaining safe air-fuel ratios and EGTs. The optional 5-map selector upgrade, allows you to alternate between various power levels at the flick of a switch.

### What's next?

After purchase, you'll receive a tuning form via email to help us pre-map your UniChip for your specific vehicle, current modifications, and performance goals. Whether you're running a stock setup or planning future upgrades, the UniChip grows with you, it can be easily reprogrammed as your build evolves.

## Performance Expectations

Product	Torque (Nm)	Power (rkwW)
Stock HDJ70/100	295/380	90/110-120
Stock HDJ70 + UniChip Tuning	400-500	125-130
Stock HDJ100 + UniChip Tuning	400-500	135-140

**NOTE:** To fully maximise the tune, we recommend fitting a boost controller and boost gauge. This allows you to safely raise boost pressure to 16–18psi from the factory 12psi setting.





# HIGH-FLOW AIRBOX

## 100/105 SERIES LANDCRUISER

**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 VDJ200 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.

# TRANSMISSION

## CLUTCH & VALVE BODY UPGRADES

EXCELLENT DRIVEABILITY | RELIABLE | STRONG

### NPC1300 Clutch (Manual Transmission)

The factory clutch in manual IHD-FTE LandCruisers often fails to manage increased torque, with slip commonly occurring beyond 500Nm. Many original clutches are now decades old, making failure likely even at stock power levels.

When targeting higher power (stage 2 or 3 upgrades), upgrading to the NPC1300 clutch with a billet flywheel is essential. This combination 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 **\$1990**

### RatioTek A750F Shift Kit (Automatic Transmission)



When torque increases or towing is frequent, the A750F automatic transmission is vulnerable to wear from slow clutch engagement and low factory line pressure. The RatioTek valve body Kit upgrade solves this by boosting line pressure and engagement speed, reducing slip and heat for improved durability. This upgrade is highly recommended for any IHD-FTE running tuning, turbo upgrades, or heavy-duty work.

PRICE **\$315**



# FM INTERCOOLER

## HDJ70/100 PDI INTERCOOLER KITS

UNMATCHED COOLING | EFFICIENT | SEAMLESS

The PDI Front Mount Intercooler Kit is designed specifically for the 100 Series and narrow-nose 70 Series models, delivering unmatched cooling efficiency, clean fitment, and long-term durability.



PRICING  
FROM **\$1900**

### Features

The PDI Front-Mount Intercooler features a large core that provides 5.8x more surface area than the factory unit, dramatically reducing intake temperatures for safer and stronger performance. Tested results show temps as low as 4–7°C above ambient during normal driving, and only 15°C above ambient under heavy towing loads. Constructed with moulded end tanks, stainless 2.5" piping, and high-torque clamps, the system ensures durability unrestricted flow through a clean behind-grille fit position, and zero maintenance post-installation.

### Why should I upgrade my intercooler?

If you're chasing reliable power gains from your 1HD-FTE in the HDJ100 or HDJ79 Land Cruiser, intercooler efficiency is critical. The factory HDJ100 front-mount intercooler is undersized and poorly positioned, while the HDJ79 comes with no intercooler at all. Both setups quickly become limiting when power increases, especially under sustained loads like towing, touring, or hard off-road use.

## Optional Add-Ons

### Crossover Delete (IHD-FTE)

PDI's cast alloy crossover delete provides a cleaner, more direct inlet path by eliminating the EGR valve. This option is perfect for those looking to simplify airflow and maximise intake efficiency. For drivers who prefer smoother engine shutdown and need to maintain compliance with electronic butterfly models, retaining the crossover remains an option.

OPTIONAL  
UPGRADE **\$150**

### Automatic Transmission Cooler

The PDI Automatic Transmission Cooler is purpose-built for HDJ100/105 builds to handle the demands of heavy towing and touring. Featuring a 13-plate stacked core rated at 45,000 BTU, this cooler is designed to keep transmission temperatures under control, even in the toughest conditions. It includes a versatile mounting bracket that accommodates winch or bull bar setups, ensuring easy installation. Proven to significantly reduce transmission heat under heavy loads, this upgrade is essential for any 4-speed automatic that works hard.

OPTIONAL  
UPGRADE **\$300**





# HIGH-FLOW INJECTORS

## ADS +30% & +70% INJECTORS

PRECISION TECHNOLOGY | INTEGRATED | RELIABLE

GTurbo High-Flow Injectors, developed in partnership with ADS Injection, are designed for seamless integration with GTurbo systems, these injectors deliver precise fuel delivery for stronger throttle response, increased torque, and big-power capability.



PRICING  
FROM **\$1990**

### Why upgrade Injectors?

The factory injectors in the 1HD-FTE begin to restrict performance at approximately 200–250rwhp and 600Nm at the wheels. This limitation becomes more pronounced if the injectors and/or injector pump are worn or degraded. If you are running a larger turbocharger, custom tuning or increasing boost beyond factory levels, upgraded injectors are essential to ensure safe and reliable power delivery. To meet these demands, GTurbo offers two levels of high-flow injectors designed to suit a range of performance goals.

### What we offer?

We offer two levels of high-flow injectors:

**+30% Injectors:** The ideal match for mid-power builds. These injectors are designed for vehicles running upgraded turbochargers like the HD-G333 or HD-G380 (or similar systems), as they offer a perfect balance of drivability, efficiency, and power

**+70% Injectors:** These injectors are designed for maximum fueling capacity, supporting big-power builds with large-frame turbos (like the HD-G400 Titanium) and heavy-duty driveline setups. Ideal for those pushing 330rwHP+ or over 1000Nm at the wheels.

## Which injectors are right for you?

Feature	+30% Injectors	+70% Injectors
<b>Purpose</b>	Ideal for mid-power builds	Built for serious high-power applications
<b>Flow Rate</b>	+30% over stock	+70% over stock
<b>Power</b>	250–330rwHP	330–400rwHP
<b>Torque</b>	700–800Nm@ wheels	+1000Nm @ wheels
<b>Use</b>	Daily drivers, touring, and light towing	Competition, heavy towing, and high performance builds
<b>Supporting Mods</b>	Turbo, intercooler, exhaust, UniChip	Larger turbo, intercooler, clutch upgrade, full tuning

## GTurbo 1HD-FTE Injector Exchange Program

GTurbo offers an exchange program for 1HD-FTE injectors. Injectors are supplied first on an exchange basis with a **\$1500 refundable core charge**. The core charge is refunded once your original injectors are returned. The cores must be in working, serviceable condition for refund eligibility.

All injectors are fully flow-tested, matched, and ready to support your build.

# POWER PACKAGES FOR THE 1HD-FTE PLATFORM



# Performance Package Summary

Package	Description	Price	
		Supply Only (No Tune)	Supply & Install (With Tune)
Starter Package	<ul style="list-style-type: none"> <li>• GTurbo UniChip</li> <li>• Boost Controller</li> </ul>	\$2,245	\$4,045
Explorer Package	<ul style="list-style-type: none"> <li>• GTurbo UniChip Tuning Module (Pre-Tuned Option Available)</li> <li>• Boost Controller</li> <li>• GTurbo HD-G333 Turbo</li> <li>• PDI Front-Mount Intercooler</li> </ul>	<b>Manual</b>	
		\$6,825	\$11,305
		<b>Auto</b>	
		\$7,345	\$11,825
Adventurer Package	<ul style="list-style-type: none"> <li>• GTurbo UniChip</li> <li>• Boost Controller</li> <li>• GTurbo HD-G333 Turbo</li> <li>• PDI Front-Mount Intercooler</li> <li>• GTurbo HF Injectors (+30%)</li> <li>• <b>Manual Models:</b> NPC 1300 Nm Heavy-Duty Clutch</li> <li>• <b>HDJ100 Auto Models:</b> Automatic Transmission Upgrade</li> <li>• High-Flow Airbox</li> </ul>	<b>Manual</b>	
		\$12,300	\$18,870
		<b>Auto</b>	
		\$11,145	\$18,100
Warrior Package	<ul style="list-style-type: none"> <li>• GTurbo UniChip</li> <li>• Boost Controller</li> <li>• GTurbo HD-G400Ti Turbo</li> <li>• PDI Front-Mount Intercooler</li> <li>• GTurbo HF Injectors (+70%)</li> <li>• Nm Heavy-Duty Clutch <u>OR</u> Automatic Transmission Upgrade</li> <li>• High-Flow Airbox</li> </ul>	<b>Manual</b>	
		\$13,110	\$19,670
		<b>Auto</b>	
		\$11,945	\$18,900



# PACKAGE ONE

## STAGE 1: STARTER PACKAGE

RESPONSIVENESS | EFFICIENCY | RELIABLE POWER

### The Ideal Entry Upgrade for Your 1HD-FTE

GTurbo's 1HD-FTE Starter Package is the ideal entry into performance tuning for HDJ100 and HDJ70 LandCruisers. Designed to improve boost control, fueling, and response, it delivers safe, reliable gains while retaining factory drivability. Supplied pre-tuned and ready to wire in, it also provides a strong foundation for future upgrades. Correctly installed, output increases from around 140 HP / 380 Nm to approximately 190 HP / 450 Nm, offering stronger midrange torque and smoother pulling power for touring and towing.

PRICING  
FROM \$2,245

### What's included?

#### GTurbo UniChip (Pre-Tuned)

The UniChip intercepts and modifies ECU signals, allowing custom control of fueling and boost delivery. Pre-mapped to suit the 1HD-FTE platform, it unlocks performance gains while maintaining safe air-fuel ratios and EGT control. The system can be re-mapped as further upgrades are added.

#### Boost Controller

Provides precise control of boost pressure, allowing the UniChip tune to safely optimise torque output.

## Why Choose Package 1?

- Significant power and torque gains on a stock engine
- Improved boost control and throttle response
- Pre-tuned solution designed for safe performance
- Maintains reliability and everyday drivability
- Ideal foundation for future turbo or fueling upgrades

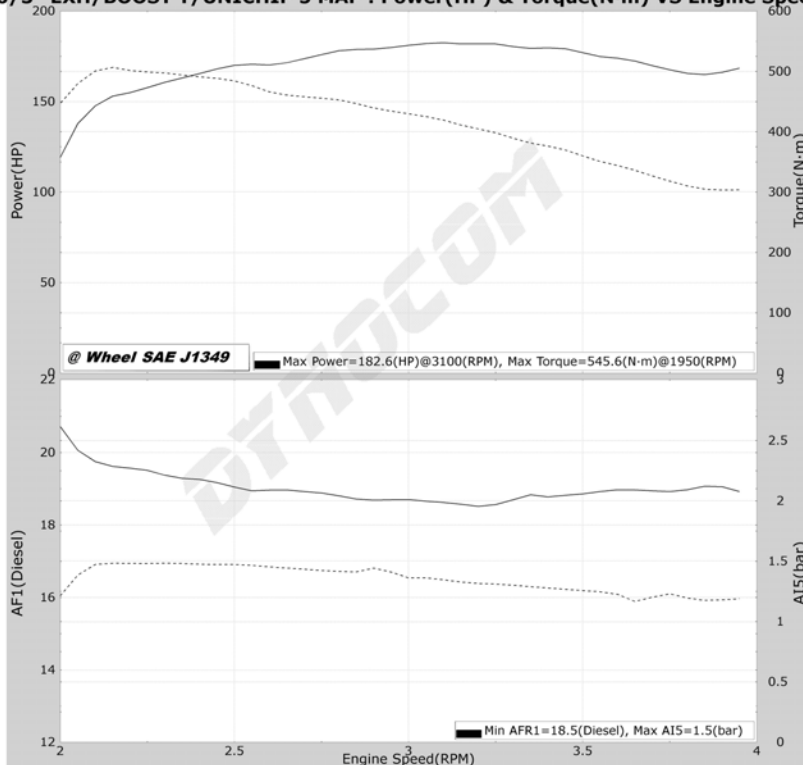
## Performance Gains:

Product	Torque (wNm)	Power (whp)
Stock 1HD-FTE	385Nm	140hp
Package 1 (Starter Package)	500Nm	190hp

**Note:** Figures based on typical dyno results of 1HD-FTE 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 1HD-FTE upgraded with a stage 1 performance package.

JJ100/3" EXH/BOOST T/UNICHIP 5 MAP : Power(HP) & Torque(N-m) VS Engine Speed(RPM)





# PACKAGE TWO

## STAGE 2: EXPLORER PACKAGE

MORE TORQUE | FASTER RESPONSE | TOURING READY

### The Midrange Upgrade for Touring and Towing

GTurbo's 1HD-FTE Explorer Package builds on the Starter Package with increased airflow and improved charge-air cooling for safer sustained power under load. Designed for HDJ100 and HDJ70 owners who tow and tour, it delivers around 220 HP and 600 Nm when professionally set up—offering stronger midrange torque and smoother performance on long climbs or heavy loads.

PRICING  
FROM **\$6,825**

### What's included?

#### GTurbo HD-G333 Turbocharger

High-flow turbo upgrade providing increased airflow capacity and stronger low-midrange performance while maintaining smooth drivability.

#### PDI Front-Mount Intercooler

Large-core air-to-air intercooler drastically reduces intake air temperatures, improves charge density, and allows sustained power under load.

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

#### GTurbo UniChip (Pre-Tuned)

#### Boost Controller

## Why Choose Package 2?

- Strong increase in midrange torque and pulling power
- Lower intake temperatures for consistent performance
- Improved airflow capacity for sustained load use
- Designed for touring, towing, and off-road performance
- Retains reliability while delivering major drivability gains

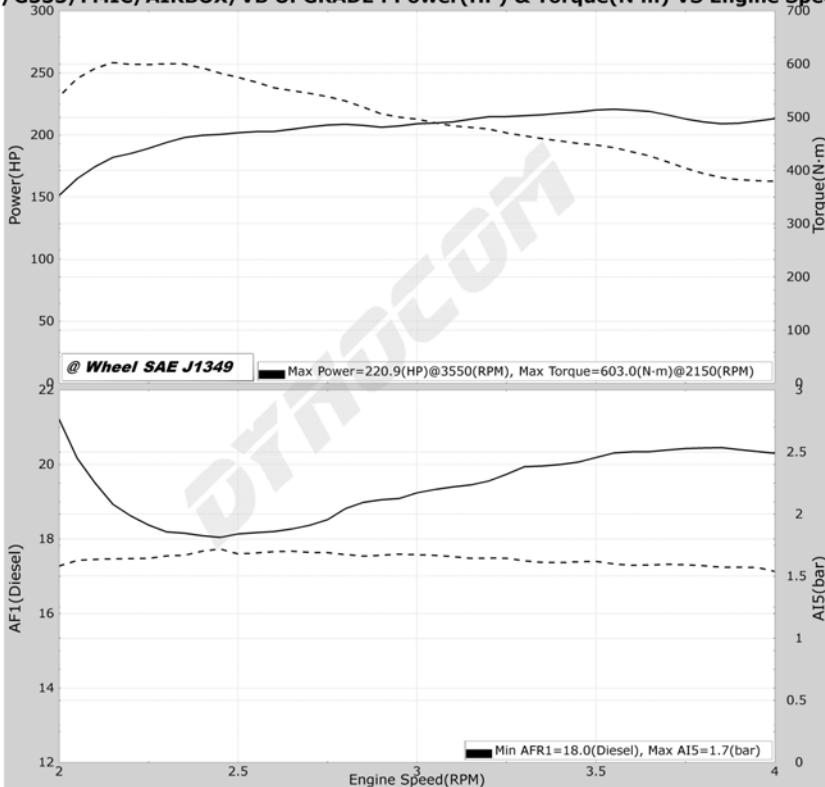
### Performance Gains:

Product	Torque (wNm)	Power (whp)
Stock 1HD-FTE	385Nm	140hp
Package 2 (Explorer Package)	600Nm	220hp

**Note:** Figures based on typical dyno results of 1HD-FTE 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 1HD-FTE upgraded with a stage 2 performance package.

**J100/G333/FMIC/AIRBOX/VB UPGRADE : Power(HP) & Torque(N-m) VS Engine Speed(RP**





# PACKAGE THREE

## STAGE 3: ADVENTURER PACKAGE

HIGH POWER | FULL FUELING | SUSTAINED TORQUE

### The High-Performance Touring Upgrade for the 1HD-FTE

GTurbo's 1HD-FTE Adventurer Package builds on the Explorer stage with increased airflow and supporting fuel upgrades to unlock serious performance while maintaining reliability. Designed for HDJ100 and HDJ79 owners, it delivers strong midrange torque and sustained load capability. Professionally tuned, output reaches around 320 HP and 800 Nm—transforming the 1HD-FTE into a high-output, highly capable platform.

PRICING  
FROM **\$11,145**

### What's included?

#### GTurbo High-Flow Injectors (+30%)

Upgraded injectors with 30% increased fueling capacity.

#### NPC 1300 Nm Heavy-Duty Clutch (Manual Models)

Upgraded injectors with increased fueling capacity.

#### Automatic Transmission Upgrade (HDJ100 Auto Models)

A750F Valve Body Upgrade Kit improves shift firmness, torque capacity, and transmission longevity under higher power output.

#### High-Flow Airbox

Improved intake airflow and filtration to support higher engine airflow demand.

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

**GTurbo HD-G333 Turbocharger**   **Boost Controller**

**GTurbo UniChip (Pre-Tuned)**   **PDI Front-Mount Intercooler**

## Why Choose Package 3?

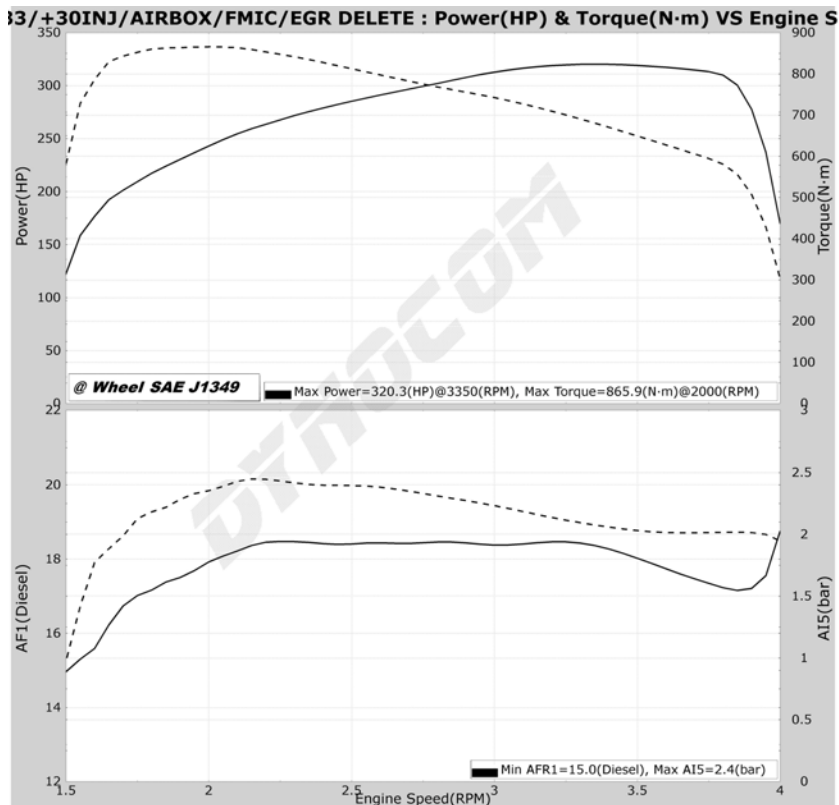
- Major increase in usable midrange torque
- Higher airflow capacity for sustained performance
- Supporting fuel system upgrades for reliable power
- Improved cooling and airflow stability under load
- Built for high-performance touring, towing, and off-road use

## Performance Gains:

Product	Torque (wNm)	Power (whp)
Stock 1HD-FTE	385Nm	140hp
Package 3 (Adventurer Package)	800Nm	320hp

**Note:** Figures based on typical dyno results of 1HD-FTE 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 1HD-FTE upgraded with a stage 3 performance package.



# PACKAGE FOUR

## STAGE 4: WARRIOR PACKAGE

MAXIMUM POWER | UNMATCHED DRIVEABILITY

### The Ultimate 1HD-FTE Package (Manual Vehicles ONLY)

GTurbo's 1HD-FTE Warrior Package delivers the highest airflow, fueling capacity, and performance for HDJ100 and HDJ79 models. Built around the HD-G400Ti Titanium Turbo, it's engineered for serious horsepower and torque. Recommended for manual vehicles only, as factory automatics cannot handle the torque. Professionally tuned, it produces around 400 HP and 1000 Nm at the wheels—delivering massive midrange and relentless top-end power.

PRICING  
FROM **\$11,945**

### What's included?

#### GTurbo HD-G400Ti Titanium Turbocharger

High-flow turbo featuring a titanium billet compressor wheel and reinforced internals, delivering rapid spool for its size, massive midrange torque, and exceptional sustained top-end performance.

#### GTurbo High-Flow Injectors (+70%)

Upgraded injectors with 70% increased fueling capacity.

In **addition** to all the Package 3 essentials:

#### GTurbo UniChip (Pre-Tuned)

#### Boost Controller

#### NPC1300 Heavy-Duty Clutch

#### GTurbo High-Flow Airbox

#### PDI Front-Mount Intercooler

## Why Choose Package 4?

- Maximum airflow capacity for the IHD-FTE platform
- Huge torque delivery with strong midrange and top-end pull
- Supporting fuel system upgrades for stable high-power operation
- Designed for high-performance builds demanding serious output
- Maintains drivability while delivering extreme performance

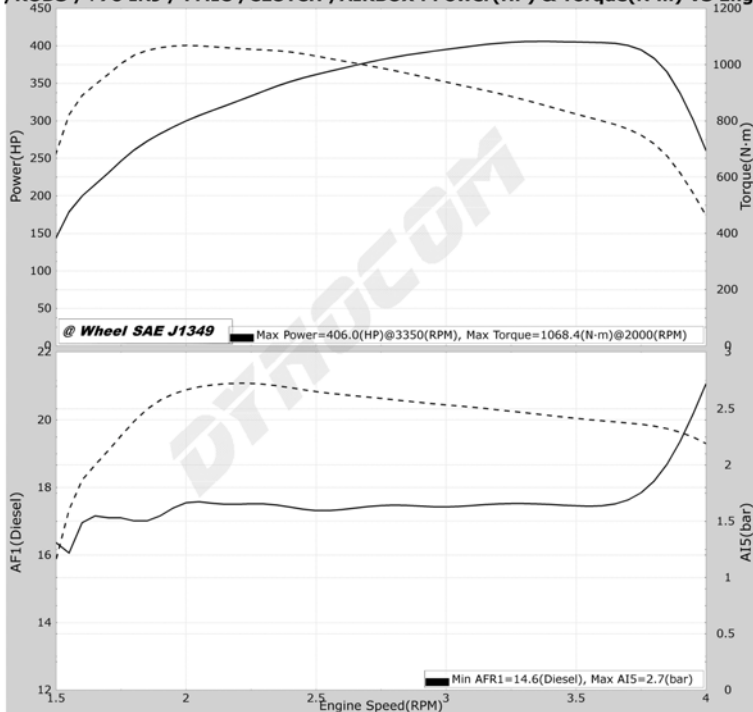
## Performance Gains:

Product	Torque (wNm)	Power (whp)
Stock IHD-FTE	385Nm	140hp
Package 4 (Warrior Package)	1000Nm	400hp

**Note:** Figures based on typical dyno results of IHD-FTE 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 IHD-FTE upgraded with a stage 4 performance package.

/RODS /+70 INJ / FMIC /CLUTCH /AIRBOX : Power(HP) & Torque(N-m) VS Engi



# CONSIDERATIONS FOR THE 1HD-FTE PLATFORM



## Before Upgrading

Before upgrading your turbo, plan the supporting mods needed for safe, reliable power. Stock components can limit performance or risk damage—proper upgrades protect your investment and unlock your GTurbo's full potential.

## Supporting modifications

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

### REQUIRED

- Clutch OR Valve body Upgrade

### RECOMMENDED

- PDI Front-Mount Intercooler with transmission cooling
- Minimum 3" Exhaust
- Airbox
- Injectors
- Boost gauge and controller

## Turbos

Every GTurbo upgrade includes a redesigned compressor cover with a larger 3.5" inlet and 2" outlet to maximise airflow and efficiency. Unlike the factory flanged design, these connections improve breathing and support higher boost levels. If you're retaining the stock airbox or intercooler, the intake and piping will need minor modifications to suit the new dimensions.

## Intercooling – Top Mount or Front Mount?

While the factory top-mount design works for light use, front-mount intercoolers deliver superior cooling efficiency, especially under sustained load such as towing, touring, or off-road driving. A front-mount system is recommended as it eliminates heat soak, improves consistency, and allows easier engine access compared to bulky top-mounted setups.

## Fueling

The factory injectors become a major restriction at around 200–250whp and 500–600Nm at the wheels. To achieve safe and reliable gains beyond this point, we recommend upgrading to high-flow injectors, depending on your performance goals.

## Aging Fan Clutch

Many IHD-FTEs are still running the original viscous fan hub, which can lose its effectiveness over time as the internal silicone oil breaks down or leaks out. This results in poor cooling under load, particularly in hot conditions or when towing. We recommend inspecting or replacing the fan clutch to avoid overheating.

## Transmission Cooling

For automatic vehicles, an upgraded transmission cooler is highly recommended to manage additional heat under load, especially when towing or driving in soft sand. PDI offers a high-performance transmission cooler rated at 45,000 BTU, designed to keep your transmission protected in extreme conditions.

## Injector Installation Caution

When installing injectors on a IHD-FTE, extra care must be taken due to their location under the rocker cover. If the leak-off washers are not seated properly, diesel can leak into the sump, causing the engine oil level to rise and risking a runaway. Always torque injectors to factory specification (11Nm) and test the leak-off rail by applying a small amount of oil to the bolts and using compressed air to check for leaks. It's also good practice to check the oil level after ~1,000km to ensure no diesel contamination has occurred.

## 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.

## 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.

## Tuning

At GTurbo, we prioritise safe, reliable performance. Our published figures reflect conservative, real-world results for long-term durability, though more aggressive tuning is available with increased risk. We'll guide you based on your goals and vehicle use.

As the factory ECU cannot be remapped, a UniChip piggyback system is essential. It provides full control of fuel, boost, and timing for precise, safe tuning, and is supplied pre-programmed with a wire-in harness and instructions.

A boost controller is also essential, allowing accurate boost control beyond factory limits to safely maximise power and torque.

## 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 43.



# 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. This excludes our titanium models which are covered for 24-months under warranty.

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 TURBO**

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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## **Opening Hours**

Monday – Friday:  
8:30 AM – 4:30 PM

Saturday – Sunday:  
Closed

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