



# WHY A GTURBO

## FOR YOUR 1KD-FTV

N70 HILUX, 120 & 150 PRADO

Version 1.1 (2025)

Performance By Design





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# ABOUT US

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

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 1KD-FTV

The Toyota 1KD-FTV engine debuted in 2002 in the 90 Series Prado as a Euro 3-compliant powerplant, continuing through to 2015 with refinements to meet Euro 5 standards. In Australia, this engine is found in the Toyota Hilux (2005–2015) and Toyota Prado 120 & 150 Series (2006–2015).

Despite its modest stock output, the 1KD-FTV has proven to be exceptionally robust under significant power increases, far exceeding our original expectations.

GTurbo has fully re-engineered a range of performance upgrades for the 1KD-FTV that are direct-fit replacements. While they appear physically similar to factory units, these turbochargers feature a complete internal overhaul, including a redefined variable nozzle (VNT) system, maintaining compatibility while dramatically enhancing performance and durability.

In 2012, GTurbo released the first 1KD-specific turbo upgrade. Our initial test vehicle has logged over 80,000km of heavy use, with power levels reaching 60% above factory. We've since seen GTurbo-equipped 1KDs producing over 300rwkW (vs a stock output of ~92rwkW), with massive improvements in low-end torque and drivability, and without compromising fuel economy.





In 2015, GTurbo purchased a 2011 automatic Hilux to further develop and validate our products. This 4WD daily driver also doubled as a drag strip test vehicle. On a daily-use tune, the Hilux (1,800kg with driver) ran a best of 12.27 sec @ 108mph. You can watch this process in more detail via the link: <https://www.youtube.com/watch?v=KWKW2d0rakE>



**BURSON AUTO PARTS**



Today, some customer builds have achieved 10.88 sec @ 125mph, showcasing the engine's serious performance potential.



# PRODUCT GUIDE





# TURBOCHARGERS FOR THE 1KD-FTV PLATFORM



## KD-G250 Titan T T 1KD-FTV S2

### Description

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

**\$2990**



## KD-G300 Titan T T 1KD-FTV S3

### Description

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

**\$3490**



## KD-G320 Titanium T T 1KD-FTV S4B

### Description

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

**\$3890**

# KD-G250 TITAN

## STAGE 1: TURBO UPGRADE

**RESPONSIVE | LOW-END TORQUE | DAILY DRIVES**

The GTurbo KD-G250 Titan delivers strong low-end torque and rapid response, giving your 1KD-FTV the punch it should've had from the factory. Whether you're towing, touring, or chasing big power off-road, the KD-G250 Titan is designed to perform across a wide rev range with class-leading reliability.

**PRICE \$2990**



### Key Features



The KD-G250 Titan features a high-efficiency billet compressor wheel with our signature TITAN coating, engineered for ultra-low friction, extreme heat resistance, and long-term reliability.



This turbo is built for durability. It includes a high-response turbine, upgraded 360° thrust bearing, 30% stronger main shaft, and a higher-flow Next-Gen VNT system to ensure consistent boost delivery and robust operation under load.



The KD-G250 Titan is built for reliable performance under sustained load, with stepped piston ring seals on both compressor and turbine sides, anti-surge slots for stability under throttle, and enhanced thermal control for long-term durability.

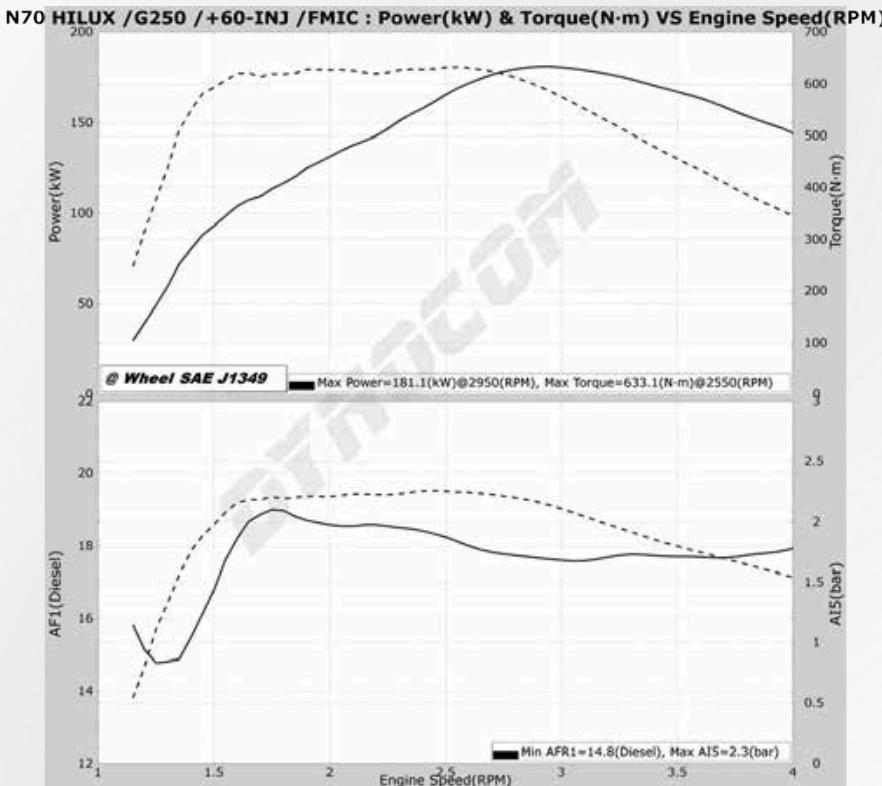
## Performance Expectations

The KD-G250 Titan delivers efficient boost from 10–30psi, with a design boost of 28psi. A GTurbo ECU Tune, with supporting mods, is required to access full boost and tuning potential.

| Product                     | Torque (Nm) | Power (rkwW) |
|-----------------------------|-------------|--------------|
| Stock 1KD-FTV               | 290         | 92-96        |
| KD-G250T + remap            | 450-550     | 140-150      |
| KD-G250T + supporting mods* | 600         | 180          |

\*Supporting Mods = NPC800 clutch or shift kit, intercooler, 3" exhaust, upgraded airbox, high-flow injectors

The dyno graph below, reflects real-world performance of the KD-G250 Titan on a 1KD-FTV engine.





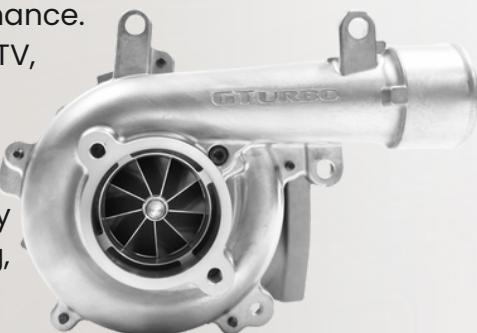
# KD-G300 TITAN

## STAGE 2: TURBO UPGRADE

### MID-RANGE PUNCH | REAL-WORLD PERFORMANCE

The GTurbo KD-G300 Titan steps up the performance game, delivering a sharper throttle response and significantly improved top-end performance.

Purpose-built for the 1KD-FTV, this turbo provides strong, consistent boost across the full rev range, making it the ideal choice for heavy towing, high-speed touring, and demanding off-road adventures.



**PRICE \$3490**

#### Key Features



At its core, the KD-G300 Titan has a high-efficiency billet compressor wheel with our aerospace-grade TITAN coating for ultra-low friction and extreme heat resistance.



Behind the compressor sits a large high flow turbine (20% larger than the KD-G250T), improving flow at higher engine speeds while maintaining excellent spool characteristics. It also includes a 30% stronger main shaft and our Next-Gen high-flow VNT system, for superior performance.



The KD-G300 Titan has stepped piston ring seals on both compressor and turbine sides, anti-surge slots for stability under throttle, and enhanced thermal control for long-term durability.

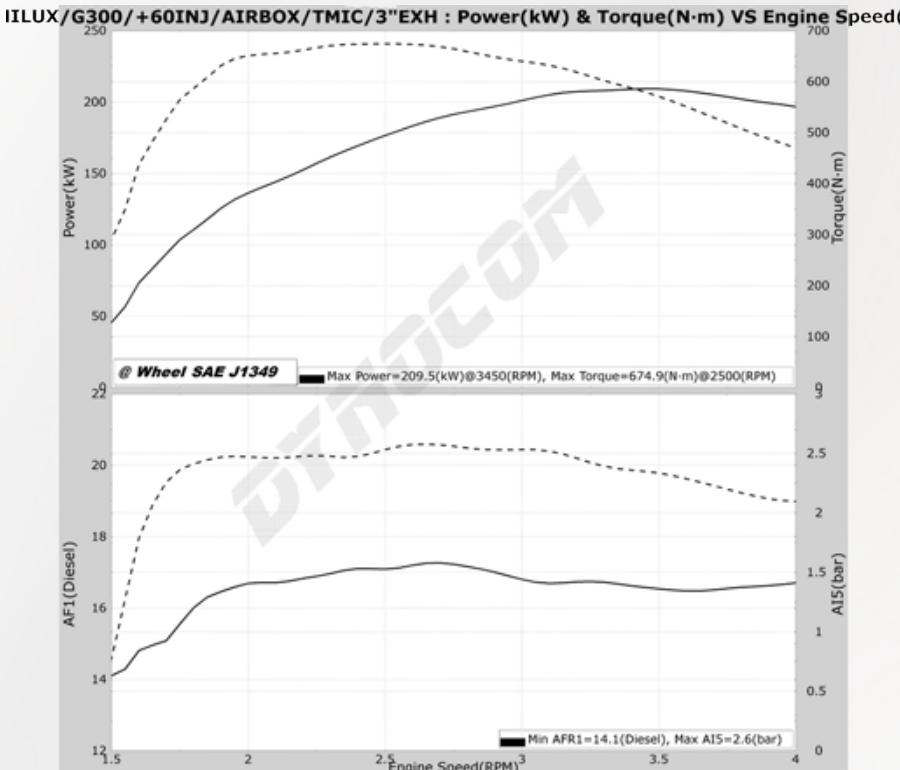
## Performance Expectations

The KD-G300 Titan delivers efficient boost from 10–37psi, with a design boost of 34psi. A GTurbo Boost Control Module, with supporting mods, is required to access full boost and tuning potential.

| Product                     | Torque (Nm) | Power (rkwW) |
|-----------------------------|-------------|--------------|
| Stock 1KD-FTV               | 290         | 92–96        |
| KD-G300T + remap            | 500–550     | 150–155      |
| KD-G300T + supporting mods* | 700+        | 200+         |

\*Supporting Mods = High-flow pump or overdrive kit, NPC800 clutch or shift kit, intercooler, 3" exhaust, upgraded airbox, high-flow injectors

The dyno graph below, reflects real-world performance of the KD-G300 Titan on a 1KD-FTV engine.



# KD-G320 TITANIUM

## STAGE 3: TURBO UPGRADE

### SUPERIOR TOP-END POWER | DEMANDING DRIVES

The KD-G320Ti is our highest-flowing turbo for the 1KD-FTV, built for serious power and uncompromising reliability.

It's designed for those chasing big numbers, heavy towing loads, or top-end performance that doesn't taper off at high RPM. While it maintains impressive bottom-end response, this turbo truly shines from midrange to redline.



PRICE \$3890

#### Key Features



The KD-G320 Titanium features our 6AL4V titanium compressor wheel, offering unmatched fatigue resistance, exceptional strength, and superior balance retention under long-term load. It also resists damage from foreign object impact, making it ideal for harsh off-road and high-performance environments.



Combined with our large high-flow turbine, this setup delivers massive flow and exceptional thermal stability under high boost and EGT conditions.



The KD-G320Ti has a 30% stronger main shaft, upgraded thrust bearing, and a high-flow Next-Gen VNT system. It also features our 360 thrust bearing for improved reliability and anti-surge slots in a revised compressor cover to eliminate the surge issue.

## Performance Expectations

The KD-G320 Titanium is designed to operate from 12–40psi, with a target boost of 36psi. Tuning with supporting mods is required to access full boost potential.

| Product                      | Torque (Nm) | Power (rkwW) |
|------------------------------|-------------|--------------|
| Stock 1KD-FTV                | 290         | 92-96        |
| KD-G320Ti + remap            | 500-550     | 150-155      |
| KD-G320Ti + supporting mods* | 900         | 250          |

\*Supporting Mods = High-flow pump or overdrive kit, upgraded clutch or shift kit, intercooler, 3" exhaust, upgraded airbox, high-flow injectors



# SUPPORTING MODS FOR THE 1KD-FTV PLATFORM



**High-Flow Airbox**  
A AB GT N70

**Description**

Unrestricted airflow and ultimate dust sealing for maximum engine performance.

**\$1495**



**NPC600 Clutch**  
C CL XHD T11

**Description**

Heavy-duty clutch rated for up to 600Nm, delivering factory-like drivability with unmatched strength for high-torque builds.

**\$1450**

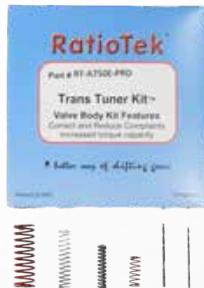


**NPC800 Clutch**  
C CL XHD T10

**Description**

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

**\$1690**


**Ratio-Tech Shift Kit**  
G SK A750

**Description**

Value-body upgrade for the A750F automatic transmission.

**\$315**

**Transgo Shift Kit**  
G SK A340

**Description**

Valve-body upgrade for A340F automatic transmission.

**\$290**

**+60% Injectors**  
F | 1KD-FTV S2

**Description**

High-flow injectors offering a 60% increase in fuel delivery, supplied on an exchange basis. Other purchase options available - see page 26.

**PRICING FROM \$1390**

**Intercooler -**  
**N70 Hilux**

A IC AA 1KD N70

**Description**

High-performance cooling upgrade that lowers intake temps, sharpens throttle response, and maintains power under load. See page 29.

**\$1700**

**Intercooler -**  
**KDJ120 Prado**

A IC AA KDJ150

**Description**

High-performance cooling upgrade that lowers intake temps, sharpens throttle response, and maintains power under load. See page 29.

**\$1600**

**Intercooler -**  
**KDJ150 Prado**

A IC AA KDJ150

**Description**

High-performance cooling upgrade that lowers intake temps, sharpens throttle response, and maintains power under load. See page 29.

**\$1400**

**GTURBO**

# HIGH-FLOW AIRBOX

## N70 1KD-FTV TOYOTA HILUX

### 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 GTurbo 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 anodizing, 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 its needed

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

PERFORMANCE BY DESIGN



# NPC600/800 CLUTCH

## 1KD-FTV MANUAL TRANSMISSION

**EXCELLENT DRIVEABILITY | RELIABLE | STRONG**

GTurbo proudly partners with NPC to deliver heavy-duty clutch solutions for your GTurbo upgrade. Whether you're towing, touring, or chasing serious power, these clutch kits provide the strength to manage high torque without sacrificing drivability, making them the ideal upgrade for demanding builds.

**PRICING FROM \$1450**



### Features

The NPC600 and NPC800 clutch are engineered to handle up to 600Nm and 800 Nm of torque, respectively. These clutches are the perfect match for high-performance turbo upgrades, featuring a full-face organic disc, a heavy-duty pressure plate, and superior clamping force while maintaining a smooth, factory-like pedal feel for everyday comfort. The NPC800 kit includes a billet steel flywheel for added strength and heat resistance, ensuring consistent performance under extreme conditions.

### Why a clutch upgraded is needed

If you're chasing more than 500Nm at the wheels, a clutch upgrade is essential. The factory clutch simply isn't designed to hold that level of torque, especially under sustained load, and will quickly become a limiting factor in drivability and reliability.

### Which clutch is right for your car?

| Upgrade | Vehicle                  | Price  |
|---------|--------------------------|--------|
| NPC800  | N70 Hilux & KDJ150 Prado | \$1690 |
| NPC600  | KDJ120 Prado             | \$1450 |

# VALVE BODY UPGRADE

## 1KD-FTV AUTOMATIC TRANSMISSION

**EXCELLENT DRIVEABILITY | RELIABLE | STRONG**

Upgrading the valve body is essential for preserving transmission performance in tuned or hard-working 1KD-FTV vehicles. GTurbo offers vehicle specific shift kits to deliver firmer gear changes, increased line pressure, and the durability required to handle high torque with confidence.

**PRICING FROM \$290**



### Features

GTurbo offers the TransGo and RatioTech shift kits, specific to select 1KD-FTV vehicles (see below). These upgrades boost line pressure and shift speed, reducing internal slip and heat, ideal for towing, off-road, or high-torque setups. They also improve responsiveness and drivability by delivering sharper gear changes and stronger clutch engagement under load.

### Why a valve body upgrade is needed

When torque increases or towing is frequent, the factory automatic transmissions in 1KD-FTV vehicles become vulnerable to premature wear due to slow clutch engagement and low line pressure.

### Which valve body is right for your car?

| Upgrade             | Vehicle                                  | Price |
|---------------------|--|-------|
| TransGo Shift Kit   | N70 Hilux (A340F 4-Speed Auto)           | \$290 |
| RatioTech Shift Kit | KDJ120/KDJ150 Prado (A750F 5-Speed Auto) | \$315 |

**GTURBO**

# HIGH-FLOW INJECTORS

## +60% HIGH-FLOW INJECTORS

### PRECISION-FLOW | INTEGRATED | RELIABLE

GTurbo High-Flow Injectors 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 **\$1390**

#### Why upgrade Injectors?

Upgrading injectors is essential when chasing more than ~160rwkW or 550Nm at the wheels, as the factory injectors simply can't deliver the required fuel. Larger injectors reduce the workload on your injection system. By delivering more fuel at lower rail pressures, they help take the strain off your injector pump while improving atomisation and combustion under load. Whether you're chasing more torque, better fuel delivery under boost, or future-proofing your build for power goals, high-flow injectors are a key part of the puzzle.

Whether you're building a mild daily or targeting 200+rwkW and over 700Nm, these injectors are proven performers. Fully ECU-controllable, your tuner can tailor them to suit a wide range of setups and torque targets, giving you flexibility without compromise.

#### What we offer?

GTurbo has developed a range of +60% high-flow injectors for the 1KD-FTV engine. These are designed to integrate seamlessly with GTurbo turbocharger systems and performance packages.

## Purchase Options

### **+60% 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 **\$300 refundable core charge** which is reimbursed once your original injectors are returned. The cores must be in working, serviceable condition for refund eligibility.

**PRICE \$1390**

### **New Genuine Toyota +60% High-Flow Injectors**

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

**PRICE \$3490**

### **+60% 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 \$552**

### **Fitting Kit**

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

**PRICE \$199**

## Performance Expectations Table

| Product                          | Torque (Nm) | Power (rwkW) |
|----------------------------------|-------------|--------------|
| Stock 1KD-FTV                    | 290         | 92-96        |
| KD-G250T + Tune + HF Injectors*  | 600         | 180          |
| KD-G300T + Tune + HF Injectors*  | 650-700     | 180-220      |
| KD-G320Ti + Tune + HF Injectors* | 700-750     | 200-230      |

\*HF Injectors = +60% High-Flow Injectors

# FM INTERCOOLER

## KDJ120/150/N70 PDI INTERCOOLERS

### UNMATCHED COOLING | EFFICIENT | SEAMLESS

The PDI Front Mount Intercooler Kits provide the ultimate cooling upgrade for the 1KD-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 load.

**PRICING FROM \$1400**



### Features

The PDI Front Mount Intercooler range for the 1KD-FTV engine has been carefully engineered to deliver exceptional cooling efficiency, clean fitment, and long-term durability.

Each kit features a high-performance core designed for maximum airflow and thermal efficiency. All systems feature custom high-flow end tanks, stainless steel piping, 5-ply silicone joiners, and high-torque Breeze liner clamps. The Hilux and 120 Prado brackets are constructed from zinc-coated and painted mild steel to avoid rust caused by galvanic reaction with surrounding materials.

The result is a direct-fit intercooler system that dramatically reduces intake temps, typically 4–6°C above ambient during normal driving. Extensive testing has demonstrated that these temperatures remain stable even under hard use. Customers have also reported improved throttle response, cooler EGTs (by 50–60°C at cruise), and increased tune headroom even when upgrading from other front-mount kits.

## Why should I upgrade my intercooler?

The 1KD-FTV is a strong and responsive engine, but intercooler performance quickly becomes a limiting factor as power demands rise. Factory coolers are either top-mounted and prone to heat soak (N70 Hilux and 120 Prado), or undersized (150 Prado). This creates elevated EGTs and inconsistent power delivery, particularly when towing, touring, or running high-boost tunes.

The PDI kits are engineered to support aggressive tuning, higher sustained boost, and the thermal demands of off-road and highway touring. Tested to handle extreme pressures, up to 60psi in some builds, these intercoolers provide the cooling stability required for both reliability and performance.

## Why do the kits differ for each vehicle?

Each kit is purpose-built for the vehicle it supports. The N70 Hilux kit uses a massive 600x300x76mm core, around 20% larger than many aftermarket designs, while the 120 Prado kit fits a custom 600x265x76mm core mounted as high as possible for optimum exposure. The 150 Prado core is the largest possible fit in the standard location, with a 28% increase in surface area and 3.33x the core volume of the factory unit.

| Vehicle      | Core Size (mm) | Price  |
|--------------|----------------|--------|
| N70 Hilux    | 600x300x76     | \$1700 |
| KDJ120 Prado | 600x265x76     | \$1600 |
| KDJ150 Prado | 600x500x65     | \$1400 |

## Optional Add-Ons

### Transmission Cooler (KDJ150 Prado ONLY)

For heavy-duty automatic KDJ150 Prado builds, PDI's upgraded transmission cooler is a direct replacement for the factory unit, and demonstrates significantly improved cooling capacity. This add-on includes a bracket to relocate the factory thermo fan.

**OPTIONAL  
UPGRADE** **No Extra Cost**



# PRODUCT GUIDE

## SPECIAL CONSIDERATIONS

### 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

- NPC600/800Nm clutch upgrade (from Stage 2 turbo upgrades) OR shift kit upgrade

#### RECOMMENDED

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

## 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.

## Fueling

The factory injectors on the 1KD-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 +60% 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.

## Injector Installation Caution

On all 1KD-FTV engines, injector installation requires particular care due to the risk of diesel leaking into the sump if the leak-off washers are not correctly seated. This can cause the engine oil level to rise and, in extreme cases, lead to engine runaway.

Always torque the injectors to factory specification (18Nm), and ensure the leak-off rail is properly sealed. We recommend applying a light film of oil around the leak-off bolts and using compressed air to check for leaks before final assembly. After installation, monitor your oil level over the first 1,000km to confirm there is no diesel contamination.

## N70 Hilux Gearbox Strength

When upgrading performance in the N70 Hilux with the 1KD-FTV engine, especially when chasing torque figures beyond 700Nm, it's important to understand the limits of the factory 5-speed manual gearbox.

We've found that third gear is typically the first to fail under high torque, with fifth gear also prone to letting go in some cases.

Between 600–700Nm, the gearbox generally holds with careful driving, but third and fifth gears should be treated with caution during aggressive acceleration or heavy towing.

If you're planning a high-power build, we recommend factoring gearbox reliability into your plans, either by managing torque delivery or considering gearbox upgrades to ensure long-term durability.

## Piston Cracking in 1KD-FTV Engines

Cracked pistons in the 1KD-FTV engine are a well-known issue in the performance and diesel tuning world. While contributing factors like over-fuelling, high EGTS, injector failure, and fuel contamination are often to blame, the primary cause we've identified comes down to piston design.

The factory piston features a combustion bowl with a sharp-edged lip, the thin area where the bowl transitions to the piston crown.

Under repeated heat cycles, this sharp lip experiences more intense thermal stress than the surrounding material, eventually leading to micro-fractures that propagate into full-blown cracks.

To address this, GTurbo offers genuine Toyota pistons modified with a de-lipped bowl design. These pistons eliminate the sharp stress point, significantly improving long-term reliability under increased load and boost.

If you're building a high-power 1KD, we strongly recommend upgrading to these de-lipped pistons for peace of mind and lasting performance.

## 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.

## Injector Compatibility

Before purchasing high-flow injectors for your 1KD-FTV, it's essential to confirm which injector type your engine uses. There are three injector variants fitted to this engine, which GTurbo identifies by the first two digits on the injector plug:

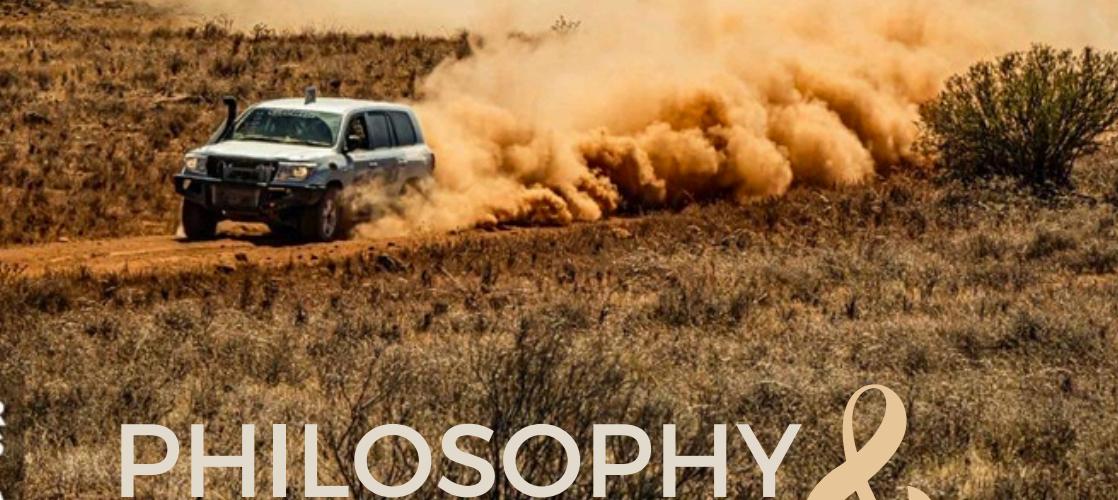
- "11" (2005–2007)
- "13" (2007–2009)
- "18" (2009–2015).

These codes are clearly marked on top of the injector plug. It's important to match your injectors correctly. "13" code injectors can be used in place of "11" injectors, but not the other way around. "18" code injectors are only compatible with "18" engines and cannot be retrofitted to earlier models. Installing the wrong injector type may result in coding issues or poor performance, so always check your injector code before ordering.

## 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 35.



# 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



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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+61 401 524 399  
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## Opening Hours

Monday – Friday:  
8:30 AM – 4:30 PM  
  
Saturday – Sunday:  
Closed

PERFORMANCE BY DESIGN

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