



***GTURBO***

# WHY A GTURBO

FOR YOUR 1VD-FTV

VDJ200 LANDCRUISER

Version 1.1 (2025)

PERFORMANCE BY DESIGN





# TABLE OF CONTENTS

About Us	04
Our Turbos	06
GTurbo & The 1VD-FTTV	08
Product Guide	12
Philosophy & Warranty	34
Contact	35

# 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.





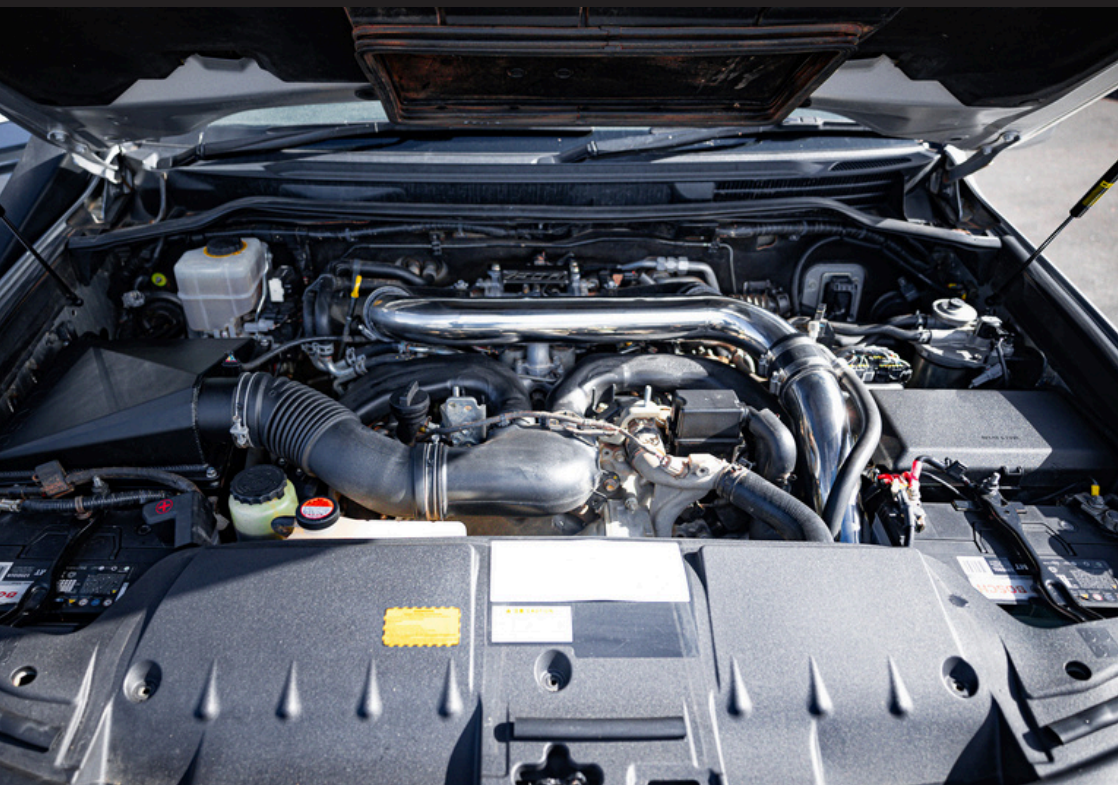
# ***GTURBO*** & **THE 1VD-FTV**

The Toyota 1VD-FTV 4.5L twin-turbo V8, found in the VDJ200 Series LandCruiser (2007–2021), comes equipped from factory with two compact IHI variable geometry (VNT) turbochargers. While efficient for stock performance, these turbos are limited in airflow and responsiveness at higher power levels.

To overcome these limitations, GTurbo has engineered a range of direct-fit turbo upgrades, fully redesigned from the inside out. Though externally visually similar these units retain only the shell of the original. Internally, they feature upgraded compressor wheels, thrust systems, turbine shafts, and reworked VNT components to handle significantly more power and boost with ease.



The IVD-FTV has proven incredibly robust under significant power increases. In 2012, GTurbo released the world's first true V8 upgrade for this engine, featuring a redesigned compressor wheel, thrust bearing, turbine shaft, and variable nozzle system. Our initial development vehicle has since clocked over 80,000km of high-load use, operating at 70%+ above factory power without a single reliability issue.



Today, our customers are achieving over 365rwkW, with massive low-end torque, enhanced drivability, and no fuel economy loss—more than double the factory output, while maintaining everyday usability.



Following the retirement of our VDJ79 in 2018, GTurbo's 2008 VDJ200 has been the benchmark for pushing the IVD platform. The VDJ200 has proven itself as an exceptionally reliable platform, winning multiple championships and consistently performing at the top of its class."





Over the seasons, the engine and turbo  
system maintained **100% reliability**



# PRODUCT GUIDE

FOR THE 1VD-FTTV PLATFORM







# TURBOCHARGERS

## FOR THE 1VD-FTTV PLATFORM



**VDTT-G380 Titan**  
T T 1VD-FTTV S2B

### Description

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

**\$6490**



**VDTT-G450 Titan**  
T T 1VD-FTTV S3B

### Description

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

**\$6490**



**VDTT-G450 Titanium**  
T T 1VD-FTTV S4B

### Description

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

**\$7980**



# VDTT-G380 TITAN

## STAGE 1: TURBO UPGRADE

MID-RANGE PUNCH | REAL-WORLD PERFORMANCE

The GTurbo VDTT-G380 Titan is the latest evolution of our twin-turbo upgrade for the 1VD-FTV-powered 200 Series Landcruiser. Designed as a direct bolt-in upgrade, they deliver instant throttle response, strong mid-range torque, and improved top-end power, perfect for sustained touring, towing, or high-performance builds.



PRICE **\$6,490** (PAIR)

### Key Features



The VDTT-G380 Titan features a high-efficiency billet compressor wheel finished in our signature TITAN coating, an aerospace-grade treatment, engineered for ultra-low friction, extreme heat resistance, and long-term reliability.



GTurbo's VNT system for the VDJ200 is built for reliability in extreme conditions, with upgraded metallurgy for superior heat resistance and creep strength. A ceramic surface treatment boosts durability and ensures smooth, consistent actuator movement, solving the factory vane-sticking issue.



The updated turbine and compressor aero, matched with custom high oil flow bearings and a low-inertia design, deliver faster spools and smoother airflow across the entire rev range.

## Performance Expectations

The VDTT-G380 Titan delivers efficient boost from 16-36psi. When tuned correctly, with supporting mods, customers can expect up to 30psi from 1700, 36psi from 2000-3000rpm and maximum 30psi at 4000rpm.

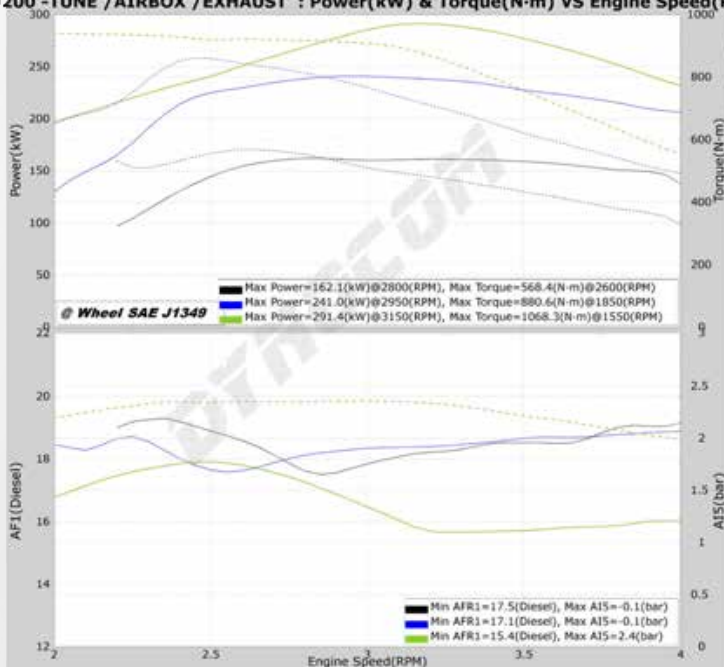
Product	Torque (Nm)	Power (rwkW)
Stock VDJ200 Series	550	155
VDTT-G380T + remap	800-900	220-240
VDTT-G380T + supporting mods*	1000	280+

\*Supporting Mods = GTurbo Airbox, intercooler or GTurbo fan kit, 3" exhaust, high-flow injectors

**Note:** These performance figures are based on a turbo-back exhaust system. Retaining the DPF will slightly reduce output.

The dyno graph below, reflects real-world performance of the VDTT-G380 Titan on a VDJ200 Series Landcruiser.

VDJ200 -TUNE /AIRBOX /EXHAUST : Power(kW) & Torque(N-m) VS Engine Speed(RPM)



# VDTT-G450 TITAN

## STAGE 2: TURBO UPGRADE

**SUPERIOR TOP-END POWER | DEMANDING DRIVES**

The VDTT-G450 Titan is built for those chasing big power and torque in the upper rev range. Designed as a twin-turbo upgrade for the 1VD-FTV V8 in the 200 Series LandCruiser, it delivers explosive acceleration and relentless top-end performance, ideal for heavy-duty touring, high-speed overtaking, and performance-tuned builds.

**PRICE \$6,490** (PAIR)



### Key Features



The VDTT-G380 Titan features a high-efficiency billet compressor wheel finished in our signature TITAN coating, an aerospace-grade treatment, engineered for ultra-low friction, extreme heat resistance, and long-term reliability.



Each unit features anti-surge slots in a revised compressor cover to eliminate the surge issues found in the factory turbos around 22psi, enabling aggressive tuning with confidence.



A 4340 chromoly high-flow turbine and our High Flow VNT system work together to improve boost response and flow at high RPM, while the upgraded thrust and main bearings ensure durability under sustained load.



## Performance Expectations

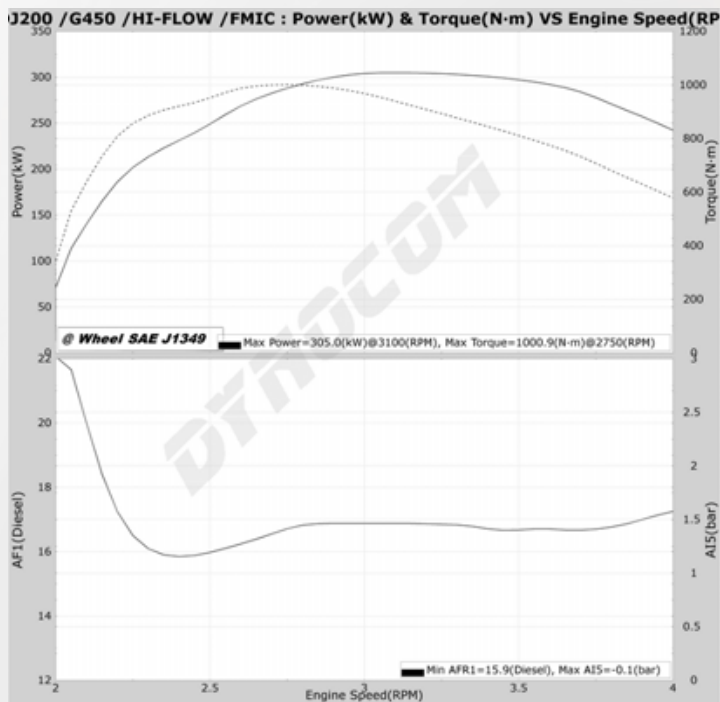
The VDTT-G450 Titan delivers efficient boost from 16–38psi. When tuned correctly with supporting mods, customers can expect up to 30psi by 1850rpm, 38psi from 2000–3000rpm, and a maximum of 34psi at 4000rpm.

Product	Torque (Nm)	Power (rwkW)
Stock VDJ200 Series	550	155
VDTT-G450T + remap	850-900	230-240
VDTT-G450T + supporting mods*	1100-1200	320-330

\*Supporting Mods = GTurbo Airbox, intercooler or GTurbo fan kit, 3" exhaust, high-flow injectors

**Note:** These performance figures are based on a turbo-back exhaust system. Retaining the DPF will slightly reduce output.

The dyno graph below, reflects real-world performance of the VDTT-G450 Titan on a VDJ200 Series Landcruiser.



# VD-G450 TITANIUM

## STAGE 3: TURBO UPGRADE

**SUPERIOR TOP-END POWER | DEMANDING DRIVES**

The VDDT-G450 Titanium is our top-tier twin-turbo upgrade for the 200 Series Landcruiser, built to handle the harshest conditions with more strength, more boost, and more top-end performance. This turbo offers increased durability, improved thermal stability, and the ability to push further, ideal for customers chasing the absolute limit of the IVD-FTV platform.



**PRICE \$7,980 (PAIR)**

### Key Features



The VDDT-G450 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.



Each unit features anti-surge slots in a revised compressor cover to eliminate the surge issues found in the factory turbos around 22psi, enabling aggressive tuning with confidence.



A 4340 chromoly high-flow turbine and our High Flow VNT system work together to improve boost response and flow at high RPM, while the upgraded thrust and main bearings ensure durability under sustained load.

## Performance Expectations

The VDTT-G450 Titanium delivers efficient boost from 16–43psi. When tuned correctly with supporting mods, customers can expect up to 30psi by 1850rpm, 43psi from 2000rpm to 3100rpm and maximum 35psi at 4000rpm

Product	Torque (Nm)	Power (rwkW)
Stock VDJ200 Series	550	155
VDTT-G450Ti + remap	850-900	230-240
VDTT-G450Ti + supporting mods*	1200	365

\*Supporting Mods = GTurbo Airbox, intercooler or GTurbo fan kit, 3" exhaust, high-flow injectors

**Note:** These performance figures are based on a turbo-back exhaust system. Retaining the DPF will slightly reduce output.

The dyno graph below, reflects real-world performance of the VDTT-G450 Titanium on a VDJ200 Series Landcruiser.

1200 2020- G450 TI - PRO 100 INJECTORS : Power(HP) & Torque(N-m) VS Engine Speed(RPM)





# SUPPORTING MODS

## FOR THE 1VD-FTTV PLATFORM



**High-Flow Airbox**  
A AB GT VDJ200

**Description**

Unrestricted airflow and ultimate dust sealing for maximum engine performance.

**\$1495**



**Intercooler - VDJ200**  
A IC AA T5F

**Description**

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

**PRICING FROM \$2200**



**Fan Kit**  
A IC EF 1VD

**Description**

Active intercooler cooling solution that reduces intake temps under load, ensuring consistent performance and safe EGTs.

**\$1895**





**+95% HF Injector  
Nozzles**  
F | 1VD HFN

**Description**  
Precision-engineered nozzles providing 95% more flow for serious performance gains while maintaining reliability.

**\$1190**



**Pro 100 HF Injector  
Nozzles**  
F | 1VD DPF +100 HFN

**Description**  
Maximum fueling capability for extreme power builds, designed for durability and precise delivery.

**\$2790**



**+95% Injector  
Exchange**  
F | 1VDFTV S2

**Description**  
High-flow injectors offering a 95% increase in fuel delivery, supplied on an exchange basis to ensure OEM fitment and reliability.

**\$2500**



**Pro 100 Injector  
Service + Upgrade**  
F | 1VDFTV S2.1

**Description**  
Your original injectors are precision-modified and flow-matched to deliver more fuel, supporting big-power builds

**\$4890**



# HIGH-FLOW AIRBOX

## VDJ200 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 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.



# FAN KIT UPGRADE

## VDJ200 SERIES LANDCRUISER

**EXCELLENT DRIVEABILITY | RELIABLE | STRONG**

The GTurbo Intercooler Fan Kit is designed to keep intake temperatures under control when airflow is limited, such as slow-speed climbs, towing, or tough off-road conditions. By actively pulling cool air through your intercooler, this upgrade ensures consistent performance, improved efficiency, and safer EGTs.

**PRICE \$1895**



### Features

Our GTurbo Fan Kit mounts directly to the factory top-mount intercooler to help combat heat soak, a common issue where the intercooler absorbs heat from the engine and engine bay. By actively drawing air through the intercooler when temperatures rise, this kit significantly improves charge air cooling without the need to cut or modify the vehicle.

Our fan kit wires neatly into the engine bay's fuse box and installs cleanly without interfering with factory components. It is ideal for setups where space behind the grille is limited due to accessories like winches, lights, or transmission coolers.

### Why its needed

At low speeds or under heavy load, airflow over the intercooler drops, causing intake temps and EGTs to rise. The GTurbo Fan Kit solves this by maintaining consistent cooling, preventing heat soak, and ensuring your engine performs safely and efficiently in the toughest conditions.

# FM INTERCOOLER

## VDJ200 PDI INTERCOOLER KIT

UNMATCHED COOLING | EFFICIENT | SEAMLESS

The PDI Front Mount Intercooler Kit for the 200 Series LandCruiser is the ultimate cooling upgrade for the VDJ200 platform. Engineered to deliver exceptional intake temperature control under heavy loads, it's a bolt-on solution that fits behind any bullbar and winch combo, and no cutting is required.



PRICING FROM **\$2595**

### Features

The PDI front-mount intercooler is a significant upgrade over the factory top-mount, dramatically reducing intake temps, even under full load, with test results showing as low as 47°C. Its 76mm-thick core sits tight against the radiator for maximum airflow from the engine fan, ensuring reliable cooling in low-speed and towing conditions.

Built for performance and durability, the kit includes stainless steel piping, 5-ply silicone joiners, USA-made Breeze clamps, and updated mounting hardware.

Choose from two core sizes:

1. The Mk2 Standard (610x320x76mm) for maximum cooling or
2. The Mk2 Slimline (610x285x76mm) for improved clearance with bull bars and winches.

An optional heavy-duty transmission cooler is also available for high-load applications.

## Why is it needed?

Toyota's factory top-mount intercooler is adequate for stock performance, but it quickly becomes a bottleneck when boost and fuel are increased. Rising intake temps lead to higher EGTs, reduced torque, and inconsistent power, especially at low speeds, off-road, or when towing.

By comparison, PDI's front-mount retains full airflow at idle and low road speeds, maintaining torque delivery when it matters most. Heat soak from the engine bay is virtually eliminated, and airflow across the core increases linearly with road speed and fan draw.

## Optional Add-Ons

### Heavy-Duty Transmission Cooler

Built to suit touring and towing applications, this cooler mounts directly behind the grille for priority airflow and includes a winch/bull bar-compatible bracket.

OPTIONAL  
UPGRADE **\$520**

### Thermo Fan Mounting Tabs

All intercoolers include provisions for a SPAL VA10-AP10/C-61S 12V fan on the cold side. This maintains airflow across the condenser in stop-start traffic or slow-speed conditions.

OPTIONAL  
UPGRADE **No Extra Cost**

### Single Entry vs Dual Entry Cold Side Options

PDI offers both configurations, depending on your build:

**Dual Entry:** Maintains factory EGR and twin throttle valves for soft shutdown and emissions compliance

**Single Entry:** Deletes EGR and butterflies, simplifies piping, improves throttle response, and suits high-output builds. A custom bracket allows the disconnected throttle valves to be safely mounted out of the way.

OPTIONAL  
UPGRADE **No Extra Cost**



# HIGH-FLOW INJECTORS

## GTurbo +95% & Pro 100 INJECTORS

### PRECISION-FLOW | INTEGRATED | RELIABLE

GTurbo have developed its own high flow injector range, which are designed for seamless integration with GTurbo systems. These injectors deliver precise fuel delivery for stronger throttle response, increased torque, and big-power capability across both pre-DPF and DPF VDJ200 Series Landcruisers.



### Why upgrade Injectors?

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.

GTurbo offers two levels of high-flow injectors designed to suit a range of performance goals. These injectors are proven to support builds making 400+whp and 1000+Nm at the wheels, but they're just as effective in mild applications. Don't be put off by the potential, they're completely ECU-controlled, and your tuner can adjust them to suit any target, even as low as 200whp and 550Nm, if desired.

### What we offer?

We offer two levels of high-flow injectors:

**+95% Injectors** only for **pre-DPF** VDJ200 series.

**Pro 100 Injectors** only for **DPF-equipped** VDJ200 series.

## Purchase Options

PURCHASE OPTION	PURPOSE	+95% Injectors (Pre-DPF ONLY)	Pro 100 Injectors (DPF ONLY)
<b>Nozzle Kits Only</b>	Ideal for customers working with local fuel shops	\$1190	\$2790
<b>Exchange Injectors</b>	Refurbished injectors, professionally modified and high-flowed. Sold on an exchange basis (see below)	\$2500	NOT AVAILABLE
<b>Genuine New High-Flow Injectors</b>	New Toyota Injectors professionally modified and high-flowed by GTurbo	\$5590	\$11,900
<b>Service Upgrades</b>	Customers send in their injectors for modification and flow upgrade.	\$2500	\$4890
<b>Fitting Kits</b>	Complete Kit with everything you need for an install: gaskets, seals and injector seats	\$320	\$190

## GTurbo IVD-FTV Injector Exchange Program

GTurbo offers an exchange program for +95% injectors (pre-DPF). Injectors are supplied first on an exchange basis with a **\$300 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.

# PRODUCT GUIDE

## PERFORMANCE EXPECTATIONS

### COMPARISON TABLE

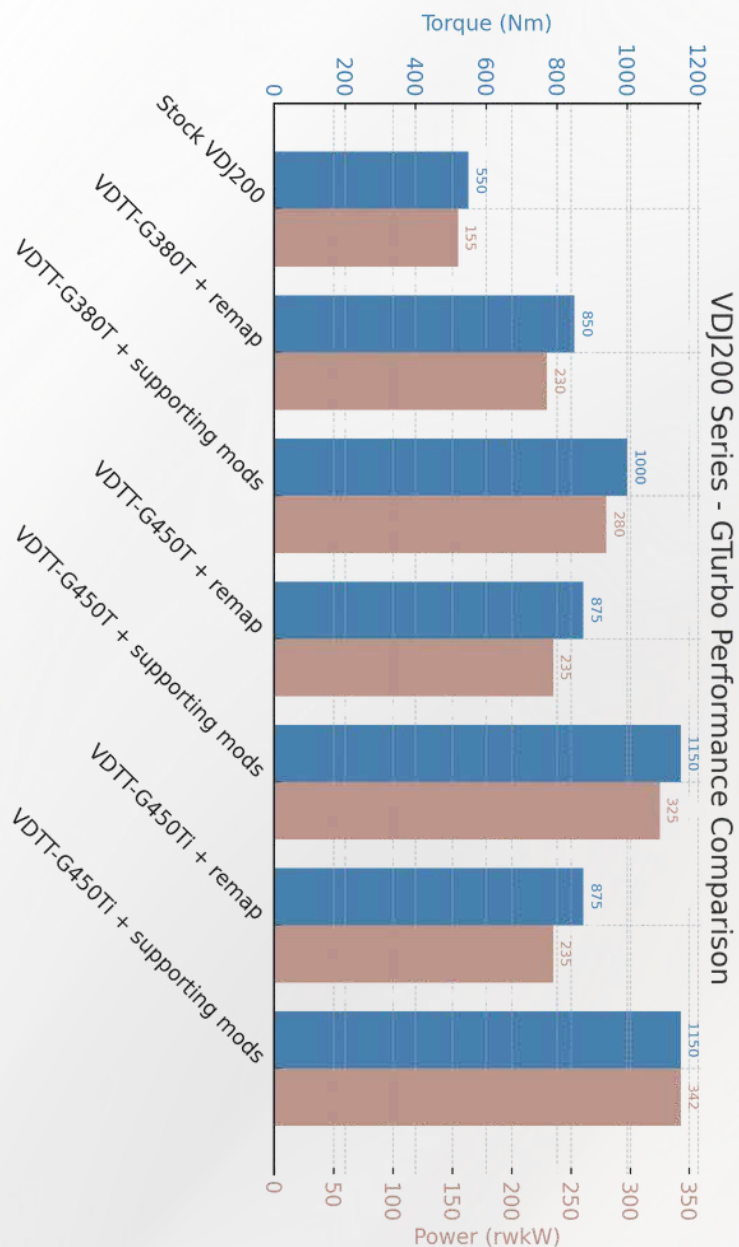
When choosing the right turbo for your build, it's important to consider your performance goals, vehicle use, and supporting modifications. The table below compares each GTurbo option to help you decide which upgrade best suits your needs.

Product	Torque (Nm)	Power (rwhkW)
Stock VDJ200 Series	550	155
<b>VDTT-G380 Titan (Starting at \$6490)</b>		
VDTT-G380T + remap	800-900	220-240
VDTT-G380T + supporting mods*	1000	280+
<b>VDTT-G450 Titan (Starting at \$6490)</b>		
VDTT-G450T + remap	850-900	230-240
VDTT-G450T + supporting mods*	1100-1200	320-330
<b>VDTT-G450 Titanium (Starting at \$7980)</b>		
VDTT-G450Ti + remap	850-900	230-240
VDTT-G450Ti + supporting mods*	1100-1200	320-365

\*Supporting Mods = GTurbo Airbox, intercooler or GTurbo fan kit, 3" exhaust, high-flow injectors

**Note:** Results are based on setups using a turbo-back exhaust. Vehicles retaining the DPF will see slightly reduced output.







# 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:

#### **RECOMMENDED SUPPORTING MODIFICATIONS**

- PDI Front-Mount Intercooler or GTurbo Fan Kit
- 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 1VD-FTV become a significant restriction once power levels approach 200–230 rkwW and ~800 Nm at the wheels. To safely and reliably push beyond this threshold, we recommend upgrading to high-flow injectors +95% for pre-DPF models or Pro 100 for DPF-equipped engines. These upgraded injectors support power targets of 300+ rkwW and 1000+ 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.

## Oil Filter Cartridge Insert – Don't Forget It

When servicing the oil system on the VDJ200's 1VD-FTV engine, special attention must be paid to the internal cartridge support pole inside the oil filter housing. This small but critical component prevents the oil filter element from collapsing under pressure during engine operation. It's common for this insert to be accidentally removed with the old filter and not reinstalled with the new one. If left out, the new filter can collapse internally under load, starving the engine of oil and leading to catastrophic failure.

Always double-check that the support insert is in place before installing a new filter. This simple step can prevent a costly engine rebuild.

## Injector Installation Caution

On pre-DPF IVD-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.

**Note:** This issue does not apply to post-DPF IVD models, which use a different injector design

## Automatic Transmission Tuning

The VDJ200 runs the AB60 6-speed automatic transmission, which responds exceptionally well to tuning. There's no need for aftermarket valve body upgrades or shift kits, all the same improvements can be achieved safely and reliably via ECU remapping.

At GTurbo, we recalibrate shift points, increase line pressure, and modify torque reduction strategies directly through the ECU. This delivers firmer, faster shifts and improved drivability under load, all without the mechanical wear risks or harshness often associated with physical shift kits. Our tuning provides the benefits of a valve body upgrade, without the unnecessary cost or complexity.

## 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.



## Secondary Fuel Filters

While adding a secondary fuel filter is a popular upgrade to protect the IVD-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.

## 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 34.



## **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**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.

**18 Abrams Street, Balcatta,  
Perth, WA 6021,  
Australia**

**(08) 9240 8715**

**+61 401 524 399**

**[www.gturbo.com.au](http://www.gturbo.com.au)**

**[sales@gturbo.com.au](mailto:sales@gturbo.com.au)**

## **Opening Hours**

**Monday – Friday:**

**8:30 AM – 4:30 PM**

**Saturday – Sunday:**

**Closed**

PERFORMANCE BY DESIGN

