



GTURBO

WHY A GTURBO

FOR YOUR 1VD-FTV

VDJ76/78/79 LANDCRUISER

Version 1.3 (2026)

PERFORMANCE BY DESIGN





TABLE OF CONTENTS

About Us	04
Our Turbos	06
GTurbo & The IVD-FTV	08
Product Guide	12
Power Packages	30
Special Considerations	40
Philosophy & Warranty	44
Contact Us	45



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 1VD-FTV

The Toyota 1VD-FTV 4.5L V8 turbo-diesel engine, fitted to the VDJ70 Series LandCruiser from 2007 onward, comes equipped from factory with a small Garrett GT2559V variable geometry turbo (VNT). This turbo is similar in size to units typically found on smaller 3.0L engines, such as the BMW M57 (1998). While efficient for stock performance, these turbos are limited in airflow and responsiveness at higher power levels.

Recognising its limitations, GTurbo has engineered a range of direct-fit turbocharger upgrades, completely reworking the original design while retaining the benefits of modern VNT technology.

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 365rwhp, with massive low-end torque, enhanced drivability, and no fuel economy loss—more than double the factory output, while maintaining everyday usability.





To push the limits of the IVD platform, GTurbo purchased a VDJ79 in 2015 and entered it into the WA Off-Road Racing Championship.

From 2015 to 2018, the vehicle performed exceptionally—winning multiple Class 7 Championships, outperforming higher-class vehicles, and proving the durability of GTurbo products under extreme conditions.



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



PRODUCT GUIDE

FOR THE 1VD-FTV PLATFORM



JOURNAL TURBOS



VD-G333 Titan
T T 1VD-FTV S2.5B

Description

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

\$4290



VD-G380 Titan
T T 1VD-FTV S3B

Description

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

\$4290



VD-G400 Titanium
T T 1VD-FTV S4.5

Description

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

\$4980

BALL BEARING



VD-G333 Ball Bearing
T T 1VD-FTV S2.5C

Description

The BB system reduces internal friction, improving boost response by ~250 RPM and enhancing mid-range torque.

\$5290



VD-G380 Ball Bearing
T T 1VD-FTV S3.5B

Description

The BB system reduces internal friction, improving boost response by ~250 RPM and enhancing mid-range torque.

\$5290



VD-G400 Ball Bearing
T T 1VD-FTV S5.5

Description

The BB system reduces internal friction, improving boost response by ~250 RPM and enhancing mid-range torque.

\$6290

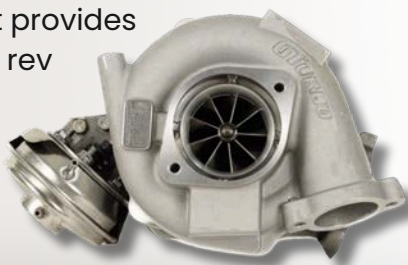


VD-G333 TITAN

STAGE 1: TURBO UPGRADE

RESPONSIVE | LOW-END TORQUE | DAILY DRIVES

The GTurbo VD-G333 Titan delivers strong low-end torque and fast response, giving the 1VD-FTV the punch it should've had from the factory. Built for towing, touring, and off-road performance, it provides reliable power across a wide rev range. Available in journal or optional Ball Bearing (BB) configuration, with the BB system bringing boost on around 250 RPM earlier.



JOURNAL PRICE \$ **4290** BALL BEARING PRICE \$ **5290**

Key Features



The VD-G333 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.



Now available with a Ball Bearing cartridge that replaces sliding oil drag with rolling contact, significantly reducing resistance. In back-to-back testing (no ECU changes), the BB unit produced 350Nm at the wheels from just 1,100RPM – approximately 250RPM earlier than the journal version.



Built for durability, it includes a 30% larger turbine, reinforced thrust system, 30% stronger main shaft, and high-flow Next-Gen VNT system to ensure consistent boost delivery and robust operation under load.

Performance Expectations

The VD-G333 Titan delivers efficient boost from 16–33psi, with a 24psi design target. Boost is controlled through factory ECU calibration and turbo design. With correct tuning and supporting mods, expect up to 30psi by 1500rpm.

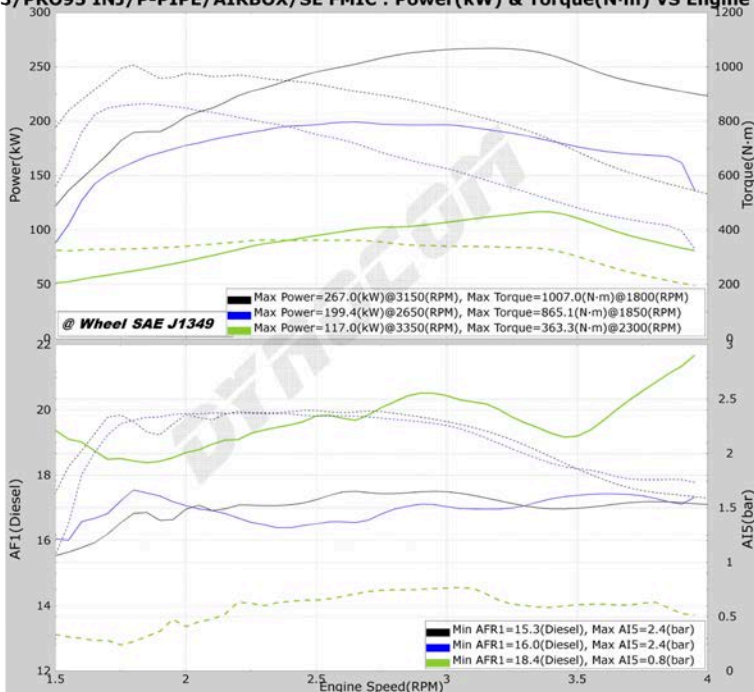
The dyno graph below, reflects real-world performance of the VD-G333 Titan on a IVD-FTV engine. The coloured lines referred to in the table correspond to the graph.

Product	Torque (Nm)	Power (rwkW)
Stock VDJ76/78/79 (Green Line)	380	100-120
VD-G333T + remap (Blue Line)	800-900	190-220
VD-G333T + SM* (Black Line)	1000	260

*SM=Supporting Mods = NPC1600 clutch, intercooler or fan kit, 3" exhaust, upgraded airbox, power pipe, high-flow injectors

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

/G333/PRO95 INJ/P-PIPE/AIRBOX/SE FMIC : Power(kW) & Torque(N-m) VS Engine Speed





VD-G380 TITAN

STAGE 2: TURBO UPGRADE

MID-RANGE PUNCH | REAL-WORLD PERFORMANCE

The GTurbo VD-G380 Titan delivers sharper throttle response and stronger top-end performance for the VDJ70 series. Built for heavy towing, high-speed touring and demanding off-road use, it provides strong, consistent boost across the rev range. Available in journal or optional Ball Bearing configuration, with the BB system improving boost response by ~250 RPM and enhancing mid-range torque.



JOURNAL PRICE \$ **4290** BALL BEARING PRICE \$ **5290**

Key Features



At its core, the VD-G380 Titan features a high-efficiency billet compressor wheel with aerospace-grade TITAN coating for low friction and extreme heat resistance. A 37% larger turbine (7% larger than the VD-G333T) improves high-RPM flow while maintaining strong spool.



In Ball Bearing form, reduced drive pressure requires less exhaust energy to achieve boost, improving pulling power on hills and fuel efficiency when towing.



A 30% stronger main shaft and our Next-Gen high-flow VNT system improve durability and performance. The one-piece bearing housing adds strength, while a marine-grade stainless vacuum controller ensures long-term corrosion resistance.

Performance Expectations

The VD-G380 Titan delivers efficient boost from 16–36psi, with a 30psi design target. Boost is controlled through factory ECU calibration and turbo design. With correct tuning and supporting mods, expect up to 30psi by 1600rpm.

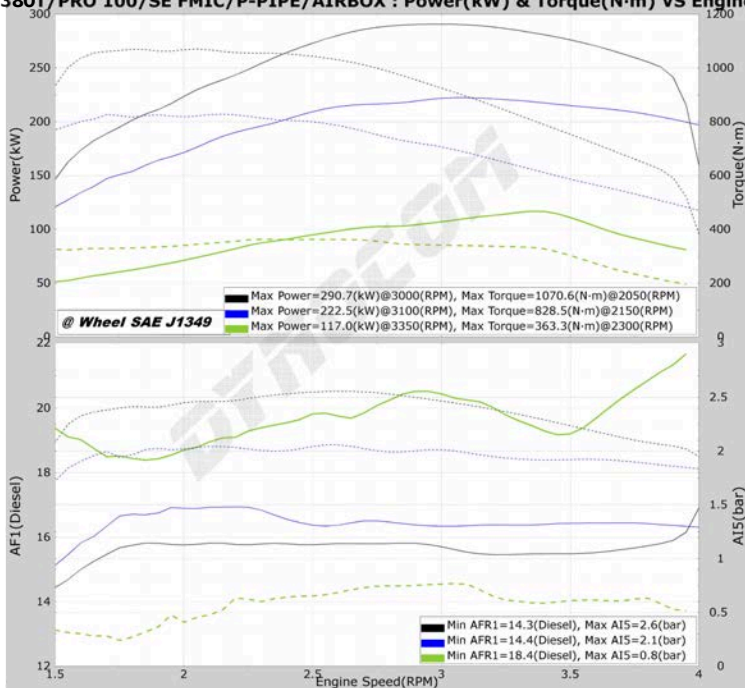
The dyno graph below, reflects real-world performance of the VD-G380 Titan on a 1VD-FTV engine. The coloured lines referred to in the table correspond to the graph.

Product	Torque (Nm)	Power (rwkW)
Stock VDJ76/78/79 (Green Line)	380	100-120
VD-G380T + remap (Blue Line)	800-900	190-220
VD-G380T + SM* (Black Line)	1000	290

*SM=Supporting Mods = NPC1600 clutch, intercooler or fan kit, 3" exhaust, upgraded airbox, power pipe, high-flow injectors

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

4M G380T/PRO 100/SE FMIC/P-PIPE/AIRBOX : Power(kW) & Torque(N-m) VS Engine Spe





VD-G400 TITANIUM

STAGE 3: TURBO UPGRADE

SUPERIOR TOP-END POWER | DEMANDING DRIVES

The VD-G400Ti is our highest-flowing turbo for the IVD-FTV, built for serious power and reliability. Designed for high power, heavy towing and sustained high-RPM performance, it maintains strong low-end response while excelling from midrange to redline.

Available in journal bearing or optional Ball Bearing form, with the BB system delivering boost ~250 RPM earlier and improved efficiency under load.



JOURNAL PRICE \$ 4290 BALL BEARING PRICE \$ 5290

Key Features



At the heart of the VD-G400Ti is a 59% larger titanium billet compressor wheel, offering superior strength and heat resistance over traditional aluminium designs.



Paired with a 37% larger next-gen turbine, it delivers massive flow and excellent thermal stability under high boost and EGT. In Ball Bearing form, reduced friction and lower drive pressure improve turbine efficiency, air-fuel ratio stability, and sustained towing performance.



The VD-G400Ti also features a 30% stronger main shaft, upgraded thrust system, and high-flow Next-Gen VNT system. A one-piece bearing housing improves reliability, while a marine-grade stainless vacuum controller provides corrosion resistance in harsh environments.

Performance Expectations

The VD-G400 Titanium delivers efficient boost from 16–44psi, with a 40psi design target. Boost is controlled via factory ECU calibration and turbo design. With correct tuning and supporting mods, expect up to 30psi by 1600rpm and 40psi by 2000rpm, supported by efficient intake flow and cool charge air.

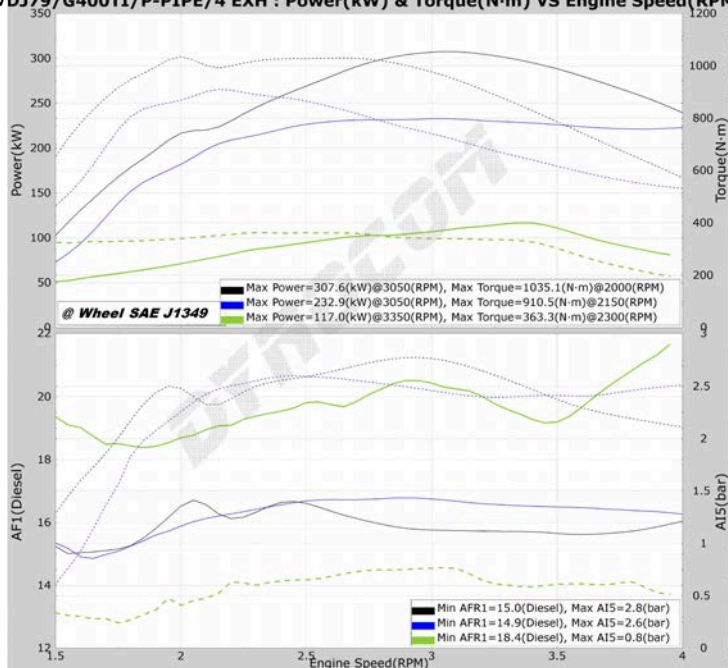
The dyno graph below, reflects real-world performance of the VD-G400 Titanium on a IVD-FTV engine. The coloured lines referred to in the table correspond to the graph.

Product	Torque (Nm)	Power (rwkW)
Stock VDJ76/78/79 (Green Line)	380	100–120
VD-G400Ti + remap (Blue Line)	800–900	200–230
VD-G400Ti + SM* (Black Line)	1100	330

*SM=Supporting Mods = NPC1600 clutch, intercooler or fan kit, 3" exhaust, upgraded airbox, power pipe, high-flow injectors

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

VDJ79/G400TI/P-PIPE/4'EXH : Power(kW) & Torque(N-m) VS Engine Speed(RPM)





SUPPORTING MODS



High-Flow Airbox
A AB GT VDJ79

Description

Unrestricted airflow and ultimate dust sealing for maximum engine performance.

\$1495



NPC1600 Clutch
C CL XHD T4.5

Description

Heavy-duty clutch rated for up to 1600Nm, delivering factory-like drivability with unmatched strength for high-torque builds.

\$2490



+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.

PRICING FROM \$4890



Power Pipe
P 1VD P

Description

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

\$2490



Intercooler - VDJ70
A IC AA T3F-2.1

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



HIGH-FLOW AIRBOX

VDJ70 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.

NPCI600 CLUTCH

VDJ70 MANUAL TRANSMISSION

EXCELLENT DRIVEABILITY | RELIABLE | STRONG

The NPC1600 Clutch with billet fly-wheel offers excellent drivability with a factory-like pedal feel while providing the strength and reliability required to handle significant torque for long-term performance. NPC remains our trusted partner for all LandCruiser clutch applications.

PRICE **\$2490**



Features

The NPC1600 clutch is engineered to handle up to 1600Nm of torque, making it the perfect match for high-performance turbo upgrades and heavy-duty applications. Featuring a full-face organic disc and a heavy-duty pressure plate, the NPC1600 delivers superior clamping force while maintaining a smooth, factory-like pedal feel for everyday comfort.

Every kit includes a billet steel flywheel for added strength and heat resistance, ensuring consistent performance under extreme conditions. Designed and built in Australia, the NPC1600 is made to thrive in harsh environments.

Why its needed

The factory clutch in 1VD-FTV 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 upgrading to the NPC1600 clutch with a billet flywheel is essential.



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 VDJ70 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** VDJ70 series.

Pro 100 Injectors only for **DPF-equipped** VDJ70 series.

Purchase Options

PURCHASE OPTION	PURPOSE	+90% Injectors (Pre-DPF ONLY)	Pro 100 Injectors (DPF ONLY)
Nozzle Kits Only	Ideal for customers working with local fuel shops	\$1190	\$2790
Exchange Injectors	Refurbished injectors, professionally modified and high-flowed. Sold on an exchange basis (see below)	\$2500	NOT AVAILABLE
Genuine New High-Flow Injectors	New Toyota Injectors professionally modified and high-flowed by GTurbo	\$5890	\$11,900
Service Upgrades	Customers send in their injectors for modification and flow upgrade.	\$2500	\$4890
Fitting Kits	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.



IVD-FTV POWER PIPE

VDJ70 SERIES HIGH-FLOW INTAKE PIPE SMARTER AIRFLOW | DIRECT REPLACEMENT

The GTurbo Power Pipe is a premium high-flow intake system purpose-built for the VDJ70. Expertly engineered for strength, efficiency, and performance, it replaces the restrictive factory pipe with a robust stainless steel upgrade that improves airflow, boosts reliability, and enhances efficiency in all driving conditions.

PRICE **\$2490**



Features

Our GTurbo Power Pipe is crafted from 316-grade stainless steel and purge TIG-welded, to provide strength and durability, and support clean airflow. The purge welding process ensures the inside of the pipe is smooth and free from dags, weld spatter, or debris that could compromise your engine. It is 4" in diameter from the airbox, tapering to 3" at the turbo inlet. A custom-engineered engine mount is included to relocate the mount, eliminating any clearance issues. The result is a high-flow, performance-focused intake that holds its shape under pressure, heat, and load.

Why its needed

The factory intake pipe is made mostly from plastic and known to fail over time. As it absorbs oil from the engine breather, it softens and can eventually split or collapse under load. When this happens, dust and debris can enter the turbo, reducing performance and in severe cases causing turbocharger or engine damage.

Page 26



FAN KIT UPGRADE

VDJ70 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 accessory 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

VDJ70 PDI INTERCOOLER KIT

UNMATCHED COOLING | EFFICIENT | SEAMLESS

The PDI Front Mount Intercooler Kit for the 70 Series LandCruiser is the ultimate cooling upgrade for the VDJ70 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 \$2200

Features

The PDI front-mount intercooler delivers exceptional cooling performance with its 700mm-wide core and 3-inch outlets, designed for maximum airflow. Its close-mounted design improves airflow pull from the factory fan, ensuring reliable cooling even at low speeds and under heavy load.

Independent testing shows intake temps as low as 47°C under full load, over three times more effective than top-mount alternatives.

The kit includes stainless steel piping (2.5" and 3"), reinforced silicone joiners, and high-torque clamps for strength and consistent performance under boost.

Why its needed

Toyota's factory top-mount intercooler was chosen for cost and packaging, not performance. While it meets stock emissions and output goals, it quickly becomes a bottleneck under increased boost or prolonged load.

Unlike top mounts that heat soak and have restricted access to the engine bay, the front mount clears the engine bay, improves serviceability, and significantly reduces intake temperatures. Whether you're chasing reliable touring performance or 300+kW power builds, this intercooler is essential.

Kit Options

Single Entry Kit

Designed for maximum airflow, this version eliminates the factory throttle butterflies and EGR feed. Ideal for high-flow turbo setups and a cleaner piping layout.

Requires ECU tuning or EGR/throttle solutions to avoid derate on late-model vehicles.

OPTIONAL
UPGRADE **\$395**

Dual Entry Kit

Retains both factory throttle valves and EGR system, allowing smoother engine shutdown and compliance with emissions requirements.

OPTIONAL
UPGRADE **No Extra Cost**

Adaptive Cruise Relocation

On 2022–2023 models with adaptive cruise, PDI supplies a bracket and wiring extensions to move the sensor and Toyota emblem forward for proper clearance, no need to delete the system or compromise on fit.

OPTIONAL
UPGRADE **No Extra Cost**



POWER PACKAGES FOR THE 1VD-FTV PLATFORM



Performance Package Summary

Package	Description	Price*	
		Supply Only (No Tune)	Supply & Install (With Tune)
Starter Package	<ul style="list-style-type: none"> • GTurbo High-Flow Airbox • GTurbo Twin Fan Kit • Custom ECU Remap 	\$3,390	\$5680
Explorer Package	<ul style="list-style-type: none"> • GTurbo VD-G333 Titan Turbo • GTurbo High-Flow Airbox • GTurbo Twin Fan Kit • Custom ECU Remap 	\$7,680	\$11,290
Adventurer Package	<ul style="list-style-type: none"> • GTurbo VD-G333 Titan Turbo • GTurbo Power Pipe • GTurbo High-Flow Airbox • GTurbo Twin Fan Kit • Custom ECU Remap 	\$10,689	\$14,849
Warrior Package	<ul style="list-style-type: none"> • GTurbo VD-G400Ti Titanium Turbo • GTurbo High-Flow Injectors • GTurbo Power Pipe • GTurbo High-Flow Airbox • GTurbo Twin Fan Kit • Custom ECU Remap 	Non - DPF Injectors	
		\$16,660	\$22,689
		DPF Injectors	
		\$22,670	\$29,044

*Extra \$1000 for G333 Titan Ball Bearing, and \$1300 for G400 Titanium Ball Bearing upgrades.



PACKAGE ONE

STAGE 1: STARTER PACKAGE

RESPONSIVENESS | PROTECTION | RELIABLE POWER

The Ultimate Starting Point for Your VDJ70 LandCruiser

GTurbo's VDJ70 Starter Package is the essential first step to improving your 70 Series' drivability, reliability, and towing performance. Designed for owners wanting a strong, noticeable power increase without opening the engine, it delivers sharper response, smoother power delivery, and usable torque for touring and towing – all while maintaining factory-like manners and long-term durability.

PRICING
FROM **\$3390**

What's included?

GTurbo Airbox

Designed in-house and CNC machined for a perfect factory fit, the GTurbo High-Flow Airbox features our exclusive double-seal design for superior dust and water protection. Engineered to maximise airflow while retaining excellent filtration, it supports safe power gains and protects the engine in harsh touring and off-road environments.

GTurbo Twin Fan Kit

The GTurbo Twin Fan Kit stabilises intake and intercooler temperatures under sustained load. High-output fans increase airflow through the intercooler, maintaining consistent performance when towing, climbing, or driving in hot, slow off-road conditions.

Custom ECU

Professional ECU recalibration unlocks stronger torque and sharper throttle response from the 4.5L V8, delivering more usable power across the rev range and improved drivability under load.

Why Choose Package 1?

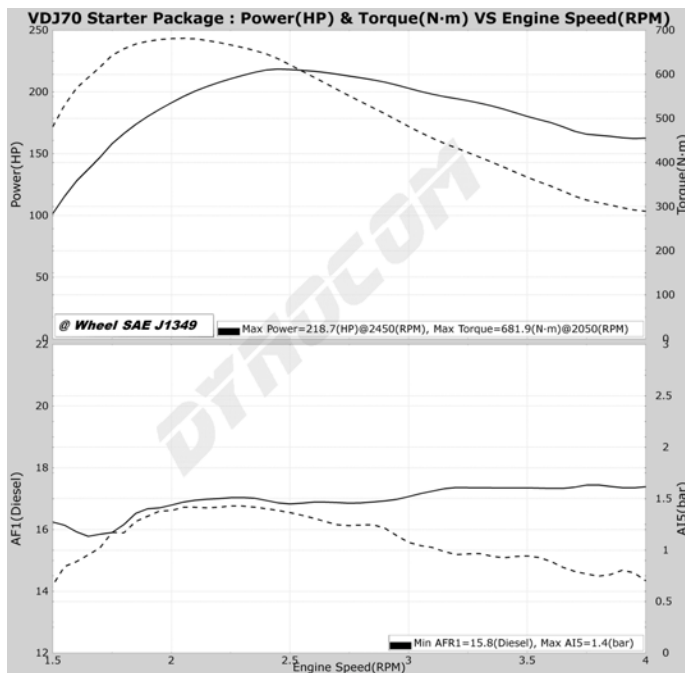
- Delivers a strong, safe power increase without opening the engine
- Improves throttle response and turbo spool-up
- Enhances towing performance and everyday drivability
- Increases airflow while protecting the engine from dust and water
- Helps control intake temps under sustained load
- Includes both engine and transmission tuning for seamless performance

Performance Gains:

Product	Torque (wNm)	Power (whp)
Stock VDJ70	385Nm	155hp
Package 1 (Starter Package)	650Nm	210hp

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

The dyno graph below, reflects real-world performance of a VDJ70 upgraded with a stage 1 performance package.





PACKAGE TWO

STAGE 2: EXPLORER PACKAGE

MORE POWER | COOLER RUNNING | HEAVY-DUTY TORQUE

The Explorer Upgrade for Your VDJ70 LandCruiser

GTurbo's VDJ70 Explorer Package delivers stronger power, sharper response, and long-term reliability for touring and heavy towing. Built around the proven VD-G333 Titan, it offers rapid spool, strong midrange torque, and effortless top-end while preserving IVD-FTV durability. When tuned correctly, expect up to 285HP and 850Nm—turning your 70 Series into a confident all-round performer on and off road.

PRICING
FROM **\$7,680**

What's included?

In **addition** to all the Package 1 essentials (GTurbo VDJ70 Airbox, GTurbo Twin Fan Kit, Custom ECU Remap), Package 2 includes:

GTurbo VD-G333 Titan Turbocharger

Available in both Ball Bearing and Journal Bearing configurations to suit your driving style. The Ball Bearing option delivers faster response and sharper transient boost, while the Journal Bearing version offers rugged dependability and cost-effective performance. The G333 Titan is designed to produce strong, usable torque without sacrificing reliability.

IVD-FTV Rail Blank

Allows full fuel system control during custom tuning, enabling accurate calibration for higher performance while maintaining safe and consistent fuel delivery.

IVD-FTV Turbo Gasket Kit

A complete set of premium gaskets ensures correct turbocharger installation, sealing reliability, and long-term durability under increased boost and heat.

Why Choose Package 2?

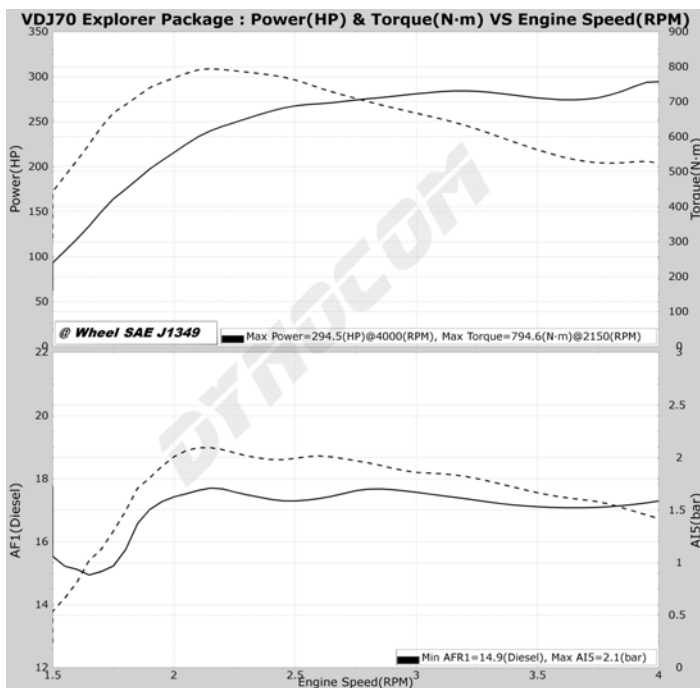
- Delivers a major step up in power and torque over Stage 1
- Faster turbo response with strong midrange pull
- Improves towing performance and overtaking ability
- Helps control intake temperatures under heavy load
- Designed for long-distance touring and demanding off-road use
- Includes engine and transmission tuning for seamless performance

Performance Gains

Product	Torque (wNm)	Power (whp)
Stock VDJ70	385Nm	155hp
Package 2 (Explorer Package)	850Nm	285hp

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

The dyno graph below, reflects real-world performance of a VDJ70 upgraded with a stage 2 performance package.



PACKAGE THREE

STAGE 3: ADVENTURER PACKAGE

HIGH POWER | FULL FUELING | SUSTAINED TORQUE

The Adventurer Upgrade for Your VDJ70 LandCruiser

GTurbo's VDJ70 Adventurer Package is built for 70 Series owners chasing higher power, durability, and superior temperature control under heavy towing and off-road use. Centred on the proven VD-G333 Titan, it combines airflow and cooling upgrades for strong, repeatable performance under load. When tuned correctly, expect up to 320HP and 950Nm—transforming your VDJ70 into a powerful, dependable touring platform for harsh Australian conditions.

PRICING
FROM **\$10,689**

What's included?

GTurbo Power Pipe

A high-flow intake upgrade designed to improve airflow efficiency between the airbox and turbocharger. The Power Pipe enhances turbo response and supports higher airflow demand at increased power levels.

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

GTurbo VD-G333 Titan Turbocharger

GTurbo VDJ70 Airbox

GTurbo Twin Fan Kit

Custom ECU Remap

IVD-FTV Rail Blank

IVD-FTV Turbo Gasket Kit

Why Choose Package 3?

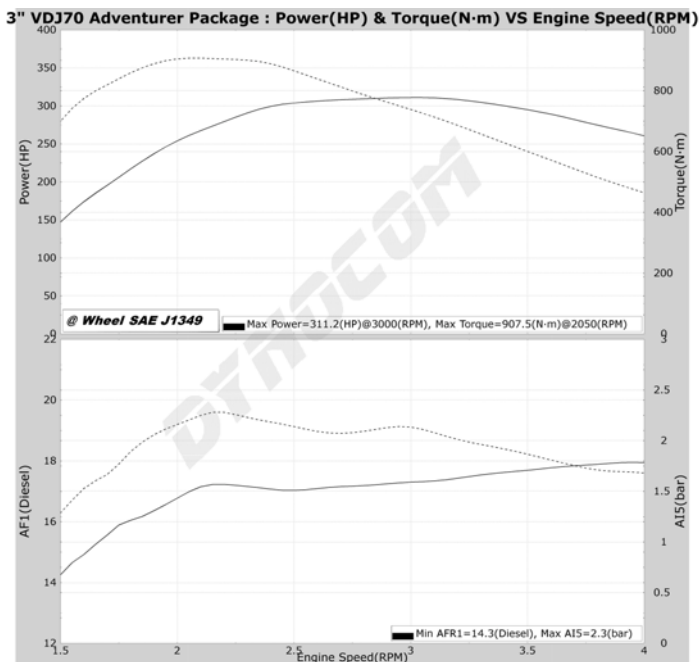
- Delivers a major increase in power and torque for demanding setups
- Improves turbo response and midrange pulling power
- Enhances airflow and charge-air cooling under sustained load
- Designed for heavy towing, long climbs, and hot conditions
- Maintains reliability with supporting airflow and cooling upgrades
- Includes engine and transmission tuning for seamless performance

Performance Gains

Product	Torque (wNm)	Power (whp)
Stock VDJ70	385Nm	155hp
Package 3 (Adventurer Package)	950Nm	320

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

The dyno graph below, reflects real-world performance of a VDJ70 upgraded with a stage 3 performance package.





PACKAGE FOUR

STAGE 4: WARRIOR PACKAGE

MAXIMUM POWER | UNMATCHED DRIVEABILITY

The Warrior Upgrade for Your VDJ70 LandCruiser

GTurbo's VDJ70 Warrior Package is the pinnacle of single-turbo performance for the 1VD-FTV V8 in the 70 Series. Built for enthusiasts demanding maximum power with proven durability, it delivers extreme performance while retaining factory-level drivability and reliability. When professionally tuned, expect up to 400HP and 1100Nm—transforming your VDJ70 into a serious high-load towing and touring machine.

PRICING
FROM **\$16,660**

What's included?

GTurbo VD-G400Ti Titanium Turbocharger

Available in both Ball Bearing and Journal Bearing configurations. Featuring a titanium billet compressor wheel, the G400Ti offers massive flow capacity, extreme durability, high-boost stability, and exceptional top-end performance.

GTurbo High-Flow Injectors & Injector Fitting Kit

Injector type matched to your vehicle: Pro95 injectors for Pre-DPF models or Piezo high-flow injectors for DPF-equipped models. Both options are engineered to deliver precise fuel control, clean atomisation, and reliable performance at elevated power levels.

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

Custom ECU Remap

GTurbo VDJ70 Airbox

1VD-FTV Rail Blank

GTurbo Twin Fan Kit

1VD-FTV Turbo Gasket Kit

GTurbo Power Pipe

Why Choose Package 4?

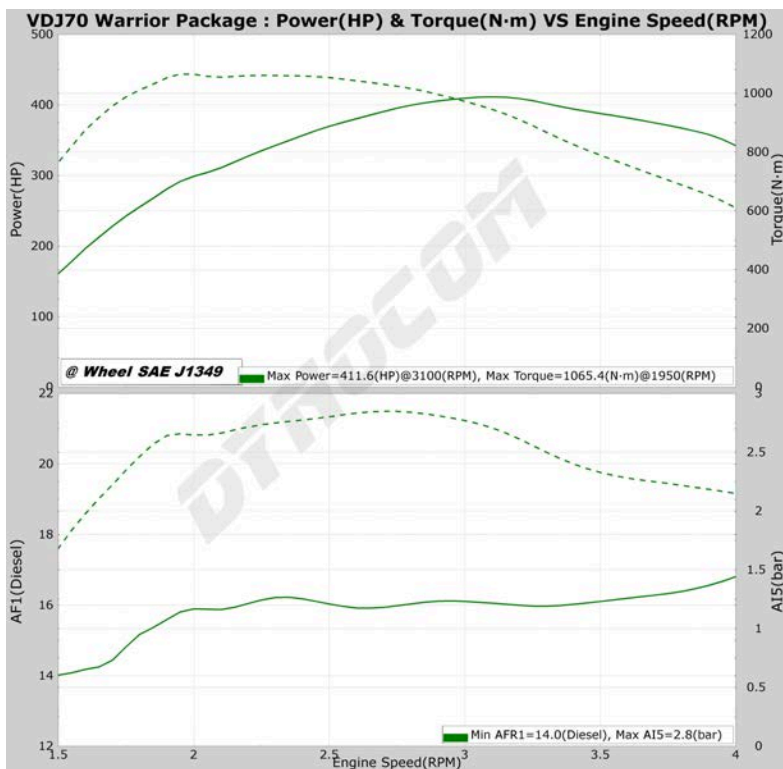
- The strongest single-turbo setup available for the VDJ70
- Massive torque increase for extreme towing and load carrying
- High-flow fuel system to support reliable high-power output
- Improved airflow and charge-air cooling under sustained load
- Designed for durability in harsh touring environments
- Maintains factory-like drivability at everyday throttle

Performance Gains

Product	Torque (wNm)	Power (whp)
Stock VDJ70	385Nm	155hp
Package 4 (Warrior Package)	1100Nm	400hp

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

The dyno graph below, reflects real-world performance of a VDJ70 upgraded with a stage 4 performance package.



CONSIDERATIONS FOR THE 1VD-FTV PLATFORM



Before Upgrading

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

Supporting modifications

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

REQUIRED

- NPC1600Nm clutch upgrade

RECOMMENDED

- PDI Front-Mount Intercooler or GTurbo Fan Kit
- Minimum 3" Exhaust
- Airbox
- High-Flow Injectors
- Powerpipe

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 rkw 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 +100% for DPF-equipped engines. These upgraded injectors support power targets of 300+ rkw and 1000+ Nm at the wheels.

Injector Installation Caution

On pre-DPF IVD-FTV engines, injector installation must be done carefully, as poorly seated leak-off washers can allow diesel into the sump, raising oil levels and risking engine runaway.

Torque injectors to 18Nm, ensure the leak-off rail is sealed, lightly oil the bolts, and check for leaks with compressed air before final assembly. Monitor oil level over the first 1,000km to confirm no diesel contamination.

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

Turbo Actuator Breather & Stainless Upgrade

On the VDJ70 Series, GTurbo turbochargers feature a two-port vacuum actuator, a deliberate improvement to address a known failure point in the factory design. The original turbo is mounted low on the engine, and during water crossings, the small breather hole in the factory actuator is prone to drawing in water, leading to internal rust and eventual failure. GTurbo solves this in two key ways:

1. The breather port is relocated and fitted with a hose barb, allowing you to run a breather line up into the engine bay, keeping it high and dry.
2. The actuator body itself is upgraded to stainless steel, eliminating the risk of rust altogether.

This combination significantly improves long-term durability, especially for vehicles used in off-road or wet environments.

Oil Filter Cartridge Insert – Don't Forget It

When servicing the VDJ70 IVD-FTV oil system, ensure the internal cartridge support pole in the filter housing is fitted. This small but critical insert prevents the oil filter from collapsing under pressure. It's often removed with the old filter and forgotten. If not reinstalled, the new filter can collapse, causing oil starvation and catastrophic engine failure. Always double-check it's in place before fitting a new filter.

Intake Manifold Cleaning

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

MAP Sensor Filter Cracks

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

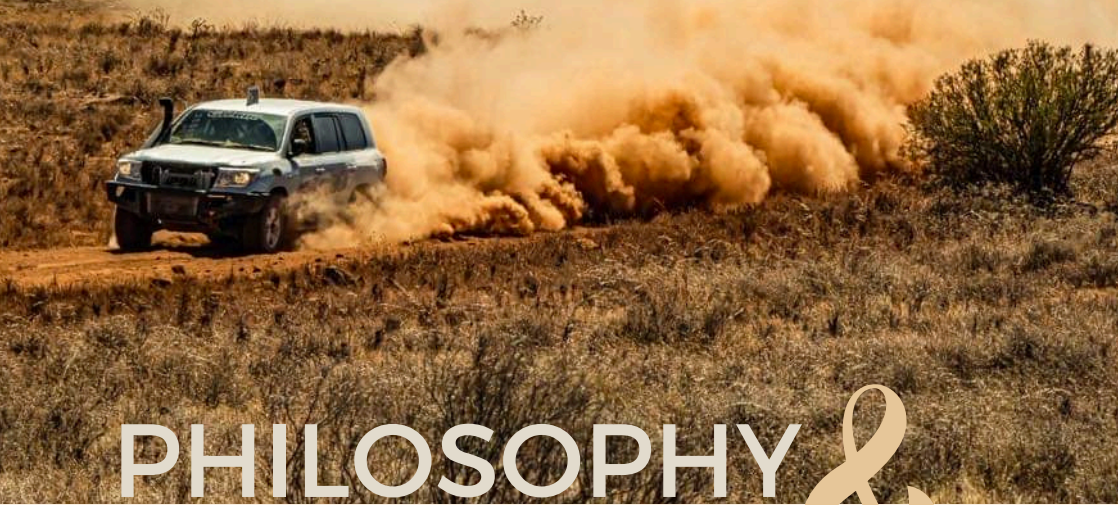
Rear Exhaust Crossover Pipe – Bigger Isn't Better

Upgrading the factory rear crossover pipe to a larger diameter often reduces performance. The added volume delays exhaust energy to the turbo, slowing spool and off-boost response. Our testing shows no gains, even on 400+ rwhp / 1000+ Nm builds. Many aftermarket pipes also use mesh flex sections that can fail and damage the turbo. For reliability and performance, we recommend retaining the factory pipe.

Secondary Fuel Filters – Choose the Right Micron Rating

A secondary fuel filter can protect the IVD-FTV from contamination –but the wrong element can cause serious damage. Many aftermarket 5-micron filters are too restrictive for the factory common-rail pump, forcing it to work harder and accelerating internal wear.

Metal from a failing pump can circulate through the fuel system and even return to the tank, risking widespread damage. We recommend a minimum 30-micron secondary filter. If running finer filtration, a quality lift pump is essential to relieve strain and maintain long-term reliability.



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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