

G TURBO

POWER PIPE

TOYOTA VDJ70 LANDCRUISER



Installation Guide

Version 1.1 (2025)





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INTRODUCTION

Welcome to your VDJ70 series upgrade.

We're thrilled you've chosen us to enhance your ride. Our passion for innovation and quality is reflected in every product we create for the VDJ70 platform and beyond.

This guide is your go-to for a smooth, easy installation. It's packed with clear steps and expert tips to help you every step of the way.

Got questions or feedback? Don't hesitate to reach out —we're always here to help! Our contact details are provided on the page 25 of this document.

We wish you all the best in your upgrade journey.

The GTurbo team

PREPARATION

TOOLS

- | | |
|---------------------------|------------------------|
| Phillips head screwdriver | 3mm allen key |
| Flat head screw driver | 12mm spanner |
| 10mm Socket (1/4") | 1/4" ratchet |
| 10mm long socket (3/8") | 3/8" ratchet |
| 12mm long socket (3/8") | MAF Sensor cleaner |
| 3/8" small extension | 8mm worm drive clamp |
| 3/8" long extension | screwdriver (optional) |



SAFETY MEASURES AND CONSIDERATIONS



To ensure correct fitment and long-term reliability of your GTurbo VDJ79 Power Pipe, please follow the special considerations below during installation.



WARNING: FAILURE TO FOLLOW THESE INSTRUCTIONS MAY RESULT IN DAMAGE TO THE PRODUCT OR VEHICLE'S ELECTRICAL SYSTEM.

CUSTOM ENGINE MOUNT FITMENT

- The supplied custom engine mount must be installed to provide the correct clearance for the Power Pipe.
- A bottle jack is required between the engine sump and diff housing to slightly lift and position the engine during mount replacement.
- Use caution when jacking the engine, work slowly and ensure the vehicle is stable to avoid injury.

NOSE CONE GASKET SEAL

- Apply a thin amount of black silicone to the nose cone gasket during assembly.
- These junctions can leak without silicone, so sealing is essential.

CLEARANCE CHECKS

- Confirm the Power Pipe has adequate clearance around:
 - Air-conditioning pump pulley
 - Ancillary belts and pulleys
 - Wiring looms
 - The engine mount (ensure no risk of rubbing or vibration)
- The pipe must not contact or sit close enough to rub, vibrate, or wear through under load or engine movement.

HOSE CLAMP POSITIONING

- Rotate and position all hose clamps so they cannot interfere with:
 - Radiator fan
 - Fan shroud
 - Belts/pulleys
- Spin the fan manually while checking for any potential contact points.

CLEANLINESS OF THE POWER PIPE

Before installation, ensure the Power Pipe is completely free from dust, metal fragments, packaging debris, or contaminants that could be drawn into the turbo.

FINAL POST-INSTALLATION INSPECTION

- After fitment, start the vehicle and allow it to idle while you perform a full visual check.
- Ensure the Power Pipe has not shifted and is not touching any components.
- Once satisfied, take the vehicle for a short drive and re-check all clearances, clamps and mount bolts to confirm nothing has moved under load.

INSTRUCTIONS

STEP 1

A

Disconnect the battery.



B

Remove the battery.



STEP 2**A**

Unplug the water temperature and MAF sensors.

**B**

Unclip the wiring harness from the intake pipe.

**C**

Loosen the all 3 intake hose clamps.



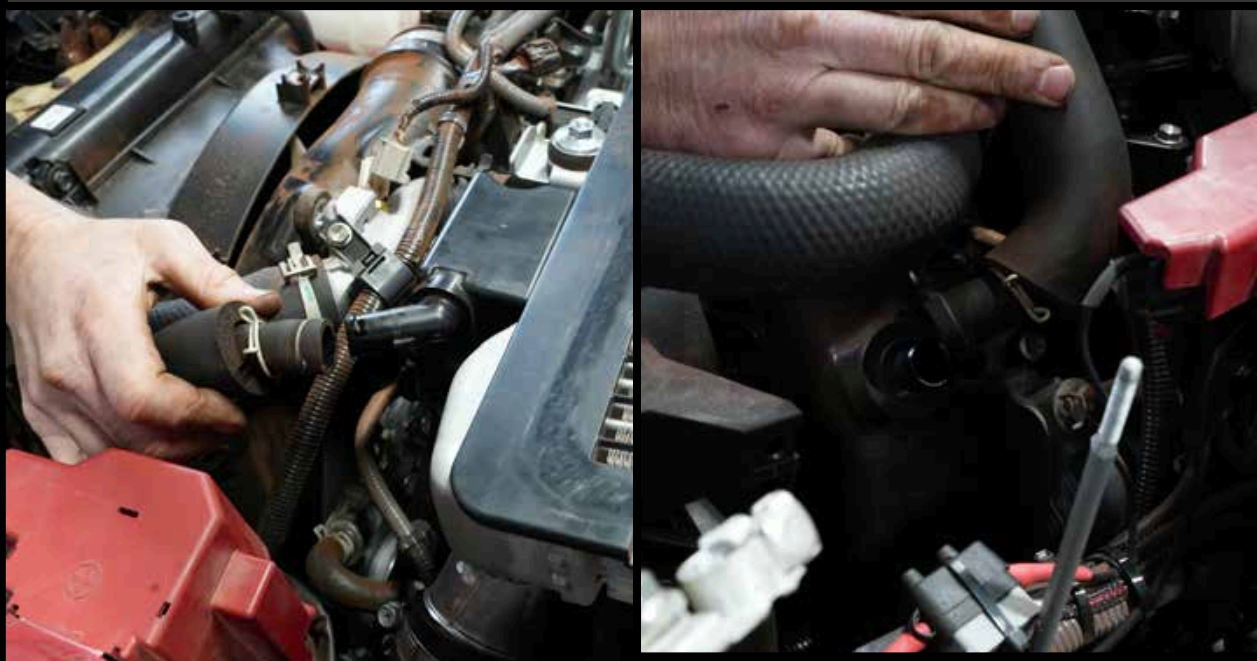
STEP 3**A**

Remove the three 12mm intake pipe mounting bolts.



B

Disconnect and remove the PCV (breather hose).

**C**

Remove the final 12 mm bolt securing the intake to the engine, located beside the vacuum pump.



STEP 4**A**

Disconnect and remove the PCV (breather hose).

**B**

Unscrew the two Philips-head screws and remove the MAF sensor, and set it aside.



C

Unclip all 11 Body clips on the passenger side splash guard.



D

Remove the passenger side splash guard.



STEP 5**A**

From underneath the vehicle, loosen the 10 mm hose clamp on the lower intake pipe.

**B**

Remove the 12 mm support bolt securing the lower intake pipe.

**C**

Loosen the three 12mm bolts and remove the turbo/exhaust manifold heat shield.



Access is from the
passenger wheel well

D

Loosen the 10mm hose clamp on
the pressure outlet plumbing.

**E**

Remove the passenger side wheel.



STEP 6**A**

Loosen the two 12mm bolts and remove the turbo pressure outlet.

**B**

Loosen the two 12mm bolts and remove the turbo air inlet.



C

Loosen the 10mm clamp on the turbo inlet nose-cone.



D

Loosen the 10mm bolt and remove the harness mount from the turbo inlet.



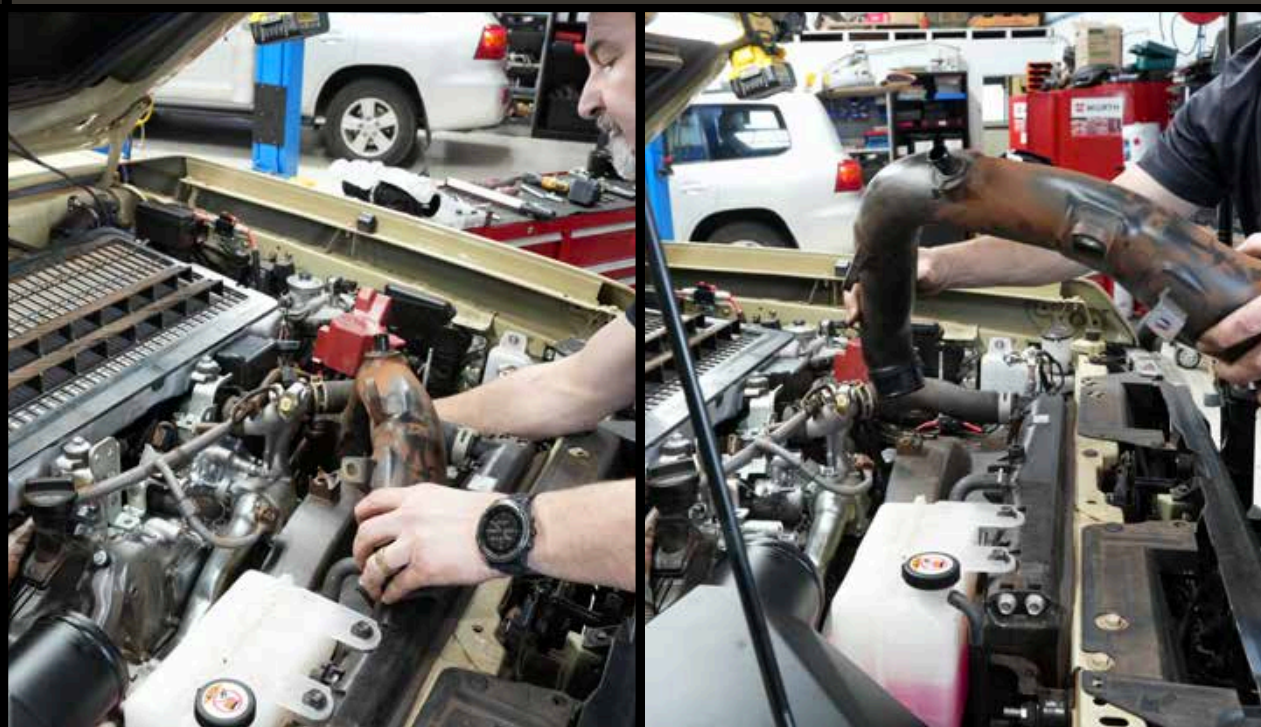
E

Pull down and anticlockwise to remove the lower turbo inlet pipe.



F

Remove the upper turbo inlet pipe.



STEP 7**A**

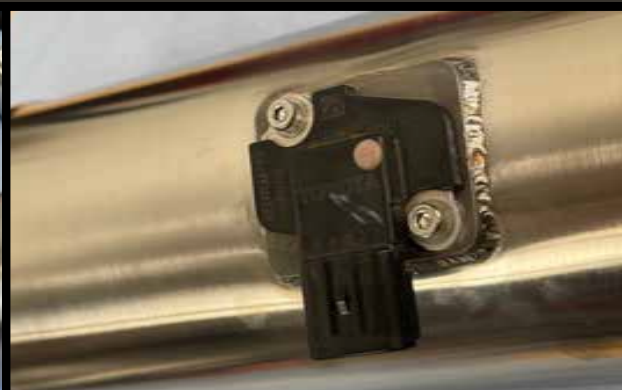
Unbox your GTurbo Power Pipe.

**B**

Clean the MAF sensor with an approved MAF sensor cleaner.

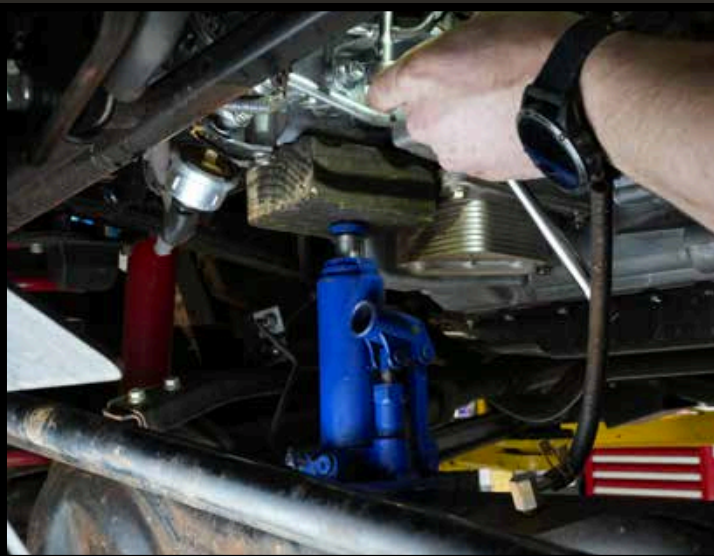
**C**

Install the MAF sensor into the GTurbo Power Pipe with the 3mm Allen key bolts provided.



STEP 8**A**

Install a bottle jack between the diff housing and the engine sump.

**B**

Remove the 10 mm bolt securing the A/C switch plug bracket, and move the bracket aside.

**C**

Reinstall the 10mm bolt.



D

Unplug the A/C compressor switch.

**E**

Unplug the oil level sensor.

**F**

Use a small flat-head screwdriver and unclip the harness from the turbo pressure pipe.



G

Loosen the 10mm bolt and remove the bracket.



H

Cut the ziptie holding the harness to the AC compressor.



I

Route the A/C harness along the high-pressure A/C line and reconnect the A/C switch.



STEP 9**A**

Remove the 12 mm bolt securing the cast turbo pressure pipe to the engine.

**B**

Remove the 10 mm bolt located behind the A/C compressor; it secures the bracket to the engine mount.





Remove the four 17 mm bolts attaching the engine mount to the engine block.



STEP 10**A**

Using a bottle jack, carefully lift the engine away from the unbolted engine mount.

**B**

Remove the 17 mm nut securing the engine mount on the chassis side and remove the engine mount.



Now it's time to install the GTurbo Engine Mount.



C

Install the GTurbo engine mount, ensuring the engine mount bolt aligns with the chassis mount.



D

Reinstall the four 17mm engine mount bolts and the 10mm bolt for the vacuum hard-line bracket.



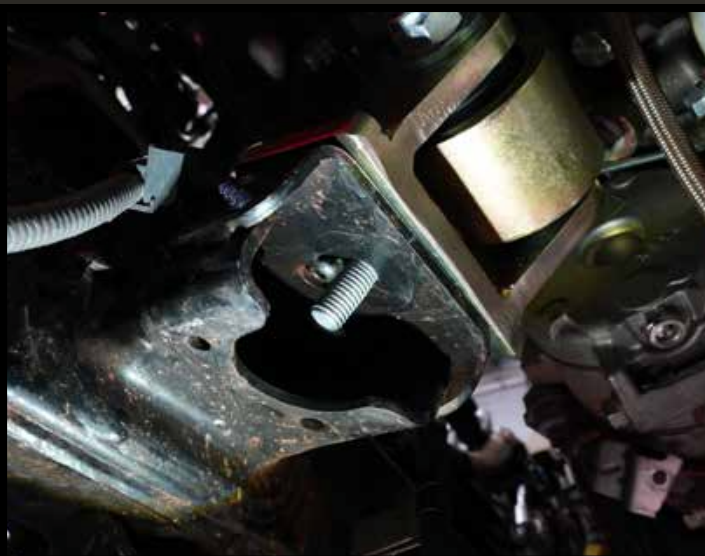
E

Use a ziptie to secure the harness to the vacuum hard line.



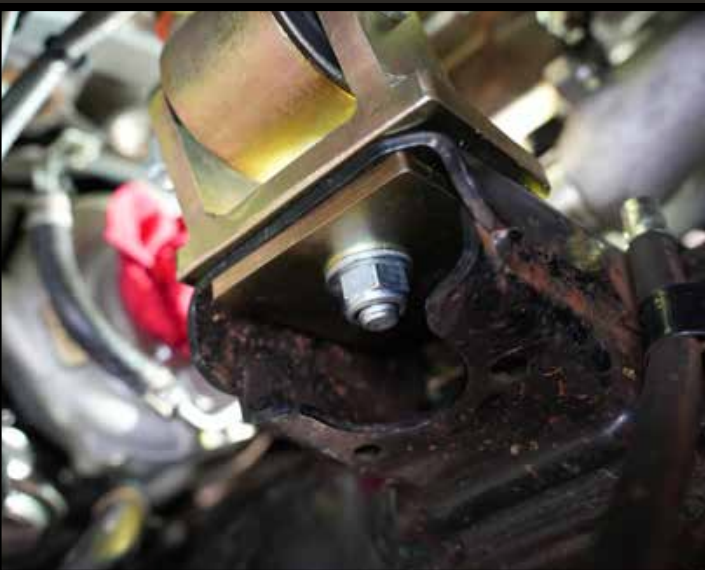
F

Lower the bottle jack, ensuring the locator and bolt align correctly with the chassis mount.



G

Install the GTurbo sandwich plate and tighten the 17 mm nut.



STEP II**A**

Apply a thin film of silicon to the GTurbo inlet gasket (supplied with the GTurbo) and install the gasket on the Power Pipe nose cone.

**B**

Install the nose cone on the GTurbo and tighten the 6mm Allen key bolts provided.

**C**

Install the 120 mm silicone hose onto the nose cone and secure it with a 70–90 mm clamp. Loosely fit another 70–90 mm clamp on the opposite end, ready for the next pipe.



STEP 12**A**

Install the GTurbo S-Bend pipe as shown.

**B**

Tighten the 70-90mm hose clamp.

**C**

Fit the 145 mm length of silicone to the S-bend pipe, then position both 70-90 mm hose clamps ready for tightening.



D

Install the upper large GTurbo Power Pipe and position it against the S-bend silicone hose.

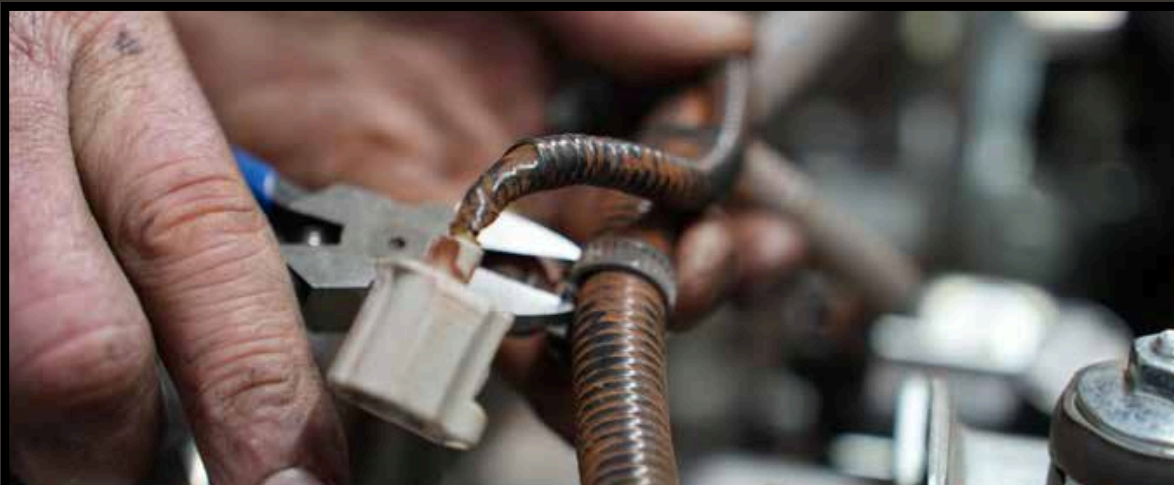
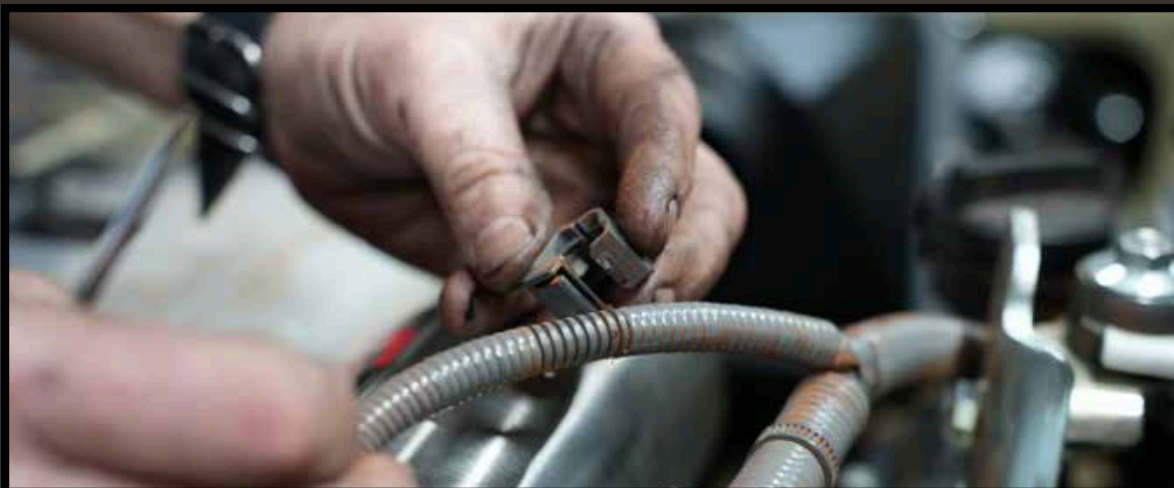
**E**

Install the factory 12 mm bolt through the Power Pipe support tab and into the mounting point on the cast radiator inlet.



STEP 12

Remove the factory MAF harness plastic bracket
and cut the two cable tie harness mounts
(these are no longer needed)



STEP 13**A**

Re-install the MAF and coolant temp plugs.

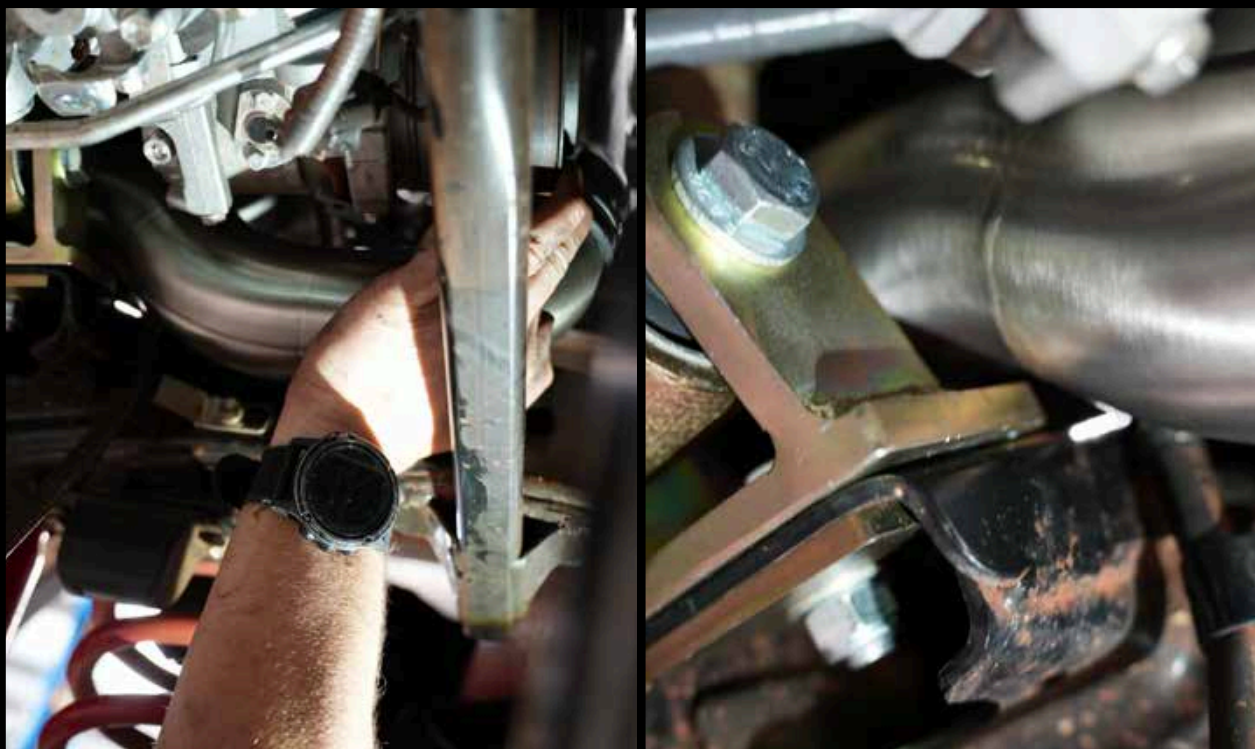
**B**

Tighten the lower 70-90mm hose clamp.



C

From underneath the vehicle, push the S-bend pipe upward to seat the silicone onto the upper large Power Pipe. Ensure there is adequate clearance between the S-bend pipe and the engine mount.



D

Tighten the top 70-90mm hose clamp.



STEP 14**A**

Re-install the factory turbo/manifold heat shield.

**B**

Apply a thin film of silicon to the turbo pressure outlet and re-install the pressure pipe.



STEP 15**A**

Now that the power pipe is installed, it's time to fit the airbox to the power pipe silicon.

**B**

Remove the airbox lid and install the 220mm long ribbed silicon onto the airbox and push it onto the power pipe.



C

Refit the airbox lid and tighten the power pipe hose clamp.



D

Reinstall the Breather hose (PCV).









INSTALLATION COMPLETE

Great work! Your VDJ70 is now equipped with a high-flow GTurbo Power Pipe engineered to improve airflow efficiency, reduce restriction, and support more responsive boost delivery.

WHAT'S NEXT?

-  Inspect all hose connections and clamps
-  Confirm there are no air leaks
-  Check clearance and fitment
-  Re-tighten all clamps after first few drives



After your first few drives, re-check all mounting points and hose connections to make sure nothing has shifted or loosened during bedding-in.



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.

GTURBO

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