

GTURBO

RAIL BLANK

TOYOTA VDJ200 LANDCRUISER



Installation Guide

Version 1.1 (2025)





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INTRODUCTION

Welcome to your VDJ200 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 VDJ200 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 22 of this document.

We wish you all the best in your upgrade journey.

The GTurbo team

PREPARATION

TOOLS

- 14mm Spanner
- 19mm Spanner
- 10mm Long Socket
- 12mm Long Socket
- 10mm Socket
- 12mm Socket
- 1/4" Ratchet
- 3/8" Ratchet
- 4 x Small Cable Ties
- Spanner Extender
(optional)



PREVENTING CONTAMINATION

- When intercooler hoses are removed, immediately block or cap the ends to prevent dirt, dust, or fasteners falling into the charge-air system.
- Keep all removed hardware and hoses away from the valley area to prevent accidental drops into the engine bay.

ELECTRICAL GROUNDING IS CRITICAL

- The earth straps are essential for the correct operation of the injectors and injector drivers.
- Ensure the mating surfaces are clean, corrosion-free, and seated correctly before tightening.
- A poor earth connection can cause severe electrical faults, potentially damaging injectors or the ECU.

SECURING BOOST REFERENCE HOSES

- Before reinstalling the intercooler, use small cable ties to secure all vacuum/boost hoses
- These hoses can blow off under boost if left loose, causing immediate limp mode or over-fueling.

CORRECT SEATING OF THE RAIL BLANK

- The GTurbo Fuel Rail Blank must be installed squarely and fully seated into the rail.
- Avoid cross-threading by hand-starting the fitting first.
- Because Toyota provides no torque spec, tighten firmly with a long 19 mm ring spanner—this joint must not loosen with vibration.

FINAL HOSE AND CLAMP CHECK

- After reinstalling hoses and clamps, re-check that both intercooler hoses are properly seated, straight, and not twisted.
- Misaligned hoses can cause boost leaks under load.

FINAL START-UP CHECK

- Only reconnect the negative battery terminal after all earth straps, sensors, clamps, and fittings are confirmed.
- On first startup, inspect the fuel rail blank area for any sign of leakage and listen for boost/vacuum leaks.
- After the first test drive, re-check the banjo bolt, earth straps, MAP hose, and intercooler clamps for movement.

INSTRUCTIONS

STEP 1

A

Disconnect the battery.



B

Loosen the two 12mm nuts fastening the engine cover.



C

Remove the engine cover.



STEP 2**A**

With a 10mm ratchet, loosen the two intercooler hoses from the left and right-hand side.

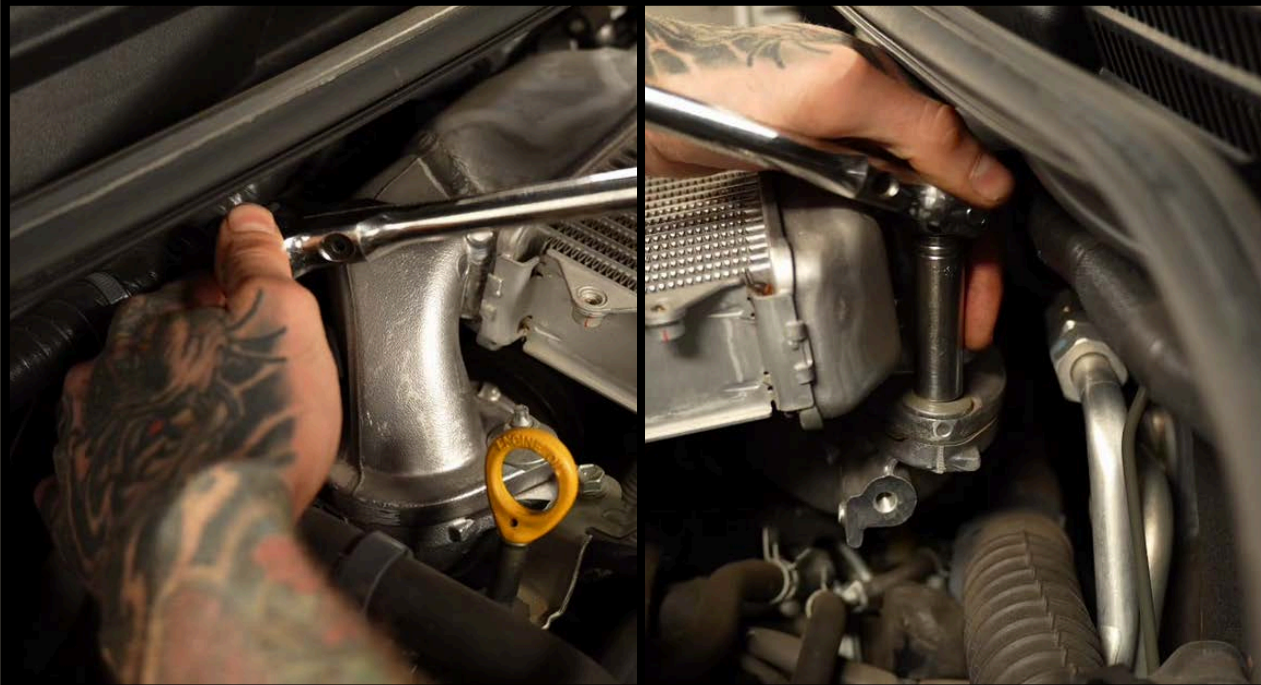
**B**

With a 12mm long socket, loosen the four intercooler mounting nuts in the pictures below.



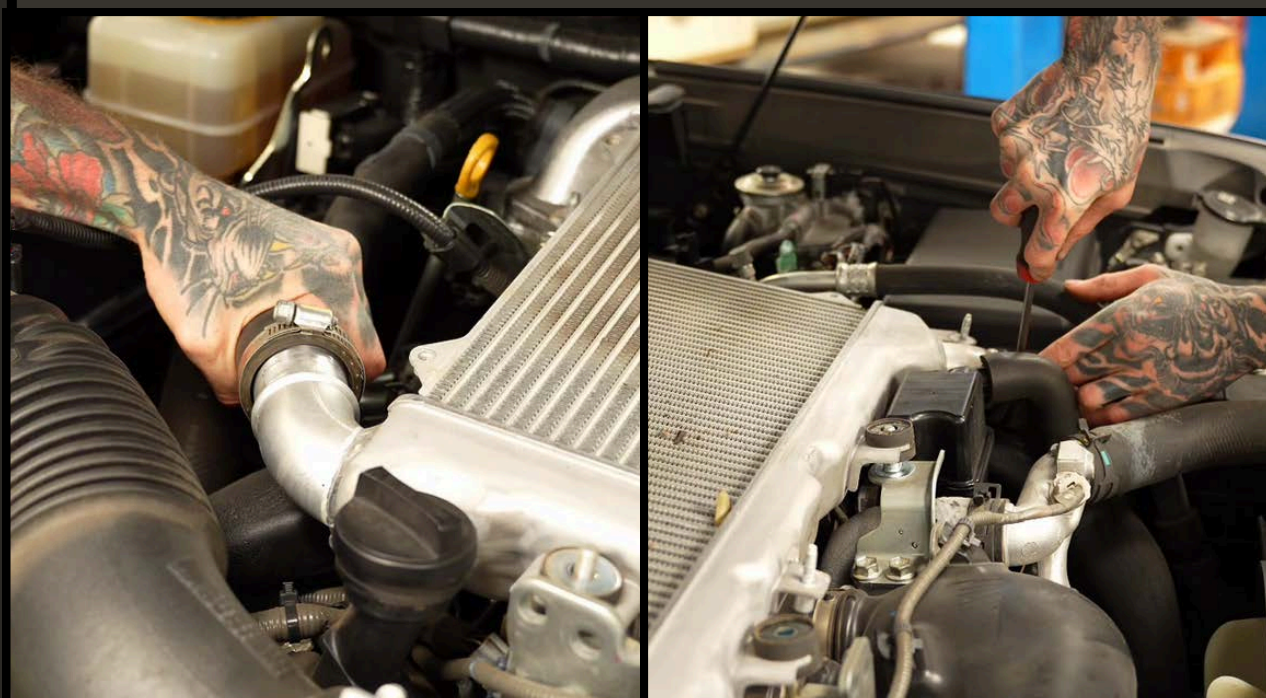
C

Loosen the four 12 mm nuts securing the intercooler to the cast aluminium inlet pipes, two on the driver's side and two on the passenger side.



D

Remove the intercooler hoses. Once removed, block off the hose ends to prevent any foreign objects from entering the intercooler plumbing.



E

Unplug the air inlet temperature and MAP sensors located on the back of the intercooler.



F

Lift the intercooler and disconnect the small pressure hose from the MAP sensor.



Take care not to damage or snap the MAP sensor barb while raising the intercooler.

G


Remove the intercooler.



STEP 3

A

It's now time to remove the fuel relief valve in preparation for installing the GTurbo Rail Blank.

 The **fuel relief valve** is located at the end of the passenger-side (LHS) fuel rail.




B

Using a 14 mm spanner, loosen and remove the 14 mm banjo bolt from the end of the fuel relief valve.



C

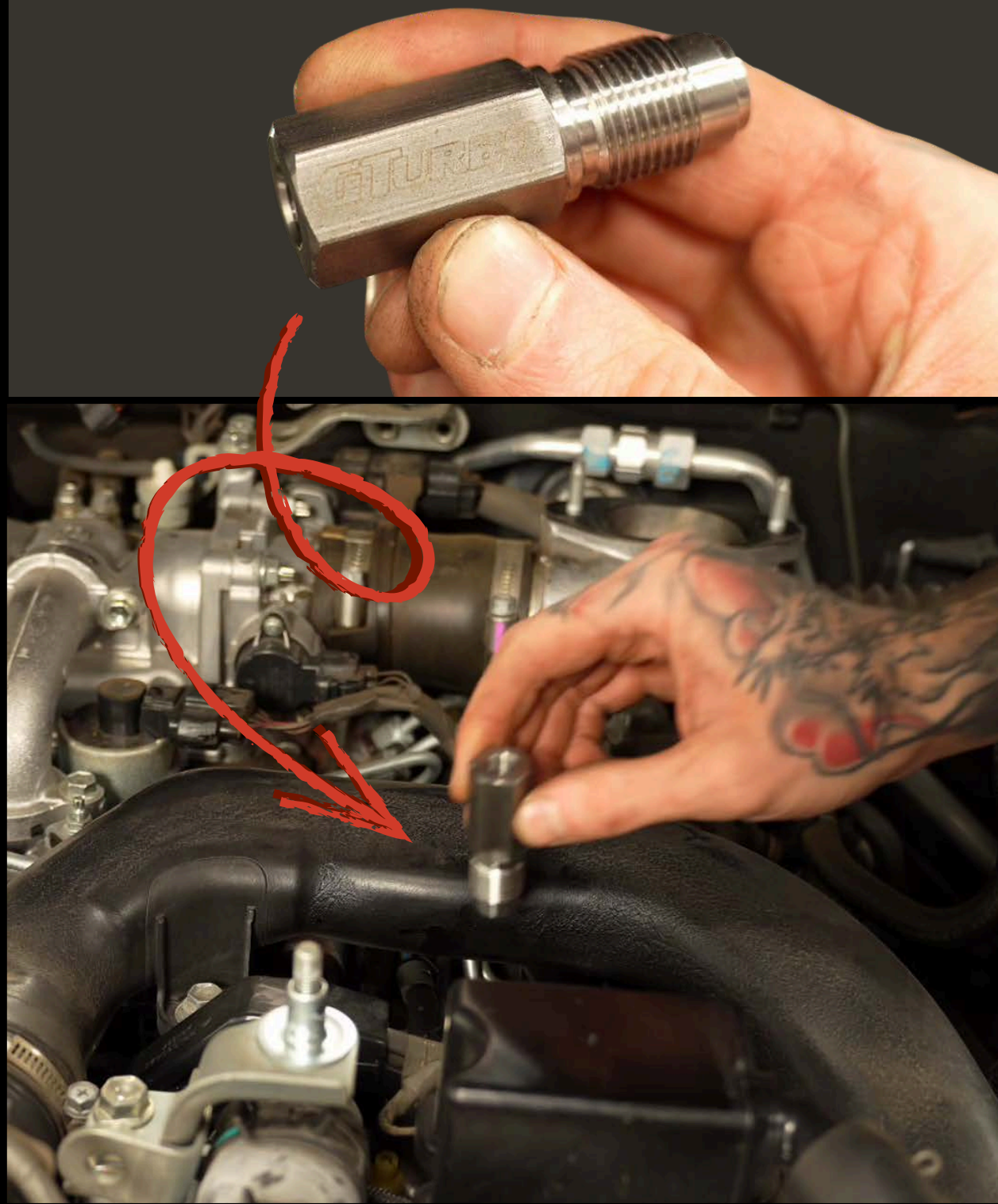
Using a 19 mm ring spanner, remove the fuel relief valve.

 **Note:** This fitting is typically very tight – Apply steady, controlled force.



STEP 4**A**

You are now ready to install
your GTurbo Fuel Rail Blank.



B

Install the GTurbo Fuel Rail Blank and tighten it using a long 19 mm ring spanner.

Apply firm, steady force - This joint must be very secure, as the fuel system operates under high pressure and any leakage can be dangerous. Note that Toyota does not provide an official torque specification for the fuel rail relief fitting.



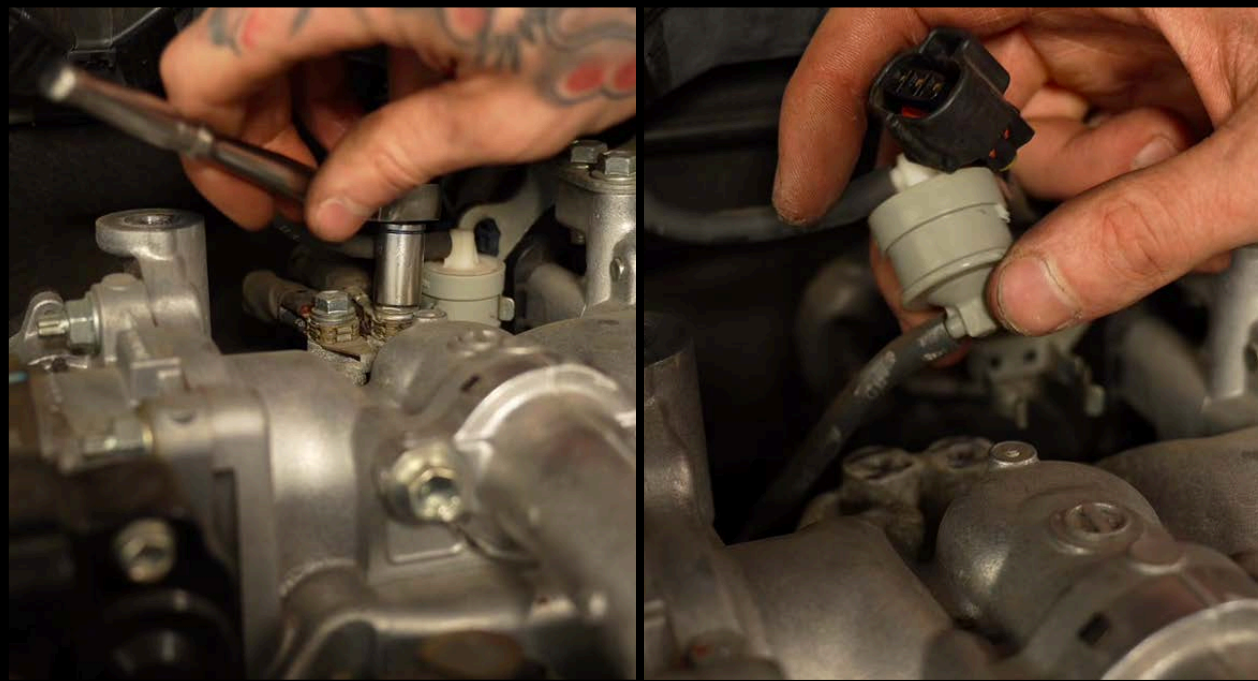
C

Reinstall the 14 mm banjo bolt and tighten it securely with a 14 mm spanner.



STEP 5**A**

Using a 10 mm socket, remove the two earth straps located next to the MAP sensor filter and unclip the filter.

**B**

Use small cable ties to secure all of the small boost hoses. This helps prevent them from blowing off under boost pressure.



C

Reinstall the 10 mm bolts to secure the earth straps back onto the inlet manifold.



Ensure the bolts have clean, solid contact and that the battery is disconnected before attempting.

Poor earth connection can cause severe electrical faults, including damage to the injectors and injector drivers, this can result in extremely costly repairs.

D

Leave a loose cable tie on the MAP sensor boost hose so it's ready to secure once the intercooler is reinstalled.



STEP 6**A**

Reinstall the intercooler

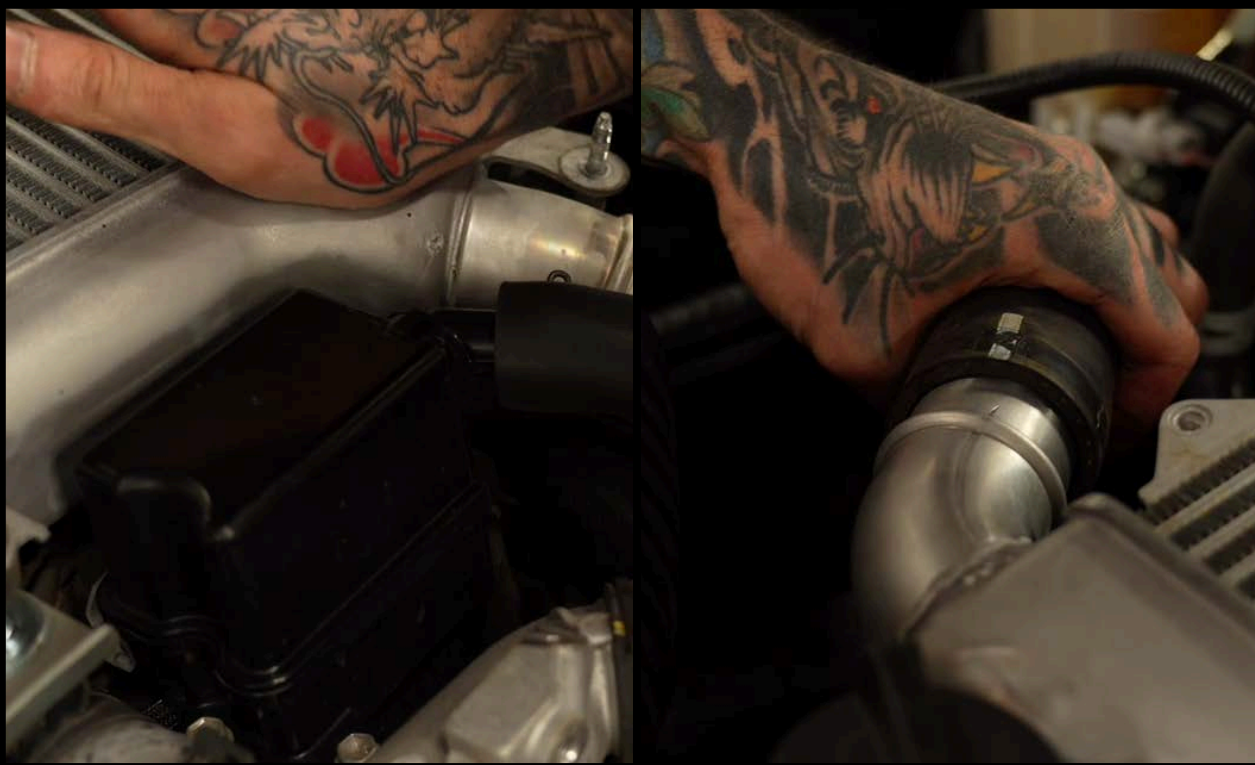
**B**

Reinstall the MAP sensor hose and secure with the preinstalled cable-tie.



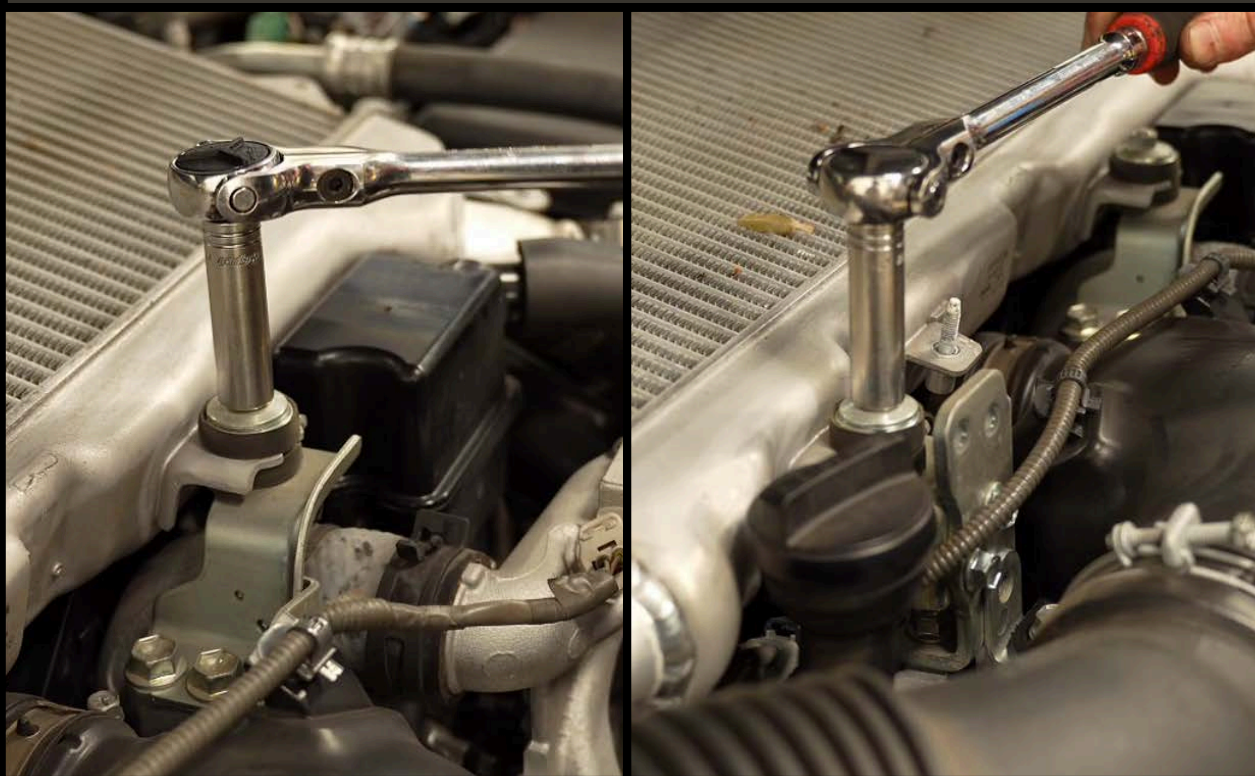
C

Reinstall the Intercooler Hoses



D

Reinstall the four 12mm intercooler mounting nuts



D CONTINUED.**E**

Reinstall the four 12mm intercooler mounting nuts



STEP 7**A**

With a 10mm ratchet, tighten the two intercooler hose clamps

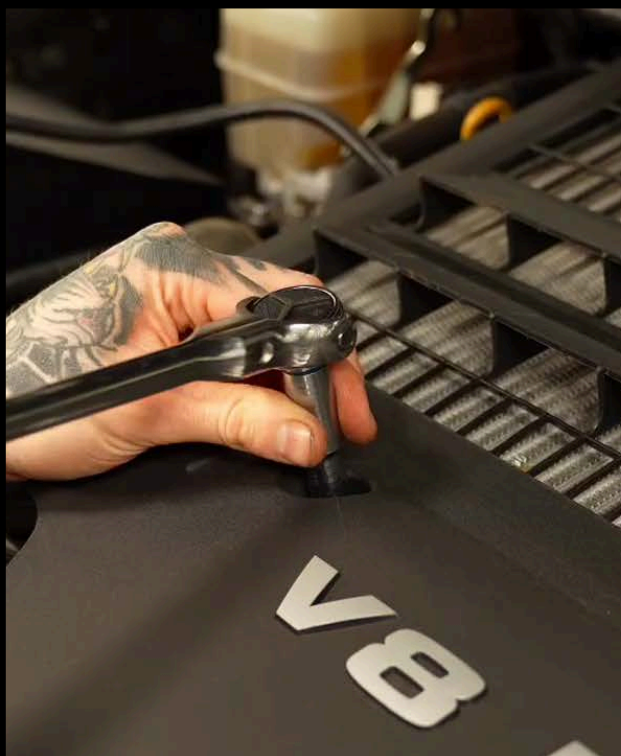
**B**

Reinstall the Engine Cover



C

Tighten the two 10mm nuts, securing the engine cover



D

Reinstall the negative battery terminal.









INSTALLATION COMPLETE

Great work! Your VDJ200 is now fitted with a precision GTurbo Rail Blank to safely block the factory rail sensor port and maintain stable rail pressure.

WHAT'S NEXT?

-  Inspect all fuel line connections and fittings
-  Confirm there are no diesel leaks
-  Ensure the Rail Blank is seated and torqued correctly
-  Re-check all fittings after your first few drives



After your first few drives, re-check all mounting points and fuel fittings to ensure 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.

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