



GTURBO

WHY A GTURBO

FOR YOUR 1HZ

HZJ70/80/105 LANDCRUISER

Version 1.3 (2026)

PERFORMANCE BY DESIGN





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A photograph of the GTURBO storefront. The building has a dark grey facade with large windows. The 'GTURBO' logo is prominently displayed in large, 3D, silver letters with a red 'G' on the left. The windows show the interior of the shop, which is dimly lit.

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 1HZ** &

The Toyota 1HZ is widely regarded as one of the most reliable diesel engines ever fitted to a passenger 4WD. However, it has unfortunately gained a poor reputation when it comes to aftermarket turbocharging, largely due to a history of poorly designed turbo kits and substandard tuning.

At GTurbo, our extensive experience with the 1HZ tells a different story. When paired with a purpose-built turbocharger and tuned properly, the 1HZ delivers exceptional reliability, impressive torque gains, and surprisingly good fuel economy under normal use.

The key lies in the right combination: an efficient, application-specific turbocharger—not a collection of mismatched parts—and expert tuning to achieve optimal Air-to-Fuel Ratios (AFRs) around 21:1.

Many failures associated with turbocharging the 1HZ are not from boost itself, but from poor tuning practices. Excessive fuelling and restricted airflow can result in high piston crown temperatures, leading to engine damage. It's not the boost pressure that's harmful, it's high turbo backpressure, incorrect AFRs, and uncontrolled fuelling.

GTurbo's systems are engineered to deliver high airflow efficiency, supporting the fuel volumes needed to safely unleash the 1HZ's full potential. With correct AFR tuning and professional setup, the 1HZ can be transformed into a powerful and dependable performer that stays true to its legendary reliability.



PRODUCT GUIDE FOR THE 1HZ PLATFORM





TURBOCHARGERS



HZ-G200 Titan
T T 1HZ S1

Description

Stage 1 turbo upgrade delivering strong low-end torque and versatile all-round drivability.

\$2290



HD-G333 Titan
T T 1HD S2.1

Description

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

\$2690



HD-G380 Titan
T T 1HD S3B

Description

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

\$2690





HZ-G200 TITAN

STAGE 1: TURBO UPGRADE

RESPONSIVE | LOW-END TORQUE | DAILY DRIVES

The GTurbo HZ-G200 Titan is our Stage 1 turbo upgrade, designed for strong low-end torque and excellent all-round drivability. It's the ideal choice for daily drives, towing, touring, and off-road driving.



PRICE \$2290

Key Features



At the core of the HZ-G200 Titan is our advanced Vortex 4 billet compressor wheel. Built from upgraded 2618-grade alloy and finished in our Titan thermal coating for improved heat resistance and long-term durability.



The unit features a revised compressor cover with anti-surge slots and a larger 3.5" inlet, which improves airflow and throttle response over the stock 2.75" setup. The full-plate high-efficiency turbine wheel reduces back pressure for cooler exhaust gas temperatures (EGTs) and better top-end performance.



The HZ-G200 Titan is built for reliable performance under sustained load with a 4340 chromoly shaft, stepped piston ring seals, and enhanced oiling to the thrust bearing.

Performance Expectations

The HZ-G200 Titan delivers efficient boost from 10–26psi, with a design boost of 22psi and a preset of 15psi. A boost controller and gauge allow fine-tuning beyond the preset level, unlocking even more performance.

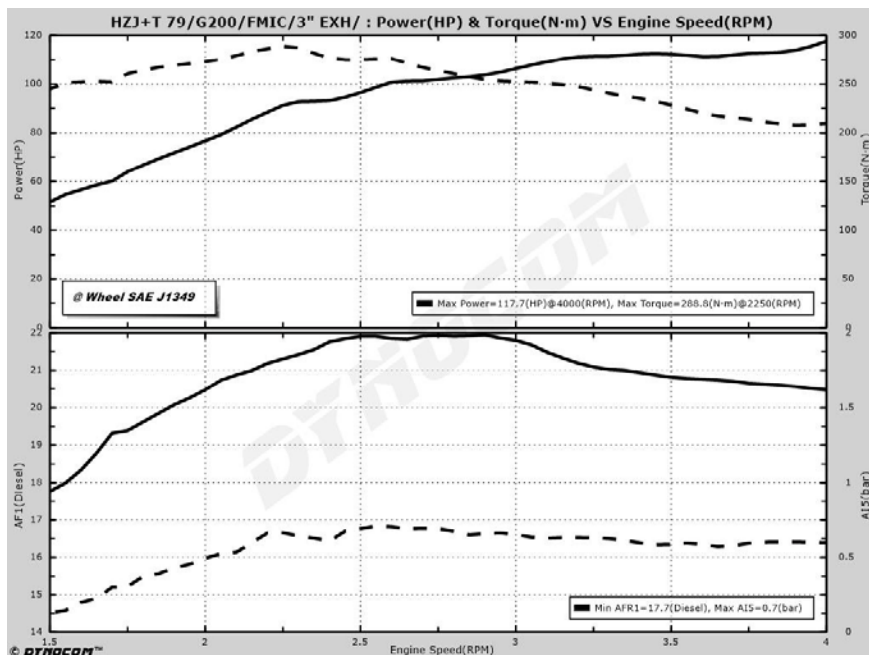
Expect a minimum 10psi by 1500rpm when tuned correctly, and up to 18psi by 1500rpm with full supporting mods.

Product	Torque (Nm)	Power (rwkW)
Stock 1HZ	180-220	40-50
HZ-G200T + FIP* Tune	300-400	90-110
HZ-G200T + Supporting mods**	600	150

*FIP = Factory injection pump

**Supporting Mods = Clutch, large intercooler, 3" exhaust, upgraded airbox, high-flow injector pump

The dyno graph below, reflects real-world performance of the HZ-G200 Titan on a 1HZ.



HD-G333 TITAN

STAGE 2: TURBO UPGRADE

RESPONSIVE | LOW-END TORQUE | DAILY DRIVES

The GTurbo HD-G333 Titan is our Stage 1 turbo upgrade, designed for strong low-end torque and excellent all-round drivability. It's the ideal choice for daily drives, towing, touring, and off-road driving.



PRICE **\$2690**

Key Features



At the core of the HD-G333 Titan is our advanced Vortex 4 billet compressor wheel. Built from upgraded 2618-grade alloy and finished in our Titan thermal coating for improved heat resistance and long-term durability.



The unit features a revised compressor cover with anti-surge slots and a larger 3.5" inlet, which improves airflow and throttle response over the stock 2.75" setup. The full-plate high-efficiency turbine wheel reduces back pressure for cooler exhaust gas temperatures (EGTs) and better top-end performance.



The HD-G333 Titan is built for reliable performance under sustained load with a 4340 chromoly shaft, stepped piston ring seals, and enhanced oiling to the thrust bearing.

Performance Expectations

The HD-G333 Titan delivers efficient boost from 10–33psi, with a design boost of 24psi and a preset of 15psi. A boost controller and gauge allow fine-tuning beyond the preset level, unlocking even more performance.

Expect a minimum 10psi by 1500rpm when tuned correctly, and up to 16psi by 1500rpm with full supporting mods.

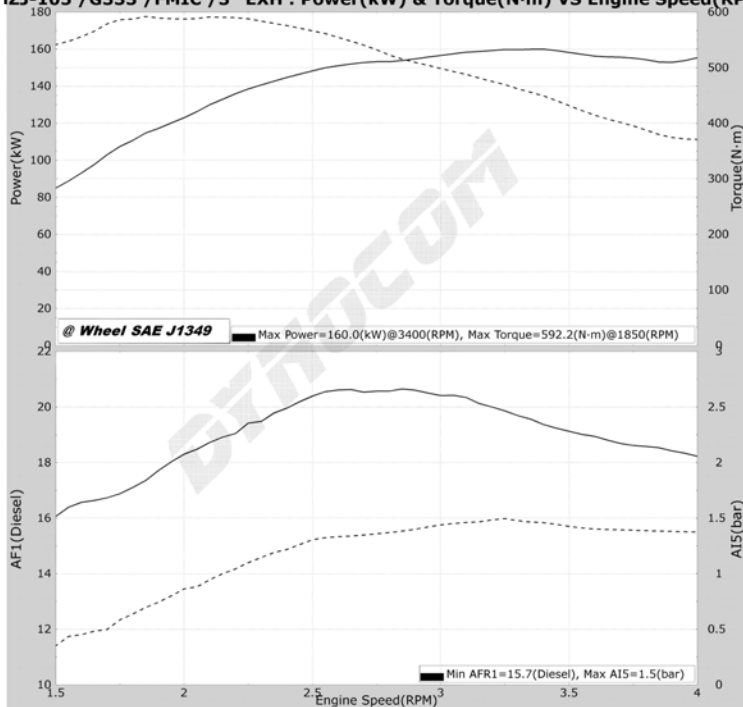
Product	Torque (Nm)	Power (rwkW)
Stock 1HZ	180-220	40-50
HD-G333T + FIP* Tune	300-400	90-110
HD-G333T + Supporting mods**	600	150

*FIP = Factory injection pump

**Supporting Mods = Clutch, large intercooler, 3" exhaust, upgraded airbox, high-flow injector pump

The dyno graph below, reflects real-world performance of the HD-G333 Titan on a 1HZ.

1HZJ-105 /G333 /FMIC /3" EXH : Power(kW) & Torque(N-m) VS Engine Speed(RPM)





HD-G380 TITAN

STAGE 2: TURBO UPGRADE

MID-RANGE PUNCH | REAL-WORLD PERFORMANCE

The GTurbo HD-G380 Titan steps up the performance game with sharp response down low, huge midrange torque, and the ability to carry boost all the way to redline. It's built for those chasing real-world performance in towing, touring, and high-output builds.



PRICE \$2690

Key Features



The HD-G380 Titan features our latest Vortex 4 billet compressor wheel, 12% larger than the G333 and made from a high-strength, heat-resistant 2618-grade alloy, with our Titan thermal coating for corrosion protection and long service life.



Our redesigned compressor cover with anti-surge slots and a 3.5" inlet boosts airflow, while the full-plate turbine wheel improves efficiency and lowers back pressure.



The HD-G380 Titan has a 4340 chromoly shaft, stepped piston ring seals, and enhanced oiling to the thrust bearing to provide long-term durability under sustained boost.

Performance Expectations

The HD-G380 Titan operates efficiently from 16–36psi (design boost: 28psi), with a preset at 22 psi. A boost controller and gauge allow fine-tuning beyond the preset level, unlocking even more performance.

Expect a minimum 16psi by 1900rpm when tuned correctly, and up to 9psi by 1600 rpm with full supporting mods.

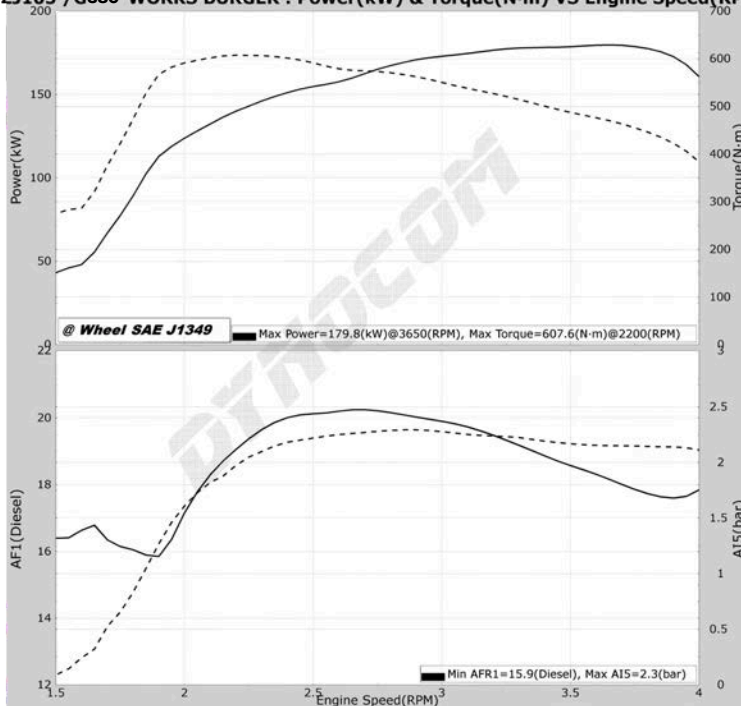
Product	Torque (Nm)	Power (rwkW)
Stock 1HZ	180-220	40-50
HD-G380T + FIP* Tune	300-400	95-110
HD-G333T + Supporting mods**	650	185

*FIP = Factory injection pump

**Supporting Mods = Clutch, large intercooler, 3" exhaust, upgraded airbox, high-flow injector pump

The dyno graph below, demonstrates real-world performance of the HD-G380 Titan on a 1HZ.

HZJ105 /G380 WORKS BURGER : Power(kW) & Torque(N·m) VS Engine Speed(RPM)





SUPPORTING MODS



NPC1300 Clutch
C CL XHD T3

Description

1300nm rated heavy-duty clutch for HDJ80 manual transmission.

\$1990



High-Flow Airbox
A AB GT 80/105

Description

Unrestricted airflow and ultimate dust sealing for maximum engine performance.

\$1495



Boost Controller
T T BC

Description

Take control of your power by increasing boost beyond the preset limits

\$55





Intercooler - HZJ70
A IC AA T1F-3

Description

Optimised airflow and thermal efficiency to support higher boost and sustained performance. Purpose built for the HZJ70

\$1900



Intercooler - HZJ80
A IC AA T1F-3

Description

Optimised airflow and thermal efficiency to support higher boost and sustained performance. Purpose built for the HZJ80

\$1750



Intercooler - HZJ105
A IC AA T1F-4

Description

Optimised airflow and thermal efficiency to support higher boost and sustained performance. Purpose built for the HZJ105

\$1800



200hp Injector Pump
F IP 1HZ 200hp

Description

Delivers clean, reliable fuel flow for 1HZ builds pushing up to 200rwhp

PRICING FROM \$2900



250hp Injector Pump
F IP 1HZ 250hp

Description

Delivers clean, reliable fuel flow for 1HZ builds chasing up to 250rwhp.

PRICING FROM \$3250



Conversion Kits
Multiple

Description

Provides the turbo and hardware needed to convert a 1HZ to turbo,

PRICING FROM \$3290



HIGH-FLOW AIRBOX

80/105 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 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 it's needed

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

NPCI300 CLUTCH

HZJ70/80/105 MANUAL TRANSMISSION

EXCELLENT DRIVEABILITY | RELIABLE | STRONG

The NPC1300 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 **\$1,990**



Features

The NPC1300 clutch is engineered to handle up to 1300Nm 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 NPC1300 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 NPC1300 is made to thrive in harsh environments.

Why its needed

The factory clutch in HZJ70/80/105s with a 1HZ engine, are decades old now, and commonly begin to slip around 300-400Nm at the wheels - especially under load or after tuning. Even at stock power levels, age and wear make failure increasingly likely. When targeting higher power, upgrading to the NPC1300 clutch with a billet flywheel is essential.

FM INTERCOOLER

HZJ70/80/105 PDI INTERCOOLER KITS

UNMATCHED COOLING | EFFICIENT | SEAMLESS

The PDI Front Mount Intercooler Kit is designed specifically for 1HZ-powered LandCruisers, delivering exceptional cooling efficiency, clean fitment, and proven reliability across all three platforms, HZJ70/80/105.



PRICING
FROM **\$1900**

Features

PDI's 1HZ front-mount systems use high-efficiency bar-and-plate cores with moulded end tanks for maximum flow and cooling in the available space. Core sizes are optimised per model, 600 x 240 x 65mm for the HZJ70, 585 x 230 x 65mm for the HZJ80, and 645 x 240 x 65mm for the HZJ105, ensuring excellent charge-air cooling without compromising radiator or condenser performance.

All kits feature 2.5" stainless-steel piping, heavy-duty silicone joiners, and high-torque clamps for long-term durability. Careful routing keeps pipework out of the wheel arches, improves serviceability, and maintains compatibility with dual-battery setups and factory air-conditioning systems.

Why should I upgrade my intercooler?

The 1HZ is a strong, reliable engine, but is prone to high exhaust gas temperatures (EGTs) and piston damage when turbocharged, without sufficient cooling. None of the factory configurations for HZJ70, HZJ80, or HZJ105 models include intercooling.

PDI's front-mount kits drastically reduce intake temps compared to top-mount options, improving torque, throttle response, and engine safety, which is especially important for towing, touring, and long-distance outback use.

Kit Options

HZJ70 Series

Front mount kit with 600 x 240 x 65mm core designed to fit behind the factory grille without interfering with bullbars or winches. This kit includes all required components for intercooler and air-conditioning pipe relocation.

PRICE **\$1900**

HZJ80 Series

Front mount kit using the compact 585 x 230 x 65mm core for efficient cooling and minimal impact on radiator airflow. Ideal for setups up to 18psi and compatible with dual-battery arrangements.

PRICE **\$1750**

HZJ105 Series

Front mount kit featuring 645 x 240 x 65mm core with rear-facing outlets to suit condenser pipe routing. Provides excellent EGT control for typical 1HZ turbo builds and fits with all bullbar and winch designs.

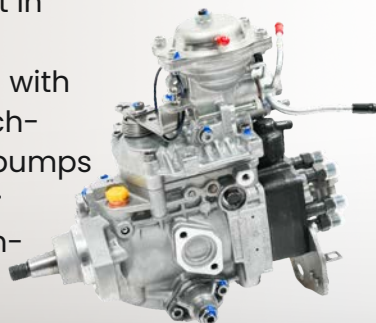
PRICE **\$1800**

INJECTOR PUMPS

HZJ70/80/105 ADS INJECTOR PUMPS

PRE-TUNED | PRECISE CONTROL | BENCH-TESTED

Our high-flow injector pumps, built in partnership with ADS Injection, are designed for seamless integration with GTurbo systems. Every unit is bench-tested and pre-tuned, and these pumps deliver the fuel volume needed for increased torque and reliable high-power performance.



PRICING
FROM **\$2900**

Key features

Each high-flow injector pump is fully bench-tested and pre-tuned prior to shipping, ensuring reliable, plug-and-play fitment straight out of the box.

Designed with reliability and consistency in mind, these pumps are easy to install with no immediate tuning required. The boost-compensated design ensures safe and accurate fueling under turbocharged load conditions, making them ideal for performance

Why should I upgrade my injector pump?

The factory injector pump in the 1HZ is a non-boost compensated 10mm unit and, even in peak condition, is typically limited to around 100kW and 350Nm at the wheels.

As these pumps age, internal wear further reduces fuel delivery and tuning flexibility. If you're running a turbocharger or chasing more torque and drivability, upgrading the pump is essential to support safe and reliable fueling.

What we offer?

We offer two levels of high-flow injector pumps:

200hp Injector Pump

Designed to support builds making up to 90–100kW at the wheels. This is the ideal option for budget turbo kits or mild power goals and is fully boost compensated for improved drivability and fueling under load.

250hp Injector Pump

Designed to support builds making up to 250hp at the wheels. This is the ideal pump for turbocharged IHZ setups running larger turbos and airflow upgrades.

Purchase options

Exchange Program

Injector pumps are supplied first on an exchange basis with a **\$1500 refundable core charge**. The core charge is refunded once your original injector pump is received. The cores must be in working, serviceable condition for refund eligibility.

Outright Purchase

Outright purchase allows you to buy the injector pump without returning a core. This option is ideal if you want to keep your original pump or don't have a serviceable unit for exchange

Pricing

Injector Pump	Exchange Price	Outright Price
200hp	\$2900 + \$1500 core charge	\$3790
250hp	\$3250 + \$1500 core charge	\$4250

POWER PACKAGE FOR THE 1HZ PLATFORM



Performance Package Summary

Package	Description	Price	
		Supply Only (No Tune)	Supply & Install (With Tune)
Starter Package	<p>Essential GTurbo upgrades for enhanced airflow, response, and everyday reliability. Includes:</p> <ul style="list-style-type: none"> • GTurbo HZ-G200 Titan Turbocharger & Fitting Kit • Full 3" Turbo-Back Manta Exhaust (Mild Steel) • Complete Exhaust Manifold & Hardware Kit • Silicone Turbo Plumbing Kit • Manual Boost Controller 	\$5,500	\$6,990



PACKAGE ONE

STAGE 1: STARTER PACKAGE

RESPONSIVENESS | EFFICIENCY | RELIABLE POWER

The Ultimate Starting Package for Your 1HZ LandCruiser

The Toyota 1HZ is known for durability but lacks power in heavily loaded vehicles. The GTurbo 1HZ Starter Package is a complete, matched system to safely turbocharge HZJ70, HZJ80, and HZJ105 models, delivering major gains in torque and drivability. Designed as a reliable conversion—not just a turbo add-on—it can achieve up to 110% more power and torque with correct tuning. The result is stronger low-RPM pull, improved response, and far better towing and touring performance.

PRICING
FROM **\$5,500**

What's included?

GTurbo HZ-G200 Titan Turbocharger & Fitting Kit

At the core is the GTurbo HZ-G200 Titan, built for the 1HZ with fast spool, strong low-RPM response, safe boost control, and a Titan-coated compressor wheel for heat durability.

Full 3" Turbo-Back Manta Exhaust (Mild Steel)

3-inch turbo-back system with single muffler, reducing backpressure and controlling EGTs under load.

Complete Exhaust Manifold & Hardware Kit

Includes manifold, genuine Toyota gasket and seals, new studs and nuts, plus all turbo oil lines and fittings.

Silicone Turbo Plumbing Kit

High-quality silicone joiners and clamps for airbox-to-turbo and turbo-to-inlet connections.

Manual Boost Controller

Allows boost to be set to suit the vehicle's tune and application.

Why Choose Package 1?

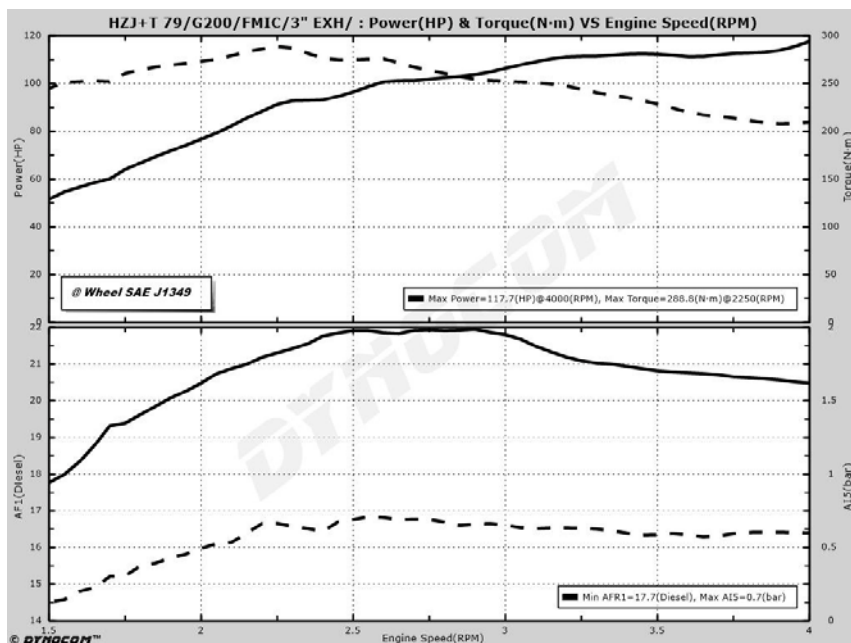
- Complete matched turbo conversion system
- Major torque increase for loaded touring vehicles
- Designed specifically for safe 1HZ boost levels
- Reduces exhaust backpressure and improves efficiency
- No reused hardware or missing components
- Proven GTurbo reliability and durability

Performance Gains:

Product	Torque (wNm)	Power (whp)
Stock 1HZ (N/A)	180	60
Package 1 (Starter Package)	350	120

Note: Figures based on typical dyno results of 1HZ 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 1HZ upgraded with a stage 1 performance package.



CONSIDERATIONS FOR THE 1HZ 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

- Upgraded clutch

RECOMMENDED

- PDI Front-Mount Intercooler with transmission cooling
- Minimum 3" Exhaust
- Airbox
- Injector Pump
- Boost gauge and controller

Turbos

Every GTurbo upgrade includes a redesigned compressor cover with a larger 3.5" inlet and 2" outlet to maximise airflow and efficiency. Unlike the factory 2.75" inlet, these connections improve breathing and support higher boost levels. If you're retaining the stock airbox or intercooler, the intake and piping will need minor modifications to suit the new dimensions.

Secondary Fuel Filters

A secondary fuel filter can protect the 1HZ from contaminated fuel, but the wrong one can cause damage. Many aftermarket kits use a restrictive 5-micron element, which strains the factory injector pump, leading to wear and metal contamination that can circulate through the system.

We recommend a minimum 30-micron secondary filter. If running finer filtration, a quality lift pump is essential to protect the injector pump and ensure long-term reliability.

Fueling

The factory 1HZ mechanical fuel pump will start to run out of fuel around 90–110rwhp and 400Nm at the wheels, if the factory injector pump is in good condition. For those looking to go beyond this, GTurbo offers high-flow injection pumps built by ADS Injection, tailored to any performance goal.

Aging Fan Clutch

Many 1HZs are still running the original viscous fan hub, which can lose its effectiveness over time as the internal silicone oil breaks down or leaks out. This results in poor cooling under load, particularly in hot conditions or when towing. We recommend inspecting or replacing the fan clutch to avoid overheating.

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.

Boost and Power Limits (Stock Configuration)

The 1HZ handles low-to-moderate boost levels well, but it's important not to push it too far, especially without an intercooler. We recommend limiting boost to 15–16psi on a non-intercooled setup. This typically results in around 80–85rwhp and 300Nm at the wheels. Going beyond this on a stock setup increases risk of reliability issues.

Piston Reliability and EGT Management

One of the most common failure points on a 1HZ are cracked pistons. This is almost always a result of excessive exhaust gas temperatures (EGTs) due to poor tuning, high boost, or insufficient airflow. A quality tune and proper fuel/air management are critical to engine longevity.

Engine Build Recommendations

For those rebuilding or strengthening a 1HZ, GTurbo recommends a carefully selected combination of components to ensure reliability under boost. North Vic Parts pistons are our top choice, offering exceptional quality and proven durability where many aftermarket options fall short, often cracking at the ring lands due to poor metallurgy or casting.

GTurbo's own forged conrods, developed in-house, are specifically engineered for turbocharged 1HZ applications and are a perfect match for high-performance builds. We also strongly advise using a genuine Toyota head gasket, as all aftermarket gaskets we've tested have failed to hold up reliably under turbocharged conditions

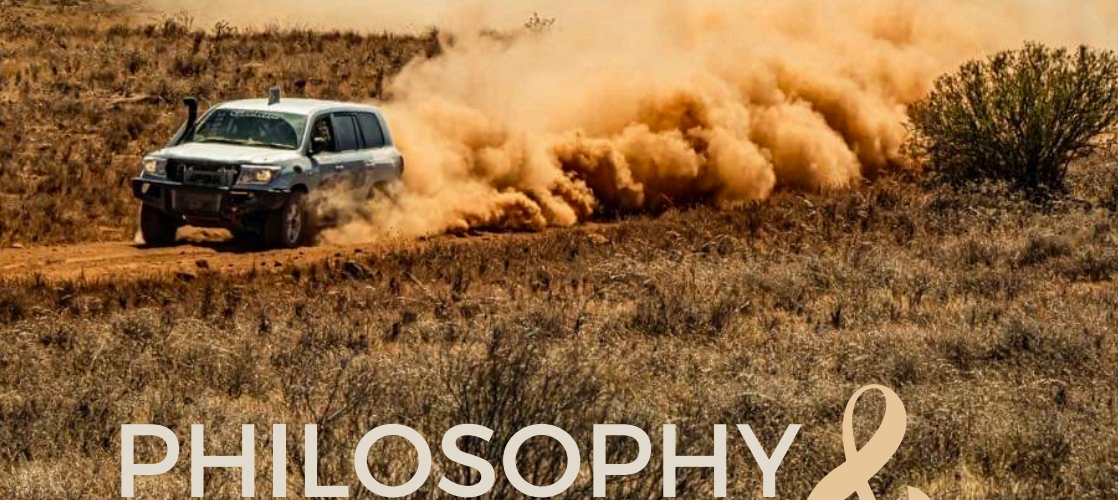
Cooling System Upgrades

The 1HZ is prone to overheating, particularly when turbocharged. This is largely due to its indirect injection design, where part of the combustion process takes place in the pre-combustion chamber within the cylinder head, placing extra thermal stress on the cooling system.

To ensure reliability, it's important to address any cooling issues before fitting a turbocharger. GTurbo recommends replacing or flushing the radiator, installing a new thermostat, and replacing the viscous fan hub. These upgrades help maintain consistent coolant flow and stable engine temperatures under load.

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. 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

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.

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Opening Hours

Monday – Friday:
8:30 AM – 4:30 PM

Saturday – Sunday:
Closed

PERFORMANCE BY DESIGN

