



**PRECISION**  
TURBO &  
ENGINE

**2019**

**PRODUCT CATALOG**


THE YEAR OF THE GEN2 XPR TURBOCHARGERS

PRECISION  
TURBO &  
ENGINE



# PRECISION TURBO & ENGINE

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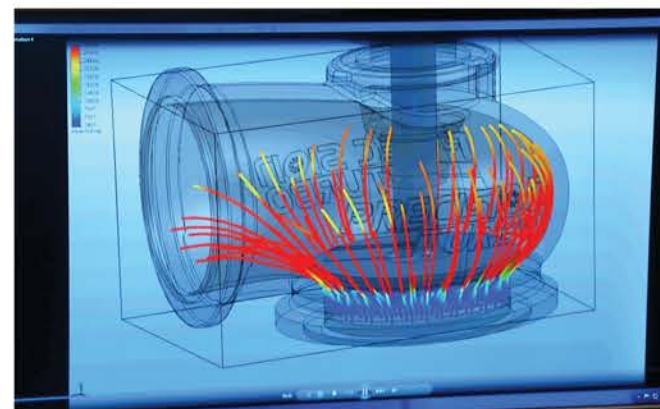
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## TOP DISTRIBUTOR FOR:



**OUR WHY** Precision Turbo and Engine's (PTE) racing heritage can be dated back to 1989, when PTE founder Harry Hruska worked with John Lingenfelter on his Bonneville Land Speed record-setting Trans Am. Since 2008 Precision Boosted vehicles have set over 300+ world records and won 200+ championships in a wide array of racing sanctioning bodies. Additionally, PTE manufactures its own line of intercoolers, boost control products, fuel injectors, and is a distributor for stand-alone engine management systems and fuel components. Precision Turbo & Engine is proud to be a "one stop shop" for all your high-performance needs.



## ENGINEERING

PTE is committed to keeping racers well ahead of the competition by constantly innovating, and engineering the best turbos on the market. The use of rapid prototyping and 3D-printing allows PTE flexibility in design innovation. PTE was the first to develop a complete line of turbochargers featuring the highly successful CNC-machined Competition Engineered Aerodynamics (CEA<sup>®</sup>) compressor and turbine wheels which boast never before seen levels of technology and engineering advancements in turbocharger wheel design. Here at PTE we use only the most highly advanced, and top of the line equipment to continuously improve our world-class quality for our customers.



## MANUFACTURING

Precision Turbo & Engine's strict engineering standards and development processes ensure that only the most powerful, most reliable, and safest parts leave the facility. Our facilities central location in the Midwest, allows us to process and ship orders throughout the U.S. and around the world. Precision Turbo & Engine's recent addition of a cutting edge technology iRVision Fanuc Robot helps to seamlessly keep our production running 24-7. Leading technology and unmatched engineering is used to provide greater efficiency, faster transient response, and unparalleled performance when building our customer's units.



## CUSTOMER SERVICE

June 2018, PTE proudly became an ISO 9001:2015 registered company. In order to achieve certification of this stature, a company is required to provide quality services and products while maintaining high levels of customer service and continuous improvement. Our friendly staff has experience with a wide variety of vehicles, and countless years of personal, first-hand experience. Whether you're interested in learning which turbo is the best choice for your particular application, or if you're looking to have something custom built for racing purposes, PTE's staff is here to help. Additionally, each sale comes with expert advice and support to ensure you are happy with your purchase.



# Wabtec

Global Turbocharger Group



## WABTEC GLOBAL TURBOCHARGER GROUP

Wabtec Corporation is a leading supplier of value-added, technology-based products and services for freight rail, passenger transit and select industrial markets worldwide.

Through its turbocharger companies, Wabtec offers a wide range of turbocharger services. The group works together to provide solutions for the customer's need. No project is too big or too small, the group can handle it. From servicing the unit, to the creation of a totally new product. The Wabtec Global Turbocharger Group has the resources to make it happen, and satisfy the customer.

Wabtec's mission is to be judged by its stakeholders as a world-class corporation focused on helping its global customers compete more effectively through higher levels of quality, safety and productivity.



**SUPERIOR QUALITY** Here are the top five reasons why Precision Turbo & Engine have continued to produce high quality products. **#1 People**, we have dedicated team of car enthusiasts building, designing, selling and inspecting products. **#2 Components**, our components are thoroughly reviewed selecting from suppliers who are dedicated to quality and customer service. **#3 Design**, quality is designed into each component. **#4 Workmanship**, PTE has an experienced and talented staff to build each product. **#5 Equipment**, we use the latest equipment to inspect, machine and build each product.

## FEATURES & BENEFITS

- 1 PTE STAFF**
- 2 COMPONENTS**
- 3 DESIGN**
- 4 WORKMANSHIP**
- 5 EQUIPMENT**



# ***PRECISION TURBO'S RACING HISTORY***

Just two years after Precision Turbo and Engine was founded in 1987, PTE customers began setting world records. It all began at Bonneville, when John Lingenfelter set a new land speed record after driving his Trans Am Firebird to a blistering 298 MPH, making it the fastest full-body sedan at the time.

Precision has proudly supplied the boost for multiple world champions and world record holders. The following pages highlight the drivers that have accomplished so much in 2018 alone. Ryan Martin, frequently seen on Street Outlaws, has been a long time customer of PTE. This year he and his team claimed the victory of champion in the No Prep Kings series. We are honored to be involved with his race program and can't wait to see what 2019 brings from him and his team.

Precision customers were the first to break speed barriers in multiple racing classes, and have won championships in practically every racing sanctioning body in existence. In addition to drag racing, PTE customers have also found great success in the world of drifting, time attack, autocross, tractor pulling, motorcycle racing, on the Bonneville Salt Flats, on the water with modified jet skis and race boats, on the snow with boosted snowmobiles, and the list continues to grow.



# 2018

## PTE BOOSTED CHAMPIONS & RECORD HOLDERS



**Don Walsh Jr.**

NMCA Xtreme Pro Mod Record 214.04 MPH



**Haley James**

NMRA Coyote Modified Champion



**Don Lamana**

Pro 275 ET Record 3.94



**DeWayne Mills**

NMCA Radial Wars Record 205.05 MPH  
First to go in the '60s' in Radial Vs. The World  
Competition 3.69

**Andreas Arthersson**

Fastest and Quickest Pro Mod in Europe  
5.751 at 415.7 KM/H



**Daniel Pharris**

First turbo car into the '.20s' in NMCA Street  
Outlaw Competition 4.276



**Ken Quartuccio**

Outlaw 10.5 Record - 3.85 at 201.79 MPH



**Ryan Ensor / Troublemaker**

Fastest 500FT Record 3.44 ET at 154 MPH





**Factory Billet**  
Reset V-Bottom 3/4 Mile  
Record at 162 MPH



**Mike Bowman**  
NHRA Pro Mod Record  
259.91 MPH



**Jarrold Wood**  
Australia's First 3-Second  
Radial Pass - 3.99 at  
196 MPH



**Frank Valera**  
NMRA Renegade Champion



**Bryant Goldstone**  
Hot Rod Drag Week 2018  
Ultimate Iron Champion



**Lyle Barnett**  
Leaf Spring World Record  
4.139 at 183 MPH



**Mario Monette**  
NHRDA Hot Rod Semi MPH  
World Record at 120.35 MPH



**Dan Saitz**  
Hot Rod Drag Week 2018  
Modified Champion



**Joey Kenville**  
PSCA XDR 3-Time Champion



**Myles Kerr**  
FWD 1/2 Mile Record  
208.04 MPH



**Daniel Pachar**  
NMRA Coyote Modified ET  
Record 7.583



**Peter Pisadalis**  
Beat the 3-year-old IHRA AA/  
APIA record with a 6.65 at  
210 MPH



**Team Tekno Toyz  
Motorsport**  
World's fastest 4 cylinder  
Nissan 6.405 at 217 MPH



**Underground  
Racing**  
Reset Standing 1/2 Mile  
World Record at 259.96 MPH



**Tom Bailey**  
Hot Rod Drag Week 2018  
Unlimited Champion



**Devin Schultz**  
4 Cylinder AWD Record  
215 MPH



**Frank Marchese**  
Australia's Fastest and  
Quickest Street Car on 275  
Radials 7.0 at 203 MPH



**Joey Bridge**  
Australian 235 Drag Radial  
Record 4.77 at 154 MPH



**Allen Andrews**  
OTTPA Super Farm  
Champion



**John Narigon**  
OTTPA Light Limited  
Pro Champion



## LYLE BARNETT

Barnett and the Toothjerker team is one of the first PTE Trifecta cars in the Limited Drag Radial class. Featuring a Pro Series 66mm CO<sup>2</sup> Wastgate, two 64mm PTE Blow Off Valves and a massive GEN2 118mm turbocharger (pg 23).

Has helped the team with great success!

They set the Leaf Spring record while at the Outlaw Street Car Reunion V event held in Bowling Green, KY. The new record is an impressive 4.139 at 183 MPH in the eighth mile.

If interested in the Trifecta contingency decal program please contact us to see if you are eligible.

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# NEW PRODUCTS FOR 2019



## GEN2 XPR Turbochargers

Purpose-built for improved strength, durability and longevity, every new GEN2 Pro Mod XPR CEA® turbocharger will be equipped with an air-cooled, dual ceramic ball bearing Center Housing Rotating Assembly (CHRA) for faster transient response, less turbo lag, and added thrust capacity.

Utilizing GEN2 CEA® (Competition Engineered Aerodynamics) CNC-machined, 2618-forged aluminum compressor wheel and our 108mm exducer CEA® turbine wheel, this turbo offers unparalleled performance, greater efficiency ideal for higher pressure ratios, and an 8-12% increase in power over the standard GEN2 Pro Mod turbo.

In our continued efforts to bring the most technologically advanced and safest turbochargers to market, a compressor cover ballistic blanket will come standard with this product. Additionally, this turbocharger will come equipped with a speed sensor provision in the compressor cover and a speed sensor to monitor turbo shaft speed.

The GEN2 Pro Mod XPR is available with both T5 and V-band inlet options to provide greater flexibility. Your choice of turbine housing options include: T5 1.0 A/R, T5 1.12 A/R, T5 1.24 A/R, T5 1.40 A/R, and V-Band Inlet/V-Band Outlet 1.15 A/R.

Available in 4 sizes:

- 88mm
- 91mm
- 94mm
- 98mm



## NEW GEN2 110mm Pro Mod Turbocharger

This single turbocharger is capable of 2,800 horsepower! PTE's revolutionary GEN2 Pro Mod turbochargers were designed with the hardcore enthusiast in mind. Purpose-built for improved strength, durability and longevity, the center housing and compressor backplate assembly is an innovative one-piece design, manufactured from an aluminum forging. Additionally, these units are available with various turbine housing options, including our stainless steel V-band inlet and outlet turbine housings complete with an extended turbine discharge with cross-bolt provisions for added safety. Bonus, this turbocharger will come equipped with a speed sensor provision in the compressor cover and a speed sensor to monitor turbo shaft speed.

Safety was also a key consideration when developing the new designs, and all of Precision's GEN2 Pro Mod turbos are SFI-approved when used with our stainless steel V-band inlet/outlet housing. This unit also comes with a ballistic blanket to contain the unit, in the rare occurrence of a failure.

Horsepower Rating/Model #	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing Group	Ball Bearing Available
GEN2 Pro Mod 110	4.326" (109.9mm) Ind 6.10" (154.0mm) Exd	4.520" (114.81mm) Ind 4.150" (105.41mm) Exd	SEE PAGE 37	SEE PAGE 39	Yes



## NEW FOR 2019 - GEN2 Water-Cooled Turbochargers!

See pages 30 and 31 for product details.



# NEW PRODUCTS FOR 2019

## Mirror Image Turbochargers

Long, awaited reverse rotation turbochargers will bring your street, race, or show car to a whole new level. Featuring PTE's legendary CEA® (Competition Engineering Aerodynamics) technology, these units are designed for maximum performance, with higher efficiency. A pair of these units are capable up to 2,500 horsepower!

Available in 3 sizes:

- GEN2 6266
- GEN2 6466
- GEN2 7675



## Stainless Steel V-Band Inlet/V-Band Outlet Sportsman Turbine Housings

In continuing to provide innovative solutions for the performance aftermarket turbocharger, we are proud to release stainless steel v-band inlet/outlet sportsman framed turbine housings featuring our 75mm and 85mm turbine wheels. Available in 1.0 A/R, 1.15 A/R and 1.28 A/R.

The new stainless steel V-band inlet/outlet turbine housings can withstand higher temperatures without warping, and offer improved heat retention which can enhance performance as the exhaust gasses will be kept hotter and therefore moving at a higher velocity.



### 30MM Blow Off Valve

Easy drop-in unit and compatible with many turbocharger kits currently in the market place. Lightweight and compact. Compatible with many turbocharger kits on the market.



### 50MM Blow Off Valve

Adjustments are seamless without removing the entire unit. Lightweight and compact, making it perfect for a vast majority of turbocharger applications in the market. Compatible with many turbocharger kits on the market.



### GEN2 40MM Wastegate

This compact 40mm external wastegate provides consistent performance without the worry of fatigue or failure, while also allowing for accurate boost control.

# 590 - 800 HP

## STREET & RACE TURBOCHARGERS

We know you want to be the best both on the track and off. Whether you're a diehard racer or just looking to boost your daily driver's performance, Precision Turbo & Engine has what you need. For exceptional power and unbeatable technology at an affordable price, PTE can help you find the perfect turbocharger for your unique setup.

**PRO TIP!** Allow your car to idle before turning it off. Hot shut downs could cause the oil to coak and potentially do damage to the turbocharger. Idling the car allows the oil to pass through and cool the turbocharger.



Horsepower Rating/Model #	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing Group	Ball Bearing Available
<b>590 Horsepower</b>			SEE PAGE 37	SEE PAGE 39	
5558B	2.165" (54.90mm) Ind 3.000" (76.20mm) Exd	2.555" (64.90mm) Ind 2.280" (57.91mm) Exd	CCB	A	Yes
5558E	2.165" (54.90mm) Ind 3.000" (76.20mm) Exd	2.555" (64.90mm) Ind 2.280" (57.91mm) Exd	CCE	A	Yes
5558SP	2.165" (54.90mm) Ind 3.000" (76.20mm) Exd	2.555" (64.90mm) Ind 2.280" (57.91mm) Exd	CCS	A	Yes
<b>620 Horsepower</b>					
5858B	2.285" (58.00mm) Ind 3.000" (76.20mm) Exd	2.555" (64.90mm) Ind 2.280" (57.91mm) Exd	CCB	A	Yes
5858E	2.285" (58.00mm) Ind 3.000" (76.20mm) Exd	2.555" (64.90mm) Ind 2.280" (57.91mm) Exd	CCE	A	Yes
5858SP	2.285" (58.00mm) Ind 3.000" (76.20mm) Exd	2.555" (64.90mm) Ind 2.280" (57.91mm) Exd	CCS	A	Yes

Horsepower Rating/Model #	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing Group	Ball Bearing Available
<b>640 Horsepower</b>			SEE PAGE 37	SEE PAGE 39	
5862B	2.285" (58.00mm) Ind 3.000" (76.20mm) Exd	2.795" (71.00mm) Ind 2.473" (61.90mm) Exd	CCB	B	Yes
5862E	2.285" (58.00mm) Ind 3.000" (76.20mm) Exd	2.795" (71.00mm) Ind 2.473" (61.90mm) Exd	CCE	B	Yes
5862SP	2.285" (58.00mm) Ind 3.000" (76.20mm) Exd	2.795" (71.00mm) Ind 2.473" (61.90mm) Exd	CCS	B	Yes
<b>650 Horsepower</b>					
GEN2 PT5558SP	2.170" (55.00mm) Ind 3.000" (76.20mm) Exd	2.555" (64.90mm) Ind 2.280" (57.91mm) Exd	CCS	A	Yes
<b>700 Horsepower</b>					
GEN2 PT5862SP	2.290" (58.00mm) Ind 3.000" (76.20mm) Exd	2.795" (71.00mm) Ind 2.437" (61.90mm) Exd	CCS	B	Yes
<b>705 Horsepower</b>					
6262E	2.450" (62.23mm) Ind 3.228" (81.99mm) Exd	2.795" (71.00mm) Ind 2.473" (61.90mm) Exd	CCE	B	Yes
6262SP	2.450" (62.23mm) Ind 3.228" (81.99mm) Exd	2.795" (71.00mm) Ind 2.473" (61.90mm) Exd	CCS	B	Yes
<b>735 Horsepower</b>					
6266E	2.450" (62.23mm) Ind 3.228" (81.99mm) Exd	2.920" (74.17mm) Ind 2.600" (66.00mm) Exd	CCE	C	Yes
6266SP	2.450" (62.23mm) Ind 3.228" (81.99mm) Exd	2.920" (74.17mm) Ind 2.600" (66.00mm) Exd	CCS	C	Yes
<b>750 Horsepower</b>					
GEN2 PT6062SP	2.380" (60.40mm) Ind 3.230" (82.00mm) Exd	2.795" (71.00mm) Ind 2.437" (61.90mm) Exd	CCS	B	Yes
<b>800 Horsepower</b>					
GEN2 PT6266SP	2.450" (62.23mm) Ind 3.410" (86.61mm) Exd	2.920" (74.17mm) Ind 2.600" (66.00mm) Exd	CCS	C	Yes



5862E - 640 HP



6262SP - 705 HP



GEN2 6062SP - 750 HP

# 900 - 1350 HP



Richard Grossi in his Alpha Motorsports Subaru STi is the CSCS SuperStreet AWD Champion! This Time Attack driver used his GEN2 6870 turbocharger to take lead of the competition and win day 1 with a 1:10.090 and was into the 1.09's on day two!

Horsepower Rating/Model #	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing Group	Ball Bearing Available
<b>900 Horsepower</b>			SEE PAGE 37	SEE PAGE 39	
GEN2 PT6466SP	2.535" (64.39mm) Ind 3.410" (86.61mm) Exd	2.920" (74.17mm) Ind 2.600" (66.00mm) Exd	CCS	C	Yes
<b>935 Horsepower</b>					
6766E	2.655" (67.44mm) Ind 3.477" (88.32mm) Exd	2.920" (74.17mm) Ind 2.600" (66.00mm) Exd	CCE	C	Yes
6766SP	2.655" (67.44mm) Ind 3.477" (88.32mm) Exd	2.920" (74.17mm) Ind 2.600" (66.00mm) Exd	CCS	C	Yes
6766HP	2.655" (67.44mm) Ind 3.477" (88.32mm) Exd	2.920" (74.17mm) Ind 2.600" (66.00mm) Exd	CCH	C	Yes

Horsepower Rating/Model #	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing Group	Ball Bearing Available
<b>1015 Horsepower</b>			SEE PAGE 37	SEE PAGE 39	
7275HP	2.850" (72.40mm) Ind 3.580" (91.00mm) Exd	3.228" (82.00mm) Ind 2.956" (75.08mm) Exd	CCH	E	Yes
<b>1100 Horsepower</b>					
GEN2 PT6870SP	2.687" (68.02mm) Ind 3.640" (92.46mm) Exd	3.100" (78.74mm) Ind 2.764" (70.21mm) Exd	CCS	D	Yes
GEN2 PT6870HP	2.687" (68.02mm) Ind 3.640" (92.46mm) Exd	3.100" (78.74mm) Ind 2.764" (70.21mm) Exd	CCH	D	Yes
<b>1150 Horsepower</b>					
GEN2 PT6875SP	2.687" (68.02mm) Ind 3.640" (92.46mm) Exd	3.228" (82.00mm) Ind 2.956" (75.08mm) Exd	CCS	E	Yes
GEN2 PT6875HP	2.687" (68.02mm) Ind 3.640" (92.46mm) Exd	3.228" (82.00mm) Ind 2.956" (75.08mm) Exd	CCH	E	Yes
<b>1200 Horsepower</b>					
GEN1 PT7275HP	2.850" (72.40mm) Ind 4.030" (102.36mm) Exd	3.228" (82.00mm) Ind 2.956" (75.08mm) Exd	CCH	E	
7675HP	3.020" (76.710mm) Ind 4.030" (102.36mm) Exd	3.228" (82.00mm) Ind 2.956" (75.08mm) Exd	CCH	E	Yes
<b>1300 Horsepower</b>					
GEN2 PT7675HP	3.010" (76.450mm) Ind 4.030" (102.36mm) Exd	3.228" (82.00mm) Ind 2.956" (75.08mm) Exd	CCH	E	Yes
GEN2 PT7675 Sportsman	3.010" (76.450mm) Ind 4.030" (102.36mm) Exd	82mm Turbine Wheel 84 Trim	CC2	T4, .98 A/R, 1.12 A/R, 1.28 A/R	Yes
<b>1350 Horsepower</b>					
GEN2 PT7685 Sportsman	3.010" (76.450mm) Ind 4.030" (102.36mm) Exd	3.525" (89.54mm) Ind 3.350" (84.70mm) Exd	CC2	T4, 1.12 A/R, 1.28 A/R	Yes
PT8284	3.228" (81.990mm) Ind 4.252" (108.00mm) Exd	3.650" (92.71mm) Ind 3.290" (83.56mm) Exd	CC7	T5 .96 A/R, 1.08 A/R	Yes



6766SP - 935 HP



7275HP - 1,015 HP



GEN2 PT7675 Sportsman 1,300 HP

# 1350 - 1875 HP



That Racing Channel's 2JZ 240SX street car is the world's quickest and fastest factory Toyota trans! Built by Jay Meagher of Real Street, this car is officially in the 7-second club! Our GEN2 PT7685 turbocharger has boosted the car to a quarter mile in 7.97 seconds at 170.71 MPH!

Horsepower Rating/Model #	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing Group	Ball Bearing Available
<b>1400 Horsepower</b>			SEE PAGE 37	SEE PAGE 39	
PT8847	88.0mm Ind 118.0mm Exd	3.650" (92.71mm) Ind 3.290 (83.56mm) Exd	CCH	T4, .96 A/R	Yes
GEN2 PT8385 Street Fighter	3.260" (82.80mm) Ind 4.180" (106.99mm) Ecd	3.525" (89.54mm) Ind 3.350" (84.70mm) Exd	CC2	T4, 1.12 A/R, 1.28 A/R	Yes
<b>1475 Horsepower</b>					
PT8884	3.462" (87.930mm) Ind 4.765" (121.03mm) Exd	3.650" (92.71mm) Ind 3.290" (83.56mm) Exd	CC7	T5, .96 A/R, 1.08 A/R	Yes

Horsepower Rating/Model #	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing Group	Ball Bearing Available
<b>1500 Horsepower</b>			SEE PAGE 37	SEE PAGE 39	
GEN2 PT8685	3.386" (86.000mm) Ind 4.409" (112.00mm) Exd	3.525" (89.54mm) Ind 3.350" (84.70mm) Exd	CC2	T4, 1.12 A/R, 1.28 A/R	Yes
<b>1525 Horsepower</b>					
PT8891	3.462" (87.930mm) Ind 4.765" (121.03mm) Exd	3.937" (100.0mm) Ind 3.600" (91.44mm) Exd	CC7	T5, .96 A/R, 1.08 A/R	Yes
<b>1550 Horsepower</b>					
PT91.5	3.602" (91.490mm) Ind 5.560" (141.22mm) Exd	5.1" (129.54mm) Ind 4.4" (111.76mm) Exd	CCP	T5, 1.0 A/R, 1.32 A/R, 1.50 A/R	No
<b>1600 Horsepower</b>					
GEN2 PT8891	3.480" (88.40mm) Ind 4.919" (124.9mm) Exd	3.937" (100.0mm) Ind 3.600" (91.44mm) Exd	CC7	T5, .96 A/R, 1.08 A/R	Yes
<b>1650 Horsepower</b>					
GEN2 Pro Mod 88	3.464" (87.99mm) Ind 5.60" (142.20mm) Exd	Available with 103mm, 105mm, or 108mm	CC7	F	Yes
<b>1725 Horsepower</b>					
PT94 CEA	3.70" (93.980mm) Ind 5.56" (141.22mm) Exd	5.1" (129.54mm) Ind 4.4" (111.76mm) Exd	CCP	T5, 1.0 A/R, 1.32 A/R, 1.50 A/R	Yes
GEN2 Pro Mod 91	3.600" (91.44mm) Ind 5.600" (142.2mm) Exd	Available with 103mm, 105mm, or 108mm	CC7	F	Yes
<b>1850 Horsepower</b>					
GEN2 Pro Mod 88 XPR	3.465" (88mm) Ind 5.60" (142.20mm) Exd	4.520" (114.81mm) Ind 4.250" (108.05mm) Exd	CC7	F	Yes
<b>1875 Horsepower</b>					
GEN2 Pro Mod 94	3.700" (93.98mm) Ind 5.60" (142.20mm) Exd	Available with 103mm, 105mm, or 108mm	CC7	F	Yes



GEN2 PT8685 - 1500 HP



GEN2 PT8891 - 1600 HP



GEN2 Pro Mod 88 XPR 23

# 1925 - 2800 HP



Don Walsh Jr.'s first year out with this gorgeous orange NMCA Xtreme Pro Mod corvette was nothing short of amazing! First race of the year they were the winners in Brandenton, FL and was frequently spotted in the final rounds throughout the season. With his twin XPR turbochargers Walsh managed to reset the NMCA Extreme Pro Mod speed record a few times and ultimately set the record at 214.04 MPH at the NMRA/NMCA Superbowl race in Joliet, IL.

**PRO TIP!** GEN2 XPR Pro Mod turbochargers are a direct replacement for current PTE GEN2 lineup. Also, units come with a speed sensor and ballastic blanket on compressor cover.

Horsepower Rating/Model #	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing Group	Ball Bearing Available
<b>1925 Horsepower</b>			SEE PAGE 37	SEE PAGE 39	
GEN2 Pro Mod 91 XPR	3.598" (91.4mm) Ind 5.60" (142.20mm) Exd	4.520" (114.81mm) Ind 4.250" (108.05mm) Exd	CC7	F	Yes
<b>1950 Horsepower</b>					
PT98 CEA	3.858" (97.990mm) Ind 5.560" (141.22mm) Exd	5.1" (129.54mm) Ind 4.4" (111.76mm) Exd	CCP	T5, 1.0 A/R, 1.32 A/R, 1.50 A/R	Yes

Horsepower Rating/Model #	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing Group	Ball Bearing Available
<b>2075 Horsepower</b>			SEE PAGE 37	SEE PAGE 39	
GEN2 Pro Mod 94 XPR	3.701" (94mm) Ind 5.60" (142.20mm) Exd	4.520" (114.81mm) Ind 4.250" (108.05mm) Exd	CC7	F	Yes
<b>2100 Horsepower</b>					
GEN2 Pro Mod 98	3.860" (98.04mm) Ind 5.60" (142.20mm) Exd	Available with 103mm, 105mm, or 108mm	CC7	F	Yes
<b>2250 Horsepower</b>					
GEN2 Pro Mod 102	4.000" (101.59mm) Ind 5.600" (142.23mm) Exd	Available with 105mm, or 108mm	CC7	F	Yes
<b>2300 Horsepower</b>					
GEN2 Pro Mod 98 XPR	3.585" (98.00mm) Ind 5.60" (142.20mm) Exd	4.520" (114.81mm) Ind 4.250" (108.05mm) Exd	CC7	F	Yes
<b>2400 Horsepower</b>					
PT106	4.160" (105.66mm) Ind 5.560" (141.22mm) Exd	5.10" (129.54mm) Ind 4.40" (111.76mm) Exd	CCP	T5, 1.0 A/R, 1.32 A/R, 1.50 A/R	Yes
<b>2500 Horsepower</b>					
GEN2 Pro Mod 106	4.18" (106.17mm) Ind 5.88" (141.22mm) Exd	4.520" (114.81mm) Ind 4.250" (108.05mm) Exd	CC7	F	Yes
PT106 CEA	4.160" (105.66mm) Ind 5.560" (141.22mm) Exd	5.10" (129.54mm) Ind 4.40" (111.76mm) Exd	CCP	T5, 1.0 A/R, 1.32 A/R, 1.50 A/R	Yes
<b>2800 Horsepower</b>					
GEN2 Pro Mod 110	4.326" (109.9mm) Ind 6.10" (154.0mm) Exd	4.520" (114.81mm) Ind 4.150" (105.41mm) Exd	CC7	F	Yes
GEN2 PT118	4.645" (117.98mm) Ind 5.894" (149.71mm) Exd	5.118" (130mm) Ind 4.488" (114mm) Exd	CCP	1.50 A/R	Yes



GEN2 Pro Mod 94



GEN2 Pro Mod 102



GEN2 PT118 - 2800 HP

# Factory Upgrade Turbos

Want to give your daily driver street car an extra boost? We have the turbochargers that will put a smile on your face and keep your engine happy! Our factory upgrade, direct replacement turbocharger units are built with the best materials and deliver hard core results!

Our new EcoBoost turbocharger line-up was created based off a collaboration with our sister company Turbonetics. Both the Mustang and Focus RS units come with a 1YR No Fault - No Hassle Warranty. Product details on next pages 28 & 29.

**PRO TIP!** Allow your car to idle before turning it off. Hot shut downs could cause the oil to coak and potentially do damage to the turbocharger. Idling the car allows the oil to pass through and cool the turbocharger.

## Buick, Pontiac & GMC

Since the early 1990s, Precision has offered the most technologically advanced and innovative turbochargers for the turbo Buick/Pontiac and GMC Cyclone/Typhoon. Whether you're looking for a stock replacement turbo or an upgraded one to use at the track, Precision's staff can help you choose the best turbocharger for your application.

Horsepower Rating/Model #	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing Group	Ball Bearing Available
<b>570 Horsepower</b>					
TA5558	2.165" (54.90mm) Ind 3.000" (76.20mm) Exd	2.555" (64.90mm) Ind 2.280" (57.91mm) Exd	Buick Stock Appearing	.63 A/R	Yes
<b>610 Horsepower</b>					
TA5858	2.285" (58.00mm) Ind 3.000" (76.20mm) Exd	2.555" (64.90mm) Ind 2.280" (57.91mm) Exd	Buick Stock Appearing	.63 A/R	Yes
<b>675 Horsepower</b>					
TA6262	2.450" (62.23mm) Ind 3.228" (81.99mm) Exd	2.795" (71.00mm) Ind 2.437" (61.90mm) Exd	Buick Stock Appearing	.63 and 85 A/R	Yes
<b>695 Horsepower</b>					
TA6266	2.450" (62.23mm) Ind 3.228" (81.99mm) Exd	2.920" (74.17mm) Ind 2.600" (66.00mm) Exd	Buick Stock Appearing	.63 and 85 A/R	Yes

**PRO TIP!** When upgrading your turbocharger it is important that you also upgrade other supporting mods, such as the engine tune, fuel system, crankcase ventilation, down pipes and intercoolers.

## Subaru - WRX, STi, Forester

Designed to work with the factory exhaust manifold for a direct bolt-on fit, Precision's Subaru factory upgrade turbocharger is the perfect choice for those looking to boost their performance without breaking the bank!

525 Horsepower	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing
Subaru WRX, STi, Forester	2.165" Ind/3.000" Exd	56.5mm / 84 trim	Subaru Direct-Fit	Subaru Bolt-On

## Nissan GTR

The Precision Stage 1 High-Performance upgrade which reuses the factory manifolds and turbocharger compressor covers, GTR owners can send in a set of stock turbochargers and PTE's professional staff of experts will perform the necessary upgrades with CEA® compressor wheels and replacement center sections (CHRAs).

850 Horsepower	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing
2007+ Nissan GTR Twin Turbochargers	2.008" Ind/2.520" Exd	56.5mm / 84 trim	Remaned Stock Compressor Cover	Remaned Stock Turbine Housing

## Ford Falcon XR6

Designed to bolt directly onto the stock exhaust manifold and to replace the factory turbocharger, Precision's GEN2 6466 CEA® turbo is an unbeatable low-key upgrade that delivers hard core results.

900 Horsepower	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing
Ford Falcon XR6	2.535" (64.39mm) Ind 3.410" (86.61mm) Exd	2.920" (74.17mm) Ind 2.600" (66.00mm) Exd	Ported S	Ford Falcon XR6

## Ford F-150 EcoBoost

Precision Turbo & Engine has teamed up with Walsh Motorsports to offer a turbocharger upgrade service for the Ford F150 EcoBoost engine. The result is more horsepower, increased torque, and lower air inlet temperatures than the stock units for improved performance.

150+ Stock Horsepower	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing
Ford F150 EcoBoost	1.535" (39mm) Ind	Factory Size	Remaned Stock Compressor Cover	Remaned Stock Turbine Housing



## Factory Upgrade Turbos

## EcoBoost Drop-In Replacement Turbos



2.3L EcoBoost Ford Mustang Turbocharger



2.3L EcoBoost Ford Focus RS Turbocharger



Our new EcoBoost turbocharger line-up was created based off a collaboration with our sister company Turbonetics. Both the Mustang and Focus RS units come with a 1YR No Fault - No Hassle Warranty. Purchase includes, new gaskets and silicone couplers including 3" for aftermarket or stock intake systems.

### **2.3L EcoBoost Ford Mustang Turbocharger**

HP Rating: 520hp Key Features Include:

- Direct drop in replacement and installs without modifications (no adapters needed)
- High efficiency CEA® compressor & turbine wheels for more HP, better response, & less lag
- Dual ceramic ball bearing for more durability
- Investment Cast HK30 Stainless turbine housing designed to withstand high temperatures
- Divided twin scroll turbine housing for improved throttle response
- Ported shroud compressor housing for enhanced compressor map width.
- Low RPM response for increased top end performance.

- \* Tune/tuner required which is not included with turbo
- \* ECOBOOST, Ford & Mustang are registered trademarks of Ford Motor Company, which is not in affiliation with Turbonetics or Wabtec

### **2.3L EcoBoost Ford Focus RS Turbocharger**

HP Rating: 600hp Key Features Include:

- Direct drop in replacement and install without modifications (no adapters needed)
- High efficiency compressor & turbine wheels for more HP, better response, & less lag
- Dual ceramic ball bearing for more durability and response
- Investment Cast HK30 Stainless turbine housing designed to withstand high temperatures
- Divided twin scroll turbine housing for improved throttle response
- Ported shroud compressor housing for enhanced compressor map width.
- Low RPM response for increased top end performance.



# Direct Replacement Turbos



Precision Turbo & Engine's line of bolt-on, direct replacement upgrade replacement turbochargers feature PTE's exclusive CEA® 2618 forged aluminum compressor wheels for maximum power. Specifically designed to out-perform turbos of the same size from other suppliers, these liquid-cooled, dual ceramic ball bearing turbochargers deliver greater efficiency and less turbo lag.

**NEW FOR 2019 - GEN2 Water-Cooled Turbochargers!**  
See info below.

Horsepower Rating/Model #	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing Group	Ball Bearing Available
<b>400 Horsepower</b>			SEE PAGE 37	SEE PAGE 39	
PT4828B	1.890" Ind - 2.366" Exd	53.80mm - 76 Trim	B	I	Yes
<b>450 Horsepower</b>					
PT5128B	2.008" Ind - 2.520" Exd	53.80mm - 76 Trim	B	I	Yes
PT5128E	2.008" Ind - 2.520" Exd	53.80mm - 76 Trim	E	I	Yes
<b>NEW</b> GEN2 PT4828B	1.890" (48.00mm) Ind 2.362" (60.00mm) Exd	53.80mm - 76 Trim	B	I	Yes
<b>460 Horsepower</b>					
PT5130B	2.008" Ind - 2.520" Exd	56.50mm - 84 Trim	B	J	Yes
PT5130E	2.008" Ind - 2.520" Exd	56.50mm - 84 Trim	E	J	Yes
<b>465 Horsepower</b>					
<b>NEW</b> GEN2 PT5128B	2.008" (51.00mm) Ind 2.756" (70.00mm) Exd	53.80mm - 76 Trim	B	I	Yes
<b>NEW</b> GEN2 PT5128E	2.008" (51.00mm) Ind 2.756" (70.00mm) Exd	53.80mm - 76 Trim	E	I	Yes

Horsepower Rating/Model #	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing Group	Ball Bearing Available
<b>480 Horsepower</b>			SEE PAGE 37	SEE PAGE 39	
<b>NEW</b> GEN2 PT5130B	2.008" (51.00mm) Ind 2.756" (70.00mm) Exd	56.50mm - 84 Trim	B	J	Yes
<b>NEW</b> GEN2 PT5130E	2.008" (51.00mm) Ind 2.756" (70.00mm) Exd	56.50mm - 84 Trim	E	J	Yes
<b>525 Horsepower</b>					
PT5530B	2.165" Ind - 3.000" Exd	56.50mm - 84 Trim	B	J	Yes
PT5530E	2.165" Ind - 3.000" Exd	56.50mm - 84 Trim	E	J	Yes
PT5530SP	2.165" Ind - 3.000" Exd	56.50mm - 84 Trim	S	J	Yes
<b>600 Horsepower</b>					
PT5830B	2.285" Ind - 3.000" Exd	56.50mm - 84 Trim	B	J	Yes
PT5830E	2.285" Ind - 3.000" Exd	56.50mm - 84 Trim	E	J	Yes
PT5830SP	2.285" Ind - 3.000" Exd	56.50mm - 84 Trim	S	J	Yes
<b>NEW</b> GEN2 PT5530SP	2.170" (55.00mm) Ind 3.000" (76.20mm) Exd	56.50mm - 84 Trim	S	J	Yes
<b>675 Horsepower</b>					
<b>NEW</b> GEN2 PT5830SP	2.290" (58.00mm) Ind 3.000" (76.20mm) Exd	56.50mm - 84 Trim	S	J	Yes
<b>700 Horsepower</b>					
PT6235B	2.450" Ind - 3.228" Exd	68.00mm - 84 Trim	B	K	Yes
PT6235E	2.450" Ind - 3.228" Exd	68.00mm - 84 Trim	E	K	Yes
PT6235SP	2.450" Ind - 3.228" Exd	68.00mm - 84 Trim	S	K	Yes
<b>800 Horsepower</b>					
<b>NEW</b> GEN2 PT6266SP	2.450" (62.23mm) Ind 3.410" (86.61mm) Exd	2.920" (74.17mm) Ind 2.600" (66.00mm) Exd	S	K	Yes



GEN2 PT4828 - 450 HP



GEN2 PT5530 - 600 HP



GEN2 PT6266 - 800 HP



# Class Legal Turbos



Daniel Pharris debuted the Ekanoo Built Lexus RC-F over here in the states, and dominated the Limited Drag Radial (LDR) competition this year! Matched with his twin PTE GEN2 XPR 88mm turbochargers, Pharris is unstoppable and going for the ET record. Personal best - 4.109 in the eighth.

**PRO TIP!** GEN2 XPR Pro Mod turbochargers are a direct replacement for current PTE GEN2 lineup. Also, units come with a speed sensor and ballastic blanket on compressor cover.

Horsepower Rating/Model #	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing Group	Ball Bearing Available
<b>1100 Horsepower - MIR Super Street, True Street &amp; OGS SFWD</b>					
GEN2 PT6785	2.666" (67.70mm) Ind 4.030" (102.0mm) Exd	3.525" (89.54mm) Ind 3.350" (84.70mm) Exd	SEE PAGE 37 CC2	SEE PAGE 39 T4 1.12 A/R, 1.28 A/R	Yes
<b>1200 Horsepower - Sport Front Wheel Drive (SFWD)</b>					
GEN2 PT7285	2.820" (71.630mm) Ind 4.030" (102.36mm) Exd	3.525" (89.54mm) Ind 3.350" (84.70mm) Exd	CC2	T4 1.12 A/R, 1.28 A/R	Yes

Horsepower Rating, Model #	Class & Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing & Group	Ball Bearing Available
<b>1300 Horsepower - Ultra Street &amp; Ultimate Street</b>			SEE PAGE 37	SEE PAGE 39	
PT7688	3.010" (76.50mm) Ind 4.466" (116.0mm) Exd	3.780" (96.20mm) Ind 3.476" (88.30mm) Exd	CC7	T5 1.39 A/R	Yes
<b>1325 Horsepower - NMCA Xtreme Street</b>					
GEN2 PT7603	2.990" (75.99mm) Ind 5.270" (133.9mm) Exd	4.400" (111.76mm) Ind 4.070" (103.38mm) Exd	CC7	T5 1.39 A/R	Yes
<b>1400 Horsepower - Xtreme Drag Radial</b>					
GEN2 Pro Mod 85	3.346" (84.99mm) Ind 5.270" (133.9mm) Exd	4.400" (111.76mm) Ind 4.070" (103.38mm) Exd	CC7	F	Yes
<b>1650 Horsepower - NHRA Pro Mod, X275 Drag Radial</b>					
GEN2 Pro Mod 88	3.464" (87.99mm) Ind 5.270" (133.9mm) Exd	4.400" (111.76mm) Ind 4.070" (103.38mm) Exd	CC7	F	Yes
<b>1725 Horsepower - NMRA / NMCA Street Outlaw</b>					
GEN2 Pro Mod 94 XPR	3.701" (94.00mm) Ind 5.60" (142.20mm) Exd	4.520" (114.81mm) Ind 4.250" (108.05mm) Exd	CC7	F	Yes
<b>1850 Horsepower - NMCA Xtreme Pro Mod</b>					
GEN2 Pro Mod 88 XPR	3.465" (88.00mm) Ind 5.598" (142.2 mm) Exd	4.520" (114.81mm) Ind 4.250" (108.05mm) Exd	CC7	F	Yes
<b>1850 Horsepower - Limited Drag Radial (LDR)</b>					
GEN2 Pro Mod 8803 XPR	3.465" (88.00mm) Ind 5.598" (142.2 mm) Exd	4.400" (111.76mm) Ind 4.070" (103.38mm) Exd	CC7	F	Yes
<b>2500 Horsepower - Radial vs. The World</b>					
GEN2 Pro Mod 106	4.18" (106.17mm) Ind 5.88" (141.22mm) Exd	4.520" (114.81mm) Ind 4.250" (108.05mm) Exd	CC7	F	Yes
<b>2800 Horsepower - Limited Drag Radial (LDR)</b>					
GEN2 PT118	4.645" (117.98mm) Ind 5.894" (149.71mm) Exd	5.118" (130mm) Ind 4.488" (114mm) Exd	CCP	1.50 A/R	Yes



GEN2 PT6785 SFWD



GEN2 PT7691 NMCA Xtreme Street



GEN2 Pro Mod 88 X275 Drag Radial

PT7675 LS-Series  
Turbocharger  
1,150 HP

# Entry Level 385-1200 HP



Are you trying to put together a cost-effective turbocharger system for your street or race vehicle? Precision has just what you're looking for. Precision's line of Entry Level turbochargers provides the perfect solution by delivering a high quality product at a budget friendly price without sacrificing performance, durability, or reliability.

Horsepower Rating/Model #	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing Group	Ball Bearing Available
<b>385 Horsepower</b>			SEE PAGE 37	SEE PAGE 39	
4831B	1.904" (49.27mm) Ind 2.755" (70.00mm) Exd	2.559" (65.00mm) Ind 2.228" (56.59mm) Exd	CCB	G	No
<b>500 Horsepower</b>					
5431E	2.123" (53.92mm) Ind 2.950" (74.93mm) Exd	2.559" (65.00mm) Ind 2.228" (56.59mm) Exd	CCE	G	No
<b>520 Horsepower</b>					
5531E	2.170" (55.12mm) Ind 2.950" (74.93mm) Exd	2.559" (65.00mm) Ind 2.228" (56.59mm) Exd	CCE	G	No

Horsepower Rating/Model #	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing Group	Ball Bearing Available
<b>585 Horsepower - LS Series Product</b>			SEE PAGE 37	SEE PAGE 39	
5831E	2.290" (58.16mm) Ind 2.950" (74.93mm) Exd	2.559" (65.00mm) Ind 2.228" (56.59mm) Exd	CCE	G	No
<b>600 Horsepower</b>					
5931E	2.320" (58.92mm) Ind 3.000" (76.20mm) Exd	2.559" (65.00mm) Ind 2.228" (56.59mm) Exd	CCE	G	No
<b>620 Horsepower</b>					
5976E	2.320" (58.92mm) Ind 3.000" (76.20mm) Exd	2.920" (74.17mm) Ind 2.542" (64.56mm) Exd	CCE	H	No
<b>670 Horsepower</b>					
6176E	2.416" (61.37mm) Ind 3.227" (81.97mm) Exd	2.920" (74.17mm) Ind 2.542" (64.56mm) Exd	CCE	H	No
6176SP	2.416" (61.37mm) Ind 3.227" (81.97mm) Exd	2.920" (74.17mm) Ind 2.542" (64.56mm) Exd	CCSP	H	No
<b>755 Horsepower - LS Series Product</b>					
6776E	2.620" (66.55mm) Ind 3.310" (84.07mm) Exd	2.920" (65.00mm) Ind 2.542" (56.59mm) Exd	CCE	H	No
6776SP	2.620" (66.55mm) Ind 3.310" (84.07mm) Exd	2.920" (65.00mm) Ind 2.542" (56.59mm) Exd	CCSP	H	No
6776HP	2.620" (66.55mm) Ind 3.310" (84.07mm) Exd	2.920" (65.00mm) Ind 2.542" (56.59mm) Exd"	CCHP	H	No
<b>985 Horsepower</b>					
7275HP	2.864" (72.750mm) Ind 4.030" (102.36mm) Exd	3.228" (82.00mm) Ind 2.956" (75.08mm) Exd	CCH	E	No
<b>1150 Horsepower - LS Series Product</b>					
PT7675 (LS-Series)	3.020" (76.710mm) Ind 4.030" (102.36mm) Exd	3.228" (82.00mm) Ind 2.956" (75.08mm) Exd	CCH	T4, .81 A/R .96 A/R	No
<b>1250 Horsepower - LS Series Product</b>					
PT88 MFS	3.420" (86.870mm) Ind 4.268" (108.41mm) Exd	3.788" (96.20mm) Ind 3.307" (84.00mm) Exd	CCH	T4, .96 A/R	No



4831B - 385 HP



6776HP - 755 HP



PT88H - 1250 HP

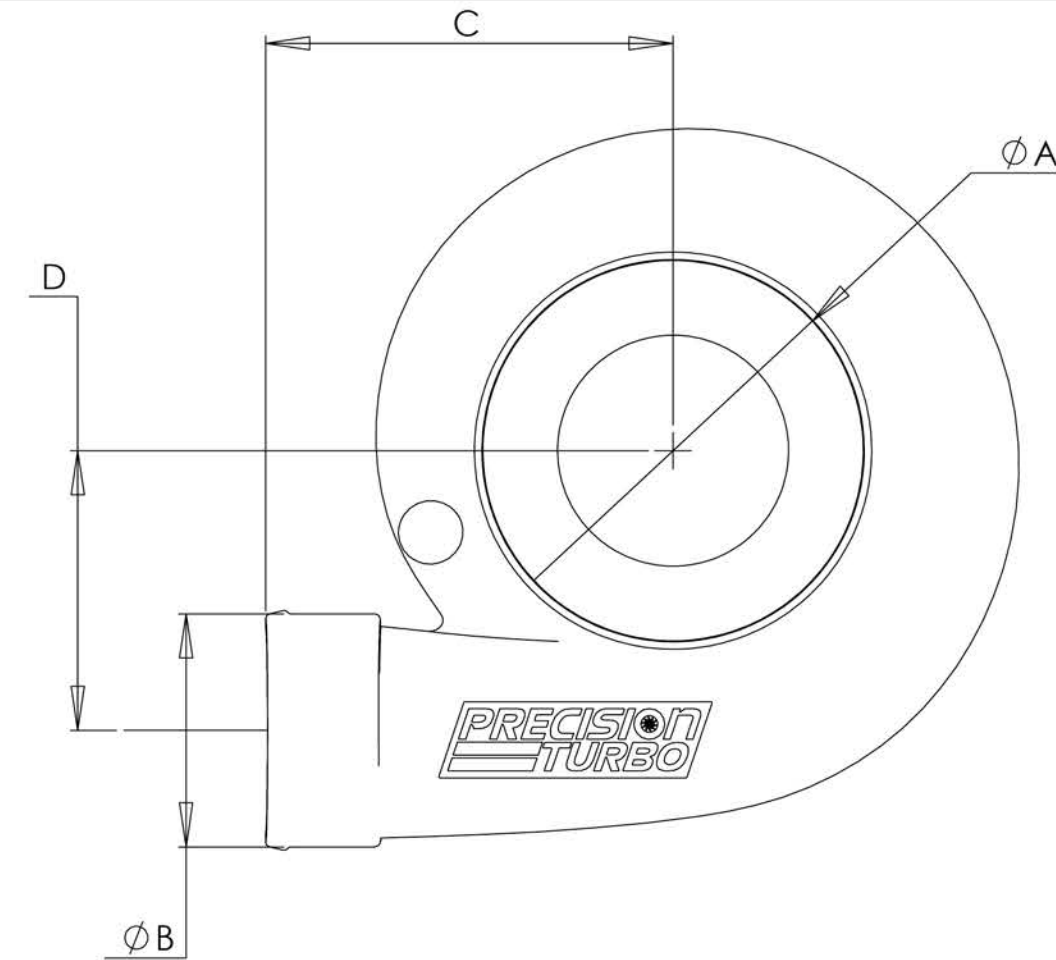


## Compressor Cover Options

Precision Turbo and Engine offers a variety of compressor covers with different inlet and outlet configurations for most turbochargers so that you can find the perfect fit for your system and intake piping. Ported shroud compressor covers are available on larger model turbochargers to help alleviate potentially harmful compressor surge.

Ported shroud compressor covers, also called anti-surge compressor covers, help to alleviate potentially harmful compressor surge by allowing some of the air that gets backed up in the intake to flow back out through the housing. This reduces pressure on the turbo's bearing system to improve durability.

## COMPRESSOR COVER DIMENSIONS



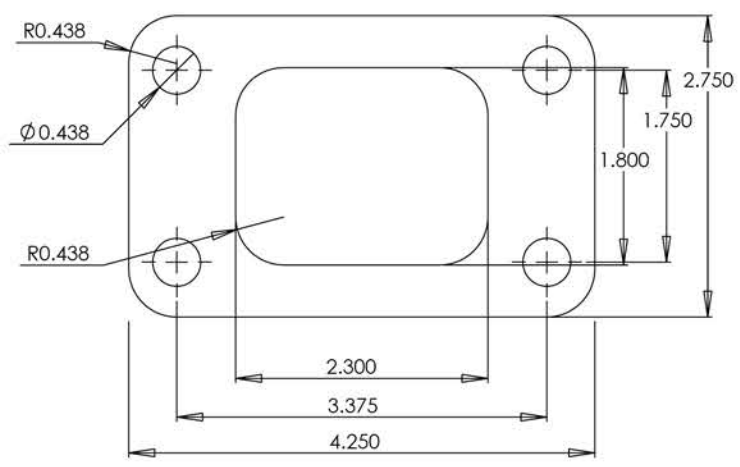
Compressor Cover	A Inlet	B Outlet	C	D	Ported Shroud Available
CCB	2.8"	2.0"	4.25"	2.25"	No
CCE	3.0"	2.0"	4.35"	2.25"	No
CCS	4.0"	2.5"	4.35"	3.0"	Yes
CCH	4.0"	3.0"	5.45"	3.1"	Yes
CC2 (Sportsman)	5.0"	4.2 V-Band	4.85"	4.25"	Yes
CC7 (Pro Mod)	5.0"	4.2 V-Band	4.8"	4.95"	Yes
CCP (Lare Frame)	7.0"	4.0"	5.75"	5.45"	Yes*

\*Only available on specific models

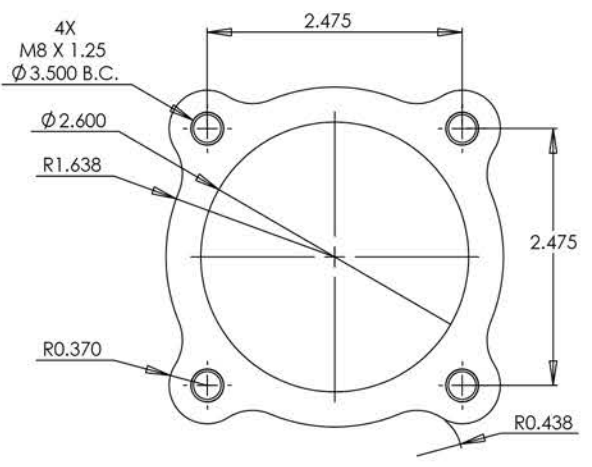
# Turbine Housing Options

Precision's turbochargers come with a variety of inlet flange options, including T25, T3, T4, T5, or V-band. T3 housings come with 4-bolt, 5-bolt, or V-band outlets in various A/Rs.

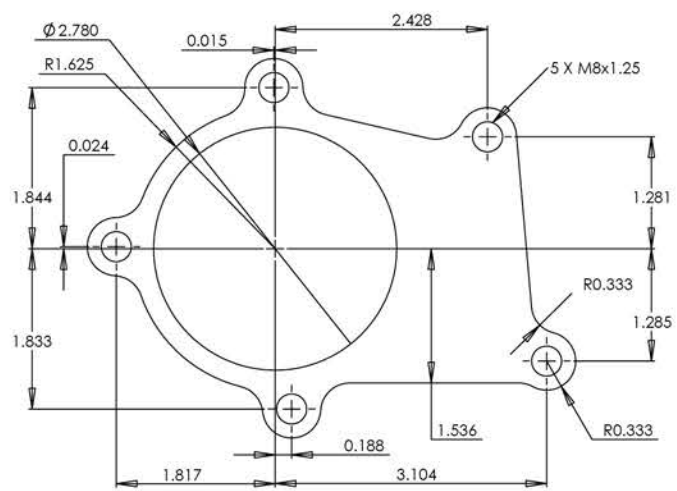
**T3 Inlet**



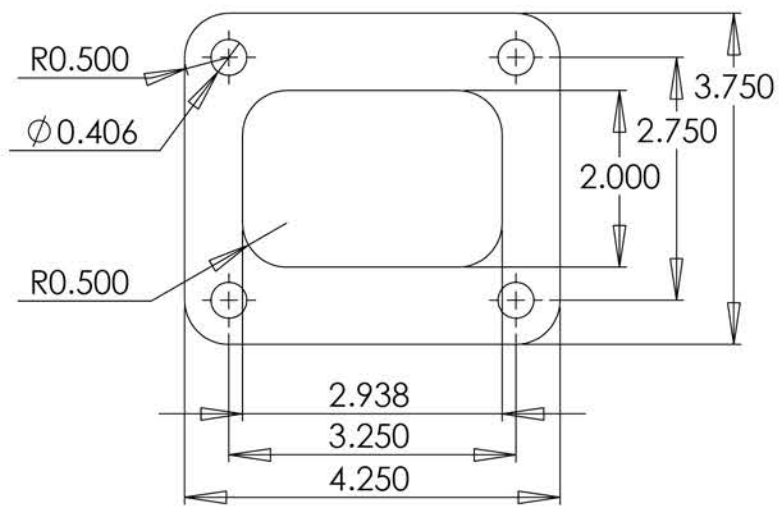
**T3 4-Bolt Discharge**



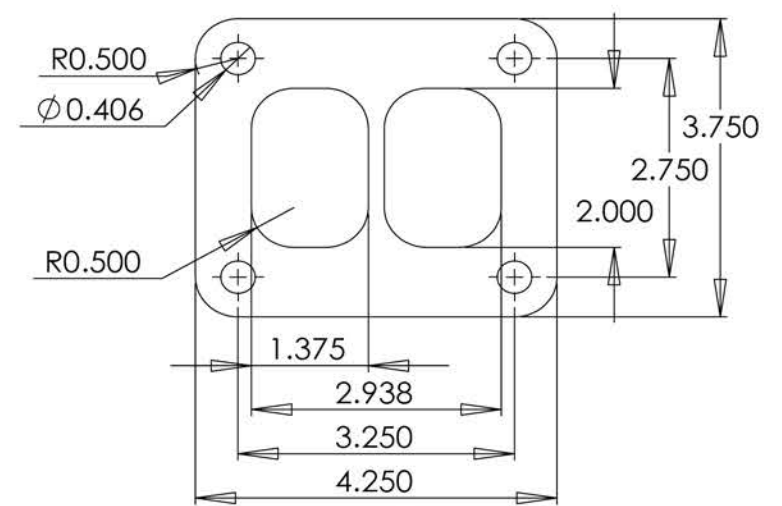
**T3 5-Bolt Discharge**



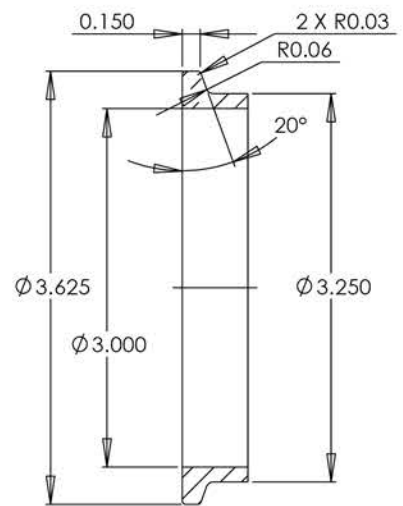
**T4 Inlet**



**T4 Divided Inlet**



**T4 Discharge**



Style

A/R's

Style

A/R's

Style

A/R's

**Group A CEA 58**

MITSU	0.63 (W, WD, N)
BUICK	0.63
T3 4-Bolt	0.48, 0.63, 0.82
T3 5-Bolt	0.48, 0.63 (W)
T3 V-Band	0.63, 0.82
V-Band In/Out	0.64, 0.82
T3 SS V-Band In/Out	0.64, 0.82
T4 V-Band	0.58

**Group C CEA 66**

BUICK	0.63, .085
GMC Syclone/Typhoon	0.85
T3 4-Bolt	0.63, 0.82
T3 5-Bolt	0.63 (W)
T3 V-Band	0.63, 0.82
V-Band In/Out	0.82
SS V-Band In/Out	0.82
T4 V-Band	0.58, 0.68, 0.81, 0.96
T4 V-Band Divided	0.84, 1.0, 1.15, 1.32

**Group G 31**

Buick	0.63
T3 4-Bolt	0.48, 0.63, 0.82
T3 5-Bolt	0.48, 0.63 (W)

**Group H 65**

BUICK	0.63, .085
T3 4-Bolt	0.63, 0.82
T3 5-Bolt	0.63 (W)
T4 V-Band	0.58, 0.68, 0.81, 0.96

**Group B CEA 62**

MITSU	0.63 (W, WD, N)
BUICK	0.63, .085
GMC Syclone/Typhoon	0.85
T3 4-Bolt	0.63, 0.82
T3 5-Bolt	0.63 (W)
T3 V-Band	0.63, 0.82
V-Band In/Out	0.64, 0.82
T3 SS V-Band In/Out	0.82
T4 V-Band	0.58, 0.68, 0.81
T4 V-Band Divided	0.84

**Group D CEA 70**

T3 SS V-Band In/Out	1.05
T4 V-Band	0.68, 0.81, 0.96
T4 SS V-Band In/Out	0.81, 0.96
T4 V-Band Divided	1.0, 1.15, 1.32

**Group I PT28**

T25	0.64, 0.86
T3 5-Bolt	0.48 (W)

**Group J PT30**

T25	0.64, 0.86
T3 4-Bolt (3")	0.63, 0.82, 1.06
T3 5-Bolt	0.63 (W)
V-Band In/Out	0.64, 0.82

**Group E HPS**

T4 V-Band	0.81, 0.96
T4 SS V-Band In/Out	0.81, 0.96

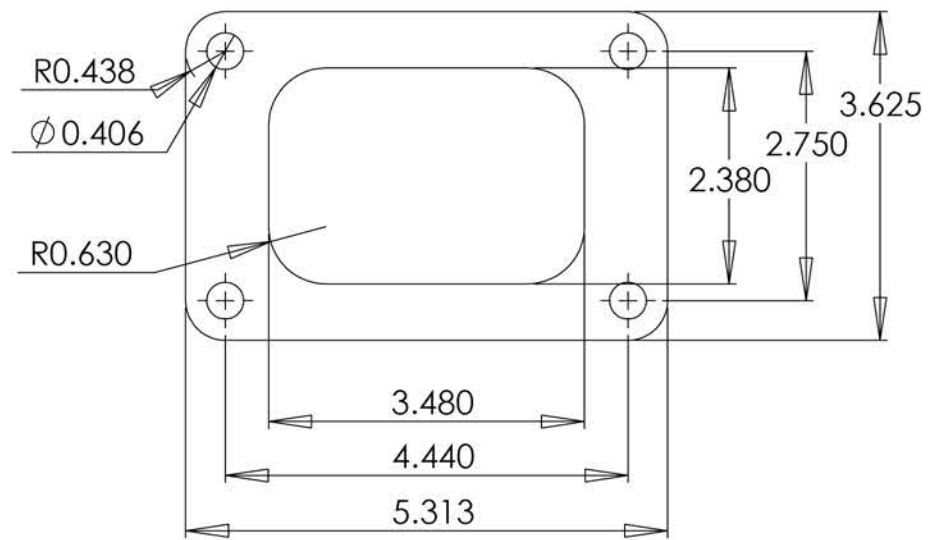
**Group F CEA Pro Mod**

SS V-Band In/Out	1.15, 1.28
T5 V-Band	1.0, 1.12, 1.24, 1.40

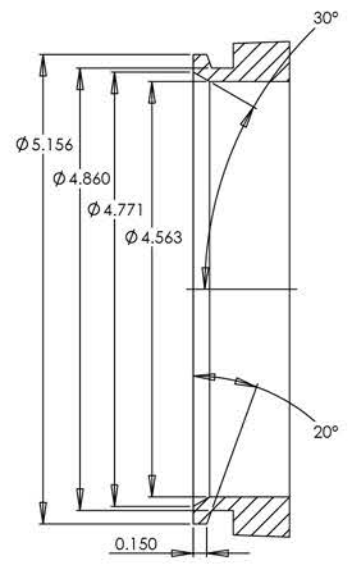
**Group K PT35**

T3 4-Bolt (2.5")	0.63, .082
T3 4-Bolt (3")	0.63, .082, 1.06
T3 5-Bolt	0.63 (W)
T4 V-Band	0.68, 0.81

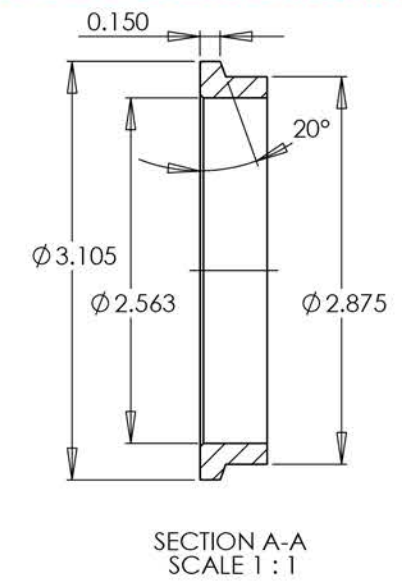
**T5 Inlet**



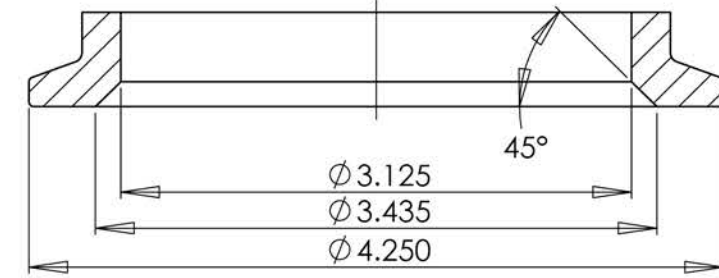
**T5 Discharge**



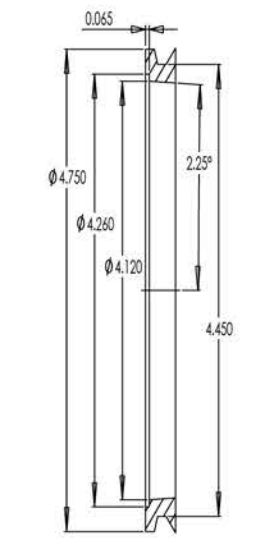
**THGT V-Band Discharge**



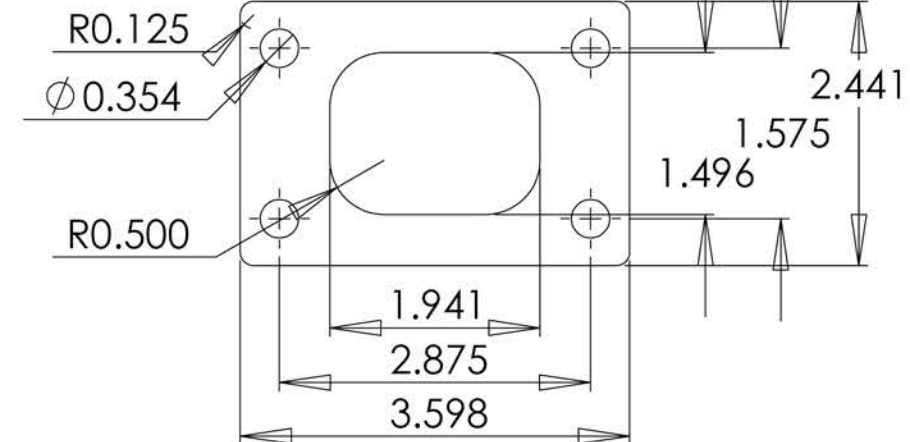
**Pro Mod Inlet**



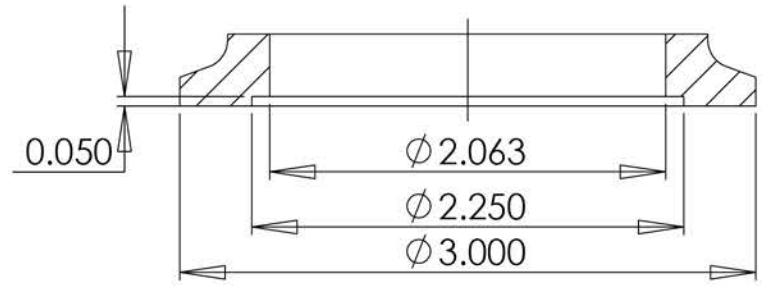
**Pro Mod Discharge**



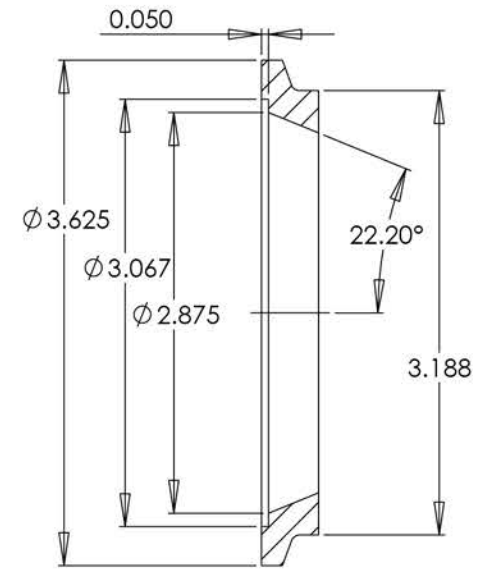
**T25 Inlet**



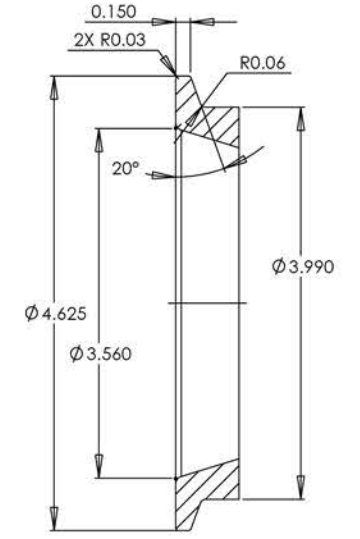
**THV Inlet**



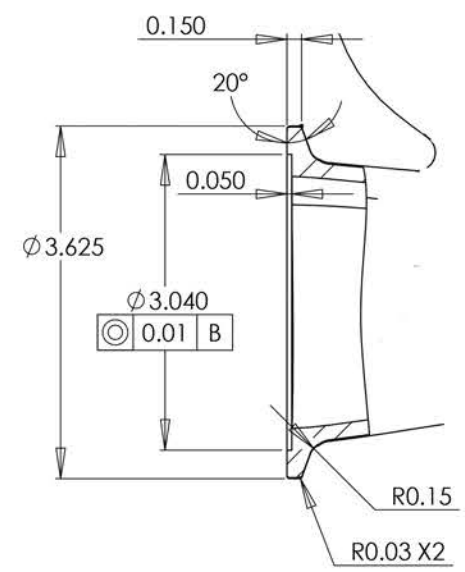
**THV Outlet**



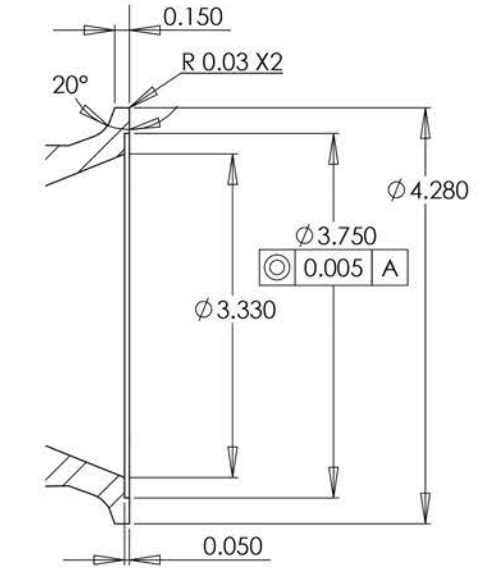
**Sportsman Discharge**



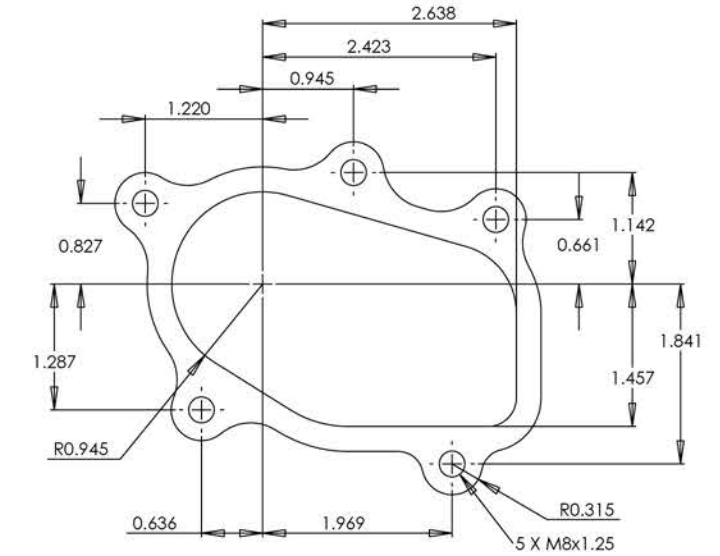
**V-Band Inlet**



**V-Band Outlet**



**T25 Discharge**



# Elbows & Flanges Clamps & Hoses



## Aluminum Elbows

	Size (Diameter)
PTP073-2000	2.0"
PTP073-2500	2.5"
PTP073-3000	3.0"

## Inlet Flanges

PTP074-1008	T3 Inlet Flange (SS)
PTP074-1011	T4 Inlet Flange (MS)
PTP074-1014	Large Frame Inlet Flange (MS)
PTP074-1017	Buick 3 Bolt to T4 Bolt Adapter (MS)
PTP074-1030	T3 V-Band Inlet Flange (SS)
PTP074-1040	2.75" V-Band Inlet Flange for "T4-sized" V-Band Inlet/Outlet TH (SS)
PTP074-1042	3" V-Band Inlet Flange for "T4-sized" V-Band Inlet/Outlet TH (SS)
PTP074-1050	Pro Mod V-Band Inlet Flange (SS)

## Discharge Flanges

PTP074-3002	T25 Exhaust Discharge Weld Flange (MS)
PTP074-3050	V-Band Discharge Flange f/ PTE Housings (SS)
PTP074-3005	4-Bolt Discharge Weld Flange (MS)
PTP074-3008	5-Bolt Discharge Weld Flange (SS)
PTP074-3010	GTR30R/GT35R 4-Bolt Discharge Weld Flange (SS)
PTP074-3012	3" V-Band Discharge Weld Flange (SS)
PTP074-3014	3.625" Steel Weld Tube for Downpipe (MS)
PTP074-3036	3.625" Weld Flange for 3" or 3.5" DP (MS)
PTP074-3023	4" V-Band Discharge Weld Flange (MS)
PTP074-3029	5" V-Band Discharge Weld Flange (MS)
PTP074-3042	Comp. Discharge Flange for GT42/25/27/55 (ALUM)
PTP074-3044	Comp. Discharge Flange for GT42/25/27/55 (MS)
PTP074-3045	Turbine Discharge Flange for GT42 (SS)
PTP074-3062	Pro Mod 4" Tubine Discharge Flange (MS)
PTP074-3066	Pro Mod 4.5" Tubine Discharge Flange (MS)
PTP074-3067	Pro Mod 4.5" Tubine Discharge Flange (SS)
PTP074-3070	3.5" V-Band Discharge Flange f/ "T4-size" V-Band Inlet/Outlet TH (SS)
PTP074-3072	4" V-Band Discharge Flange f/ "T4-size" V-Band Inlet/Outlet TH (SS)

## Oil Drain Flanges

PTP074-2004	Med/Large Frame Oil Drain Flange w/screen -10AN
PTE074-2006	Med/Large Frame Oil Drain Flange w/screen -12AN
PTP074-2008	Small Frame Oil Drain Flange -10AN
PTP074-2011	T3/T4 Oil Drain Flange 0.5" NPT
PTP074-2017	GT28R/GT30R/GT35R/GT42R Oil Drain Flange



PTP076-3015



PTP076-3009



PTP076-3004



PTP076-3000

## Clamps

	Size	Clamp Style
PTP071-1005	2.0" - 2.5"	T-Bolt
PTP071-1008	2.25" - 2.75"	T-Bolt
PTP071-1011	2.5" - 3.0"	T-Bolt
PTP071-1017	3.0" - 3.5"	T-Bolt
PTP071-1020	3.25" - 3.75"	T-Bolt
PTP071-1021	3.88" - 4.19"	T-Bolt
PTP071-1023	4.0"	T-Bolt
PTP071-1026	3.0"	V-Band
PTP071-1027	3.0"	V-Band
PTP071-1029	3.625"	V-Band
PTP071-1032	4.5"	V-Band
PTP071-1035	5.25"	V-Band
PTP071-1038	Sportsman Turbine Discharge Flange	V-Band
PTP071-1041	Sportsman Compressor Discharge Flange	V-Band
PTP071-1061	Pro Mod Turbine Housing Inlet	V-Band
PTP071-1064	Pro Mod Turbine Housing Discharge	V-Band

## Elbow Hoses 4-Ply Nomex Silicone

	I.D. Size	Color	UOM
PTP076-5000	2.5" ID x 45"	Black	10" Legs
PTP076-5002	3.0" ID x 45"	Black	10" Legs
PTP076-5030	2.5" ID x 90"	Black	10" Legs
PTP076-5032	3.0" ID x 90"	Black	10" Legs

## Straight Hoses 4-Ply Nomex Silicone

	I.D. Size	Color	UOM
PTP076-2000	2.0"	Black	Inch
PTP076-2003	2.5"	Black	Inch
PTP076-2006	3.0"	Black	Inch
PTP076-2009	4.0"	Black	Inch
PTP076-2012	3.0"	Black	4" Long
PTP076-2015	3.0"	Black	5" Long

## Reducer Hoses 4-Ply Nomex Silicone

PTP076-3000	2.0" - 2.5"	Black	3" Long
PTP076-3003	2.0" - 3.0"	Black	3" Long
PTP076-3004	2.0" - 3.0"	Black	6" Long
PTP076-3006	2.5" - 3.0"	Black	5" Long
PTP076-3009	2.5" - 3.0"	Black	3" Long
PTP076-3012	3.0" - 3.5"	Black	3" Long
PTP076-3015	3.0" - 4.0"	Black	4" Long
PTP076-3018	3.5" - 4.0"	Black	3" Long
PTP076-3020	3.625" - 3.0"	Black	3.25" Long
PTP076-3022	3.825" - 3.0"	Black	3.25" Long

## Hump Hoses 4-Ply Nomex Silicone

PTP076-4000	2.0" ID x 3.0"	Black	3.125" Long
PTP076-4002	2.5" ID x 3.0"	Black	3.125" Long
PTP076-4004	3.0" ID x 3.0"	Black	3.125" Long
PTP076-4006	3.5" ID x 3.0"	Black	3.125" Long

# Wastegates

Precision Turbo and Engine's high-quality yet economical external wastegates are perfect for the automotive enthusiast who is looking to get the most from their turbocharged car, truck or any other vehicle. Compatible with most aftermarket manual or electronic boost controllers for ease of use, each of the four sizes – 39mm, 40mm, 46mm, and 66mm – feature high grade, high temperature stainless steel and billet aluminum components for the best in strength, style and functionality. Additionally, 347 stainless investment cast valve bodies provide consistent performance without fatigue or failure while also allowing for accurate boost control. Warranted for 12,000 miles or 12 months.

## Pro Series CO<sup>2</sup> 66mm Wastegate

The 66mm CO<sup>2</sup>-specific Pro Series wastegate is fully adjustable, and has 3 individual ports (2 on the bottom can and 1 on the top can) for the ultimate in control. Designed specifically for use with CO<sup>2</sup>-based boost control systems, the wastegate offers quicker response time, accuracy, and durability under the high pressure demands of CO<sup>2</sup> actuation, when compared to standard wastegate designs.

Internally, the 66mm CO<sup>2</sup>-specific Pro Series wastegate utilizes a Nickel Chromium Alloy valve and comes complete with stainless steel inlet and outlet flanges as well as all clamps necessary for installation. Additionally, each Pro Series wastegate comes with several different 17-7 precipitation hardened springs for further adjustment of desired boost levels.



## New for 2019 GEN2 40mm Wastegate

This new addition to Precision Turbo & Engine's product line is constructed from high grade, high temperature stainless steel and billet aluminum components for the best in strength, style and functionality at an affordable price. Featuring a 347 stainless investment cast valve body, this 40mm external wastegate provides consistent performance without the worry of fatigue or failure while also allowing for accurate boost control.

Designed to fit many turbocharger kits currently in the market.



46mm Wastegate



39mm Wastegate



66mm Wastegate



Jeff Lutz's '57 Chevy uses a combination of Precision PW66 Wastegates and 64mm Blow Off Valves with his twin GEN2 Pro Mod 88mm Turbochargers.

# Blow Off Valves

## PTE 64mm Blow Off Valve

Designed to release back up pressure created when the throttle is closed via a spring-loaded valve diaphragm assembly, PTE's PB64 BOV is a key component for preventing potentially harmful compressor surge backed into the turbocharger to reduce wear on both the turbo and engine. Revolutionary in design, this unit breaks the mold when it comes to BOV technology and performance. Extremely innovative without sacrificing durability or performance, PTE's BOV provides the highest flow on the market and is extremely tunable.

Packaged with a weld-on aluminum mounting flange, spring adjustment screw, and two top ports for the ultimate in versatility and adjustability, the high-performance PB64 is generally compatible with most aftermarket manual and electronic boost controllers on the market today.

**PICTURED LEFT Part #: PBO083-2010**



## PTE 50mm Blow Off Valve

This unit is lightweight and compact, making it perfect for a vast majority of the turbocharged applications in the market. Adjustments are seamless without the need to remove the entire assembly from the vehicle. It is compatible with many turbochargers kits currently in the marketplace. Designed and Assembled in the USA.

**PICTURED RIGHT Part #: PBO083-2005**



## PTE 30mm Blow Off Valve

Lightweight and compact, making it perfect for a vast majority of the turbocharged applications in the market. Adjustments are seamless without the need to remove the entire assembly from the vehicle. It is compatible with many turbochargers kits currently in the marketplace. Designed and Assembled in the USA.

**PICTURED LEFT Part #: PBO083-2000**



Jeff Lutz's Mad Max uses a combination of Precision PW66 Wastegates and 64mm Blow Off Valves with his twin GEN2 Pro Mod 88mm Turbocharged boosted Pro Mod.



## Precision Custom Built Intercoolers

Have a project with unique dimensions, and you can't quite find an intercooler to fit? No problem! Precision Turbo and Engine also offers custom made air-to-air and liquid-to-air intercoolers for the best fit with your application. Use PTE's core with your own end tanks or have Precision fabricate an intercooler to meet your unique specifications, either way you can trust PTE to always exceed your highest expectations.

Give one of our friendly Sales/Technical Representatives a call at (855) 996-7832 We would be happy to help build an intercooler a little more custom for your needs!

## Intercoolers



### Air-to-Air Intercooler Cores

Precision's cutting edge air-to-air intercooler cores feature bar and plate construction to withstand higher boost pressure and are more resistant to damage from road hazards than traditional tube and fin designs. Use PTE's cores with your own end tanks or have Precision fabricate an intercooler to meet your unique specifications.

	Length	Height	Depth	HP Rating
PIN051-1021	8.0"	11.7"	4.5"	425
PIN051-1053	13.0"	17.35"	3.0"	680
PIN051-2101	18.0"	6.4"	3.5"	400
PIN051-2160	24.0"	8.0"	3.5"	675
PIN051-2182	24.0"	10.0"	3.5"	775
PIN051-1216	27.0"	10.5"	3.5"	850
PIN051-2228	27.0"	12.3"	5.0"	1700



### Precision Universal Front Mount Intercoolers

Precision's universal front mount intercoolers feature high density cores with bar and plate construction which allows them to better function as heat sinks – a big advantage in stop-and-go traffic! This design is also more resistant to road hazard damage and can handle higher boost levels than tube and fin designs.

	Length	Height	Depth	HP Rating	Air In/Out
PIN053-1005	26.75"	6.25"	3.5"	350	2.5"
PIN053-1010	31.5"	8.0"	3.5"	600	2.75"
PIN053-1015	31.5"	10.625"	3.5"	750	2.75"
PIN053-1020	34.5"	10.5"	3.5"	825	2.7"



### Stock Location Intercooler 1986-87 Buick Grand National & T-Type

Owners of 1986-1987 Buick Turbo Regals love this intercooler! Made with a high efficiency bar and plate core, this kit features aluminum end tanks specifically contoured to optimize air flow. Included is a new mandrel-bent 3" inlet up pipe, custom aluminum shroud, and components for a direct-fit, bolt on installation.

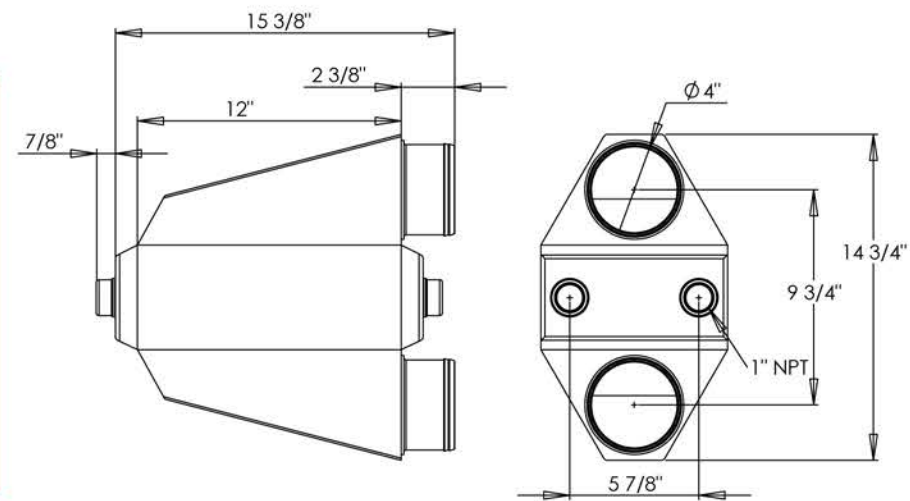
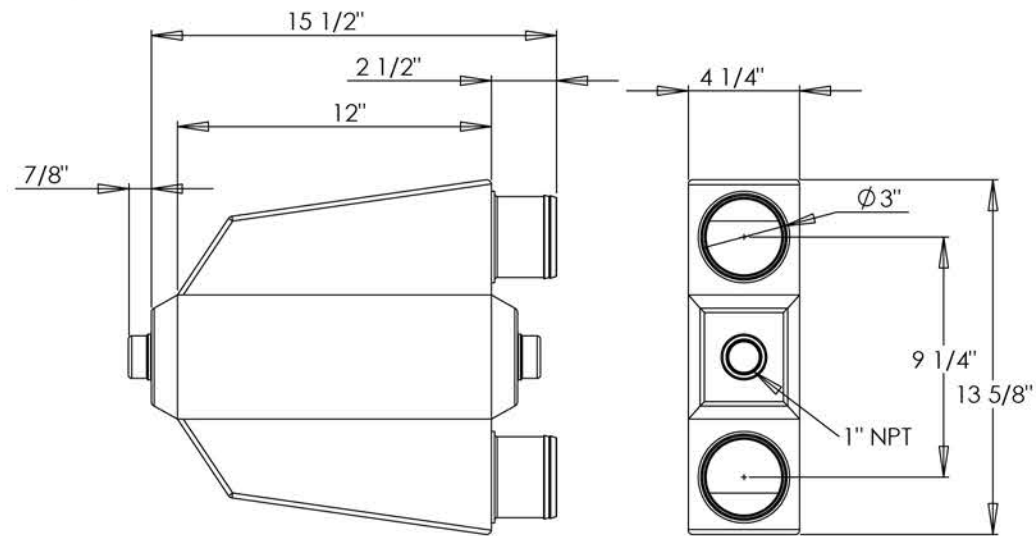
	Length	Height	Depth	HP Rating	Air In/Out
PIN053-2005	13.0"	17.25"	3.0"	750	3.0"

### Powerstroke Intercooler 2008-10 Ford Super Duty 6.4L (not pictured)

Precision spent countless hours working to identify and understand you truck and tractor pulling needs. This extremely effective 6.4L replacement intercooler offers a 150°F intake temperature drop over the stock OEM intercooler and virtually zero boost loss –it's a must-have for any 2008-2010 Powerstroke owner! Includes mounting brackets and hardware.

All Intercoolers can be customized to have opposing end tanks.

Precision has been an industry leader for years by constantly innovating and developing cutting-edge technology for its heat exchanger products. From the street to the strip, PTE's liquid-to-air intercoolers have been behind the scenes in many of the sport's best known, record-setting turbocharged and supercharged vehicles. Keeping charge air temperature down is crucial to getting the best performance possible out of your engine and you can trust PTE's intercoolers to always exceed your highest expectations.



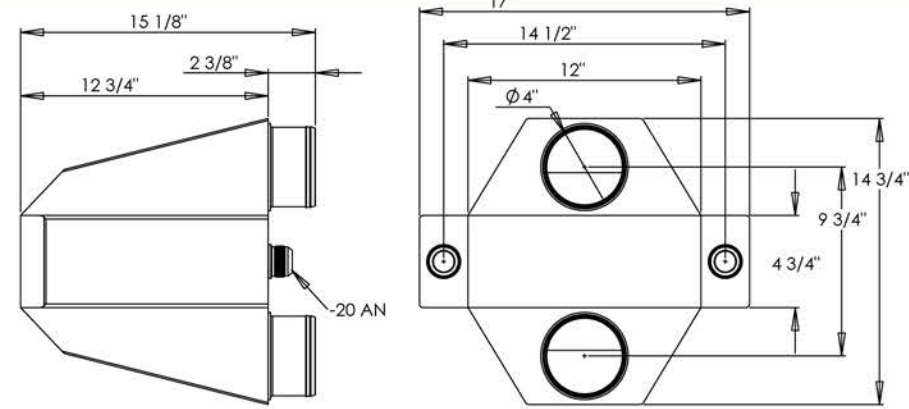
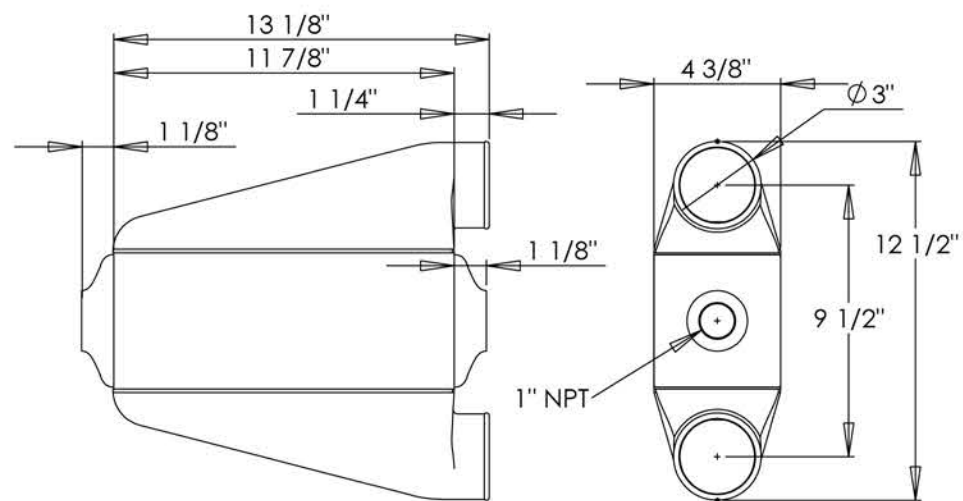
PT1000

PT2000

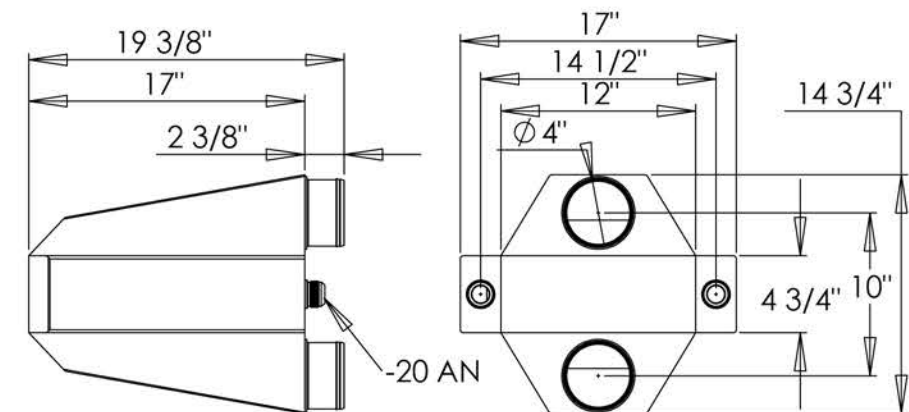
PT3000



Shown with flipped air tanks.



PT4000





The Spearco brand name has been well known for unbeatable quality and performance heat exchangers for over 35 years.

Factory components will get the job done, but when you start pushing the vehicle to its limits the factory parts may not cut it anymore. That is where the Spearco drop in replacement upgrade intercooler kits come into play. All of the intercooler kits are designed and manufactured using a Bar and Plate style construction, which is superior in performance and durability to older style Tube and Fin designs. Spearco's W.A.V.E (Wide Area Vane Effectiveness) technology is the ultimate in strength and efficiency. These intercoolers are covered by our one year no fault, no hassle warranty!

### Diesel Truck Specific Kits

- Dodge Cummins 5.9L 1994-02
- Dodge Cummins 5.9L 2003-06
- Ford 6.0L 2003-07
- Ford 6.4L 2008-10
- Ford 7.3L 1995-03
- GM Duramax 2001-06 LBZ, LMM
- GM Duramax 2001-06 LB7, LLY



### GM Duramax – 7LB7, LBZ, LLY, & LMM

The Duramax line of products are designed and tested to run perfectly to tow harder, faster, and heavier. These bolt-on intercoolers for the Duramax allow you to see performance levels you want. 150° F average intake temp drop <1 psi pressure drop.

**Model: 2006-2010 GM Duramax LBZ, LMM**



### DODGE 12 & 24 Valve

Designed to drop right into place in the "Hot Rod" of diesel trucks. The 5.9L continues to be an incredible platform to easily make power and the intercooler should be the first thing or immediately after putting performance electronics on your truck. With an average of a 150° F average intake temp drop and less than 1 psi pressure drop. This direct bolt on intercooler is a no brainer.

**PICTURED LEFT Model: 2003-2006 Cummins 5.9L LEFT**



### Ford Powerstroke – 7.3L, 6.0L & 6.4L

The Ford family of engines see fantastic gains from bolting on these intercooler upgrades. Perfectly designed for street driving or towing, these upgraded intercoolers will help lower the EGT's on your 7.3L, 6.0L, or 6.4L.

**PICTURED RIGHT Model: 2008-2010 Ford 6.4L Powerstroke**



# Precision Fuel Injectors



Domestic 225lb/hr Fuel Injectors

Upgrading your fuel injectors may be necessary when changing turbochargers, fuel systems, or other components. Precision's injectors are hand-selected, flow-checked, and matched within 1% of each other for optimum performance. Horsepower ratings are based upon a 90% duty cycle at 43.5 psi of fuel pressure based upon a 0.50 BSFC.

## Domestic Injectors

	Size C/C	Impedance	Nozzle	Each Injector Supports
PFU041-0240	24	High	Pintle	43 HP
PFU041-0300	30	High	Disc	54 HP
PFU041-0370	37	High	Ball & Seat	67 HP
PFU041-0380	38	High	Disc	68 HP
PFU041-0420	42.5	High	Disc	77 HP
PFU041-0421	42.5	High	Multec 2	77 HP
PFU041-0500	50	High	Ball & Seat	94 HP
PFU041-0550	55	Low	Ball & Seat	99 HP
PFU041-0650	65	Low	Ball & Seat	117 HP
PFU041-0651*	65	High	Disc	117 HP
PFU041-0652**	65	High	Disc	117 HP
PFU041-0750	75	Low	Ball & Seat	135 HP
PFU041-0840	84	Low	Ball & Seat	151 HP
PFU041-0950	95	Low	Ball & Seat	171 HP
PFU041-1201	120	Low	Ball & Seat	216 HP
PFU041-1600	160	High	Innovative	297 HP
PFU041-2250	225	Low	Pencil	405 HP
PFU041-5000	550	Low	Pintle	462 HP

## Prolinjectors

Inject with the best and surpass all the rest. Run what the pros run - Precision Turbo & Engine's Prolinjectors!

Compatible with most aftermarket drivers. No special maintenance required with methanol applications.

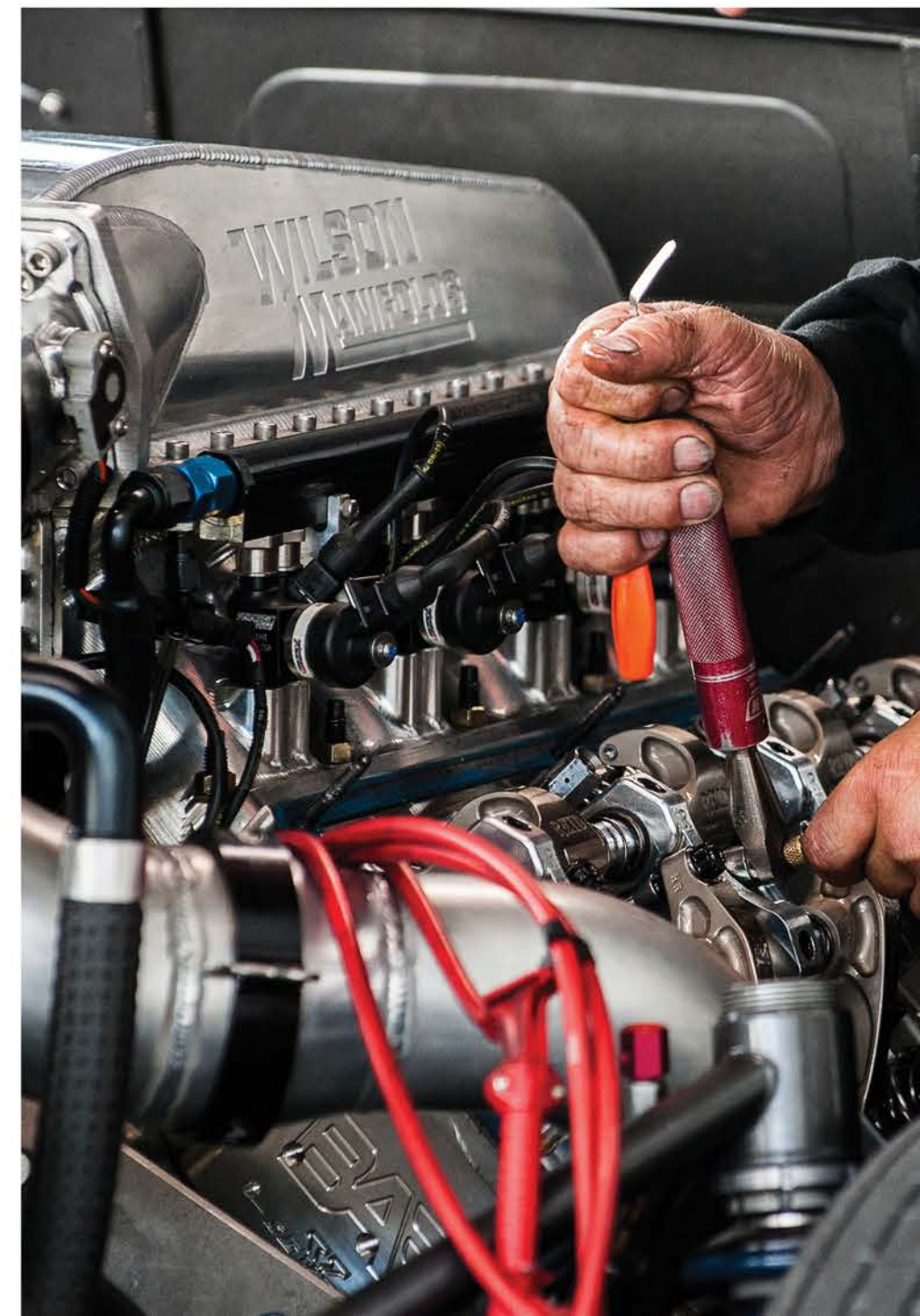


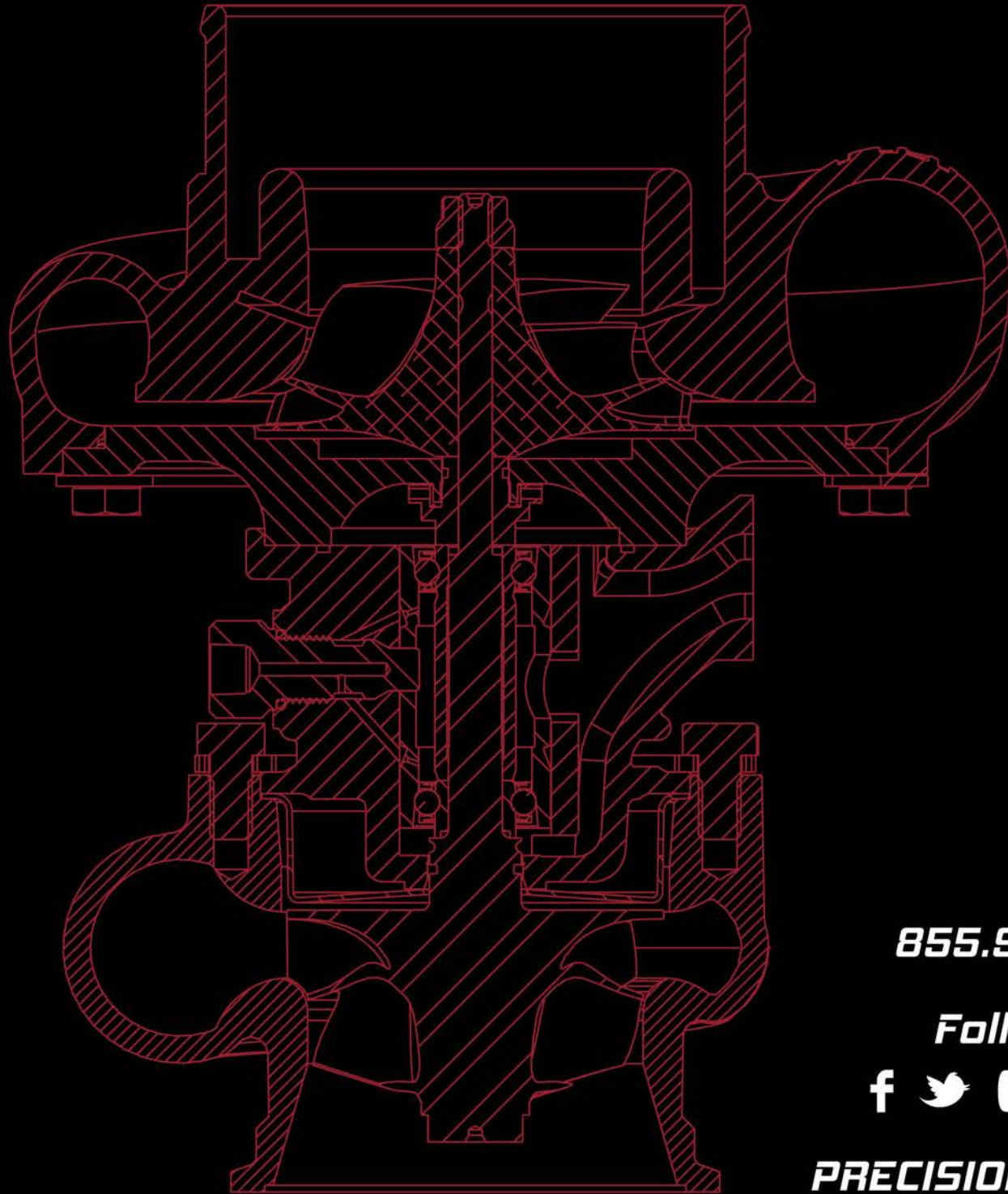
## Sport Compact Injectors

	Size C/C	Impedance	Nozzle	Each Injector Supports
PFU042-0310	310	High	Disc	52 HP
PFU042-0400	400	High	Ball & Seat	67 HP
PFU042-0440	440	High	Disc	77 HP
PFU042-0525	525	High	Ball & Seat	90 HP
PFU042-0580	580	Low	Ball & Seat	94 HP
PFU042-0650	680	Low	Ball & Seat	99 HP
PFU042-0651*	650	High	Disc	117 HP
PFU042-00780	780	Low	Ball & Seat	135 HP
PFU042-0880	880	Low	Ball & Seat	151 HP
PFU042-0950	1000	Low	Ball & Seat	171 HP
PFU042-1201	1200	Low	Ball & Seat	216 HP
PFU042-1600	1600	High	Innovative	297 HP

## Sport Compact Mitsu Injectors

PFU043-0440	440	High	Disc	77 HP
PFU043-0500	525	High	Ball & Seat	90 HP
PFU043-0540	550	Low	Disc	94 HP
PFU043-0580	580	Low	Ball & Seat	99 HP
PFU043-0680	680	Low	Ball & Seat	117 HP
PFU043-0780	780	Low	Ball & Seat	135 HP
PFU043-0880	880	Low	Ball & Seat	151 HP
PFU043-0950	1000	Low	Ball & Seat	171 HP
PFU043-1200	1200	Low	Ball & Seat	216 HP





**855.996.7832**

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