

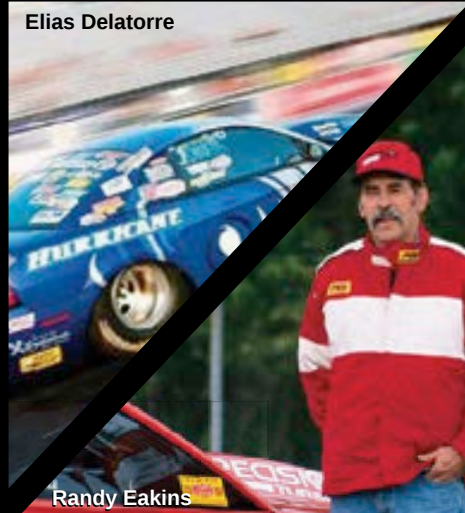
30

THREE DECADES STRONG

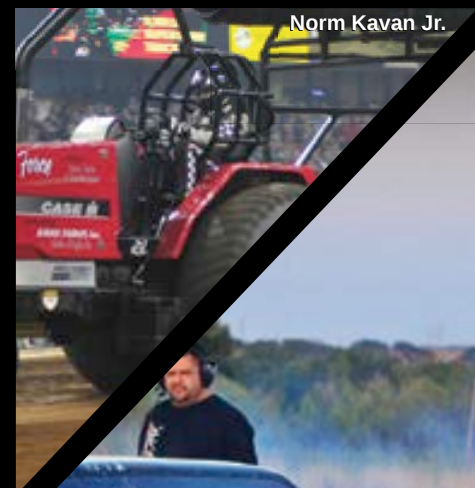
PRECISION

TURBO &
ENGINE

2017 PRODUCT
CATALOG



Randy Eakins



Norm Kavan Jr.



John Urist



Steve Grebeck



Lawrence Conley



Mike Murillo



THERE'S STRENGTH IN NUMBERS

PRECISION TURBO & ENGINE

Since 1987, Precision Turbo and Engine (PTE) has been a leader in high performance turbocharger technology for street and race applications. With over 183 World Championships and 305 world records since 2008, PTE has a long-standing history of building turbochargers that dominate on a global scale. Our diverse lines of replacement, upgrade, and custom turbochargers have set the standard for unmatched quality and unparalleled performance since the late 1990s. Precision Turbo & Engine was the first to develop a complete, innovative line of turbochargers featuring the highly successful CNC-machined Competition Engineered Aerodynamics (CEA®) compressor and turbine wheels which boast never before seen levels of technology and engineering advancements in turbocharger wheel design. Precision's turbochargers featuring the new CEA® wheels are a great option for racers who want to make more power without having to sacrifice weight or cost.

Technology is key at Precision's manufacturing facility, which is conveniently located in Northwest Indiana. The combination of our central location and our fully computerized ordering and shipping system allows us to process and ship orders throughout the United States and around the world efficiently. PTE is committed to keeping racers well ahead of the competition by constantly innovating, and engineering the best turbos on the market. Precision customers were the first to break the 6-second barrier in Sport Compact racing, and the 200MPH barrier in Super Street Outlaw. PTE Boosted vehicles have also won championships and set records in multiple sanctioning bodies including, NHRA, PDRA, ADRL, NTPA, PPL, NMRA, NMCA, PSCA, WCHRA, ORSCA, OTTPA, Fun Ford, NEOPMA, NSCA, and many more.

Additionally, PTE manufactures its own line of inter-coolers, boost control products, fuel injectors, High Performance Lubricants (HPL Oil), and is a distributor for stand-alone engine management systems and fuel components. PTE knows what it takes to put together the perfect unit to boost you ahead of the competition. You can trust PTE to get you where you want to be: the winner's circle!

About PTE	3
Quality	4
Memorable Milestones	6
Racing History	8
Champions & Record Holders	10
<i>New Products for 2017</i>	14
Turbochargers	16
Compressor Cover Dimensions	35
Turbine Housing Options	36
Accessories	40
Boost Control	42
Intercoolers	44
Air/Fuel Delivery	48
Electronics	54
Torque Converters	59
Lubricants	60

PRECISION TURBO & ENGINE IS A LEADER IN EXPERTISE AND INNOVATION

Precision Turbo & Engine uses the most highly advanced, and top of the line equipment to continuously improve our world class quality for our customers. Over the years PTE has designed, tested, and manufactured record setting and championship winning turbochargers for all racing organizations. With over 100 years of combined racing and engineering experience, PTE knows what it takes to put you in the Winner's Circle.

As Precision Turbo and Engine continues to grow rapidly, our facility grows right along with us. PTE's facility expanded last year with the addition of a robot cell containing the latest member of the Precision machining family. Our cutting edge technology iRVision Fanuc Robot uses infrared vision, and nimble movements to seamlessly keep production running in our building 24-7.

In September 2015, Precision Turbo and Engine proudly became an ISO 9001:2008 registered company. The ISO 9001:2008 requirements enhance all aspects of a company's operation, not just quality. A company is required to provide quality services and products while maintaining high levels of customer service and continuous improvement, in order to achieve certification of this stature.

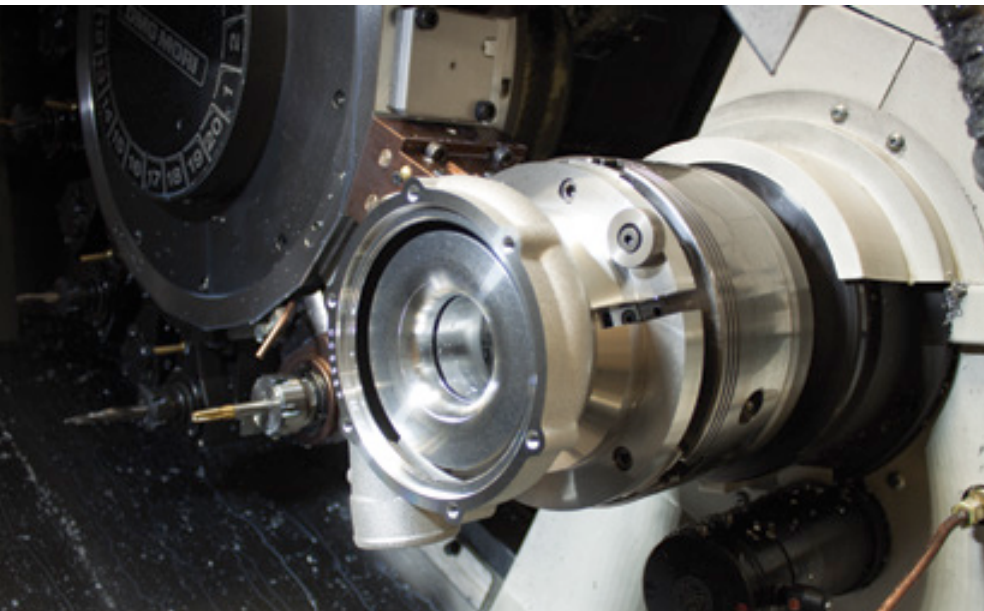
With the use of high level technology, PTE wants your vehicle to perform to its fullest potential. Here at PTE we are serious about providing the best products that exceed your expectations!



Before



After



We use the latest in machine tool technology, this turning center, purpose built to PTE requirements, allows for ultimate flexibility in machining our numerous components.



Our manufacturing department uses advanced equipment and thorough processes that are capable of providing instant and precise measurements. This data helps ensure that our turbochargers are made with only the highest quality and most consistent components.



Steve Grebeck's "Psycho Bitch" Ford Mustang was featured in the Kid Rock music video "Forever"

MEMORABLE MILESTONES

1987 Precision Distributors was founded by Harry Hruska to fund his racing hobby. The company specialized in fuel injection and engine management systems.

1989 Harry's clients started setting world records, beginning with John Lingenfelter and his Bonneville Land Speed record setting Firebird Trans Am producing 1,400 HP which propelled it to 298 MPH.

1992 Harry was able to move Precision Distributors out of his home and rent a shop in Lynwood, IL.

1993 Harry changed Precision Distributors to Precision Turbo and Engine Inc. (PTE), and left his full time job to focus all his energy into PTE. PTE supplies turbochargers to the World's Quickest Buick Grand National.

1997 Ten years after founding the business, PTE moved from Illinois to their new facility in Hebron, IN on May 1st, 1997. For the first few years, Harry and his team worked 80 plus hours a week to move the business forward.

1998 PTE is named Distributor of the Year by Weldon Industries. The first CNC machine arrives in the building.

2000 PTE displays at PRI tradeshow for the first time.

2001 Acquired electronic fuel injector flow bench. Harry teamed up with Steve Grebeck and John Meaney and made history with the first 200-mph run in a Pro 5.0.

2002 PTE realigned to become dedicated to turbocharger production. Steve and Harry developed a strong friendship that lasted until Steve's tragic passing at Orlando Speed World Dragway on March 3, 2002.

2005 PTE displays at SEMA tradeshow for the first time.

2007 Precision Turbo and Engine has been in business for 20 years and still growing every year!

2009 PTE releases 100% engineered in-house turbochargers.

2010 Brad Personett set both ends of NHRA Pro Modified records, first time ever for a turbocharged pro mod. Precision launches a new external wastegate line; 39mm, 46mm and 66mm.

2011 PTE named official turbocharger manufacturer for NHRA Pro Modified and OTTPA. PTE announced the addition of all new, ultra high-flow CEA® (Competition Engineered Aerodynamics) turbine wheels.

2013 PTE is first manufacturer of SFI Certified Turbos. Awarded first patent of bearing system. PTE Boosted driver Troy Coughlin wins NHRA Pro Mod Championship.

2014 The PTE Camaro Pro Mod, driven by Don Walsh Jr., wins Best Engineered.

2015 PTE received a recommendation for ISO 9001:2008, Certification. Harry won the "Small Business Person of the Year Award" at 24th annual Entrepreneurial Excellence Awards. Troy Coughlin wins NHRA Pro Mod Championship for a second time.

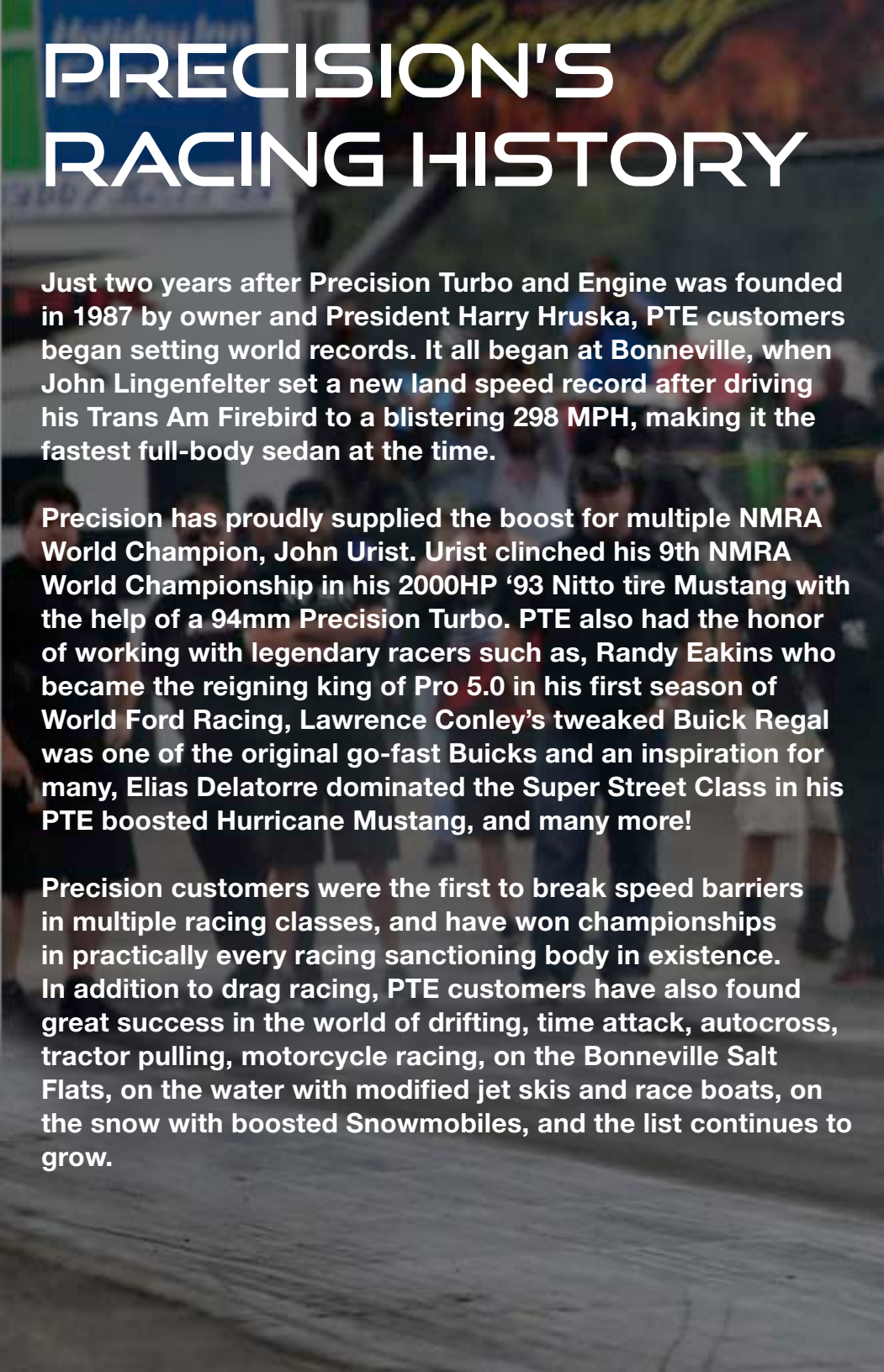
2016 Ellison Technology lights out robot cell installed. (pictured in company photo)

2017 & BEYOND

Precision Turbo & Engine is joining forces with the Wabtec Corporation. The future of Precision Turbo is brighter than ever with the resources, experience and knowledge available through Wabtec. PTE will become bigger, better, and ultimately unstoppable. "This unity is phenomenal, not only is Precision Turbo gaining resources by working alongside Turbonetics, but the knowledge and experience that is being mutually combined will be a force to be reckoned with," stated is VP of Business Development, Harry Hruska. We're looking to grow our business with even higher quality and attention to detail over the next 30 years.

Wabtec Corporation is an American company formed by the merger of the Westinghouse Air Brake Company and MotivePower Industries Corporation in 1999. It is headquartered in the Pittsburgh suburb of Wilmerding, Pennsylvania. Wabtec acquires companies in many industries to create a powerhouse network to share information and dominate the individual industries. Napier Turbochargers, Turbonetics and Precision Turbo & Engine are the three pillars of the Wabtec Turbocharger group.





PRECISION'S RACING HISTORY

Just two years after Precision Turbo and Engine was founded in 1987 by owner and President Harry Hruska, 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 NMRA World Champion, John Urist. Urist clinched his 9th NMRA World Championship in his 2000HP '93 Nitto tire Mustang with the help of a 94mm Precision Turbo. PTE also had the honor of working with legendary racers such as, Randy Eakins who became the reigning king of Pro 5.0 in his first season of World Ford Racing, Lawrence Conley's tweaked Buick Regal was one of the original go-fast Buicks and an inspiration for many, Elias Delatorre dominated the Super Street Class in his PTE boosted Hurricane Mustang, and many more!

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.



JOHN URIST is without a doubt a world class driver with multiple speed records in NMRA Super Street Outlaw. Urist is not only a fierce competitor, but a nine-time world champion with seven of those being back-to-back wins throughout his illustrious career! John's brand-new '16 Mustang is outfitted with a 5.0 L Coyote engine that is fed by a single 88mm Precision GEN2 Pro Mod Turbocharger, and has already proven to be a lethal combination. With this dominant turbocharger concealed under the hood, the car can be raced at just 2,700 pounds in NMRA competition. With many years of knowledge under his belt, and constantly excelling at the highest echelon of the drag racing field, it is clear that John Urist is looking to make his mark on the Street Outlaw class- and we can't wait to watch!

2016 PTE CHAMPIONS & RECORD HOLDERS



JONATHAN GRAY

NHRA Pro Modified National ET
Record Holder: 5.750



JOEL GREATHOUSE

NMRA Street Outlaw ET Record
Holder: 4.349
NMRA Street Outlaw Top Speed
Record Holder: 170.32 MPH



JACKY MCCARTY

NMCA Street Outlaw Champion



DEWAYNE MILLS

NMCA Radial Wars Champion
NMCA Radial Wars ET Record
Holder: 3.871
World's Quickest Boosted RVW
Vehicle (1/8 mile): 3.76



KEVIN FISCUS

Radial Tire ET Record Holder
(1/4 mile): 5.92
Radial Tire Top Speed Record
Holder (1/4 mile): 252 MPH



JEFF LUTZ

Hot Rod Drag Week
Unlimited Champion
World's Quickest Street-Legal
Car: 5.85 @ 251 MPH



DAN SAITZ

Hot Rod Drag Week Modified
Power Adder Champion



**BRYANT
GOLDSTONE**

Hot Rod Drag Week Ultimate
Iron Champion



MICHAEL BIEHLE II

NHRA Pro Modified Rookie of
the Year



ANTHONY MANA

NMCA Drag Radial Champion
NMCA Drag Radial ET Record Holder: 4.362
NMCA Drag Radial Top Speed Record
Holder: 177.23 MPH



JOSH KLUGGER

NMCA Radial Wars Top Speed Record
Holder: 211.26 MPH



JOEL GREATHOUSE

NMCA Street Outlaw ET Record
Holder: 4.369
NMCA Street Outlaw Top Speed
Record Holder: 174.1 MPH



BRAD MEDLOCK

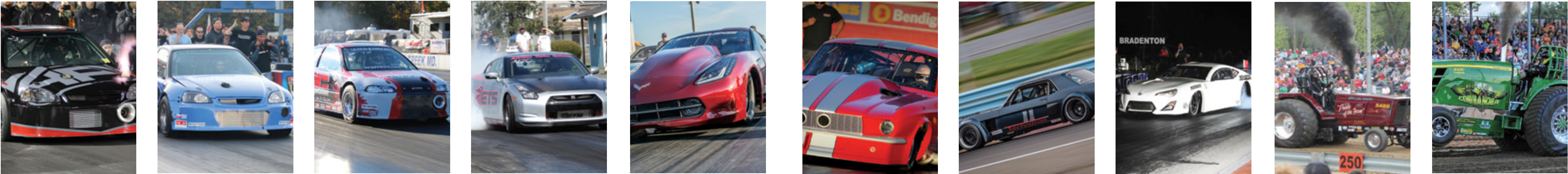
MX235 World Champion
MX235 ET Record Holder: 4.61
MX235 Top Speed Record
Holder: 160 MPH

PAST & PRESENT PRECISION TURBO & ENGINE CHAMPIONS & RECORD HOLDERS

Alex Vrettos
Allen Whitter
AMS Performance
Andreas Artursson
Andrew Bermea
Andy Frost
Anthony Disomma
Anthony Manna
Bill Sherman
Brad Brand
Brad Medlock
Brad Moss
Brad Personett
Brandon Clark
Brandon Overmyer
Brant Campbell
Brian Carpenter

Brian Faessler
Brian Fisher
Brian Macy
Brit Floyd
Bruno Massel
Bryant Goldstone
Chad Weitzenkamp
Chip Havemann
Chris Barton
Chris Derrick
Chris Griswold
Chris Miller
Chris Tuten
Chuck Samuels
Chuck Seitsinger
Clint Hairston
Coby Rabon

Cole Marmon /Speed Factory
Craig Pio
Dan Millen
Dan Saitz
Dana Westover
Daniel Linderman
Daniel Nunziante
Daniel Pharris
Danny Tyner
Darrin Hunt
Dave Bowman
Dave Guy
David Hance
David Schwarz
David Wolfe
DeWayne Mills
Devin Schultz



SHAWN RAMEY

SFWD ET Record
Holder: 8.18

COLE MARMON /
SPEED FACTORY
RACING

SFWD Top Speed Record
Holder: 189.8 MPH

JAMES KEMPF /
SPEED FACTORY
RACING

World's Fastest Stock
Chassis FWD:
7.61 @ 203 MPH

EXTREME TURBO
SYSTEMS

World's Quickest and Fastest
Full Body/AWD GTR:
7.01 @ 213 MPH

ROB VALDEN

RTRA Pro Drag Radial
Champion

DOM LUPPINO

Quickest and Fastest Radial
Car in Australia:
6.68 @ 230 MPH

PAUL FAESSLER

NASA ES Championships AIX
Champion

GARY WHITE /
EKANOO RACING

World's Quickest and Fastest
Import: 5.77 @ 247 MPH

STEVE KAVAN

OTTPA 9200 Super Farm
Champion

LOREN PAULSEN

OTTPA 8500 Limited Pro
Stock Champion

Dwayne Barbaree Domenic Luppino Donald Walsh Jr. Brad Gusler Duttweiler /Gallina Racing Eric Dillard Eric Stubbs Extreme Turbo Systems Frank Mewshaw Frank Varela Gary Gardella Gary Harmon Gary Soulages Gary White / Ekanoo Racing Gav Renshaw George Poteet's "Blowfish" Giuseppe Gentile	Glenn Hall Grant McCreary Greg Blevins Haley James Harrison Zauke Hennessey Performance Jacky McCarty James Hight James Kempf /Speed Factory Jared Brunner Jared Johnston Jared Jones Jason Barnett Jason Enos Jason White Jeff Kyle Jeff Lutz	Jeremy Teasley Jesse James Jim Wiens Jo Stevenson Jonathan Gray Joe Demaree Joe Gauci Joe Newsham Joe Signorelli Joel Greathouse Joey Bridge John Carinci John Carter John Kolivas John Ligenfelter John Mihovetz John Staley	John Urist Johnny Bohmer Jorgen Moller Jose "El Gernal" Gonzalez Josh Kluggar Justin Humphries Keith Berry Keith Szabo Ken Scheepers Kenjo Kelly Kent Crowder Kevin Fiscus Kevin Hargett Kristian Jeffrey / TOP POWER Racing Kurt Neuman Larry Larson Leo Barnaby	Loren Paulsen Luis Ferrer Marcus Thompson Martin Lundkvist Melanie Troxell Michael Biehle II Michael Fratena Mike Bowman Mike Crawford Mike Murillo Nick Agostino Norm Kavan Paul Efantis Paul Faessler Pete Barton CHECK Pete Harrell /Eric McMillion Peter Pisalidis	Poteet and Main's "Speed Demon" Randy Eakins Randy Lambert Richard Barga/HART Richard Bruder Richard Billings /Al Cook Rick Thorton Rob Hall Rob Morell Rob Valden Rob Wells Rod & Dalton Tarr Roderian Busato Rodger Holder Rolando Resto Ronnie Diaz Russell Counce	Ryan Jones Ryan Salenbien Sam Bolton Scott Hoene Scott Okasas Sean Glazer Sean Lyon Shawn Ramey Spiro Pappas Stephanie Eggum Steve Drummond Steve Gorman Steve Kavan Steve Lazzaro Steve Matusek Steven Fereday Steven Petrovski	Steven Short Susan Ingram Team RSL Racing Terry Elam Tero Laukkanen Tim Cross Tim Lynch Tim Reed Titan Motorsports TJ Kasper Todd Moyer Tom Bailey Tony Alm Troy Coughlin Troy Wakeman Wayne Jesel Willard Kinzer
--	--	---	---	--	---	--	---

NEW PRODUCTS FOR 2017

GEN3 Aerodynamics

As our customers continue to set Records and win Championships with our GEN2 line of turbochargers, we have been working tirelessly in the background to prepare for your future.

Our relentless pursuit of perfection continues as we prepare to roll out our newest turbocharger offerings featuring GEN3 Aerodynamics.

Utilizing our exclusive CNC-machined 2618-forged aluminum Competition Engineered Aerodynamics (CEA®) compressor wheels, and high-flow CEA® turbine wheels, these units are capable of running a higher pressure ratio with greater efficiency. Millimeter per millimeter, these units are the highest horsepower units available on the market.

Throughout the 2017 Racing Season, we will release various turbocharger offerings featuring our GEN3 Aerodynamics.

Are you ready for the next Generation of Boost?



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

Featured Product: GEN2 PT6266

In continuing to provide innovation solutions for the aftermarket performance turbocharger market, we are proud to release a 1.05 A/R Stainless Steel V-Band Inlet/Outlet turbine housing for our 66mm turbine wheel.

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.

Pro Series CO² 66mm Wastegate

This new addition to Precision Turbo and 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 66mm external wastegate provides consistent performance without the worry of fatigue or failure while also allowing for accurate boost control.

The 66mm CO²-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 CO²-based boost control systems, the wastegate offers quicker response time, accuracy, and durability under the high pressure demands of CO² actuation, when compared to standard wastegate designs.

Internally, the 66mm CO²-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.



GEN2 PT8385 Turbocharger

Featuring PTE's legendary GEN2 aerodynamics, the GEN2 PT8385 turbocharger is capable of supporting over 1,400 Horsepower. With unparalleled performance, greater efficiency at higher pressure ratios, and less turbo lag compared to other turbochargers on the market, PTE's line of turbochargers continues to lead the way in aftermarket turbocharger performance. Product details at the bottom of page 21.



590-705 HP
TURBOCHARGERS



Shout out to Troy L. for sharing his awesome RHD Nissan Skyline fitted with a Precision CEA® 5558SP Turbocharger!



5858SP - 620 HP



5862E - 640 HP



6262SP - 705 HP

Horsepower Rating/Model #	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing Group	Ball Bearing Available
590 Horsepower			SEE PAGE 35	SEE PAGE 37	
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
620 Horsepower					
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
640 Horsepower					
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
650 Horsepower					
GEN2 5558SP	2.170" (55.00mm) Ind 3.000" (76.20mm) Exd	2.555" (64.90mm) Ind 2.280" (57.91mm) Exd	CCS	A	Yes
700 Horsepower					
GEN2 5862SP	2.290" (58.00mm) Ind 3.000" (76.20mm) Exd	2.795" (71.00mm) Ind 2.437" (61.90mm) Exd	CCS	B	Yes
705 Horsepower					
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

Turbochargers

Accessories

Boost Control

Intercoolers

Air/Fuel Delivery

Electronics

Torque Converter

Lubricants

735-1015 HP
TURBOCHARGERS



The 2015 Mustang ushered in a new era of Ford performance. The new chassis, suspension and interior make this car a solid competitor on a world-wide stage. To make your 2015 the ULTIMATE street performer, Hellion Turbo Systems has introduced it's awesome Eliminator Twin Turbo system featuring Precision GEN2 6266SP Turbochargers boasting a total of 1600+ HP.



GEN2 6062SP - 750 HP



6766SP - 935 HP

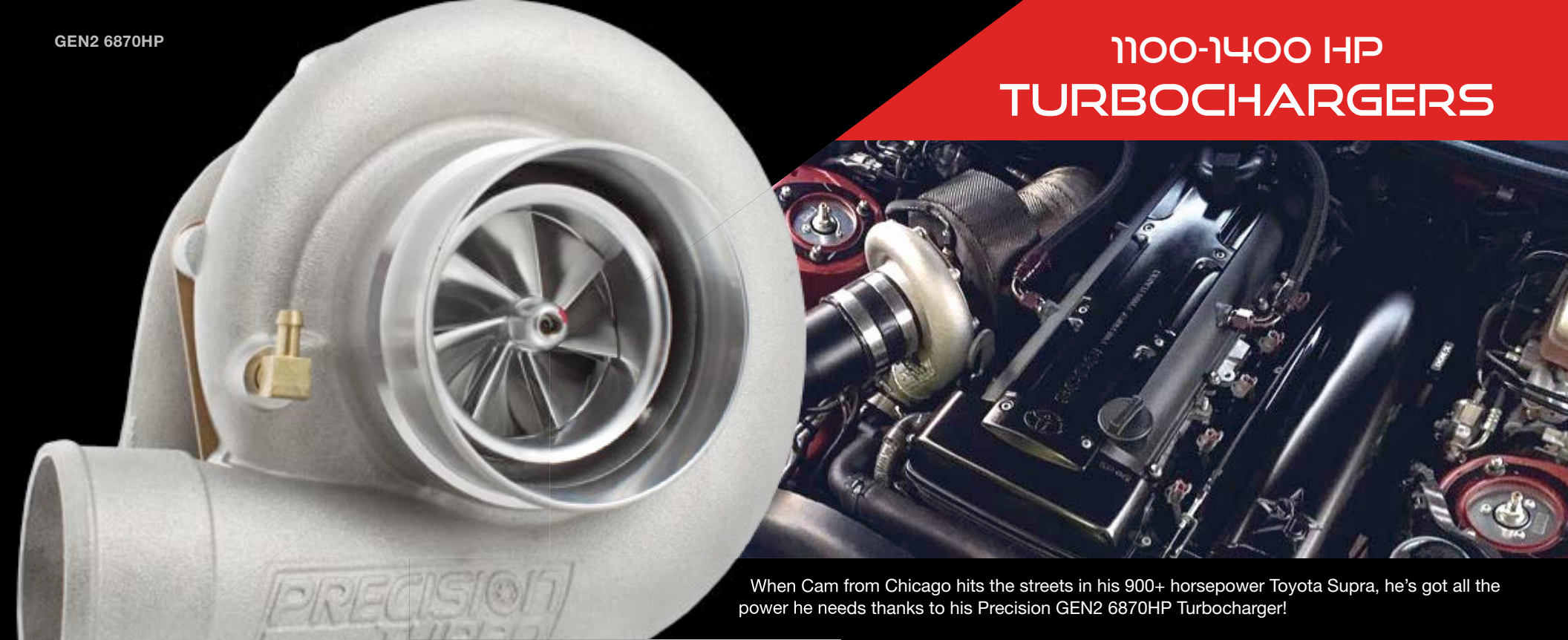


7275HP - 1,015 HP

Horsepower Rating/Model #	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing Group	Ball Bearing Available
735 Horsepower			SEE PAGE 35	SEE PAGE 37	
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
750 Horsepower					
GEN2 6062SP	2.380" (60.40mm) Ind 3.230" (82.00mm) Exd	2.795" (71.00mm) Ind 2.437" (61.90mm) Exd	CCS	B	Yes
800 Horsepower					
GEN2 6266SP	2.450" (62.23mm) Ind 3.410" (86.61mm) Exd	2.920" (74.17mm) Ind 2.600" (66.00mm) Exd	CCS	C	Yes
900 Horsepower					
GEN2 6466SP	2.535" (64.39mm) Ind 3.410" (86.61mm) Exd	2.920" (74.17mm) Ind 2.600" (66.00mm) Exd	CCS	C	Yes
935 Horsepower					
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
985 Horsepower					
7175HP	2.795" (70.99mm) Ind 3.700" (93.98mm) Exd	3.228" (82.00mm) Ind 2.956" (75.08mm) Exd	CCE	E	Yes
PT7175 Sportsman	2.795" (70.99mm) Ind 3.700" (93.98mm) Exd	82mm Turbine Wheel 84 Trim	CC2	T4, .98 A/R, 1.12 A/R, 1.28 A/R	Yes
1015 Horsepower					
7275HP	2.850" (72.40mm) Ind 3.580" (91.00mm) Exd	3.228" (82.00mm) Ind 2.956" (75.08mm) Exd	CCH	E	Yes

Turbochargers
Accessories
Boost Control
Intercoolers
Air/Fuel Delivery
Electronics
Torque Converter
Lubricants

1100-1400 HP
TURBOCHARGERS



When Cam from Chicago hits the streets in his 900+ horsepower Toyota Supra, he's got all the power he needs thanks to his Precision GEN2 6870HP Turbocharger!



GEN2 7675HP - 1300 HP



GEN2 PT7685 Sportsman
1350 HP



GEN2 PT8385 - 1400 HP

Horsepower Rating/Model #	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing Group	Ball Bearing Available
1100 Horsepower			SEE PAGE 35	SEE PAGE 37	
GEN2 6870SP	2.687" (68.02mm) Ind 3.640" (92.46mm) Exd	3.100" (78.74mm) Ind 2.764" (70.21mm) Exd	CCS	D	Yes
GEN2 6870HP	2.687" (68.02mm) Ind 3.640" (92.46mm) Exd	3.100" (78.74mm) Ind 2.764" (70.21mm) Exd	CCH	D	Yes
1200 Horsepower					
7675HP	3.020" (76.710mm) Ind 4.030" (102.36mm) Exd	3.228" (82.00mm) Ind 2.956" (75.08mm) Exd	CCH	E	Yes
PT7675 Sportsman	3.020" (76.710mm) 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
1250 Horsepower					
PT7685 Sportsman	3.020" (76.710mm) 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
1300 Horsepower					
GEN2 7675HP	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
1325 Horsepower					
PT8285HP	3.228" (81.990mm) Ind 4.252" (108.00mm) Exd	3.525" (89.54mm) Ind 3.350" (84.70mm) Exd	CCH	T4, 1.12 A/R, 1.28 A/R	Yes
PT8285	3.228" (81.99mm) Ind 4.252" (108.00mm) Exd	3.525" (89.54mm) Ind 3.350" (84.70mm) Exd	CC2	T4, 1.12 A/R, 1.28 A/R	Yes
1350 Horsepower					
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
1400 Horsepower					
GEN2 PT8385	3.260" (82.80mm) Ind 4.180" (106.00mm) Exd	3.525" (89.54mm) Ind 3.350" (84.70mm) Exd	CC2	T4, 1.12 A/R, 1.28 A/R	Yes

Turbochargers
Accessories
Boost Control
Intercoolers
Air/Fuel Delivery
Electronics
Torque Converter
Lubricants

1475-1975 HP
TURBOCHARGERS



Hoist your turbocharger? Why not?! Erwin Smith knew how to be resourceful when working on his new Chevrolet Corvette Z06 set up featuring the GEN2 Pro Mod 94 Turbocharger.



GEN2 PT8685 - 1425 HP



GEN2 PT8891 - 1600 HP



GEN3 Pro Mod 88 - 1750 HP

Horsepower Rating/Model #	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing Group	Ball Bearing Available
1475 Horsepower			SEE PAGE 35	SEE PAGE 37	
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
1500 Horsepower					
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
1525 Horsepower					
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
1550 Horsepower					
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
1600 Horsepower					
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
1750 Horsepower					
GEN3 Pro Mod 88	3.464" (87.99mm) Ind 5.60" (142.20mm) Exd	4.520" (114.81mm) Ind 4.150" (105.41mm) Exd	CC7	F	Yes
PT94	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
1825 Horsepower					
GEN3 Pro Mod 91	3.600" (91.44mm) Ind 5.600" (142.2mm) Exd	4.520" (114.81mm) Ind 4.150" (105.41mm) Exd	CC7	F	Yes
1950 Horsepower					
PT98	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
1975 Horsepower					
GEN3 Pro Mod 94	3.700" (93.98mm) Ind 5.60" (142.20mm) Exd	4.52" (114.81mm) Ind 4.15" (105.41mm) Exd	CC7	F	Yes

Turbochargers

Accessories

Boost Control

Intercoolers

Air/Fuel Delivery

Electronics

Torque Converter

Lubricants

2100-2800 HP
TURBOCHARGERS



In the Import world, Gary White of Bahrain's Ekanoo Racing Team is known for his impressive driving skills that infamously break records. In the third round of the BRDC, White slid behind the wheel of the Pro Import GT86 and destroyed the old Pro Import record with the quickest and fastest pass ever by an import with a stunning 5.774 at 247.95 mph Powered by a Precision GEN2 Pro Mod 102.

PRECISION PRO MOD TURBO POWERED CARS AND DRIVERS



Keith Berry



DeWayne Mills



Mark Woodruff



Roger Holder Jr.



Josh Klugger / Kevin Fiscus



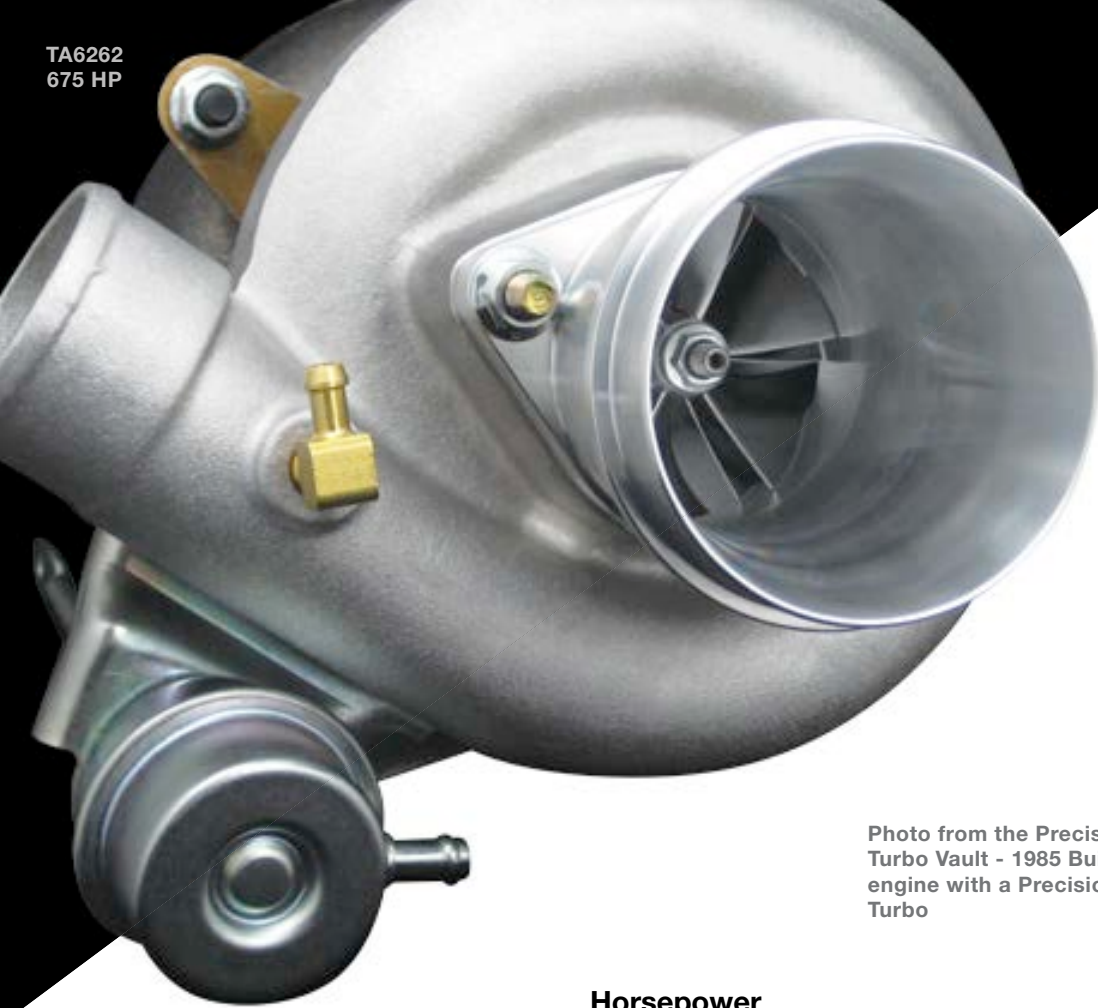
Todd Moyer

ALWAYS PUSHING THE LIMITS TO TAKE RACING TO THE NEXT LEVEL!

Horsepower Rating/Model #	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing Group	Ball Bearing Available
2100 Horsepower			SEE PAGE 35	SEE PAGE 37	
GEN3 Pro Mod 98	3.860" (98.04mm) Ind 5.60" (142.20mm) Exd	4.520" (114.81mm) Ind 4.150" (105.41mm) Exd	CC7	F	Yes
PT101	4.000" (101.60mm) 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
2350 Horsepower					
GEN3 Pro Mod 102	4.000" (101.59mm) Ind 5.600" (142.23mm) Exd	4.520" (114.81mm) Ind 4.150" (105.41mm) Exd	CC7	F	Yes
2500 Horsepower					
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	4.160" (105.66mm) 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
2800 Horsepower					
PT118	4.645" (117.98mm) Ind 5.894" (149.71mm) 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

Turbochargers
Accessories
Boost Control
Intercoolers
Air/Fuel Delivery

TA6262
675 HP



BUICK, PONTIAC AND 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.

FACTORY UPGRADE TURBOCHARGERS

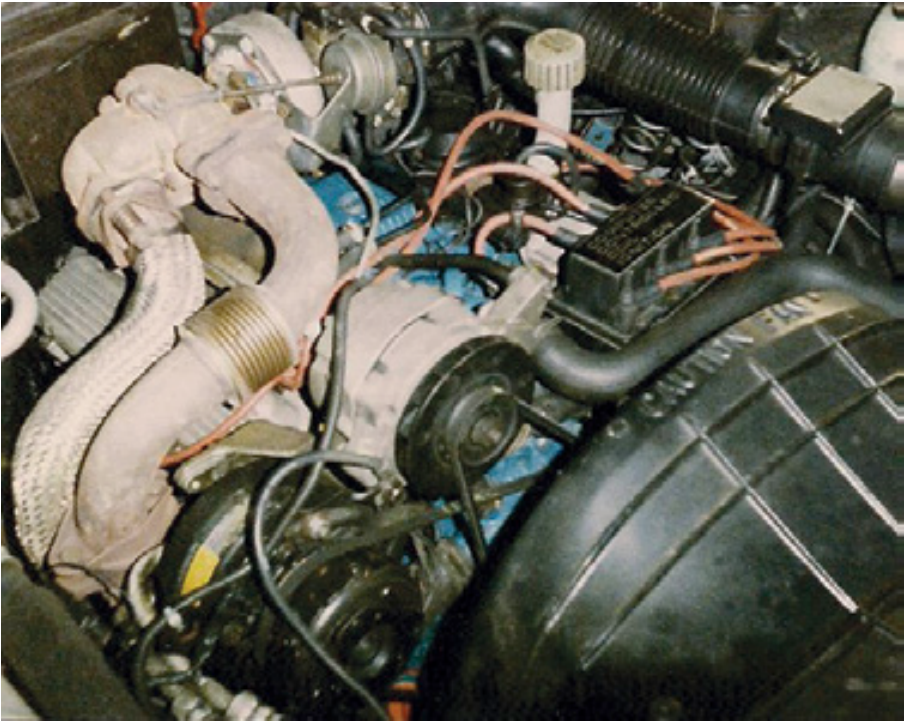


Photo from the Precision Turbo Vault - 1985 Buick engine with a Precision Turbo

Horsepower Rating/Model #	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing Group	Ball Bearing Available
570 Horsepower					
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
610 Horsepower					
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
675 Horsepower					
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
695 Horsepower					
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

FORD ECOBOOST

Precision Turbo and 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

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

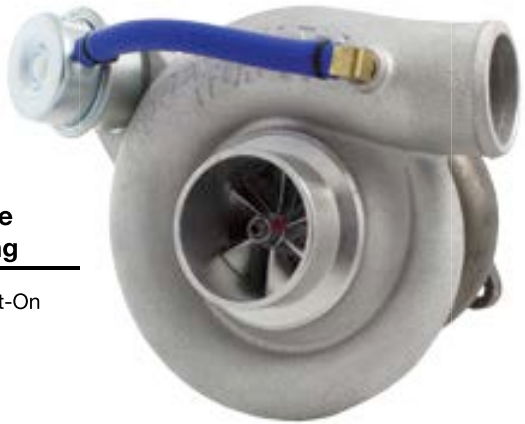
The Precision Stage 1 High-Performance upgrade which reuses the factory manifolds and turbocharger compressor covers, GTR owners can send in a set of stock turbochargers and PTE's professional staff of experts will perform the necessary upgrades with CEA® compressor wheels and replacement center sections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

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



Turbochargers
Accessories
Boost Control
Intercoolers
Air/Fuel Delivery
Electronics
Torque Converter
Lubricants

DIRECT REPLACEMENT
TURBOCHARGERS



Precision'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.



PT4828B - 400 HP



PT5830E - 600 HP



PT6235SP

Horsepower Rating/Model #	Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing Group	Ball Bearing Available
------------------------------	------------------	---------------	---------------------	-----------------------------	------------------------------

400 Horsepower			SEE PAGE 35	SEE PAGE 37	
----------------	--	--	-------------	-------------	--

PT4828B	1.890" Ind - 2.366" Exd	53.80mm - 76 Trim	B	I	Yes
---------	-------------------------	-------------------	---	---	-----

450 Horsepower					
----------------	--	--	--	--	--

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
---------	-------------------------	-------------------	---	---	-----

460 Horsepower					
----------------	--	--	--	--	--

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
---------	-------------------------	-------------------	---	---	-----

525 Horsepower					
----------------	--	--	--	--	--

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
----------	-------------------------	-------------------	---	---	-----

600 Horsepower					
----------------	--	--	--	--	--

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
----------	-------------------------	-------------------	---	---	-----

700 Horsepower					
----------------	--	--	--	--	--

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
----------	-------------------------	-------------------	---	---	-----

Turbochargers

Accessories

Boost Control

Intercoolers

Air/Fuel Delivery

Electronics

Torque Converter

Lubricants

CLASS LEGAL
TURBOCHARGERS



Shawn Ramey running the GEN2 PT7285 Turbocharger is the Sport Front Wheel Drive Class ET record holder of 8.18 seconds in a quarter mile.



GEN2 PT6785 Sport Front Wheel /
NMRA Coyote Modified



GEN2 PT7691 NMRA Renegade /
NMCA Xtreme Street



X275 Drag Radial GEN3 Pro Mod 85

Horsepower Rating, Model #	Class & Compressor Wheel	Turbine Wheel	Compressor Cover	Turbine Housing & Group	Ball Bearing Available
-------------------------------	-----------------------------	---------------	---------------------	-------------------------------	------------------------------

875 Horsepower - IFO Forced Induction Sport

SEE PAGE 35 SEE PAGE 37

GEN2 PT6270	2.476" (62.90mm) Ind 3.640" (92.46mm) Exd	3.100" (78.74mm) Ind 2.764" (70.21mm) Exd	CCH	D	Yes
-------------	--	--	-----	---	-----

1100 Horsepower - Sport Front Wheel / NMRA Coyote Modified

GEN2 PT6785	2.666" (67.70mm) Ind 4.030" (102.0mm) Exd	3.525" (89.54mm) Ind 3.350" (84.70mm) Exd	CC2	T4 1.12 A/R, 1.28 A/R	Yes
-------------	--	--	-----	--------------------------	-----

1200 Horsepower - Sport Front Wheel Drive

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
-------------	--	--	-----	--------------------------	-----

1300 Horsepower - Ultra/Ultimate Street

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
--------	--	--	-----	-------------	-----

1350 Horsepower - NMRA Renegade / NMCA Xtreme Street

GEN2 PT7691	2.990" (75.99mm) Ind 4.919" (124.9mm) Exd	3.937" (100.0mm) Ind 3.600" (91.44mm) Exd	CC7	T5 1.39 A/R	Yes
-------------	--	--	-----	-------------	-----

1400 Horsepower - X275 Drag Radial

GEN2 Pro Mod 80	3.140" (80.00mm) Ind 5.118" (130.0mm) Exd	4.400" (111.76mm) Ind 4.070" (103.38mm) Exd	CC7	F	Yes
-----------------	--	--	-----	---	-----

1700 Horsepower - X275 Drag Radial

GEN3 Pro Mod 85	3.346" (84.99mm) Ind 5.600" (142.2mm) Exd	4.400" (111.76mm) Ind 4.070" (103.38mm) Exd	CC7	F	Yes
-----------------	--	--	-----	---	-----

1975 Horsepower - NMRA / NMCA Street Outlaw

GEN3 Pro Mod 94	3.700" (93.98mm) Ind 5.600" (142.4mm) Exd	4.520" (114.81mm) Ind 4.150" (105.41mm) Exd	CC7	F	Yes
-----------------	--	--	-----	---	-----

Turbochargers

Accessories

Boost Control

Intercoolers

Air/Fuel Delivery

Electronics

Torque Converter

Lubricants

ENTRY LEVEL 385-1400 HP
TURBOCHARGERS

Horsepower
Rating/Model # Compressor Wheel Turbine Wheel Compressor
Cover Turbine
Housing
Group Ball
Bearing
Available

620 Horsepower SEE PAGE 35 SEE PAGE 37

5976E	2.320" (58.92mm) Ind 3.000" (76.20mm) Exd	2.920" (74.17mm) Ind 2.542" (64.56mm) Exd	CCE	H	No
-------	--	--	-----	---	----

670 Horsepower

6176E	2.416" (61.37mm) Ind 3.227" (81.97mm) Exd	2.920" (74.17mm) Ind 2.542" (64.56mm) Exd	CCE	H	No
6176S	2.416" (61.37mm) Ind 3.227" (81.97mm) Exd	2.920" (74.17mm) Ind 2.542" (64.56mm) Exd	CCS	H	No

775 Horsepower

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	CCS	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

885 Horsepower

7075H	2.756" (70.00mm) Ind 3.502" (88.95mm) Exd	3.228" (82.00mm) Ind 2.956" (75.08mm) Exd	CCH	E	No
-------	--	--	-----	---	----

985 Horsepower

7275HP	2.864" (72.750mm) Ind 4.030" (102.36mm) Exd	3.228" (82.00mm) Ind 2.956" (75.08mm) Exd	CCH	E	No
--------	--	--	-----	---	----

1170 Horsepower

PT80H	3.178" (80.720mm) Ind 4.250" (107.95mm) Exd	3.788" (96.20mm) Ind 3.307" (84.00mm) Exd	CCH	T4, .96 A/R	No
-------	--	--	-----	-------------	----

1225 Horsepower

PT8047H	3.182" (80.820mm) Ind 4.252" (108.00mm) Exd	3.650" (92.71mm) Ind 3.290" (83.56mm) Exd	CCH	T4, .96 A/R	No
---------	--	--	-----	-------------	----

1250 Horsepower

PT88H	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
-------	--	--	-----	-------------	----

1400 Horsepower

PT8847H	88.000mm Ind 118.00mm Exd	3.650" (92.71mm) Ind 3.290" (83.56mm) Exd	CCH	T4, .96 A/R	No
---------	------------------------------	--	-----	-------------	----

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

385 Horsepower SEE PAGE 35 SEE PAGE 37

4831B	1.904" (49.27mm) Ind 2.755" (70.00mm) Exd	2.559" (65.00mm) Ind 2.228" (56.59mm) Exd	CCB	G	No
-------	--	--	-----	---	----

500 Horsepower

5431E	2.123" (53.92mm) Ind 2.950" (74.93mm) Exd	2.559" (65.00mm) Ind 2.228" (56.59mm) Exd	CCE	G	No
-------	--	--	-----	---	----

520 Horsepower

5531E	2.170" (55.12mm) Ind 2.950" (74.93mm) Exd	2.559" (65.00mm) Ind 2.228" (56.59mm) Exd	CCE	G	No
-------	--	--	-----	---	----

565 Horsepower

5731E	2.230" (56.64mm) Ind 2.950" (74.93mm) Exd	2.559" (65.00mm) Ind 2.228" (56.59mm) Exd	CCE	G	No
-------	--	--	-----	---	----

585 Horsepower

5831E	2.290" (58.16mm) Ind 2.950" (74.93mm) Exd	2.559" (65.00mm) Ind 2.228" (56.59mm) Exd	CCE	G	No
-------	--	--	-----	---	----

600 Horsepower

5931E	2.320" (58.92mm) Ind 3.000" (76.20mm) Exd	2.559" (65.00mm) Ind 2.228" (56.59mm) Exd	CCE	G	No
-------	--	--	-----	---	----

Turbochargers

6776HP - 775 HP

PT88H - 1250 HP

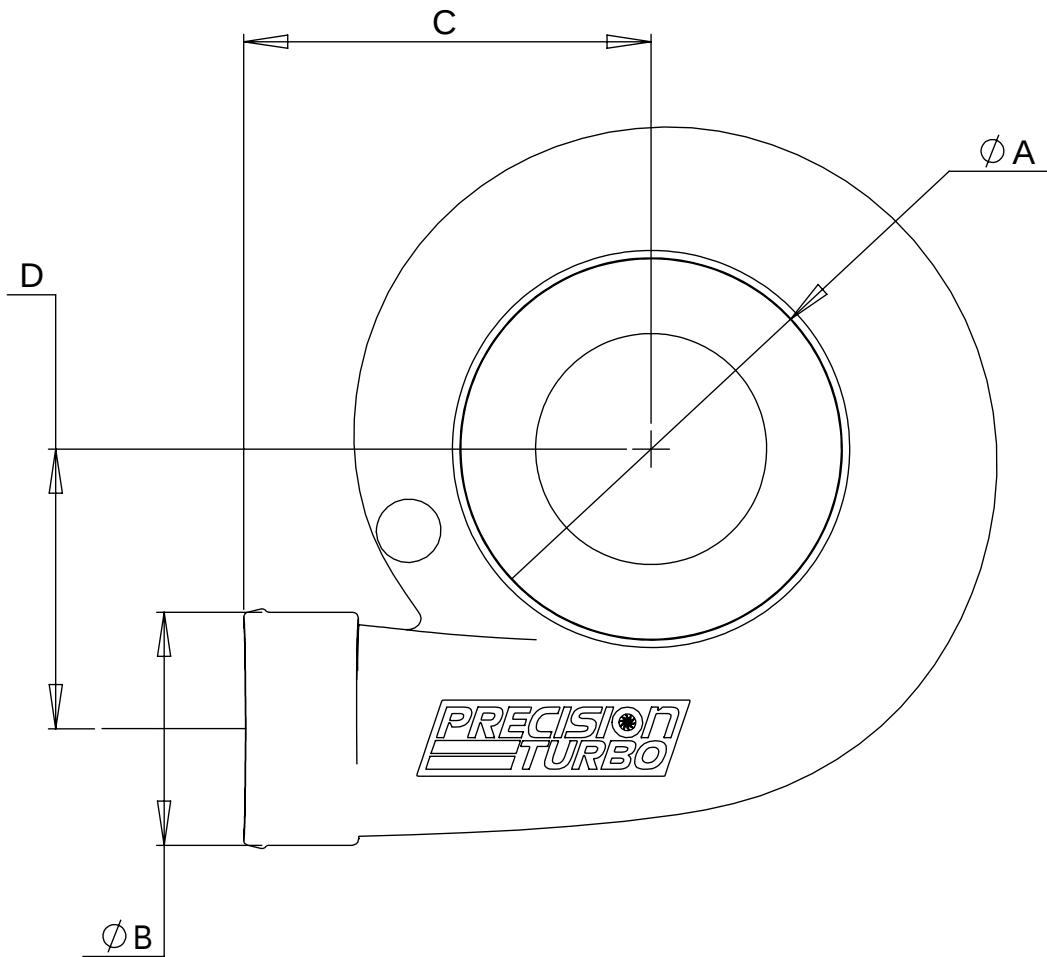


COMPRESSOR COVER OPTIONS

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



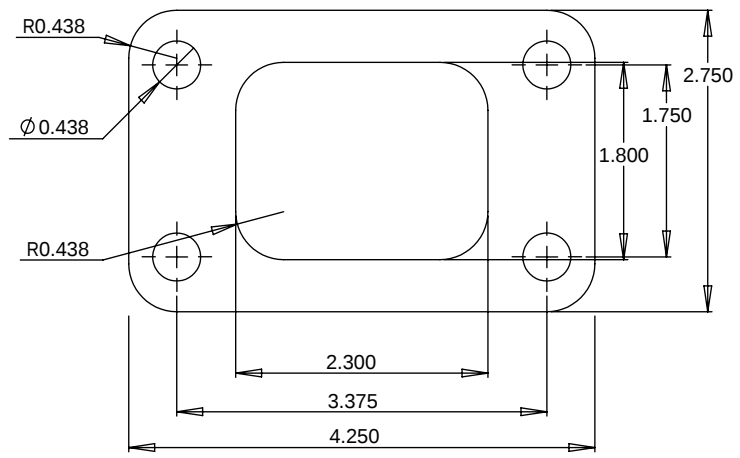
Compressor Cover	A Inlet	B Outlet	C	D	Ported Shroud Available
CCB	2.8"	2.0"	4.25"	2.25"	No
CCE	3.0"	2.0"	4.35"	2.25"	No
CCS	4.0"	2.5"	4.35"	3.0"	Yes
CCH	4.0"	3.0"	5.45"	3.1"	Yes
CC42	5.0"	4.2 V-Band	4.85"	4.25"	Yes
CC10	5.0"	4.2 V-Band	4.8"	4.95"	Yes
CCP	7.0"	4.0"	5.75"	5.45"	Yes*

**Only available on specific models*

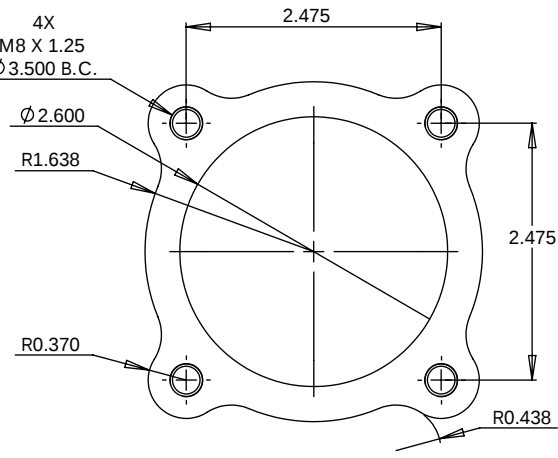
TURBINE HOUSING OPTIONS

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/R's.

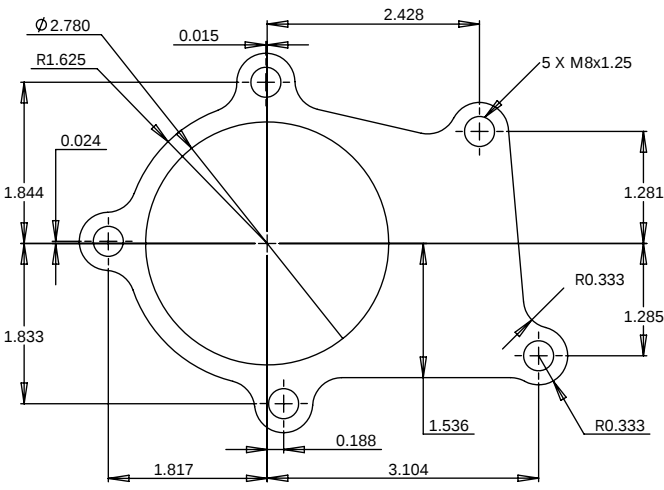
T3 Inlet



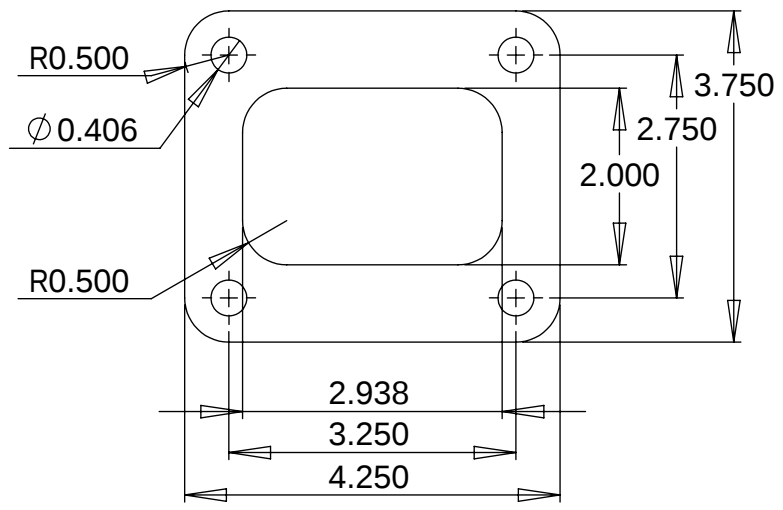
T3 4-Bolt Discharge



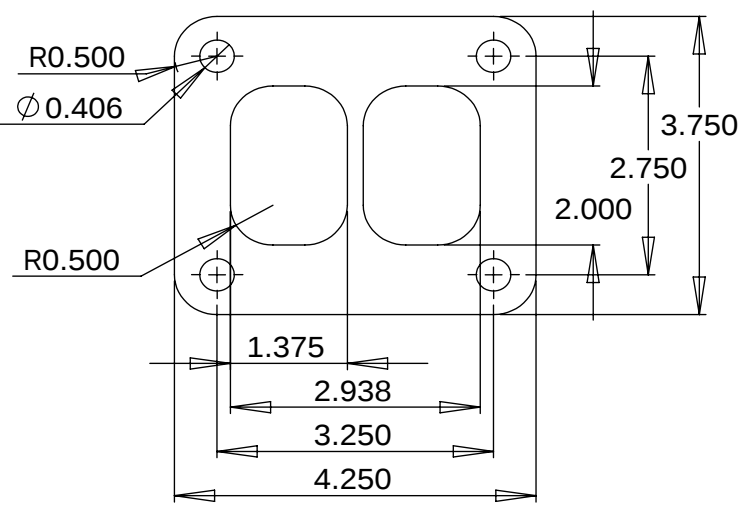
T3 5-Bolt Discharge



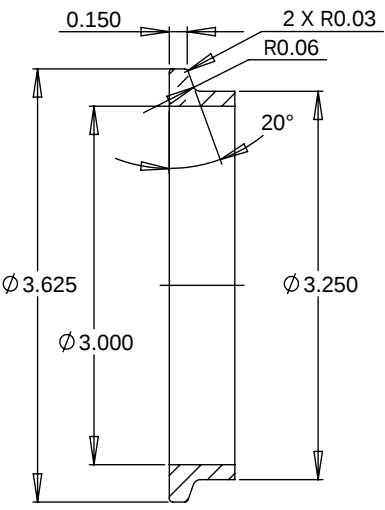
T4 Inlet



T4 Divided Inlet



T4 Discharge



Style

A/R's

Group A CEA 58	
MITSU	0.63 (W, WD, N)
BUICK	0.63
GMC Syclone/Typhoon	0.85
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
SS V-Band In/Out	0.82
T4 V-Band	0.58

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
SS V-Band In/Out	0.82
T4 V-Band	0.58, 0.68
T4 V-Band Divided	0.64, 0.82

Style

A/R's

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 D CEA 70

T3 V-Band	1.06
T4 V-Band	0.68, 0.81, 0.96
T4 V-Band Divided	1.0, 1.15, 1.32

Group E HPS

T4 V-Band	0.81, 0.96
-----------	------------

Group F CEA Pro Mod

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

Group G 57

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 I PT28

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

Group J PT30

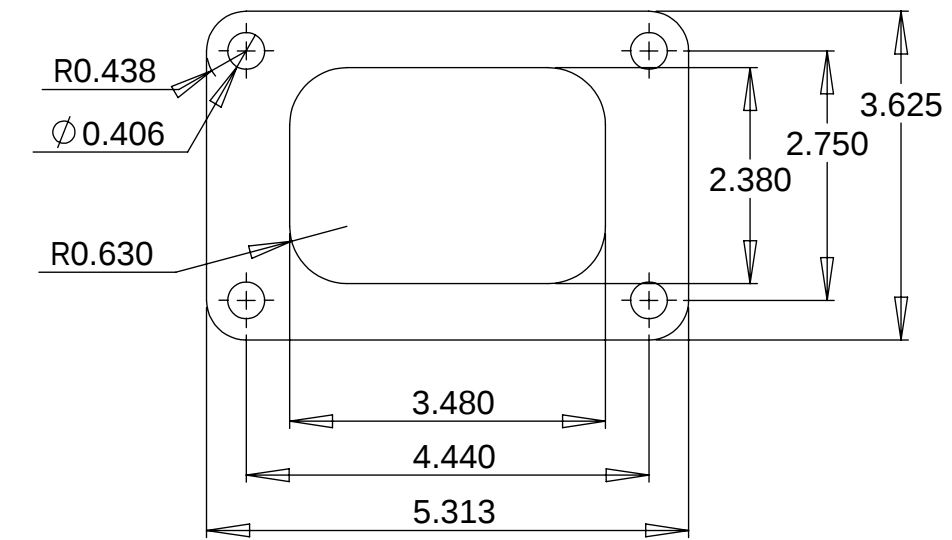
T25	0.64, 0.86
T3 4-Bolt (3")	0.63, 0.82, 1.06
T3 5-Bolt	0.63 (W)
V-Band In/Out	0.64, 0.82

Group K PT35

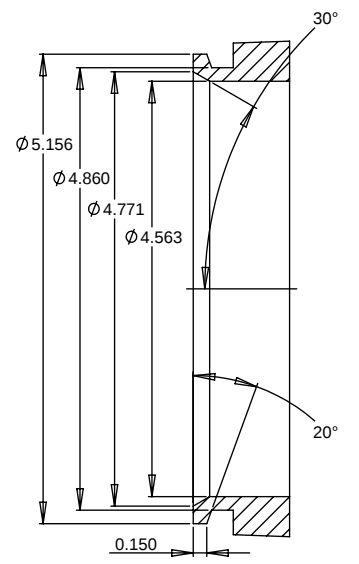
T3 4-Bolt (2.5")	0.63, .082
T3 4-Bolt (3")	0.63, .082, 1.06
T3 5-Bolt	0.63 (W)
T4 V-Band	0.68, 0.81

Turbochargers
Accessories
Boost Control
Intercoolers
Air/Fuel Delivery
Electronics
Torque Converter
Lubricants

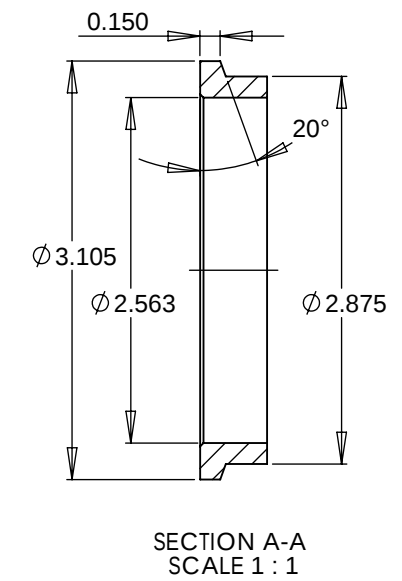
T5 Inlet



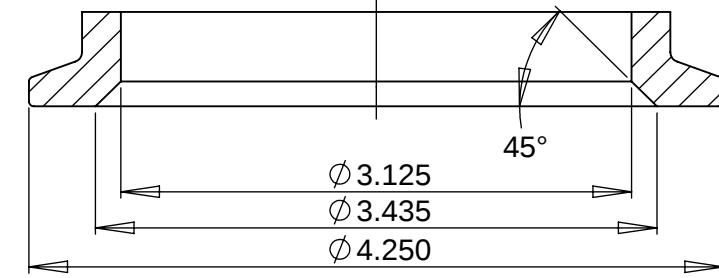
T5 Discharge



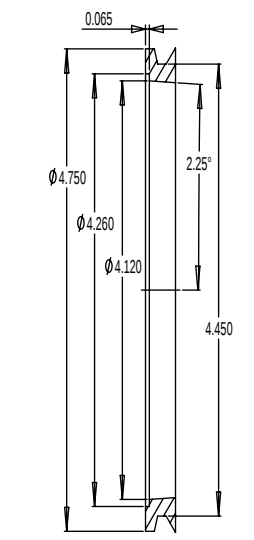
THGT V-Band Discharge



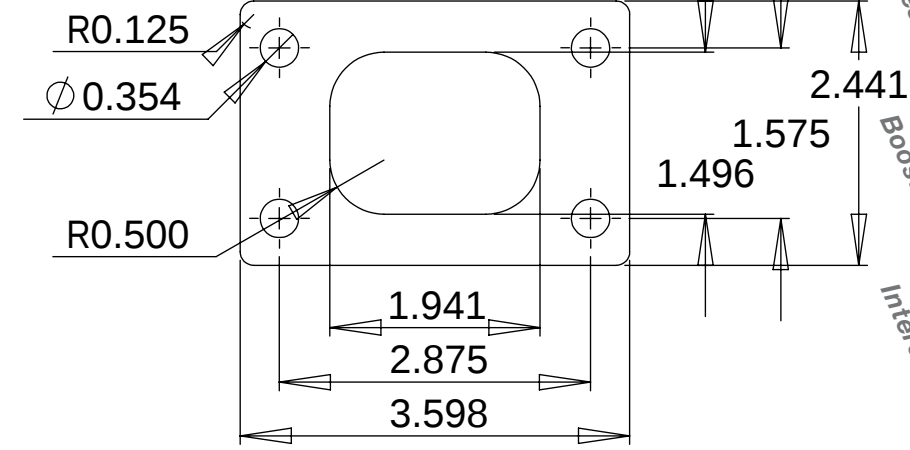
Pro Mod Inlet



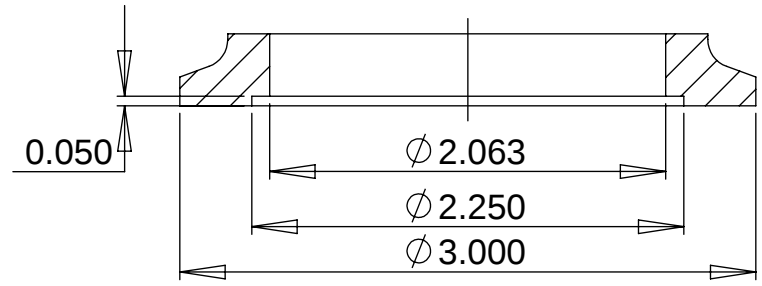
Pro Mod Discharge



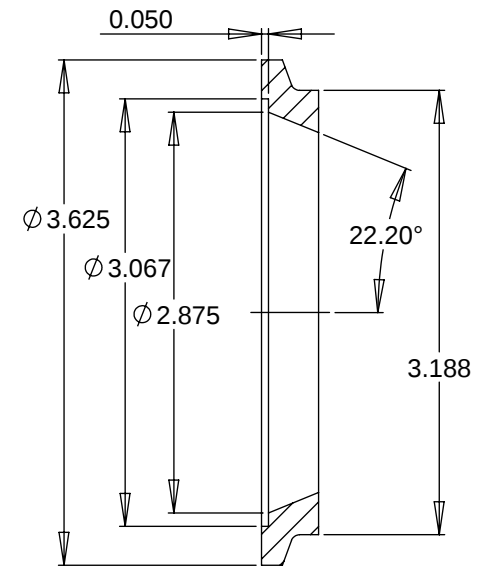
T25 Inlet



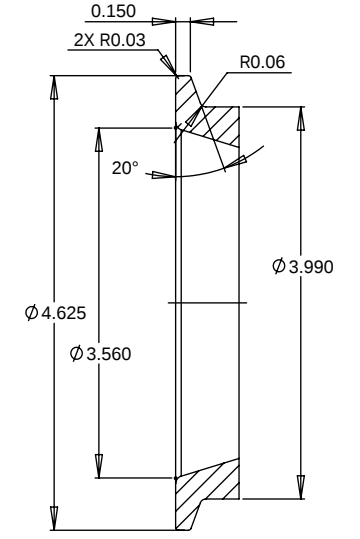
THV Inlet



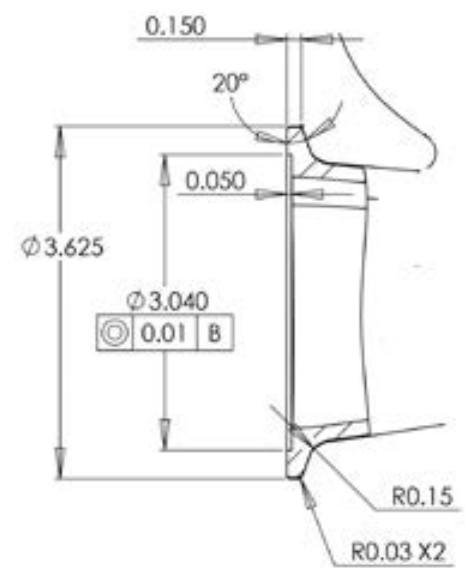
THV Outlet



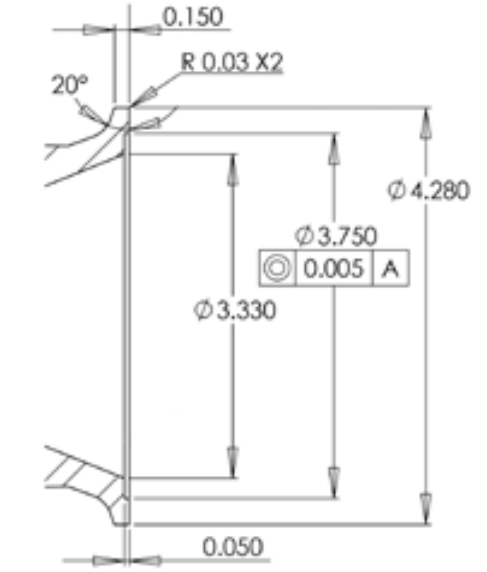
Sportsman Discharge



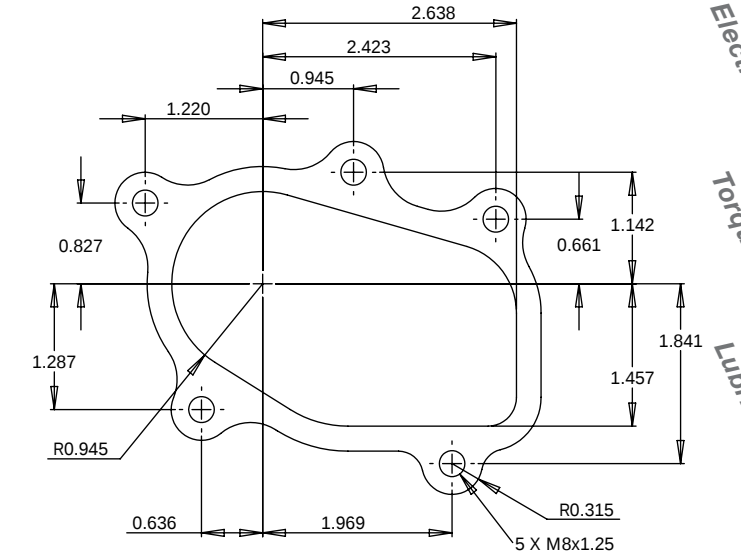
V-Band Inlet



V-Band Outlet



T25 Discharge



Turbochargers
Accessories
Boost Control
Intercoolers
Air/Fuel Delivery
Electronics
Torque Converter
Lubricants



FLANGES & ELBOWS



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

TURBOCHARGER ACCESSORIES

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



CLAMPS & HOSES



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	GT42 Turbine Discharge Flange	V-Band
PTP071-1041	GT42 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

Turbochargers
Accessories
Boost Control
Intercoolers
Air/Fuel Delivery
Electronics
Torque Converter
Lubricants

PRECISION 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.

66mm Wastegate

46mm Liquid-Cooled Wastegate

40mm Wastegate

39mm Wastegate

**NEW FOR 2017
IS THE PRO SERIES
CO² 66MM WASTEGATE.**
**SEE PAGE 15 FOR
PRODUCT DETAILS.**

BLOW OFF VALVES (BOV) & BOOST CONTROLLER

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.

TIAL 50MM BLOW OFF VALVE

This 6061 aluminum alloy, CNC-machined blow off valve features a 50.5mm valve with excellent flow capacity for supercharged or turbocharged applications. The Viton O-ring valve seal is clamped in place to prevent sticking to the seat, while the valve stem and guide are Teflon-lubricated and hard anodize-coated for wear resistance.



NLR AMS-2000 BOOST CONTROLLER

The AMS-2000 is the secret the top teams are using! NLR's AMS-2000 boost controller features 10 control strategies and 6 predefined data logging channels and overlay capability. Additionally, the laptop-based auxiliary channel control, G-meter, and offset capabilities that are available in the PRO unit can be enabled at a later date.



Turbochargers
Accessories

Boost Control
Intercoolers

Air/Fuel Delivery
Electronics

Torque Converter
Lubricants

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.



Custom Built Air-to-Air Intercooler

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 INTERCOOLERS

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)

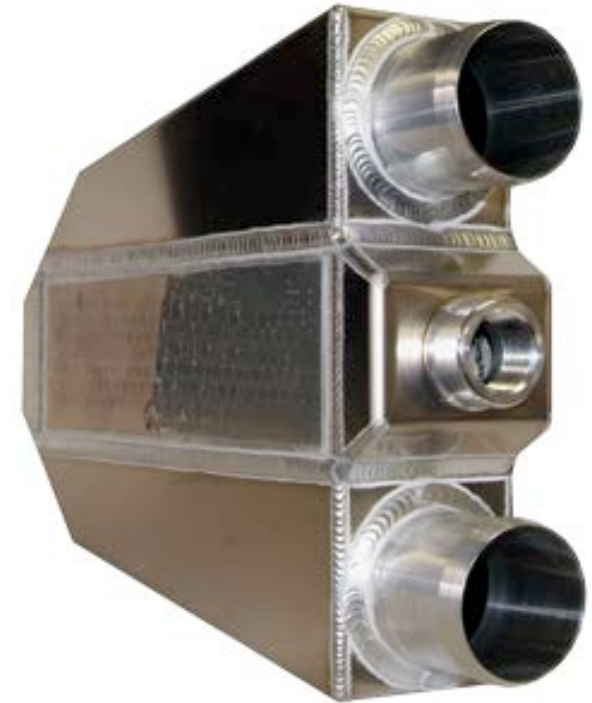
Precision spent countless hours working to identify and understand you truck and tractor pulling needs. This extremely effective 6.4L replacement intercooler offers a 150°F intake temperature drop over the stock OEM intercooler and virtually zero boost loss –it's a must-have for any 2008-2010 Powerstroke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

INTERCOOLERS

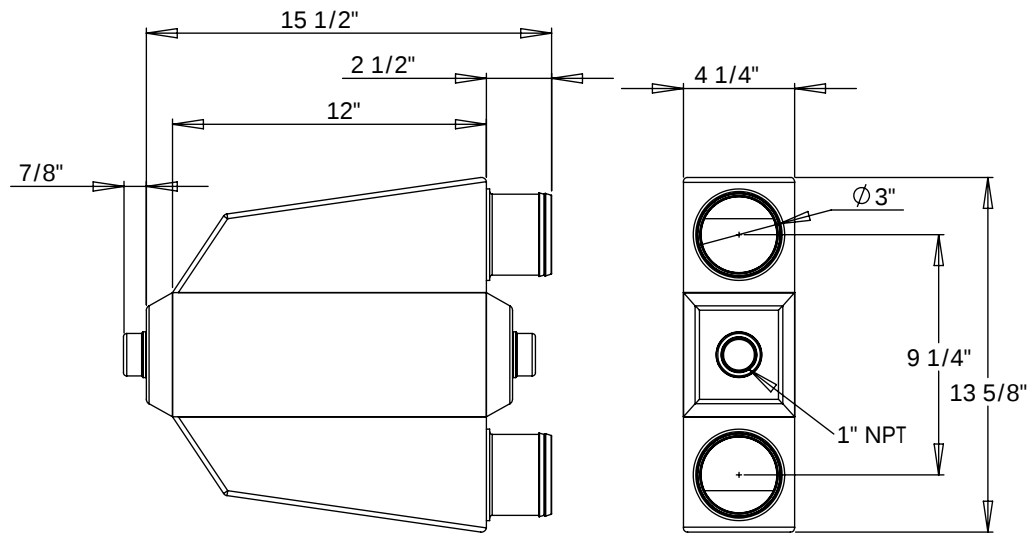
PRECISION LIQUID-TO-AIR
INTERCOOLERS

ALL INTERCOOLERS CAN BE CUSTOMIZED
TO HAVE OPPOSING END TANKS

PT1000



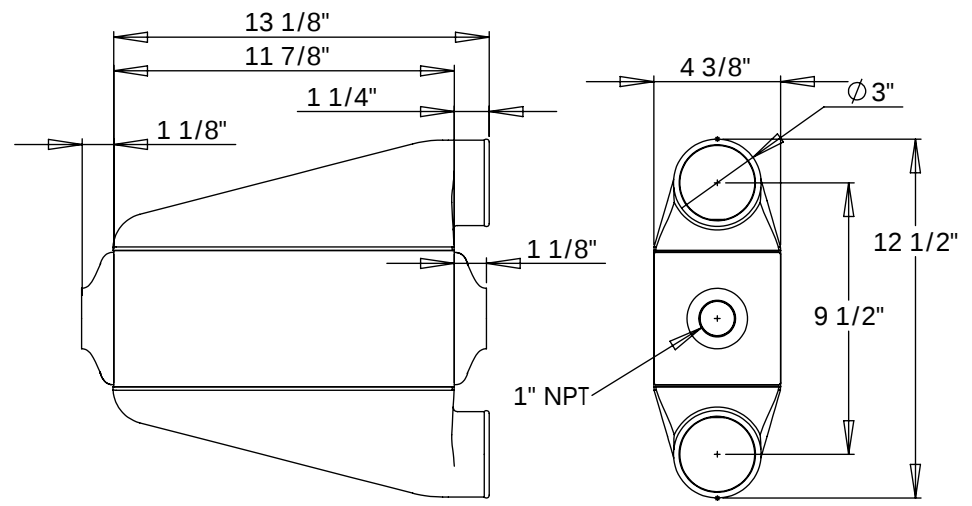
Precision has been an industry leader for years by constantly innovating and developing cutting-edge technology for its heat exchanger products. From the street to the strip, PTE's liquid-to-air intercoolers have been behind the scenes in many of the sport's best known, record-setting turbocharged and 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.



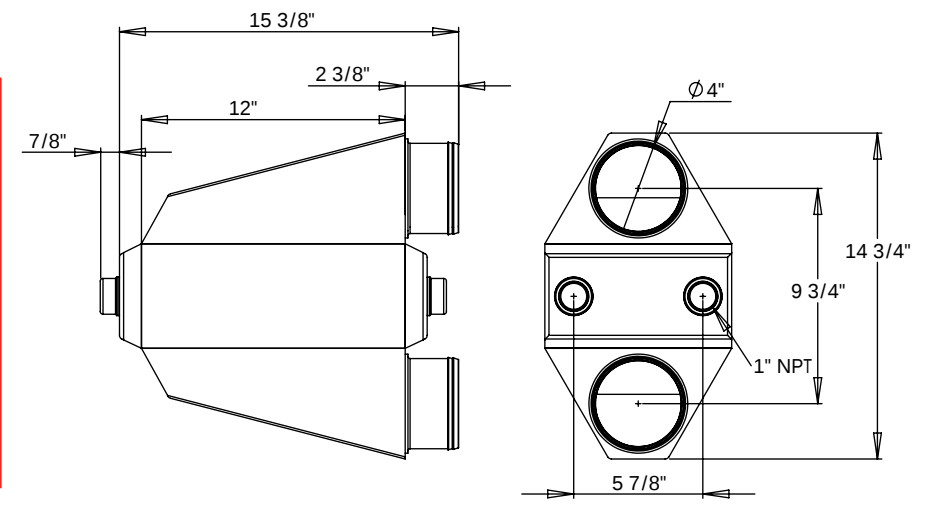
PT1001



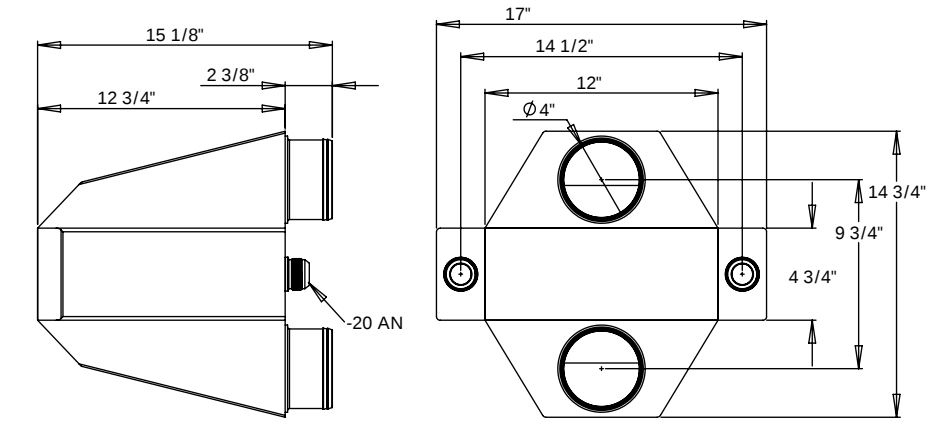
Shown with flipped air tanks.



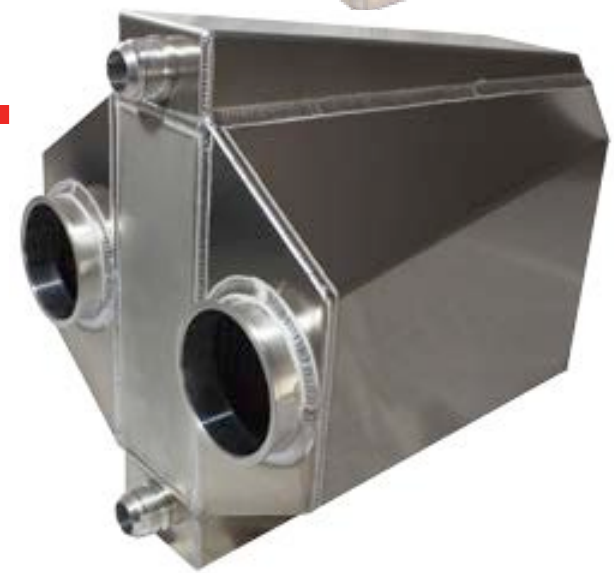
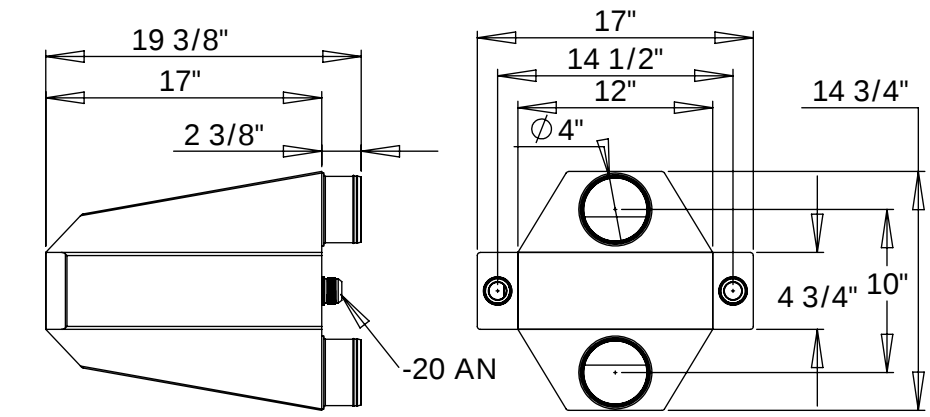
PT2000



PT3000



PT4000



- Turbochargers
- Accessories
- Boost Control
- Intercoolers
- Air/Fuel Delivery
- Electronics
- Torque Converter
- Lubricants



PRECISION 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

Domestic 225lb/hr
Fuel Injectors

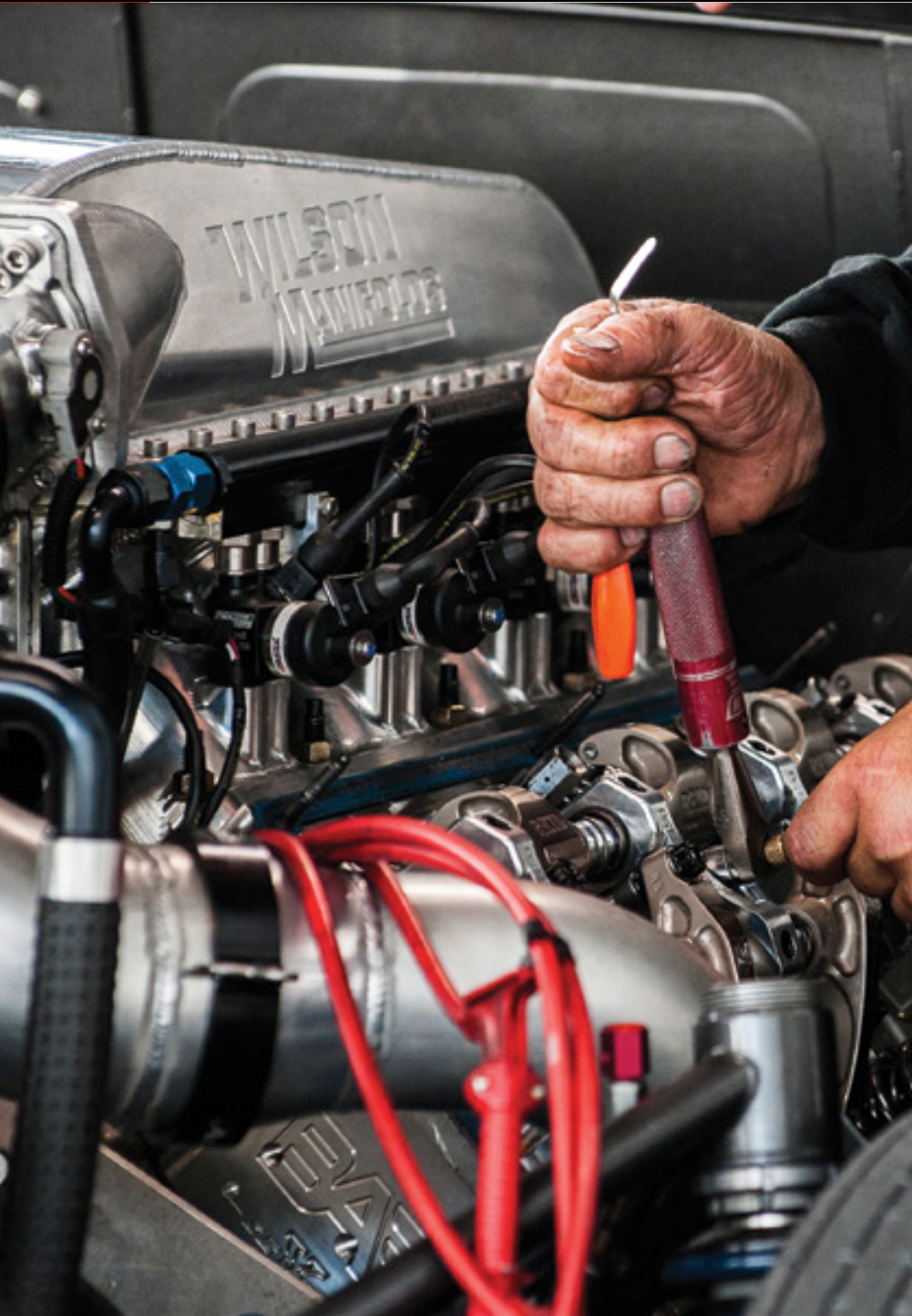
Image on the far left shows the 550lb Precision Proinjector in the testing flow stage. Image to the lower right shows the injectors in use on the Precision Turbo Pro Mod, that competed in this year’s NHRA season and won in Norwalk, OH with Billy Glidden behind the wheel.

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



Turbochargers
Accessories
Boost Control
Intercoolers

Air/Fuel Delivery
Electronics
Torque Converter
Lubricants

AEROMOTIVE

SERIOUS FUEL SYSTEMS

The **AEROMOTIVE SPUR GEAR PUMP** is the latest and largest gear pump in the Aeromotive family. This pump features a contoured and coated body, thrust plates, & gear sets to reduce cavitation and increase longevity. From John Hale's Nostalgia Funny Car to countless Pro Mod cars, the new spur gear pump has undergone extreme testing. These relationships as well as serious research and development ensure the utmost performance and reliability under the harshest environments. Built to the strictest of standards, these pumps are sure to live up to everything you expect from Aeromotive products. Available in a complete range of flow ratings, and NHRA/IHRA certifiable options.

The Aeromotive Spur Gear line offers an assortment of inlet and outlet attachments, as well as three different sized distribution blocks to ensure proper plumbing and configuration. Mount with either a 3 or 4 bolt flange or a V-band adapter.

BRUSHLESS PRO-SERIES FUEL PUMP

- Engineered from ground up to be the best performing electric group from Aeromotive ever.
- Spur Gear design paired with brushless motor

3.4 GPM @ 60PSI @ 13.5VDC

Gas	Naturally Aspirated	Forced Induction
Fuel Injected	2,500HP	1,900HP
Carb	2,600HP	1,950HP

3.0 GPM @ 60PSI @ 12VDC

E85	Naturally Aspirated	Forced Induction
Fuel Injected	1,700HP	1,350HP
Carb	1,800HP	1,400HP

Brushless Pro-Series Fuel Pump

NEW FOR 2017!



Spur Gear Pump



Weldon racing pumps were developed using 68 years of aerospace/military experience, materials and technology to deliver high-flow, high-pressure fuel to racing engines with unprecedented reliability. Weldon's internal pumping elements are made of high speed tool steel and bronze to result in the longest lasting, highest quality, most durable pumps available.

WELDON D2025-A

- Handles 800HP to 1400HP
- Precise, consistent fuel delivery
- Self priming
- Pump element is 100% tool steel
- Body machined from billet aluminum
- All billet body pumps are 100% serviceable
- Breakaway coupling prevents pump / motor damage in the event of contamination
- For carbureted or injected engines
- -8 inlet and outlet o-ring ports

PRECISION TURBO FUEL PRESSURE REGULATORS

ADJUSTABLE BILLET FPR UNIVERSAL, DUAL INLET/SINGLE RETURN A well planned out fuel system is crucial to ensure you get the best performance possible from your car or truck. Precision's fuel pressure regulators (FPRs) offer excellent flow capacity, superb adjustability and unbeatable durability. Precision's FPRs use the most advanced materials and technology available to the market to ensure consistent performance no matter where you race.

PTE's Fuel Pressure Regulators feature the following:

- Pressure adjustable from 35-70 PSI
- Compatible with gasoline and alcohol
- All necessary accessories for installation

You've spent countless hours picking out the best parts for your car, so make sure you have the perfect fuel pressure regulator to match. Ideal for all applications naturally aspirated or forced induction, Precision Turbo and Engine's FPRs are the standard by which all others are judged.



Turbochargers
Accessories
Boost Control
Intercoolers
Air/Fuel Delivery
Electronics
Torque Convert
Lubricants



ACCUFAB BUICK GRAND NATIONAL THROTTLE BODIES

CNC Machined, Billet Aluminum, Hardware & Gaskets Included

PEP024-1005	65mm Throttle Body (TB)	1986-87
PEP024-1008	70mm TB	1986-87

ACCUFAB FORD MUSTANG THROTTLE BODIES

CNC Machined, Billet Aluminum, Hardware & Gaskets w/ Most Units

PEP024-1026	65mm Throttle Body (TB)	1986-93
PEP024-1029	65mm TB Race	1986-93
PEP024-1032	70mm TB	1986-93
PEP024-1035	70mm TB Race	1986-93
PEP024-1040	75mm TB	1986-93
PEP024-1043	75mm TB Race	1986-93
PEP024-1046	75mm 2V TB	1996-04
PEP024-1048	80mm TB Race	1986-93
PEP024-1050	85mm TB Race	1986-93
PEP024-1052	90mm TB Race	1986-93
PEP024-1054	90mm Wiggins Clamp TB Race	1986-93
PEP024-1055	90mm Wiggins Clamp TB Kit	1986-93
PEP024-1056	105mm Full TB Race	1986-93
PEP024-1057	105mm Clamshell TB	1986-93
PEP024-1059	125mm V-Band TB	1986-93
PEP024-1060	Cobra & Bullitt Ellipse TB	1996-98
PEP024-1061	Special Cobra Oval TB	1996-98
PEP024-1062	Cobra TB & Power Inlet	2003

Don't see what you're looking for? No worries, the entire Accufab product line is available to us.

Accufab and Wilson Manifolds throttle bodies are all developed using the latest computer modeling software and test equipment. Made from high-quality billet aluminum, Accufab and Wilson Manifolds throttle bodies yield the maximum flow per square inch of cross-sectional area for maximum power for any given throttle body type and size.



BUICK GN 65MM THROTTLE BODY

This throttle body is specifically designed as a direct bolt on for use on the 1986-1987 Buick Grand National 3.8L V6.



UNIVERSAL 125MM THROTTLE BODY

This throttle body may be used with an intake manifold featuring a 4.5" bolt center to bolt center square bolt pattern.

MUSTANG 5.0L 90MM RACE THROTTLE BODY

This 90mm upgrade will improve your Mustangs throttle response and horsepower. It's the perfect starting point for future modifications.



WILSON THROTTLE BODIES

CNC Machined, Billet Aluminum, Hardware & Gaskets with Most Throttle Bodies

PEP024-1500	65mm TB
PEP024-1502	70mm TB
PEP024-1504	75mm TB
PEP024-1506	80mm TB
PEP024-1508	90mm TB
PEP024-1510	95mm TB
PEP024-1512	105mm TB
PEP024-1544	123mm TB

PRECISION INTAKE PLENUMS

Whether you're searching for a plenum to use when converting your carbureted Small Block Chevy over to fuel injection or competing on the national level in Outlaw 10.5, Precision Turbo and Engine has a plenum adapter for you! Precision has been an industry leader in plenum technology since the late 1980s. Using the latest in Computational Fluid Dynamics software, PTE's plenums can be found on some of the fastest turbocharged and supercharged vehicles in the world.

	Inlet Size	Elbow	Orientation	Flange
PEP022-1008	65mm	N/A	Forward	Buick
PEP022-1009	65mm	N/A	Forward	Buick
PEP022-1010	70mm	N/A	Forward	Buick
PEP022-1011	70mm	N/A	Forward	Buick
PEP023-1005	90mm	100-degree	Forward	4150
PEP023-1006	90mm	90-degree	Forward	4150
PEP023-1008	90mm	90-degree	Sideways	4150
PEP023-1009	90mm	100-degree	Forward	4150
PEP023-1010	90mm	90-degree	Forward	4150



4-Barrel TB Racing Throttle Body

WILSON RACING THROTTLE BODIES

CNC Machined, Billet Aluminum, Hardware & Gaskets with Most Throttle Bodies

PEP024-1090	4-Barrel TB 4150 Black
PEP024-1094	4-Barrel TB 4500 Black
PEP024-1097	4-Barrel TB 4500 Polished
PEP024-1100	Dual 275 TB w/o Fuel Rail
PEP024-1536	4500 TB

75mm Throttle Body



90-Degree Forward PTE Plenum

Turbochargers

Accessories

Boost Control

Intercoolers

Air/Fuel Delivery

Electronics

Torque Converter

Lubricants

ELECTRONICS

PTE takes pride in being the ultimate one-stop-race-shop for all your high performance needs. From turbochargers, to heat exchangers, fuel injection, to electric management systems and more. We have a continuous inventory of everything you would need for your set-up. From the front end to rear quarter, PTE can help provide you with solutions to a successful and exciting experience behind the steering wheel.

ENGINE MANAGEMENT SYSTEMS



Based off the data collected from the BS3 Gen4 Pro Extreme unit, Harry was able to tune the car effectively and win multiple races with the PTE Pro Mod last season.



The **GEN4 PRO XTREME** (eXtreme Total Racing Engine Management Electronics) system will raise the bar once again just as the GEN3 PRO SEFI system impacted the performance aftermarket 10+ years ago. The GEN4 PRO EXTREME will quickly establish itself as the premier aftermarket engine management system of choice for race enthusiasts. With significantly improved compute engine (32 bit, 266 MHz Dual core processor) and on-board data acquisition (Dual, 4 GB SD cards) capabilities as well as a high speed Ethernet communication interface (100 Mb), the GEN4 PRO XTREME will prove to be an engine management system to stand the test of time.

The **BIG BAND WBO2 & TC MODULE** is the first of its kind real-time high-speed data acquisition system to incorporate four channels of WBO2, Thermocouple & Pressure measurements. It is the ideal solution to aid in the calibration of high performance carbureted or fuel injected engines. It can be used as a stand-alone data acquisition system or real-time WBO2 feedback system in conjunction with the GEN4 PRO XTREME to enable fine-tuning of individual cylinder A/F ratios. Multiple BIG BAND WBO2 & TC modules can be linked together via the integrated CAN protocol communication interface for 8 and 12 cylinder applications. Powered by a Dual core 32 bit, 266 MHz Dual core processor and utilizing high speed CAN and Ethernet communication (100 Mb) interfaces, the BIG BAND WBO2 & TC module will prove to be an integral part of any engine calibrator's high fidelity calibration tool box.

DATA MANAGEMENT



AEM's CAN Dash 7"



V-Net Dash App Module



The Infinity ECU has a lightning fast processor that performs 400 million instructions per second, making it capable of doing more, faster, in a more stable environment. Lambda controllers, boost control, nitrous control, launch control, DBW control, variable cam timing control, knock protection and multiple engine protection is included. Robust data logging is standard. Available in Series 3 for domestic crate engines/MEFI conversions, Series 5 and Series 7 for the ultimate IO and feature capabilities.

AEM's CAN Dash 7" (CD-7) and CAN Dash 7" Logging (CD-7L) digital dash displays feature a super bright, high contrast, sunlight readable display and include an integrated glare diffuser and shade hood so that they are readable in even the brightest daylight conditions. They are designed to accept channels from two CAN bus connections from two CAN bus connections from AEMnet enabled devices such as the Infinity ECU, Series 2 EMS or EMS-4, and 3rd party devices including PDMs, CAN sensor modules and programmable engine management systems. Available with and without logging, six total programmable pages, unlimited alarms and warning text and free DashDesign software is included!



IQ3D Drag Logger Dash

Racepak has a wide variety of products that incorporate the latest features and technology. The Bluetooth module and virtual dash app turns any smart device into an on-the-fly display by streaming data directly from any Racepak data recorder or digital dash. The Racepak Bluetooth V-Net module can be added to any Racepak V-Net system, and after downloading the Racepak Bluetooth App, data can be streamed instantly.

The IQ3D Drag Logger Dash is designed for the sportsman drag racer looking for a compact, all-in-one solution. It combines the look and feel of our popular IQ3 dash with a robust, built-in data logger. Information is displayed on four user-definable pages and recorded data is stored on a microSD memory card located on the face of the dash for easy access.



Infinity Series 3



Infinity ECU

1st Control
Intercoolers
Air/Fuel Delivery

Electronics

Torque Converter
Lubricants



DeWayne Mills



Larry Morgan



Dan Fletcher

IGNITION WIRES

AFIS wire set applications and high-performance fuel and igiton system components for street and race cars!

The **AFIS** 8.5mm ignition wires are engineered for high performance street and race applications. With only 50 ohms per foot of resistance **AFIS** ignition wires deliver more energy to the spark plug.

While the spiral core design allows for maximum RF/EMI suppression virtually eliminating noise issues with other electronics in the vehicle. The superior outer jacket is designed to resist the harsh under hood conditions. **AFIS** wires are just as at home on a top fuel dragster or NASCAR as they are on a street rod or daily driver. *Let us show you the **AFIS** difference!*

- Superior 8.5mm outer jackets resist cuts/tears, heat and dielectric failure
- 50 ohms per foot of resistance promotes more spark energy at the plug
- Spiral-core design offers maximum RF/EMI noise suppression
- Stainless steel terminals ensure durability and dependability in any environment
- **Made in the USA**



From the street to the race track you can count on **AFIS** to exceed your expectations! **AFIS** offers 8.5mm wire sets to fit a wide range of popular applications; including AMC, GM, Ford, and Chrysler. *If custom fit is more your style, universal cut-to-fit wire sets are also available!*

AMERICAN MOTORS

Year	Application	Engine	PN#
1967-87	AMC ALL V-8's w/Conventional Dist. Cap	237-290-304-343-360-390-401	850100
1967-87	AMC All V-8's with HEI Dist. Cap	237-290-304-343-360-390-401	850101

BUICK/ OLDSMOBILE/ PONTIAC

Year	Application	Engine	PN#
1964-74	Buick, Small Block w/ Conventional Dist. Cap	300-340-350	850200
1975-80	Buick, Small Block w/ HEI Dist. Cap (Riveria, Electra, LaSabre)	300-340-350	850201
1977-86	Buick, Small Block w/ HEI Dist. Cap (Century, Regal, Electra)	267-305-350	850305
1967-74	Buick, Big Block w/Conventional Dist. Cap	400-430-455	850202
1975-76	Buick, Big Block w/HEI Dist. Cap	455	850203
1984-87	Buick GN, T-Type, Turbo T, Riveria, (1989) Trans Am, Turbo	3.8 (231)	850205
1964-86	Oldsmobile, V-8 w/Convential Cap.	260-307-330-350-371-394-400-403-425-455	850400
1975-86	Oldsmobile, V-8 w/HEI Cap.	260-307-350-403-455	850401
1959-74	Pontiac, V-8 w/Conventional Cap	265-301-326-350-370-380-400	850400
1959-74	Pontiac, V-8 w/HEI Cap	265-301-326-350-370-380-400	850401
1992-97	LT1 Engine, Firebird (Formula, Trans Am)	5.0(305)-5.7(350)	850307
1998-02	LS Engine Car, Trans Am, G8, GTO, GXP, Etc.	LS1-LS2-LS3-LS4-L76	850309

CADILLAC

Year	Application	Engine	PN#
1975-80	Cadillac, V8 w/HEI Dist. Cap	350-350R	850201
2004-14	LS Engine Car, CTS, CTS-V	LS2-LS6-LSA	850309
2009-14	LS Engine, Escalade	5.3-6.0-6.2	850311
2015+	EcoTec3 Engine, Escalade	6.2 (L86)	850309

CHRYSLER/ DODGE/ PLYMOTH

Year	Application	Engine	PN#
1964-03	Chrysler-Dodge, Small Block w/Conventional Cap	273-318-340-360	850600
1964-03	Chrysler-Dodge, Small Block w/HEI Cap	273-318-340-360	850603
1963-78	Chrysler-Dodge, Big Block w/Conventional Cap	383-400-413-426-440 RB	850602
1963-78	Chrysler-Dodge, Big Block w/HEI Cap	383-400-413-426-440 RB	850605
1966-71	Chrysler-Dodge, HEMI w/ Conventional Cap	426 HEMI	850604
2003-05	Dodge, HEMI, Ram, Durango	5.7 HEMI	850601

Turbochargers
Accessories
Boost Control
Intercoolers
Air/Fuel Delivery
Electronics
Torque Converter
Lubricants

CHEVROLET/ GMC/ HUMMER			
Year	Application	Engine	PN#
1967-74	Cars/Trucks, Small Block w/ Conventional Cap. Wires over vavle covers	302-307-327-350	850300
1967-74	Cars/Trucks, Small Block w/ HEI Cap. Wires over vavle covers	302-307-327-350	850301
1967-72	Cars/Trucks, Big Block w/ Conventional Cap	366-396-427-454	850302
1967-72	Cars/Trucks, Big Block w/ HEI Cap	366-396-427-454	850303
1975-92	Cars/Trucks, Small Block w/ HEI Cap (Camaro, Malibu, Blazer, Etc.)	267-305-350	850305
1955-67	Corvette, Small Block w/Conventional Cap, Under exhaust manifolds	265-283-327	850304
1968-74	Corvette, Small Block w/Conventional Cap, Under exhaust manifolds	327-350	850306
1975-94	Corvette, Small Block w/HEI Cap Under exhaust manifolds	305-350	850313
1965-74	Corvette, Big Block w/Conventional Cap	396-427-454	850308
1965-74	Corvette, Big Block w/HEI Cap	396-427-454	850315
1993-97	LT1 Engine, Camaro	5.0(305) - 5.7(350)	850307
1992-96	LT1 Engine, Corvette (Non ZR-1)	5.7(350)	850316
1997-15	LS Engine Car, Corvette (1997-13) Camaro, Impala SS, Etc.	LS1-LS2-LS3-LS4-LS6-LS7-LS9	850309
1999-14	LS Engine Truck/Van/SUV, Silverado, Avalance, Hummer, Etc. (Except 8.1L)	4.8-5.3-6.0-6.2	850311
2014+	LT1/LT4 Engine, Corvette, Camaro SS (2016-Up)	6.2(LT1/LT4)	850309
2015+	EcoTec3 Engine Truck/SUV, Silverado, Tahoe, Sierra, Yucon, Etc.	5.3(L83) - 6.2(L86)	850309

FORD/ LINCOLN/ MERCURY			
Year	Application	Engine	PN#
1960-95	Small Block w/Conventional Cap	221-255-260-289-302-335-351W	850700
1960-95	Small Block w/HEI Cap	221-255-260-289-302-335-351W	850701
1970-75	Small Block (335 Cleveland Series) w/HEI Cap	351C-351M-400M	850707
1958-76	FE Engines w/Conventional Cap (Except 427 Cammer)	332-352-360-361-390-396-406-410-427-428	850702
1958-76	FE Engines w/HEI Cap (Except 427 Cammer)	332-352-360-361-390-396-406-410-427-428	850703
1968-97	Big Block (385 Series) w/HEI Cap	370-429-460-514	850705
1984-93	Mustang GT/Cobra/Cobra-R, Truck/Van/Bronco (84-91) Mark VIII (TFI)	5.0 (302) - 5.8 (351W)	850701
1994-95	Mustang GT/Cobra/Cobra R, (TFI)	5.0 (302) - 5.8 (351W)	850711
1996-98	Mustang GT, Truck/Van, Expedition, Crown Vic, Town Car 16V	4.6 - 2 Valve	850715
1996-98	Mustang Cobra, (93-96) Mark VIII, 32V	4.6 - 4 Valve	850717

UNIVERSAL CUT-TO-FIT			PN#
Cut-to-Fit	Universal V8 set with 90° spark plug boot for HEI and Conventional Cap		850800
Cut-to-Fit	Universal V8 set with 180° spark plug boot for HEI and Conventional Cap		850801
Cut-to-Fit	Universal V8 set with 45° spark plug boot for HEI and Conventional Cap		850802

Why is a torque converter an important performance upgrade when installing a turbo system?



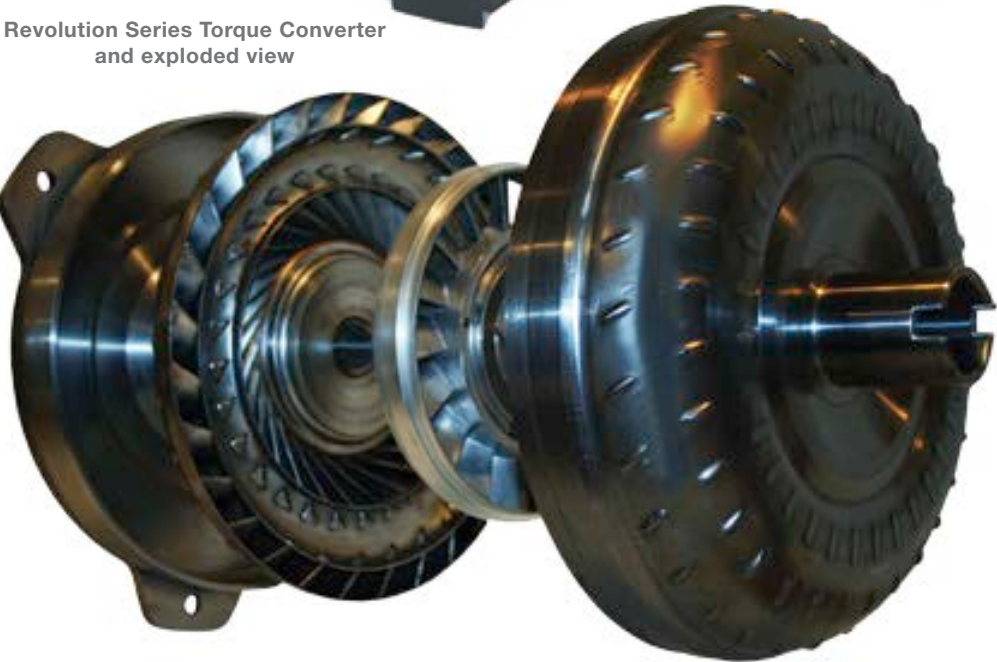
Theoretically, for maximum acceleration, the stall speed of the torque converter should match the peak torque rpm of the engine. If a high performance engine makes power at a higher rpm, then a higher stall speed torque converter can put more power to the ground quicker. When the same vehicle has a turbo installed you want to make sure that you are transferring power to the ground at the best possible rpm and best boost levels. If the stall speed of the torque converter is too low there can be some associated “turbo lag”, or delay, until the engine rpm comes up and the turbo starts to build boost. The aftermarket performance converter that is properly matched to the turbo system will allow for maximum acceleration. In many cases a performance torque converter will take .4 - .6th’s off of your quarter mile ET with no loss of drivability.

PROTORQUE REVOLUTION SERIES	
PTC100-0005	Rossler/ATI/10”MP1
PTC100-0010	Rossler/ATI/10”MP2
PTC100-0015	Rossler/ATI/10”MP3
PTC110-0005	TH400/PG 30 Spline (Small Shaft)/10” MP1
PTC110-0010	TH400/PG 30 Spline (Small Shaft)/10” MP2
PTC110-0015	TH400/PG 30 Spline (Small Shaft)/10” MP3
PTC110-0020	TH400/PG 30 Spline (Small Shaft)/10” MP4
PTC120-0005	Coan/Lenco 1.125” Spline/10” MP1
PTC120-0010	Coan/Lenco 1.125” Spline/10” MP2
PTC120-0015	Coan/Lenco 1.125” Spline/10” MP3
PTC130-0005	30 Spline LPET/9.5” MP1
PTC130-0010	30 Spline LPET/9.5” MP2
PTC130-0015	30 Spline LPET/9.5” MP3

Please Note: Consultation is highly recommended for competition use! This upgrade is a “must have” for any serious racer using nitrous as their power-adder of choice! Also Stocking EV1 Converters.



Revolution Series Torque Converter and exploded view



Turbochargers

Accessories

Boost Control

Intercoolers

Air/Fuel Delivery

Electronics

Torque Converter

Lubricants



LUBRICANTS

All lubricants shown on this page also come in a 320 gallon tote option.



with **Boosted Technology**

All Lubricants Are NOT Created Equal

Most lubricants are made using the lowest grade base oil and additives in order to meet a minimum API spec and increase profit margin. HPL Lubricants uses ONLY the highest quality material regardless of cost. Our full synthetic base oil and Boosted Technology additive packages create maximum anti-wear and shear protection. Superior anti-foam and increased alkalinity help prevent rust/corrosion and extend oil life. You can trust HPL to provide the unsurpassed protection you depend on.

Driving Force

As Precision Turbo continues to grow and engineer new technology we realize the need for better lubricants. Turbochargers operate at high temperatures and extreme RPM, having oil that remains stable in such a harsh environment is crucial. The benefits of HPL lubricants are not limited to turbo charged vehicles; it's just as effective on a daily driver as it is on a dedicated race car. Providing our customers with superior products that enables them to race more and spend less is the driving force behind HPL Lubricants.

- Proprietary Boosted Technology Additive Packs
- Maximum Anti-Wear and Increased Shear Capability
- Superior Anti-Foam and Corrosion Protection
- Reduced Friction Coefficients Creates More Power
- Extended Oil Drain Intervals
- Prevents Sludge and Varnish
- Flat Tappet Camshaft Approved
- **MADE IN THE USA**

SYNTHETIC PERFORMANCE MOTOR OIL

Weight	Quart	Case (12 Quarts)	Pail (5 Gallons)	Drum (55 Gallons)
5W30	HPL0530	HPL0530-C	HPL0530-P	HPL0530-D
5W30 (Diesel)	HPL0530DI	HPL0530DI-C	HPL0530DI-P	HPL0530DI-D
5W40	HPL0540	HPL0540-C	HPL0540-P	HPL0540-D
15W40 (Gas & Diesel)	HPL1540	HPL1540-C	HPL1540-P	HPL1540-D
20W50	HPL2050	HPL2050-C	HPL2050-P	HPL2050-D
50WT	HPL50WT	HPL50WT-C	HPL50WT-P	HPL50WT-D
60WT	HPL60WT	HPL60WT-C	HPL60WT-P	HPL60WT-D
70WT	HPL70WT	HPL70WT-C	HPL70WT-P	HPL70WT-D

SYNTHETIC AUTOMATIC TRANSMISSION FLUID

Weight	Quart	Case (12 Quarts)	Pail (5 Gallons)	Drum (55 Gallons)
Racing ATF, Type-F	HPLATFR	HPLATFR-C	HPLATFR-P	HPLATFR-D
European ATF	HPLATFEU	HPLATFEU-C	HPLATFEU-P	HPLATFEU-D
Dex/Merc	HPLATFDM	HPLATFDM-C	HPLATFDM-P	HPLATFDM-D

SYNTHETIC RACING MOTOR OIL

Weight	Quart	Case (12 Quarts)	Pail (5 Gallons)	Drum (55 Gallons)
0W3 Pro-Light	HPL003PL	HPL003PL-C	HPL003PL-P	HPL003PL-D
0W30 Pro-Light	HPL030PL	HPL030PL-C	HPL030PL-P	HPL030PL-D
50WT Racing Only	HPL50WTR	HPL50WTR-C	HPL50WTR-P	HPL50WTR-D
60WT Racing Only	HPL60WTR	HPL60WTR-C	HPL60WTR-P	HPL60WTR-D
70WT Racing Only	HPL70WTR	HPL70WTR-C	HPL70WTR-P	HPL70WTR-D
50WT Rotary Racing	HPL50WTRR	HPL50WTRR-C	HPL50WTRR-P	HPL50WTRR-D
60WT Rotary Racing	HPL60WTRR	HPL60WTRR-C	HPL60WTRR-P	HPL60WTRR-D

SYNTHETIC EUROPEAN LUBRICANTS

Weight	Quart	Case (12 Quarts)	Pail (5 Gallons)	Drum (55 Gallons)
5W30 European	HPL0530EU	HPL0530EU-C	HPL0530EU-P	HPL0530EU-D
5W30 European Diesel	HPL0530DI	HPL0530DI-C	HPL0530DI-P	HPL0530DI-D
10W60 European	HPL1060EU	HPL1060EU-C	HPL1060EU-P	HPL1060EU-D
European ATF	HPLATFEU	HPLATFEU-C	HPLATFEU-P	HPLATFEU-D

GEAR OIL

Weight	Quart	Case (12 Quarts)	Pail (5 Gallons)	Drum (55 Gallons)
75W90	HPL7590GO	HPL7590GO-C	HPL7590GO-P	HPL7590GO-D



Turbochargers
Accessories
Boost Control
Intercoolers
Air/Fuel Delivery
Electronics
Torque Converter

Lubricants

SYNTHETIC BREAK-IN MOTOR OIL

Weight	Quart	Case (12 Quarts)	Pail (5 Gallons)	Drum (55 Gallons)
5W30 Break-In	HPL0530BI	HPL0530BI-C	HPL0530BI-P	HPL0530BI-D
15W40 Break-In	HPL1540BI	HPL1540BI-C	HPL1540BI-P	HPL1540BI-D
0W10 Break-In	HPL010RBI	HPL010RBI-C	HPL010RBI-P	HPL010RBI-D

SYNTHETIC ROTARY RACING MOTOR OIL

Weight	Quart	Case (12 Quarts)	Pail (5 Gallons)	Drum (55 Gallons)
50WT Rotary Racing	HPL50WTRR	HPL50WTRR-C	HPL50WTRR-P	HPL50WTRR-D
60WT Rotary Racing	HPL60WTRR	HPL60WTRR-C	HPL60WTRR-P	HPL60WTRR-D

SYNTHETIC SHOCK OIL

Weight	Quart	Case (12 Quarts)
8WT	HPL08S	HPL08S-C
20WT	HPL20S	HPL20S-C

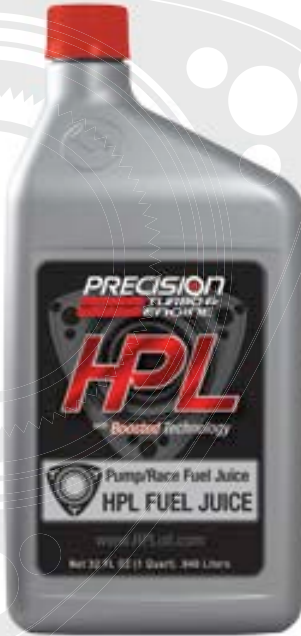
HPL FUEL JUICE

Fuel Juice is a superior, full synthetic fuel addative for gas, and alcohol. Alcohol fuel juice burns clean and virtually eliminates smoking.

Key Facts:

- Helps prevent rust and corrosion
- Long lasting chemistry protects for extended storage
- Decreases wear
- Lowers friction
- **MADE IN THE USA**

Type	Quart	Case (12 Quarts)
Pump & Race Gas	HPLGFJ	HPLGFJ-C
Alcohol/Methanol	HPLAFJ	HPLAFJ-C



SYNTHETIC HYDRAULIC ISO-46 OIL

Quart	Gallon	Case (12 Quarts)	4 Gallon Case	Pail (5 Gallons)	Drum (55 Gallons)
HPLHYD46	HPLHYD46-G	HPLHYD46-C	HPLHYD46-GC	HPLHYD46-P	HPLHYD46-D

WET BRAKE #46 TRANSAXLE OIL

Quart	Gallon	Case (12 Quarts)	4 Gallon Case	Pail (5 Gallons)	Drum (55 Gallons)
HPLWBT	HPLWBT-G	HHPLWBT-C	HPLWBT-GC	HPLWBT-P	HPLWBT-D

HPL ASSEMBLY LUBRICANT

HPL Assembly Lubricant will help insure your next build will stay lubed for the first time it fires.

Key Facts:

- Extreme load carrying capabilities
- Protects during startup
- Clings to parts
- Prevents metal to metal contact
- **MADE IN THE USA**

1 Bottle - 4 Fl Oz	25 Bottles - 100 Fl Oz
HPLASMLUBE	HPLASMLUBE-C

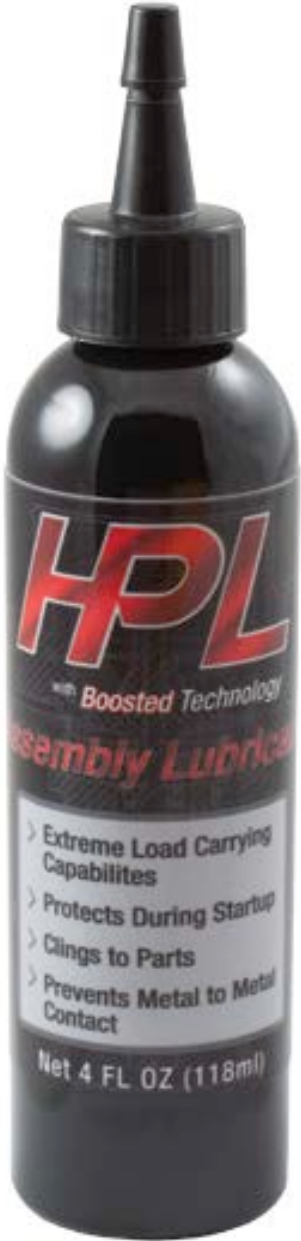
HPL GUN OIL

Treat your guns as good as you treat your engine while using our HPL Gun Oil.

Key Facts:

- Safe for all firearms
- Clings to parts
- Provides a moisture barrier that prevents rust and corrosion
- Cooler operating temperature
- **MADE IN THE USA**

1 Bottle - 4 Fl Oz	25 Bottles - 100 Fl Oz
HPLGUNOIL	HPLGUNOIL-C



WARRANTIES & POLICES

Warranty

Each Precision Turbo brand turbocharger is warranted to be free from manufacturer's defects for a period of 12 months or 12,000 miles, whichever occurs first, from date of original invoice. The Manufacturer's Warranty otherwise applies. Seller expressly disclaims all implied warranties of merchantability and/or fitness for a particular purpose.

Precision Turbo will repair or replace at its discretion any precision turbo branded product that proves defective in material or workmanship under normal installation, use and service.

This warranty does not cover damage or failure of components due to normal wear and tear. There is no warranty of any parts used in race applications or on products that have been physically altered, improperly installed or not maintained. Seller's warranty is in lieu of all other warranties, express or implied.