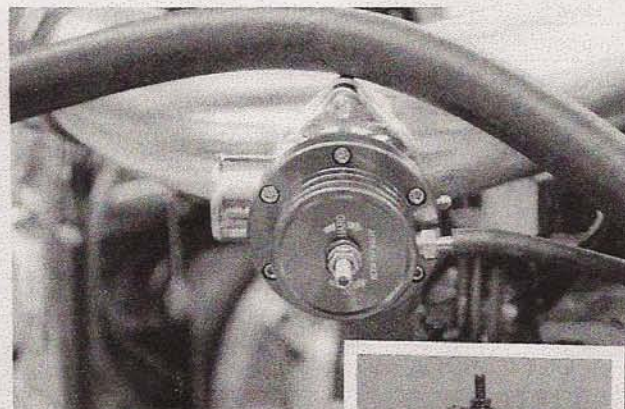


RPM	NON-INTERCOOLED		INTERCOOLED		INTERCOOLED		INTERCOOLED		INTERCOOLED		PRECISION 76MM		
	NA	6 PSI	6 PSI	6 PSI	9.5 PSI	14 PSI	14 PSI	14 PSI	14 PSI	14 PSI	14 PSI	14 PSI	
HP	LB-FT	HP	LB-FT	HP	LB-FT	HP	LB-FT	HP	LB-FT	HP	LB-FT	HP	LB-FT
2,600	153	308	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2,800	165	309	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3,000	179	313	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3,200	198	326	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3,400	216	334	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3,600	230	336	278	406	296	432	341	497	414	604	423	616	
3,800	246	340	293	406	323	447	372	514	444	613	461	637	
4,000	261	342	318	417	351	461	402	527	482	633	494	648	
4,200	274	343	337	422	371	464	426	533	512	640	526	658	
4,400	284	340	356	425	388	463	446	532	535	639	557	664	
4,600	291	332	368	420	401	458	462	527	554	632	582	664	
4,800	296	323	377	413	414	453	475	520	571	624	600	656	
5,000	295	310	387	406	423	444	488	513	582	612	616	647	
5,200	292	295	393	397	428	432	497	502	588	594	630	637	
5,400	288	280	394	383	431	419	500	486	592	576	636	619	
5,600	282	264	390	366	428	402	499	468	586	550	638	598	
5,800	273	248	386	350	426	386	500	452	585	530	634	574	
6,000	N/A	N/A	380	333	416	364	476	417	574	503	612	536	



> With our low-buck turbo in place, we mocked up the tubing required to feed boost through the intercooler to the stock throttle-body. Our tubing kit from CX Racing featured eight different bends (we were able to choose the combination), but the turbo system required only two 90-degree bends (one with a short leg) and a single straight section (shortened to fit).



> A high-flow blowoff valve opens to provide pressure relief during shifts or lift-throttle situations and is a necessity on high-boost/power applications. Without the valve, the pressure wave that flows back after slamming into the closed throttle-body would try to escape back out the turbo. Attempting to instantaneously stop or reverse the flow of an impeller spinning upwards of 100,000 rpm is not a good thing! Tension on the valve was adjustable via a set screw.



> We also purchased this 60mm wastegate from CX Racing that included a mounting flange and V-band clamps. You can route the exhaust from the wastegate back to the exhaust system, but we left it open for the dyno testing.

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