

IHI TURBO PERFORMANCE



Usage notes:

This product is intended to be used only on racing vehicles on closed courses, and not for use on roads or vehicles otherwise subject to emission control requirements. Please check legality of aftermarket products with your country, local state, county, city authorities before purchasing. In USA, this product should not be used on any vehicles that are registered or licensed for use on public roads.

This turbocharger can be used as a trustworthy heavy-duty stock replacement, or for competitions with modifications of engine and peripheral accessories.

PRODUCT FEATURES

This product has resistance to the common compressor surge which tends to occur at low/mid rpms of stock turbocharger. At high rpms, even at the same boost are much improved from stock turbocharger.

Totally, at any rpm over 3000, the boost is easier to generate quickly. Torque is smoother on the road and not as binary.

- Precise machined aluminum forged big compressor wheel
- The appropriate shaped larger compressor shroud adopts an abrade-able seal structure that further improves charging efficiency.
- Bolt-on Installation
- Gaskets are excluded
- Engine and peripheral parts modifications will be needed to soup up the performance more.

Installation: BOLT-ON

Recommend for racing vehicle: ECU Adjustment

Inlet & Exhaust Upgrade

Applicable model :

2004-2006 2.5L

(OEM TURBO UNIT MARKING: VF39)

(OEM P/N: 14411AA572)

2007 2.5L

(OEM TURBO UNIT MARKING: VF43)

(OEM P/N: 14411AA620)

2008-2019 2.5L

(OEM TURBO UNIT MARKING: VF48)

(OEM P/N: 14411AA700)

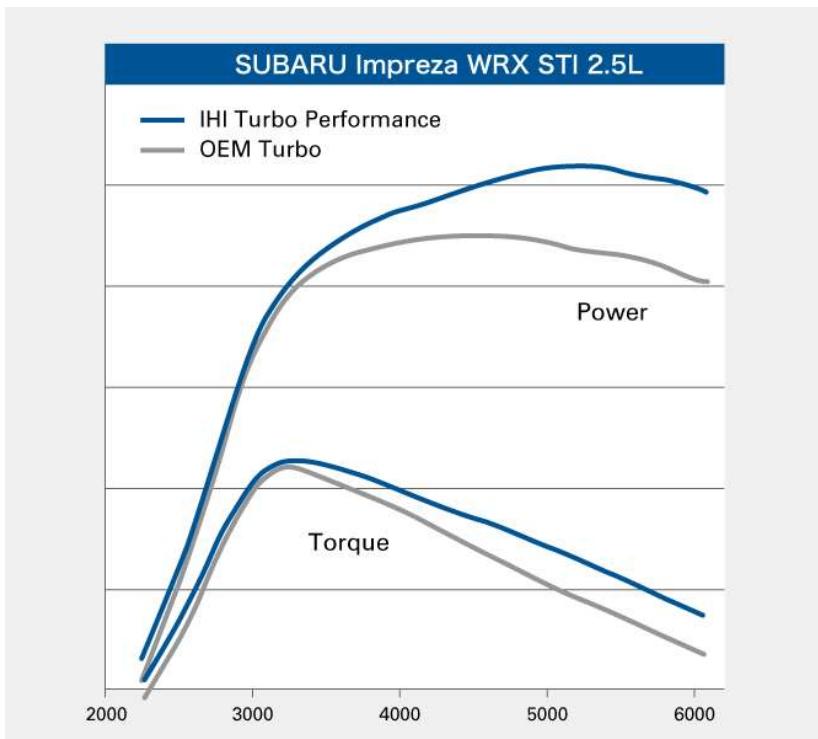
S. spec : 9F002

P/N : F56CAC-SP014

Turbo model	Assumed Max Power	Compressor Wheel		Turbine Wheel	
		In Dia (mm)	Ex Dia (mm)	In Dia (mm)	Ex Dia (mm)
OEM Turbo	-	46.5	60	53	48
IHI Turbo Performance	up to 380 ps	48.3	62	53	48

Assumed MAX Power : Approximates value from the maximum air volume of the compressor

OUTPUT



TEST CAR

2008 Impreza WRX STI (GR)

ENGINE

EJ25 (2.5L)

ECU

STOCK

FUEL SYSTEM

STOCK

IGNITION SYSTEM

STOCK

MODIFICATION

AIR FILTER , HEADER & EXHAUST SYSTEM, BOOST CONTROLLER.

Note

The results are an example. The output is not guaranteed.

ADJUSTMENT

1. Actuator

If the turbocharger unit which you select has the adjustable turn-buckle actuator, please use precise boost gauge and assure to fasten the nuts of the turn-buckle function when adjust it.

2. Boost pressure control

To control boost pressure, aftermarket boost controller is necessary separately.

In case of racing use:

If actual boost pressure will be increased much enough, although using boost controller, it caused by exhaust gas flow volume is exceeding wastegate capacity, and must keep back pressure with using smaller size exhaust pipes or must prepare additional wastegate function to fix it.

3. Engine control parameters

If the car is recommended to use regular gasoline originally, please feed premium gasoline when adjust ignition timing and so on to avoid engine blow caused by knock.

NOTE

- When attach this turbocharger, the car might be prohibited by car regulation depends on peripheral modification spec.
- This products aiming to make engine high performance and might make low durability.
- IHI Turbo do not take any responsibility or liability for any damage or loss caused through using the product.
- Installation instruction manual for each products is not included the products. Installation of the product should be performed by a person with appropriate qualifications and knowledge with follow the method described in the vehicle's service manual.
- The information posted on this web page is subject to change without notice.

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