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, VP, NMRA, NMCA, PSD, WORCA, ORSICA, 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 standalone 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!
Precision Turbo & Engine is a leader in Expertise and Innovation

Precision Turbo & Engine uses the latest 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 104 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!
PTE releases 100% engineered in-house turbochargers.

2007

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

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.

PTE named official turbocharger manufacturer for NHRA Pro Modified and DITTPA.

PTE announced the addition of all new, ultra high-flow GEA® (Competition Engineered Aerodynamics) turbine wheels.

PTE is first manufacturer of SFI Certified Turbos. Awarded first patent of bearing system.

PTE Boosted driver Troy Coughlin wins NHRA Pro Mod Championship.

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

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

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.

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

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.

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 286 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.

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; 30mm, 40mm and 60mm.

2011

PTE named official turbocharger manufacturer for NHRA Pro Modified and OTTPA.

PTE announced the addition of all new, ultra high-flow GEA® (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)
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!

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.
2016 PTE CHAMPIONS & RECORD HOLDERS

BRYANT GOLDSTONE
NHRA Pro Modified Rookie of the Year

DEWAYNE MILLS
NMCA Radial Wars Champion
NMCA Radial Wars ET Record Holder: 3.871
World’s Quickest Boosted RWV Vehicle: 3.76

JOEL GREATHOUSE
NHRA Pro Modified National ET Record Holder: 5.750

JACKY MCCARTY
NMCA Street Outlaw ET Record Holder: 4.349
NMCA Street Outlaw Top Speed Record Holder: 211.26 MPH

KEVIN FISCUS
Radial Tire ET Record Holder: 5.92
Radial Tire Top Speed Record Holder: 252 MPH

JACKIE ETCHEN
Novice Champion

JAMES WOO
Global Time Attack ET Record Holder: 3.83

KEVIN MCPHERSON
Dan Saitz
Hot Rod Drag Week Modified Power Adder Champion

JEFF LUTZ
Hot Rod Drag Week Unlimited Champion
World’s Quickest Street-Legal Car: 5.86 @ 251 MPH

JONATHAN GRAY
NHRA Pro Modified National ET Record Holder: 5.750

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

JOSH KLUGGER
NMCA Drag Radial Champion
NMCA Drag Radial ET Record Holder: 4.362
NMCA Drag Radial Top Speed Record Holder: 3.76

MADISON NEAL
NMCA Radial Wars Top Speed Record Holder: 177.23 MPH

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

MICHAEL BIEHLE II
NHRA Pro Modified Rookie of the Year

PAST & PRESENT PRECISION TURBO & ENGINE CHAMPIONS & RECORD HOLDERS

Alex Vrettos
Alien Whitler
AMIS Performance
Andreas Arfuson
Andrew Berman
Andy Frost
Anthony Diomma
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 Misky
Brett Floyd
Brad Mussel
Bryant Goldstone
Chip Weitzelkamp
Chip Havemann
Chris Barton
Chris Dennis
Chris Grissold
Chris Miller
Chris Tuten
Chuck Simmonds
Chuck Seltisanger
Clint Hairston
Coby Rabon

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

JASON WOODARD
JUNIOR WOODARD
NHRA Pro Mod National ET Record Holder: 5.750
NHRA Pro Mod Top Speed Record Holder: 252 MPH

JOSHUA KINGSWELL
JOSHUA KINGSWELL
NHRA Pro Mod National ET Record Holder: 5.750
NHRA Pro Mod Top Speed Record Holder: 252 MPH

KELLY JOHNSON
KELLY JOHNSON
NHRA Pro Mod National ET Record Holder: 5.750
NHRA Pro Mod Top Speed Record Holder: 252 MPH

LUCAS RUSSELL
LUCAS RUSSELL
NHRA Pro Mod National ET Record Holder: 5.750
NHRA Pro Mod Top Speed Record Holder: 252 MPH

MADELINE THOMAS
MADELINE THOMAS
NHRA Pro Mod National ET Record Holder: 5.750
NHRA Pro Mod Top Speed Record Holder: 252 MPH

MAX SCHUMACHER
MAX SCHUMACHER
NHRA Pro Mod National ET Record Holder: 5.750
NHRA Pro Mod Top Speed Record Holder: 252 MPH

MATT JONES
MATT JONES
NHRA Pro Mod National ET Record Holder: 5.750
NHRA Pro Mod Top Speed Record Holder: 252 MPH

NICK JONES
NICK JONES
NHRA Pro Mod National ET Record Holder: 5.750
NHRA Pro Mod Top Speed Record Holder: 252 MPH

OLLIE SHARP
OLLIE SHARP
NHRA Pro Mod National ET Record Holder: 5.750
NHRA Pro Mod Top Speed Record Holder: 252 MPH

PAUL MCKENNA
PAUL MCKENNA
NHRA Pro Mod National ET Record Holder: 5.750
NHRA Pro Mod Top Speed Record Holder: 252 MPH

ROBERT MCKENNA
ROBERT MCKENNA
NHRA Pro Mod National ET Record Holder: 5.750
NHRA Pro Mod Top Speed Record Holder: 252 MPH

SAM JONES
SAM JONES
NHRA Pro Mod National ET Record Holder: 5.750
NHRA Pro Mod Top Speed Record Holder: 252 MPH

SEAN JONES
SEAN JONES
NHRA Pro Mod National ET Record Holder: 5.750
NHRA Pro Mod Top Speed Record Holder: 252 MPH

TAYLOR JONES
TAYLOR JONES
NHRA Pro Mod National ET Record Holder: 5.750
NHRA Pro Mod Top Speed Record Holder: 252 MPH

VINNIE JONES
VINNIE JONES
NHRA Pro Mod National ET Record Holder: 5.750
NHRA Pro Mod Top Speed Record Holder: 252 MPH

WILLIAM JONES
WILLIAM JONES
NHRA Pro Mod National ET Record Holder: 5.750
NHRA Pro Mod Top Speed Record Holder: 252 MPH

WILLIAM MCKENNA
WILLIAM MCKENNA
NHRA Pro Mod National ET Record Holder: 5.750
NHRA Pro Mod Top Speed Record Holder: 252 MPH

WYLIE JONES
WYLIE JONES
NHRA Pro Mod National ET Record Holder: 5.750
NHRA Pro Mod Top Speed Record Holder: 252 MPH

ZONE MCKENNA
ZONE MCKENNA
NHRA Pro Mod National ET Record Holder: 5.750
NHRA Pro Mod Top Speed Record Holder: 252 MPH

2016 PTE CHAMPIONS & RECORD HOLDERS
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
Hennessy Performance
Jacky McCarty
James Hight
James Kemp / Speed Factory
Jared Brunner
Jared Johnston
Jared Jones
Jason Barnett
Jason Enos
Jason White
John Ligenfelter
John Urist
Johnny Bohmer
Jorgen Moller
Jose “El Gerneral” Gonzalez
Josh Nuggar
Justin Humphries
Keith Barry
Keith Stobbs
Ken Swiderski
Ken Kelly
Ken Crowder
Ken Roux
Ken Hargrett
Kristian Jeffrey
Kristian Jeffrey / TOP POWER Racing
Kristian Jeffrey
Kurt Neuman
Larry Larson
Lawrencex
Loren Paulsen
Luis Fermin
Marcus Thompson
Martin Lundquist
Matthew Truesdell
Michael Biehle II
Michael Rotterman
Mike Bowman
Mike Crawford
Mike Mastro
Nick Agostino
Norm Kavan
Paul Efantis
Paul Fisec
Paul Wells
Pete Barton
Pete Harrell / Eric McMillon
Pete Harrell
Pete Fisec
Pobi and Man’s “Speed Demon”
Randy Raines
Randy Lambart
Richard Banga/HART
Richard Winter
Richard Billings / Al Cook
Rick Thornton
Rob Hall
Rob Morell
Rob Wells
Rod & Dalton Tarr
Rodrigo Buxeda
Rodrigo Reato
Ronnie Diaz
Russell Coyle
Ryan Jones
Ryan Rabe
Sam Bolton
Scott Hoine
Scott Okuwa
Sean Glazer
Sean Lyns
Shawn Ramey
Spencer Pappas
Stephanie Egum
Steve Drummond
Steve Gibson
Steve Kavan
Steve Lazzaro
Steve Matsuk
Steve Pedarzini
Steven Short
Susan Ingeman
Team RSL Racing
Terry Elam
Terry Laakman
Tim Cross
Tim Lynch
Tim Reed
Titan Motorsports
TJ Kaspe
Todd Moyer
Tom Bailey
Tony Alm
Troy Coughlin
Troy Wakerman
Waynes Jesse
Willard Kriz

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
Hennessy Performance
Jacky McCarty
James Hight
James Kemp / Speed Factory
Jared Brunner
Jared Johnston
Jared Jones
Jason Barnett
Jason Enos
Jason White
John Ligenfelter
John Urist
Johnny Bohmer
Jorgen Moller
Jose “El Gerneral” Gonzalez
Josh Nuggar
Justin Humphries
Keith Barry
Keith Stobbs
Ken Swiderski
Ken Kelly
Ken Crowder
Ken Roux
Ken Hargrett
Kristian Jeffrey
Kristian Jeffrey / TOP POWER Racing
Kristian Jeffrey
Kurt Neuman
Larry Larson
Lawrencex
Loren Paulsen
Luis Fermin
Marcus Thompson
Martin Lundquist
Matthew Truesdell
Michael Biehle II
Michael Rotterman
Mike Bowman
Mike Crawford
Mike Mastro
Nick Agostino
Norm Kavan
Paul Efantis
Paul Fisec
Pobi and Man’s “Speed Demon”
Randy Raines
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TJ Kaspe
Todd Moyer
Tom Bailey
Tony Alm
Troy Coughlin
Troy Wakerman
Waynes Jesse
Willard Kriz
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-/low 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: GENZ 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 steel 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.
**Turbochargers**

**590-705 HP**

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

<table>
<thead>
<tr>
<th>Horsepower</th>
<th>Rating/Model #</th>
<th>Compressor Wheel</th>
<th>Turbine Wheel</th>
<th>Compressor Cover</th>
<th>Turbine Housing Group</th>
<th>Ball Bearing Available</th>
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<tr>
<td>590 HP</td>
<td>5558B</td>
<td>2.165&quot; (54.90mm)</td>
<td>2.200&quot; (56.00mm)</td>
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<tr>
<td></td>
<td>5558E</td>
<td>2.165&quot; (54.90mm)</td>
<td>2.200&quot; (56.00mm)</td>
<td>CCE A</td>
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<tr>
<td></td>
<td>5558SP</td>
<td>2.165&quot; (54.90mm)</td>
<td>2.200&quot; (56.00mm)</td>
<td>CCS A</td>
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<tr>
<td>620 HP</td>
<td>5858B</td>
<td>2.285&quot; (58.00mm)</td>
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<tr>
<td></td>
<td>5858E</td>
<td>2.285&quot; (58.00mm)</td>
<td>2.280&quot; (57.91mm)</td>
<td>CCE B</td>
<td>Yes</td>
<td></td>
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<tr>
<td></td>
<td>5858SP</td>
<td>2.285&quot; (58.00mm)</td>
<td>2.280&quot; (57.91mm)</td>
<td>CCS B</td>
<td>Yes</td>
<td></td>
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<tr>
<td>700 HP</td>
<td>5862B</td>
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<td>2.285&quot; (57.91mm)</td>
<td>CCS B</td>
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<tr>
<td></td>
<td>5862E</td>
<td>2.290&quot; (58.00mm)</td>
<td>2.285&quot; (57.91mm)</td>
<td>CCS B</td>
<td>Yes</td>
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<tr>
<td></td>
<td>5862SP</td>
<td>2.290&quot; (58.00mm)</td>
<td>2.285&quot; (57.91mm)</td>
<td>CCS B</td>
<td>Yes</td>
<td></td>
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<tr>
<td>705 HP</td>
<td>6262B</td>
<td>2.285&quot; (58.00mm)</td>
<td>2.280&quot; (57.91mm)</td>
<td>CCB B</td>
<td>Yes</td>
<td></td>
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<td></td>
<td>6262E</td>
<td>2.285&quot; (58.00mm)</td>
<td>2.280&quot; (57.91mm)</td>
<td>CCE B</td>
<td>Yes</td>
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<td></td>
<td>6262SP</td>
<td>2.285&quot; (58.00mm)</td>
<td>2.280&quot; (57.91mm)</td>
<td>CCS B</td>
<td>Yes</td>
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</tr>
</tbody>
</table>
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 its awesome Eliminator Twin Turbo system featuring Precision GEN2 6266SP Turbochargers boasting a total of 1600+ HP.

GEN2 6266SP

Horsepower Rating/Model # | Compressor Wheel | Turbine Wheel | Compressor Cover | Turbo Housing Group | Ball Bearing Available
--- | --- | --- | --- | --- | ---
735 Horsepower | 6356E 2.450" (62.23mm) Ind 2.600" (66.00mm) Ext | 2.920" (74.17mm) Ind 2.600" (66.00mm) Ext | CCE | Yes

750 Horsepower | GEN2 6062SP 2.380" (60.40mm) Ind 2.795" (71.00mm) Ext | 2.907" (74.17mm) Ind 2.600" (66.00mm) Ext | CCS | Yes

800 Horsepower | GEN2 6062SP 2.450" (62.23mm) Ind 2.610" (66.03mm) Ext | 2.920" (74.17mm) Ind 2.600" (66.00mm) Ext | CCS | Yes

900 Horsepower | GEN2 6062SP 2.515" (64.00mm) Ind 2.920" (74.17mm) Ext | 2.920" (74.17mm) Ind 2.600" (66.00mm) Ext | CCS | Yes

935 Horsepower | 6766E 2.535" (64.39mm) Ind 3.410" (86.61mm) Ext | 2.920" (74.17mm) Ind 2.600" (66.00mm) Ext | CCS | Yes

1015 Horsepower | 7275HP 2.795" (70.88mm) Ind 3.590" (91.16mm) Ext | 3.250" (82.57mm) Ind 2.950" (74.93mm) Ext | CCE | Yes

1050 Horsepower | 7275HP 2.850" (72.40mm) Ind 3.580" (91.00mm) Ext | 3.285" (83.43mm) Ind 2.950" (74.93mm) Ext | CCH | Yes

SEE PAGE 35
SEE PAGE 37

GEN2 6062SP - 750 HP
6766SP - 935 HP
7275HP - 1,015 HP

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

#### 1100-1400 HP

<table>
<thead>
<tr>
<th>Horsepower Rating/Model #</th>
<th>Compressor Wheel</th>
<th>Turbine Wheel</th>
<th>Compressor Cover</th>
<th>Turbine Housing Group</th>
<th>Ball Bearing Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>1100 Horsepower</td>
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<tr>
<td>GEN2 6870HP</td>
<td>3.020” (76.710mm) Ind 4.030” (102.36mm) Exd</td>
<td>3.525” (89.54mm) Ind 2.956” (75.08mm) Exd</td>
<td>CCH E</td>
<td>E</td>
<td>Yes</td>
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<tr>
<td>GEN2 6870HP-P</td>
<td>3.020” (76.710mm) Ind 4.030” (102.36mm) Exd</td>
<td>3.525” (89.54mm) Ind 2.956” (75.08mm) Exd</td>
<td>CCH E</td>
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<td>Yes</td>
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<tr>
<td>GEN2 7675HP</td>
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<td>3.525” (89.54mm) Ind 2.956” (75.08mm) Exd</td>
<td>CCH E</td>
<td>E</td>
<td>Yes</td>
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<tr>
<td>GEN2 PT7685 Sportsman</td>
<td>3.020” (76.710mm) Ind 4.030” (102.36mm) Exd</td>
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<td>CCH E</td>
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<tr>
<td>GEN2 PT8285 Sportsman</td>
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<td>CCH E</td>
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<td>Yes</td>
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<td>GEN2 PT8285</td>
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<td>3.525” (89.54mm) Ind 2.956” (75.08mm) Exd</td>
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<td>GEN2 PT8685</td>
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<td>GEN2 PT8385</td>
<td>3.020” (76.710mm) Ind 4.030” (102.36mm) Exd</td>
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<td>GEN2 PT8285 Sportsman</td>
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<td>GEN2 PT8385</td>
<td>3.020” (76.710mm) Ind 4.030” (102.36mm) Exd</td>
<td>3.525” (89.54mm) Ind 2.956” (75.08mm) Exd</td>
<td>CCH E</td>
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<td>Yes</td>
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<td>GEN2 PT8285 Sportsman</td>
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<td>3.525” (89.54mm) Ind 2.956” (75.08mm) Exd</td>
<td>CCH E</td>
<td>E</td>
<td>Yes</td>
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<tr>
<td>GEN2 PT8385</td>
<td>3.020” (76.710mm) Ind 4.030” (102.36mm) Exd</td>
<td>3.525” (89.54mm) Ind 2.956” (75.08mm) Exd</td>
<td>CCH E</td>
<td>E</td>
<td>Yes</td>
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<tr>
<td>GEN2 PT8285 Sportsman</td>
<td>3.020” (76.710mm) Ind 4.030” (102.36mm) Exd</td>
<td>3.525” (89.54mm) Ind 2.956” (75.08mm) Exd</td>
<td>CCH E</td>
<td>E</td>
<td>Yes</td>
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<tr>
<td>GEN2 PT8385</td>
<td>3.020” (76.710mm) Ind 4.030” (102.36mm) Exd</td>
<td>3.525” (89.54mm) Ind 2.956” (75.08mm) Exd</td>
<td>CCH E</td>
<td>E</td>
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</tbody>
</table>

---

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!
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.

<table>
<thead>
<tr>
<th>Horsepower Rating/Model #</th>
<th>Compressor Wheel</th>
<th>Turbine Wheel</th>
<th>Compressor Cover</th>
<th>Turbine Housing Group</th>
<th>Ball Bearing Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>GEN2 Pro Mod 94 - 1475 HP</td>
<td>3.460” (87.99mm) Ind 4.760” (121.29mm) Exd</td>
<td>3.560” (90.46mm) Ind 3.250” (82.55mm) Exd</td>
<td>CCT</td>
<td>T5, 1.0 A/R, 1.32 A/R</td>
<td>Yes</td>
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<tr>
<td>GEN2 Pro Mod 88 - 1525 HP</td>
<td>3.460” (87.99mm) Ind 4.760” (121.29mm) Exd</td>
<td>3.350” (85.01mm) Ind 3.200” (81.28mm) Exd</td>
<td>CCT</td>
<td>T5, 1.0 A/R, 1.0 A/R</td>
<td>Yes</td>
</tr>
<tr>
<td>GEN2 Pro Mod 94 - 1550 HP</td>
<td>3.460” (87.99mm) Ind 4.760” (121.29mm) Exd</td>
<td>3.560” (90.46mm) Ind 3.250” (82.55mm) Exd</td>
<td>CCT</td>
<td>T5, 1.0 A/R, 1.32 A/R</td>
<td>Yes</td>
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<td>GEN2 Pro Mod 88 - 1600 HP</td>
<td>3.460” (87.99mm) Ind 4.760” (121.29mm) Exd</td>
<td>3.350” (85.01mm) Ind 3.200” (81.28mm) Exd</td>
<td>CCT</td>
<td>T5, 1.0 A/R, 1.32 A/R</td>
<td>Yes</td>
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<tr>
<td>GEN2 Pro Mod 94 - 1975 HP</td>
<td>3.700” (93.98mm) Ind 5.60” (142.20mm) Exd</td>
<td>4.520” (114.81mm) Ind 4.150” (105.41mm) Exd</td>
<td>CCT</td>
<td>T5, 1.0 A/R, 1.0 A/R</td>
<td>Yes</td>
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</table>

**Boost Control**

**Intercoolers**

**Air/Fuel Delivery**

**Electronics**

**Torque Converter**

**Lubricants**

**1475-1975 HP TURBOCHARGERS**

- **GEN2 Pro Mod 94**
- **GEN2 Pro Mod 88**
- **GEN3 Pro Mod 94**
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.

### Turbochargers

**2100-2800 HP TURBOCHARGERS**

<table>
<thead>
<tr>
<th>Horsepower</th>
<th>Compressor Wheel</th>
<th>Turbine Wheel</th>
<th>Compressor Housing Group</th>
<th>Ball Bearing Available</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2100 Horsepower</strong></td>
<td>GEN3 Pro Mod 99</td>
<td>4.600” (91.44mm) Ind 5.60” (142.24mm) Exd</td>
<td>5.1” (129.54mm) End 4.4” (111.76mm) End</td>
<td>CCP</td>
</tr>
<tr>
<td><strong>2350 Horsepower</strong></td>
<td>GEN2 Pro Mod 102</td>
<td>4.000” (101.60mm) Ind 5.60” (142.24mm) Exd</td>
<td>5.1” (129.54mm) End 4.4” (111.76mm) End</td>
<td>CCP</td>
</tr>
<tr>
<td><strong>2500 Horsepower</strong></td>
<td>GEN2 Pro Mod 106</td>
<td>4.18” (106.17mm) Ind 5.88” (149.27mm) Exd</td>
<td>5.1” (129.54mm) End 4.4” (111.76mm) End</td>
<td>CCP</td>
</tr>
<tr>
<td><strong>2800 Horsepower</strong></td>
<td>GEN2 Pro Mod 108</td>
<td>4.645” (117.95mm) Ind 5.894” (149.71mm) Exd</td>
<td>5.1” (129.54mm) End 4.4” (111.76mm) End</td>
<td>CCP</td>
</tr>
</tbody>
</table>

**Precision Pro Mod Turbo Powered Cars and Drivers**

- Keith Berry
- DeWayne Mills
- Mark Woodruff
- Roger Holder Jr.
- Josh Klugger
- Kevin Fiscus
- Todd Moyer
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.

**FORD ECOBOOST**

Precision Turbo & Engine's turbocharger upgrade for the Ford F150 EcoBoost engine includes:
- **Turbochargers**
- **Accessories**
- **Boost Control**
- **Intercoolers**
- **Air/Fuel Delivery**
- **Electronics**
- **Torque Converter**
- **Lubricants**

### 150+ Stock Horsepower

- **Model #** TA5558
- **Horsepower** 570
- **Details**
  - Ind: 2.285" (58.00mm)  Ind
  - Exd: 3.000" (76.20mm) Exd
  - Ind: 2.555" (64.90mm)  Ind
  - Exd: 2.280" (57.91mm) Exd

### 525 Horsepower

- **Model #** TA6262
- **Horsepower** 610
- **Details**
  - Ind: 2.450" (62.23mm)  Ind
  - Exd: 3.228" (81.99mm) Exd
  - Ind: 2.795" (71.00mm)  Ind
  - Exd: 2.437" (61.90mm) Exd

### 675 Horsepower

- **Model #** TA6266
- **Horsepower** 675
- **Details**
  - Ind: 2.450" (62.23mm)  Ind
  - Exd: 3.228" (81.99mm) Exd
  - Ind: 2.920" (74.17mm)  Ind
  - Exd: 2.600" (66.00mm) Exd

### 695 Horsepower

- **Model #** TA6266
- **Horsepower** 695
- **Details**
  - Ind: 2.450" (62.23mm)  Ind
  - Exd: 3.228" (81.99mm) Exd
  - Ind: 2.920" (74.17mm)  Ind
  - Exd: 2.600" (66.00mm) Exd

### 160+ Stock Horsepower

- **Model #** TA5558
- **Horsepower** 570
- **Details**
  - Ind: 2.285" (58.00mm)  Ind
  - Exd: 3.000" (76.20mm) Exd
  - Ind: 2.555" (64.90mm)  Ind
  - Exd: 2.280" (57.91mm) Exd

### 325 Horsepower

- **Model #** TA6262
- **Horsepower** 675
- **Details**
  - Ind: 2.450" (62.23mm)  Ind
  - Exd: 3.228" (81.99mm) Exd
  - Ind: 2.795" (71.00mm)  Ind
  - Exd: 2.437" (61.90mm) Exd

### 525 Horsepower

- **Model #** TA6266
- **Horsepower** 695
- **Details**
  - Ind: 2.450" (62.23mm)  Ind
  - Exd: 3.228" (81.99mm) Exd
  - Ind: 2.920" (74.17mm)  Ind
  - Exd: 2.600" (66.00mm) Exd

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.
**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.**

<table>
<thead>
<tr>
<th>Horsepower Rating</th>
<th>Model #</th>
<th>Compressor Wheel</th>
<th>Turbo Wheel</th>
<th>Compressor Cover</th>
<th>Turbine Housing Group</th>
<th>Ball Bearing Available</th>
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<tbody>
<tr>
<td><strong>400 Horsepower</strong></td>
<td>PT5130B</td>
<td>2.008&quot; Ind - 2.520&quot; Ext</td>
<td>56.50mm - 84 Trim</td>
<td>B</td>
<td>J</td>
<td>Yes</td>
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<tr>
<td><strong>450 Horsepower</strong></td>
<td>PT5130E</td>
<td>2.008&quot; Ind - 2.520&quot; Ext</td>
<td>56.50mm - 84 Trim</td>
<td>E</td>
<td>J</td>
<td>Yes</td>
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<tr>
<td><strong>525 Horsepower</strong></td>
<td>PT5530B</td>
<td>2.165&quot; Ind - 3.000&quot; Ext</td>
<td>56.50mm - 84 Trim</td>
<td>B</td>
<td>J</td>
<td>Yes</td>
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<tr>
<td><strong>600 Horsepower</strong></td>
<td>PT5530E</td>
<td>2.165&quot; Ind - 3.000&quot; Ext</td>
<td>56.50mm - 84 Trim</td>
<td>E</td>
<td>J</td>
<td>Yes</td>
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<tr>
<td><strong>700 Horsepower</strong></td>
<td>PT5830B</td>
<td>2.285&quot; Ind - 3.000&quot; Ext</td>
<td>56.50mm - 84 Trim</td>
<td>S</td>
<td>J</td>
<td>Yes</td>
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<td><strong>800 Horsepower</strong></td>
<td>PT5830E</td>
<td>2.285&quot; Ind - 3.000&quot; Ext</td>
<td>56.50mm - 84 Trim</td>
<td>E</td>
<td>K</td>
<td>Yes</td>
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<td><strong>900 Horsepower</strong></td>
<td>PT5830SP</td>
<td>2.285&quot; Ind - 3.000&quot; Ext</td>
<td>56.50mm - 84 Trim</td>
<td>S</td>
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**CLASS LEGAL TURBOCHARGERS**

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<th>Horsepower Rating</th>
<th>Model #</th>
<th>Class &amp; Compressor Wheel</th>
<th>Turbine Wheel</th>
<th>Compressor Cover</th>
<th>Turbo Housing &amp; Group</th>
<th>Ball Bearing Available</th>
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<tbody>
<tr>
<td>875 Horsepower</td>
<td>GEN2 PT6270</td>
<td>2.475&quot; (62.88mm) Ind</td>
<td>3.645&quot; (92.46mm) Exd</td>
<td>CCH</td>
<td>D</td>
<td>Yes</td>
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<tr>
<td>1100 Horsepower</td>
<td>GEN2 PT7785</td>
<td>2.666&quot; (67.70mm) Ind</td>
<td>4.030&quot; (102.0mm) Exd</td>
<td>CC2</td>
<td>T4 1.12 A/R</td>
<td>1.26 A/R</td>
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<tr>
<td>1200 Horsepower</td>
<td>GEN2 PT7785</td>
<td>2.880&quot; (73.16mm) Ind</td>
<td>4.030&quot; (102.36mm) Exd</td>
<td>CC2</td>
<td>T4 1.12 A/R</td>
<td>1.28 A/R</td>
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<td>1300 Horsepower</td>
<td>GEN2 PT7785</td>
<td>3.010&quot; (76.50mm) Ind</td>
<td>4.460&quot; (113.34mm) Exd</td>
<td>CC7</td>
<td>TS 1.39 A/R</td>
<td>Yes</td>
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<tr>
<td>1350 Horsepower</td>
<td>GEN2 PT7785</td>
<td>3.080&quot; (78.23mm) Ind</td>
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<td>CC7</td>
<td>TS 1.39 A/R</td>
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<td>1400 Horsepower</td>
<td>GEN2 Pro Mod 80</td>
<td>3.140&quot; (80.00mm) Ind</td>
<td>5.118&quot; (130.0mm) Exd</td>
<td>CC7</td>
<td>F</td>
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<td>1700 Horsepower</td>
<td>GEN2 Pro Mod 85</td>
<td>3.340&quot; (85.00mm) Ind</td>
<td>5.600&quot; (142.0mm) Exd</td>
<td>CC7</td>
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<td>Yes</td>
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<td>1975 Horsepower</td>
<td>GEN2 Pro Mod 94</td>
<td>3.700&quot; (93.98mm) Ind</td>
<td>5.800&quot; (147.0mm) Exd</td>
<td>CC7</td>
<td>F</td>
<td>Yes</td>
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</tbody>
</table>

**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.

- **SPORT FRONT WHEEL** / NMRA Coyote Modified
- **SPORT FRONT WHEEL DRIVE**
- **ULTRA/ULTIMATE STREET**
- **IFO FORCED INDUCTION SPORT**
- **SPORT FRONT WHEEL / NMRA Coyote Modified**
- **NMRA Coyote Modified**
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.

<table>
<thead>
<tr>
<th>Horsepower</th>
<th>Rating/Model #</th>
<th>Compressor Wheel</th>
<th>Turbine Wheel</th>
<th>Compressor Cover</th>
<th>Turbine Housing Group</th>
<th>Ball Bearing Available</th>
</tr>
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<tbody>
<tr>
<td>385 Horsepower</td>
<td>3B81B</td>
<td>1.904” (48.81mm) Inlet</td>
<td>2.755” (70.00mm) Exh</td>
<td>CCB</td>
<td>G</td>
<td>No</td>
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<td></td>
<td>541E</td>
<td>2.123” (53.96mm) Inlet</td>
<td>2.789” (70.86mm) Exh</td>
<td>CCE</td>
<td>G</td>
<td>No</td>
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<td></td>
<td>520 Horsepower</td>
<td>2.170” (54.61mm) Inlet</td>
<td>2.789” (70.86mm) Exh</td>
<td>CCE</td>
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<td>565 Horsepower</td>
<td>2.237” (56.84mm) Inlet</td>
<td>2.789” (70.86mm) Exh</td>
<td>CCE</td>
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<td>585 Horsepower</td>
<td>2.237” (56.84mm) Inlet</td>
<td>2.789” (70.86mm) Exh</td>
<td>CCE</td>
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<tr>
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<td>600 Horsepower</td>
<td>2.237” (56.84mm) Inlet</td>
<td>2.789” (70.86mm) Exh</td>
<td>CCE</td>
<td>G</td>
<td>No</td>
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<tr>
<td></td>
<td>6776HP - 775 HP</td>
<td>2.620” (66.55mm) Inlet</td>
<td>3.310” (84.06mm) Exh</td>
<td>CCHP</td>
<td>H</td>
<td>No</td>
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<td>775 Horsepower</td>
<td>2.620” (66.55mm) Inlet</td>
<td>3.310” (84.06mm) Exh</td>
<td>CCH</td>
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<td>No</td>
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<td>885 Horsepower</td>
<td>2.710” (68.80mm) Inlet</td>
<td>3.302” (83.84mm) Exh</td>
<td>CCH</td>
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<td>985 Horsepower</td>
<td>2.860” (72.59mm) Inlet</td>
<td>4.030” (102.35mm) Exh</td>
<td>CCH</td>
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<td>1170 Horsepower</td>
<td>3.170” (80.50mm) Inlet</td>
<td>4.250” (107.93mm) Exh</td>
<td>CCH</td>
<td>T4, 96 AR</td>
<td>No</td>
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<td></td>
<td>1225 Horsepower</td>
<td>3.187” (80.82mm) Inlet</td>
<td>4.250” (107.93mm) Exh</td>
<td>CCH</td>
<td>T4, 96 AR</td>
<td>No</td>
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<td>1250 Horsepower</td>
<td>3.400” (86.50mm) Inlet</td>
<td>4.250” (107.93mm) Exh</td>
<td>CCH</td>
<td>T4, 96 AR</td>
<td>No</td>
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<td>1400 Horsepower</td>
<td>8.000” (203.20mm) Inlet</td>
<td>11.000” (279.40mm) Exh</td>
<td>CCH</td>
<td>T4, 96 AR</td>
<td>No</td>
</tr>
</tbody>
</table>

**Horsepower Range:**
- 385 HP - 1400 HP

**Model Numbers:**
- 3B81B
- 541E
- 520 Horsepower
- 565 Horsepower
- 585 Horsepower
- 600 Horsepower
- 6776HP
- 775 Horsepower
- 885 Horsepower
- 985 Horsepower
- 1170 Horsepower
- 1225 Horsepower
- 1250 Horsepower
- 1400 Horsepower

**Specifications:**
- Compressor Wheel Inlet and Exh
- Turbine Wheel Inlet and Exh
- Compressor Cover
- Turbine Housing Group
- Ball Bearing Available
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.

<table>
<thead>
<tr>
<th>Compressor Cover</th>
<th>A Inlet</th>
<th>B Outlet</th>
<th>C</th>
<th>D</th>
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*Only available on specific models
Precision’s turbochargers come with a variety of inlet /flange options, including T25, T3, T4, T5, or V-band. Housings come with 4-bolt, 5-bolt, or V-band outlets in various A/Rs.

T3 Inlet

T3 4-Bolt Discharge

T3 5-Bolt Discharge

T4 Inlet

T4 Divided Inlet

T4 Discharge

Turbine Housing Options

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

- **T3 Inlet**
- **T3 4-Bolt Discharge**
- **T3 5-Bolt Discharge**
- **T4 Inlet**
- **T4 Divided Inlet**
- **T4 Discharge**

### Style

- **Group A CEA 58**
- **Group B CEA 62**
- **Group C CEA 66**
- **Group D CEA 70**
- **Group E HPS**
- **Group F CEA Pro Mod**

### A/R’s

- **Group G 57**
- **Group H 65**
- **Group J PT30**
- **Group K PT35**

### Accessories

- Boost Control
- Intercoolers
- Air/Fuel Delivery
- Electronics
- Torque Converter
- Lubricants
Turbine Housing Options

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
**Inlet Flanges**

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

**Discharge Flanges**

- **PTP074-3002 T25 Exhaust Discharge Weld Flange (MS)**
- **PTP074-3005 4-Bolt Discharge Weld Flange (MS)**
- **PTP074-3010 4-Bolt V-Band Discharge Weld Flange (SS)**
- **PTP074-3012 3” V-Band Discharge Weld Flange (SS)**
- **PTP074-3014 3.625” Weld Tube (MS)**
- **PTP074-3015 4” V-Band Discharge Weld Flange (MS)**
- **PTP074-3017 GT28R/GT30R/GT35R/GT42R Oil Drain Flange - Aluminum**
- **PTP074-3045 Turbo Discharge Flange for GT42 (SS)**
- **PTP074-3049 Comp. Discharge Flange for GT42 (SS)**
- **PTP074-3052 Pro Mod 6” Turbine Discharge Flange (MS)**
- **PTP074-3056 Pro Mod 4.5” Turbine Discharge Flange (SS)**
- **PTP074-3062 Pro Mod 4” Tubine Discharge Flange (MS)**
- **PTP074-3066 Pro Mod 4.5” Tubine Discharge Flange (MS)**
- **PTP074-3070 4.5” V-Band Discharge Weld Flange for “T4-sized” V-Band Inlet/Outlet TH (SS)**
- **PTP074-3072 4” V-Band Discharge Weld Flange for “T4-sized” V-Band Inlet/Outlet TH (SS)**

**Oil Drain Flanges**

- **PTP074-3001 T54 Oil Drain Flange 6” X 6” RTJ**
- **PTP074-3017 GTX/RTG/RTJ GTX/RTG/RTJ Oil Cross Flange**

**Clamps & Hoses**

**Straight Hoses 4-Ply Nomex Silicone**

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**Reducer Hoses 4-Ply Nomex Silicone**

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**Reducer Hoses 4-Ply Nomex Silicone**

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**I.D. Size Color UOM**

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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 failure while also allowing for accurate boost control. Warranted for 12,000 miles or 12 months.

New for 2017 is the PRO Series CD66MM WASTEGATE. See page 15 for product details.

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 seat 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 pre-defined 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.
Precision Turbo and Engine offers custom made air-to-air and liquid-to-air intercoolers for the best fit with your application. Use PTE’s core with your own end tanks or have Precision fabricate an intercooler to meet your unique specifications, either way you can trust PTE to always exceed your highest expectations.

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

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.

### Air-to-Air Intercooler Cores

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### Custom Built Intercoolers

Have a project with unique dimensions, and you can’t quite find an intercooler to fit the job? 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.

### 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.

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### 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 bolt-on installation.

<table>
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### Powerstroke Intercooler

2008-10 Ford Super Duty 6.4L

Precision spent countless hours working to identify and understand your 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.

<table>
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</table>
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.
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**

<table>
<thead>
<tr>
<th>Size</th>
<th>C/C</th>
<th>Impedance</th>
<th>Nozzle</th>
<th>Each Injector</th>
<th>Supports</th>
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<tbody>
<tr>
<td>PFU041-0240</td>
<td>24</td>
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<tr>
<td>PFU041-0300</td>
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<tr>
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<td>Multie</td>
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<tr>
<td>PFU041-0500</td>
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<td>High</td>
<td>Ball &amp; Seat</td>
<td>94 HP</td>
<td></td>
</tr>
<tr>
<td>PFU041-0550</td>
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<td>Low</td>
<td>Ball &amp; Seat</td>
<td>99 HP</td>
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<td>PFU041-0600</td>
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<td>Ball &amp; Seat</td>
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<td></td>
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<tr>
<td>PFU041-0601*</td>
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<td>Disc</td>
<td>117 HP</td>
<td></td>
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<tr>
<td>PFU041-0602**</td>
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<td>Ball &amp; Seat</td>
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<tr>
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<tr>
<td>PFU041-1600</td>
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<td>Innovative</td>
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<td>550</td>
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**SPORT COMPACT INJECTORS**

<table>
<thead>
<tr>
<th>Size</th>
<th>C/C</th>
<th>Impedance</th>
<th>Nozzle</th>
<th>Each Injector</th>
<th>Supports</th>
</tr>
</thead>
<tbody>
<tr>
<td>PFU042-0300</td>
<td>310</td>
<td>High</td>
<td>Disc</td>
<td>52 HP</td>
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<td>430</td>
<td>High</td>
<td>Ball &amp; Seat</td>
<td>67 HP</td>
<td></td>
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<tr>
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<tr>
<td>PFU042-0625</td>
<td>625</td>
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<td>Ball &amp; Seat</td>
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<td>PFU042-0640</td>
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<tr>
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<td>1600</td>
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**SPORT COMPACT MITSU INJECTORS**

<table>
<thead>
<tr>
<th>Size</th>
<th>C/C</th>
<th>Impedance</th>
<th>Nozzle</th>
<th>Each Injector</th>
<th>Supports</th>
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<tr>
<td>PFU043-0300</td>
<td>310</td>
<td>High</td>
<td>Disc</td>
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<tr>
<td>PFU043-0400</td>
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<td>Ball &amp; Seat</td>
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<tr>
<td>PFU043-0440</td>
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<td>Ball &amp; Seat</td>
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<td>PFU043-0780</td>
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<td>Ball &amp; Seat</td>
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<tr>
<td>PFU043-1600</td>
<td>1600</td>
<td>High</td>
<td>Innovative</td>
<td>287 HP</td>
<td></td>
</tr>
</tbody>
</table>

Image on the far left shows the 550lb Precision Proinjector in the testing 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.
A well planned 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
- 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**

**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

**NEW FOR 2017!**
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.

### Throttle Bodies

#### CNC Machined, Billet Aluminum, Hardware & Gaskets Included

- 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 Wiggins Clamp TB 1986-93
- PEP024-1060 Cobra & Bullitt Ellipse TB 1996-98
- PEP024-1062 Cobra TB & Power Inlet 2003

#### Special Cobra Oval TB 1996-98

- PEP024-1059 125mm V-Band TB 1986-93

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

---

### Wilson Manifolds

#### 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

#### Wilson Racing 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

### 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 Mustang's throttle response and horsepower. It's the perfect starting point for future modifications.

---

### 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.

---

### Precision Intake Plenums

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<thead>
<tr>
<th>Inlet Size</th>
<th>Elbow</th>
<th>Orientation</th>
<th>Flange</th>
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<td>5-in.</td>
<td>Black</td>
</tr>
<tr>
<td>50mm</td>
<td>90-degree Forward</td>
<td>6-in.</td>
<td>Black</td>
</tr>
<tr>
<td>50mm</td>
<td>5-in.</td>
<td>90-degree</td>
<td>Black</td>
</tr>
<tr>
<td>50mm</td>
<td>5-in.</td>
<td>90-degree</td>
<td>Silver</td>
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<td>5-in.</td>
<td>100-degree</td>
<td>Black</td>
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<td>50mm</td>
<td>5-in.</td>
<td>100-degree</td>
<td>Silver</td>
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<td>Titanium</td>
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<tr>
<td>50mm</td>
<td>5-in.</td>
<td>100-degree</td>
<td>Titanium</td>
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<tr>
<td>50mm</td>
<td>5-in.</td>
<td>100-degree</td>
<td>Titanium</td>
</tr>
</tbody>
</table>

---

### Controls & Bullets

- PEP023-1005 90mm 90-degree Forward
- PEP023-1006 90mm 100-degree Forward
- PEP023-1007 90mm 100-degree Forward
- PEP023-1008 90mm 100-degree Forward
- PEP023-1009 90mm 100-degree Forward
- PEP023-1010 90mm 100-degree Forward
- PEP023-1011 90mm 100-degree Forward
- PEP023-1012 90mm 100-degree Forward
- PEP023-1013 90mm 100-degree Forward

---

### 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.
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.

NEW! Coming in 2017

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 IQO 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.

The In/finity 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 code 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 any CAN bus connections from AEMnet enabled devices such as the In/finity ECU, Series 2 EMS or EMS-4, and 3rd party devices including PDMS, CAN sensors 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!

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

### Year Application Engine PN#
- 1964-74 Buick, Small Block w/Conventional Dist. Cap 305-340-350 850200
- 1973-80 Buick, Small Block w/HEI Dist. Cap (V-Belts, Electric, Fuel, etc.) 305-340-350 850201
- 1977-87 Buick, Big Block w/Conventional Dist. Cap 420-430-455 850202
- 1979-80 Buick, Big Block w/HEI Dist. Cap 455 850203
- 1984-87 Buick GN, T-Type, Turbo T, Riviera (1969) Tran Am, Turbo 3.8 (310) 850204
- 1974-84 Pontiac, V-8 w/Conventional Cap 265-301-326-350-370-400-410 850402
- 1974-84 Pontiac, V-8 w/HEI Cap 265-301-320-403-410-455-425 850403
- 1980-97 LS Engine, Firebird, Trans Am, Pontiac, GTO, GTX, etc. 5.0 (305)-5.7 (355) 850205
- 1980-99 LS Engine, Trans Am, GTO, GTO, GTX, etc. LST-LS2-L34-L35-7.0 850209
- 1974-80 Cadillac, V8 w/HEI Dist. Cap 350-350R 850201
- 2004-14 LS Engine Cap, CTS, CTS-V 5.7 LS2-LS3 850309
- 2007-13 LS Engine Cap, Escalade 6.2 (L92) 850309
- 2003-05 Dodge, HEMI, Ram, Durango 5.7 HEMI 850305
- 1964-03 Chrysler-Dodge, Small Block w/Conventional Cap 273-318-340-360 850200
- 1964-03 Chrysler-Dodge, Small Block w/HEI Cap 273-318-340-360 850200
- 1977-78 Chrysler-Dodge, Big Block w/Conventional Cap 383-400-413-425-440 RB 850203
- 1977-78 Chrysler-Dodge, Big Block w/HEI Cap 383-400-413-425-440 RB 850203
- 1980-71 Chrysler-Dodge, HEMI w/Conventional Cap 426 HEMI 850204
- 2002-05 Dodge, HEMI, Ram, Durango 5.7 HEMI 850205

### AMERICAN MOTORS

<table>
<thead>
<tr>
<th>Year</th>
<th>Application</th>
<th>Engine</th>
<th>PN#</th>
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<tbody>
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<td>1987-87</td>
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<td>237-290-304-343-360-380-401</td>
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<td>1997-87</td>
<td>AMC All V-8’s w/HEI Dist. Cap</td>
<td>237-290-304-343-360-380-401</td>
<td>850101</td>
</tr>
</tbody>
</table>

### Buick / Oldsmobile / Pontiac

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!

**AFIS** wire set applications and high-performance fuel and ignition system components for street and race cars!
Ignition Control Box
Torque Converters

ProTorque Revolution Series
PTC-000-0001 Rossler/ATI/10" MP1
PTC-001-0010 Rossler/ATI/10" MP2
PTC-002-0015 Rossler/ATI/10" MP3
PTC-003-0020 Rossler/ATI/10" MP4
PTC-004-0005 TH400/PG 30 Spline (Small Shaft)/10" MP1
PTC-005-0010 TH400/PG 30 Spline (Small Shaft)/10" MP2
PTC-006-0015 TH400/PG 30 Spline (Small Shaft)/10" MP3
PTC-007-0020 TH400/PG 30 Spline (Small Shaft)/10" MP4
PTC-008-0005 Coan/Lenco 1.125" Spline/10" MP1
PTC-009-0010 Coan/Lenco 1.125" Spline/10" MP2
PTC-010-0015 Coan/Lenco 1.125" Spline/10" MP3
PTC-011-0005 30 Spline LPET/9.5" MP1
PTC-012-0010 30 Spline LPET/9.5" MP2
PTC-013-0015 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.

Universal Cut-to-Fit

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 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 0.4 - 0.6th’s off of your quarter mile ET with no loss of drivability.

Revolution Series Torque Converter and exploded view

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

### WEIGHT QUART CASE (12 QUARTS)

**SYNTHETIC PERFORMANCE MOTOR OIL**

<table>
<thead>
<tr>
<th>Weight</th>
<th>Quart</th>
<th>Case (12 Quarts)</th>
<th>Pail (5 Gallons)</th>
<th>Drum (55 Gallons)</th>
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</thead>
<tbody>
<tr>
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<td>HPL0530-P</td>
<td>HPL0530-D</td>
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<td>HPL70WT-D</td>
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**SYNTHETIC AUTOMATIC TRANSMISSION FLUID**

<table>
<thead>
<tr>
<th>Weight</th>
<th>Quart</th>
<th>Case (12 Quarts)</th>
<th>Pail (5 Gallons)</th>
<th>Drum (55 Gallons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Racing ATF, Type-F</td>
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<td>HPLATFTR-C</td>
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<td>HPLATFTR-D</td>
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<tr>
<td>Racing ATF, Type-M</td>
<td>HPLATFM</td>
<td>HPLATFM-C</td>
<td>HPLATFM-P</td>
<td>HPLATFM-D</td>
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</tbody>
</table>

**SYNTHETIC RACING MOTOR OIL**

<table>
<thead>
<tr>
<th>Weight</th>
<th>Quart</th>
<th>Case (12 Quarts)</th>
<th>Pail (5 Gallons)</th>
<th>Drum (55 Gallons)</th>
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</thead>
<tbody>
<tr>
<td>0W30 Pro-Light</td>
<td>HPL003PL</td>
<td>HPL003PL-C</td>
<td>HPL003PL-P</td>
<td>HPL003PL-D</td>
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<tr>
<td>60WT Rotary Racing</td>
<td>HPL60WTRR</td>
<td>HPL60WTRR-C</td>
<td>HPL60WTRR-P</td>
<td>HPL60WTRR-D</td>
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**SYNTHETIC EUROPEAN LUBRICANTS**

<table>
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<tr>
<th>Weight</th>
<th>Quart</th>
<th>Case (12 Quarts)</th>
<th>Pail (5 Gallons)</th>
<th>Drum (55 Gallons)</th>
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<td>5W30 European</td>
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<td>5W30 European Diesel</td>
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<td>HPL0530D-D</td>
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<td>10W60 European</td>
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<td>HPL1060-P</td>
<td>HPL1060-D</td>
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<tr>
<td>European ATF</td>
<td>HPLATF70</td>
<td>HPLATF70-C</td>
<td>HPLATF70-P</td>
<td>HPLATF70-D</td>
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**GEAR OIL**

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<th>Weight</th>
<th>Quart</th>
<th>Case (12 Quarts)</th>
<th>Pail (5 Gallons)</th>
<th>Drum (55 Gallons)</th>
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<tbody>
<tr>
<td>75W90</td>
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<td>HPL7590GO-P</td>
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### LUBRICANTS

**SYNTHETIC BREAK IN MOTOR OIL**

<table>
<thead>
<tr>
<th>Weight</th>
<th>Quart</th>
<th>Case (12 Quarts)</th>
<th>Pail (5 Gallons)</th>
<th>Drum (55 Gallons)</th>
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</thead>
<tbody>
<tr>
<td>SAE 10W40</td>
<td>HPL1040</td>
<td>HPL1040-C</td>
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<tr>
<td>SAE 10W-30</td>
<td>HPL1030</td>
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<td>HPL1030-P</td>
<td>HPL1030-D</td>
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<tr>
<td>SAE 10W</td>
<td>HPL10</td>
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**SYNTHETIC ROTARY RACING MOTOR OIL**

<table>
<thead>
<tr>
<th>Weight</th>
<th>Quart</th>
<th>Case (12 Quarts)</th>
<th>Pail (5 Gallons)</th>
<th>Drum (55 Gallons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5W40</td>
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<td>HPL5040-P</td>
<td>HPL5040-D</td>
</tr>
<tr>
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<td>HPL5030-P</td>
<td>HPL5030-D</td>
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<td>HPL0020-D</td>
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**SYNTHETIC SHOCK OIL**

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<th>Quart</th>
<th>Case (12 Quarts)</th>
<th>Pail (5 Gallons)</th>
<th>Drum (55 Gallons)</th>
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</thead>
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<tr>
<td>10W40</td>
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<td>HPL1030-C</td>
<td>HPL1030-P</td>
<td>HPL1030-D</td>
</tr>
<tr>
<td>10W20</td>
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<td>HPL1020-C</td>
<td>HPL1020-P</td>
<td>HPL1020-D</td>
</tr>
</tbody>
</table>

**HPL FUEL JUICE**

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

**HPL GUN OIL**

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

**HPL GUN OIL**

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Check out our online store to get yours today!

A NEW Ladies Rhinestone Scoop Neck T
Our T-shirts are made from 100% pure cotton and are preshrunk to ensure a great fit.
Sizes: Small - 2X
Price: $30

B NEW HPL T-Shirt
Gildan Ultra Cotton™
100% Cotton T-Shirt
Preshrunk
Sizes: Small - 5X
Price: $20

C NEW HPL Flex Fit Hat
Flexfit brand for the ultimate in custom fit.
Sizes: S/M & L/XL Fitted
Price: $20

D NEW HPL Pull-Over Hoodie
Gildan Heavy Blend™
100% Cotton Sweatshirt 18600.
Preshrunk
Sizes: Small - 5X
Price: $30

E NEW World Champ T-Shirt
Gildan Ultra Cotton™
100% Cotton T-Shirt
Preshrunk
Sizes: Small - 5X
Price: $20

F NEW Dickies Brand Mechanic Shirt
65% polyester/35% cotton industrial laundry friendly
Sizes: Small - 5X
Price: $30

G NEW Dickies Brand Mechanic Shirt
65% polyester/35% cotton industrial laundry friendly
Sizes: Small - 5X
Price: $30

H Dri-Fit Shirt
New Balance Brand. Odor-resistant and dry moisture wicking technology
Sizes: Small - 3X
Price: $25

I PTE Oakley Polo
100% Polyester with three button placket performance polo.
Sizes: Small - 3X
Price: $40
Turbo Tread! Our most popular design is now in youth sizes! Get one for everyone in the family! This design features a distressed turbocharger and wastegate image along with the Precision Turbo & Engine logo on the front, with a cool tire tread and PTE logo across the back.

I Turbo Tread Hoodie
Gildan Heavy Blend™ Sweatshirt 18500. Preshrunk and made from 100% pure cotton. Sizes: Small - 5X Price: $30

J Turbo Tread T-Shirt
Gildan Ultra Cotton™ 100% Cotton T-Shirt Preshrunk Sizes: Small - 5X Price: $20

K Turbo Tread V-Neck
District Made Ladies Perfect Weight DM1170L Preshrunk and made from 100% pure cotton. Available in sizes: XS - XL Price: $20

L NEW Turbo Tread Youth T
Port and Company Youth 100% Cotton Preshrunk Colors: Red and Hot Pink Sizes: XS - L Price: $10

M Compressor Hoodie
Gildan Heavy Blend™ Sweatshirt 18500. Preshrunk, made from 100% pure cotton. Available in sizes: Small - 5X Price: $30

N Compressor Zip-Up Hoodie
Gildan Heavy Blend™ Sweatshirt 18500. Preshrunk and made from 100% pure cotton. Available in sizes: Small - 5X Price: $30

O Tech Hoodie Jacket
Independent Trading Co. Poly-Tech Fleece EXP80PTZ 80% Polyester 20% Cotton Available in sizes: Small - 2X Price: $60

P NEW 2017 Edition THROWBACK Hoodie and T-Shirt
Same design on both hoodie and t-shirt. Gildan Heavy Blend™ Sweatshirt 18500. Preshrunk, made from 100% pure cotton. Available in sizes: Small - 5X Price: $30

Gildan Ultra Cotton™ 100% Cotton T-Shirt Preshrunk Colors: Red and Black Sizes: Small - 5X Price: $20
WE ARE SO LUCKY THAT THE PRECISION FAMILY HAS SUCH CUTE KIDS TO BE OUR VERY SPECIAL MODELS!

Dress like the guys from Street Outlaws!
Watch one episode and you’ll always see our boosted technology hat, and usually a PTE T-shirt or hoodie!

**Boosted Baby Onesie**
- 100% pure cotton and preshrunk to ensure a great fit.
- Colors: Red, Pink and Black
- Sizes: Newborn - 24 months
- Price: $10

**Racer In Training Tee**
- Port and Company Youth 54-oz 100% Cotton. Preshrunk to ensure a great fit.
- Available in sizes: XS - L
- Price: $10

**Turbo Angel Tee**
- Port and Company Youth 54-oz 100% Cotton. Preshrunk to ensure a great fit.
- Available in sizes: XS - L
- Price: $10

**Unisex Youth Zip-Up**
- 100% pure cotton and preshrunk to ensure a great fit.
- Colors: Black and Purple
- Sizes: XS - XL
- Price: $25

**Compressor T-Shirt**
- Glitter Ultra CottonTM T-Shirt, 100% Cotton and Preshrunk
- Sizes: Small - 5XL
- Price: $20

**NEW PTE Trucker Hat**
- PTE patched sown onto foamed front panel mesh hat with sweatband.
- Colors: Black and White
- Sizes: One Size / Snap-Back
- Price: $20

**NEW Mossy Oak Camo Hat**
- Port and Company Youth 54-oz 100% Cotton PC54Y
- Preshrunk to ensure a great fit.
- Sizes: One Size / Adjustable
- Price: $20

**Never Lift Adjustable Hat**
- Henry’s classic quote “Never Lift”
- Sizes: One Size / Adjustable
- Price: $20

**Boosted Technology Hat**
- Flexfit brand for the ultimate in custom fit.
- Sizes: S/M & L/XL Fitted
- Price: $20

**NEW Mossy Oak Hat**
- Port and Company Youth 54-oz 100% Cotton PC54Y
- Preshrunk to ensure a great fit.
- Sizes: One Size / Adjustable
- Price: $20

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- Price: $25

**Compressor T-Shirt**
- Glitter Ultra CottonTM T-Shirt, 100% Cotton and Preshrunk
- Sizes: Small - 5XL
- Price: $20
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#PrecisionTurbo
#ShowUsYourBoost
#TwinTurboTuesday
#RunPTE
#PTEGear
#PTEFam
#HPLOil

The app doesn't fail from the ski! Thanks to Ryan Holt for the tag PTEBoosted #PTEBoostHelped @PrecisionHoloBoostbaby Blight's TwinTurbo Grab your @PTEGear at https://shop.precisionturbo.net/

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