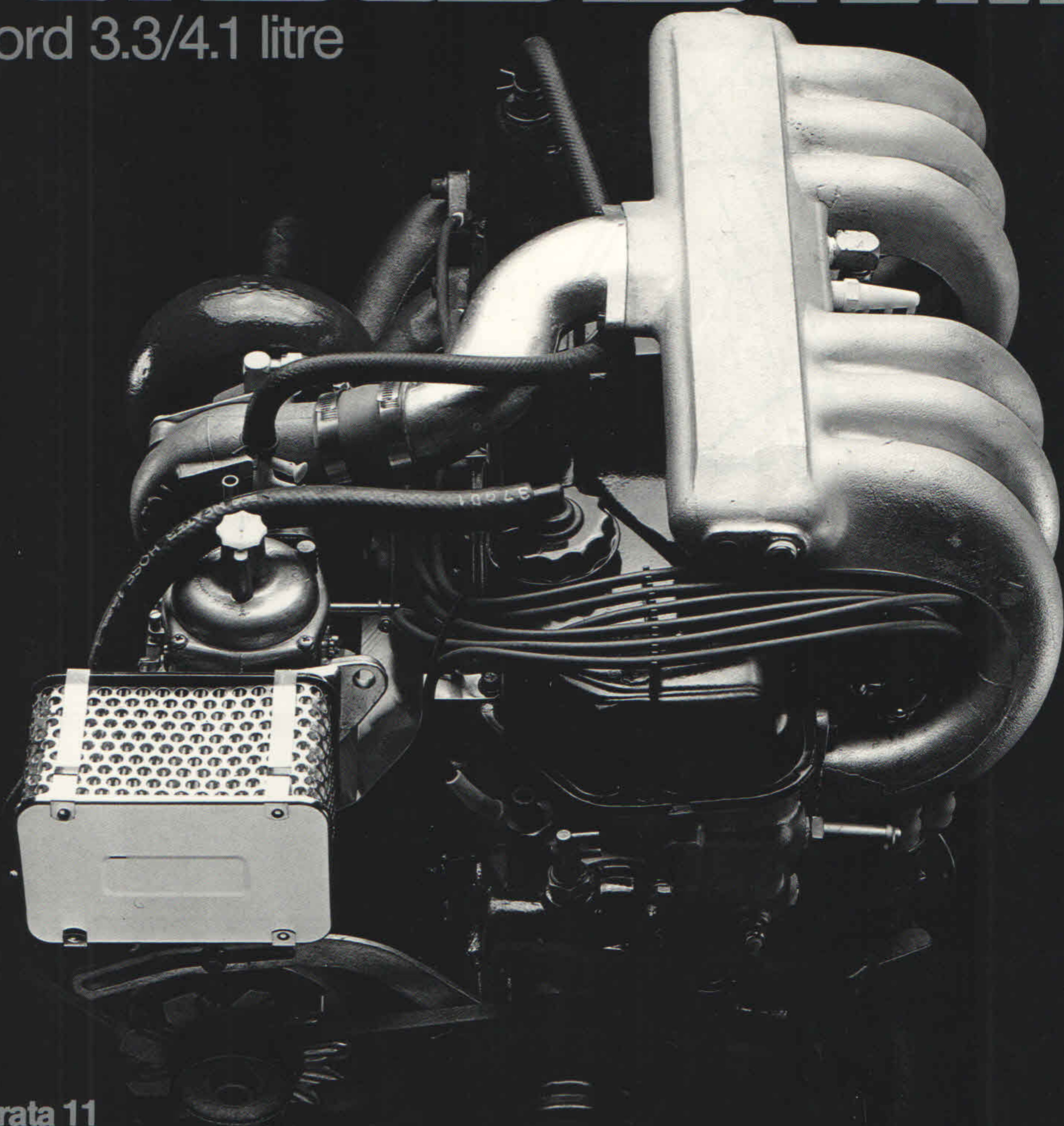


GARRETT TURBOSYSTEM

Ford 3.3/4.1 litre



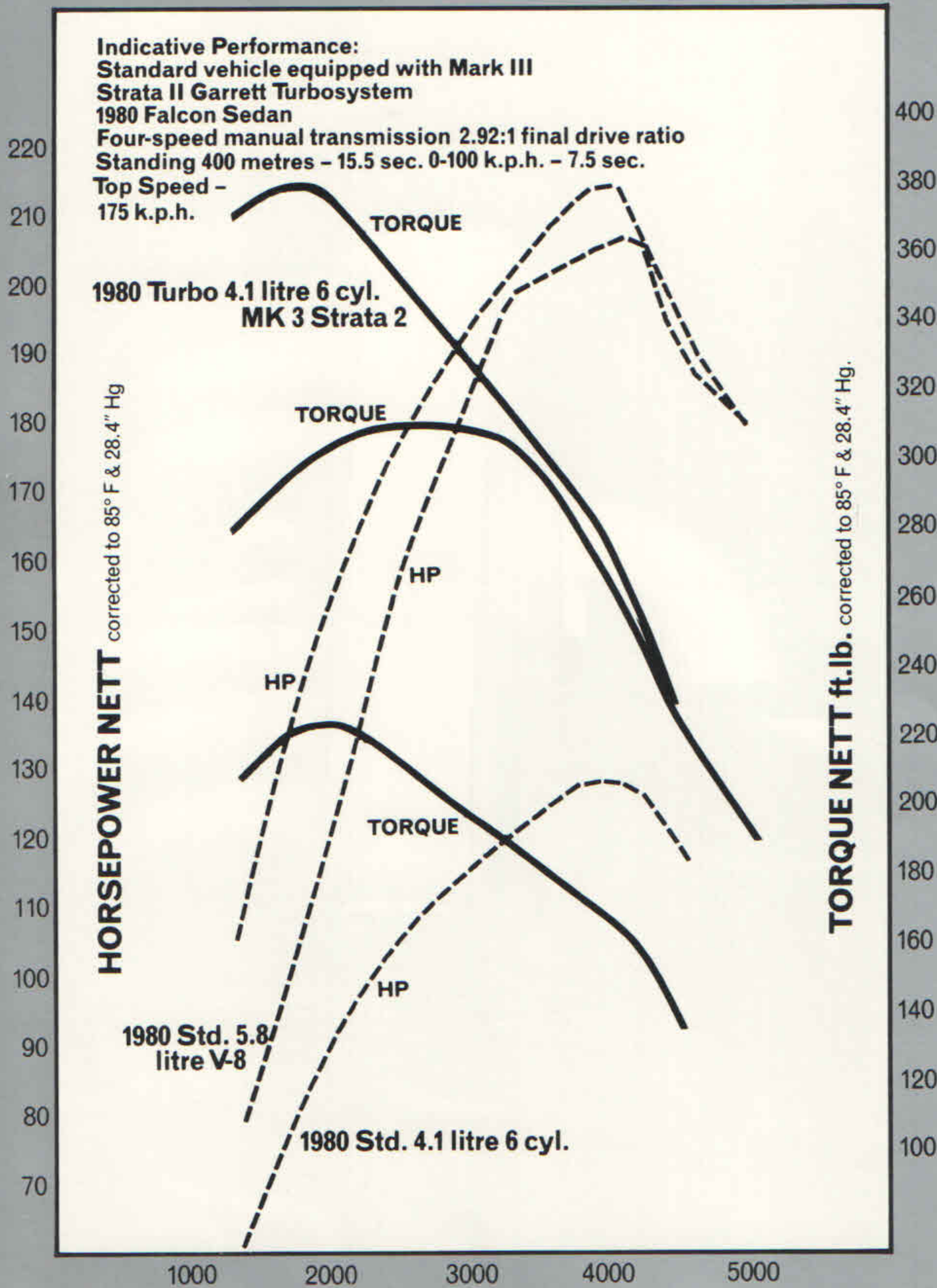
Strata 11 Normalair-Garrett Turbosystem

Only Mark III

Garrett Turbosystems have the following
unique features:

1. New ductile iron, split pulse™ exhaust manifold.
2. New, cast alloy, torque induction™ inlet manifold.
3. Separate, competition quality, precision wastegate.

Performance of a 4.1 litre Ford fitted with a Garrett Turbosystem.



Graph shows how Garrett Turbosystem boosts the power of a typical 6-cylinder, 4.1 litre engine.

Application Notes

This package is designed to be installed on standard engines. The power increase is shown above. Any alteration to the engine, other than those provided for by the installation of the kit could easily result in severe engine damage. While modified cylinder heads and camshafts may improve performance, they will alter fuel/ignition systems requirements/calibrations. These latter changes can only be carried out by experienced turbocharger installation personnel, equipped with sophisticated infra-red gas analyser equipment and rear wheel dynamometer facilities.

This package includes sports air cleaner, carburettor (calibrated for a standard engine), carburettor mounting adaptor, turbocharger lubrication fittings, split pulse™ exhaust manifold torque induction™ inlet manifold, competition style wastegate, exhaust engine pipe bends/flanges, throttle/choke cables, decompression plate, water injection and gaskets.

Standard automatic transmissions are unsuitable for use with the kit, since they are incapable of transmitting the increased torque levels. However, it is quite possible to have the gearbox uprated for greater capacity by automatic transmission specialist companies. In the case of manual transmission vehicles, an improved capacity clutch is all that may be required.

For any continuous duty applications (such as towing) engine/automatic transmission oil coolers should be considered. While there is no noticeable increase in top speed, the time taken from 0-160 K.P.H. is approximately one-third that of the standard vehicle. Consequently, vehicle overtaking times/distances are slashed.

Generally speaking, engine life is unaffected since peak cylinder pressures are not significantly higher than those of the standard compression engine. In fact, the majority of the turbocharged engine's life is spent as a 7.5:1 compression unit (as a result of the decompression plate fitted with the kit). It only rises in effective compression ratio (and hence peak cylinder pressure), under heavy load, full boost conditions.

Installation Notes

1. This kit requires welding of the exhaust outlet pipe, which rejoins a sports 2¼" or 2½" system (not supplied) below the floor.
2. Installation of the turbocharger lubrication oil return fitting into the side of the sump, requires professional attention.
3. Provision of an adequate fuel supply (6 p.s.i. max — 4.5 p.s.i. min) and an ignition curve which prevents detonation under W.O.T. conditions, is a customer responsibility.

THIS MAY NOT BE LEGAL IN SOME STATES.

GARRETT TURBOSYSTEM