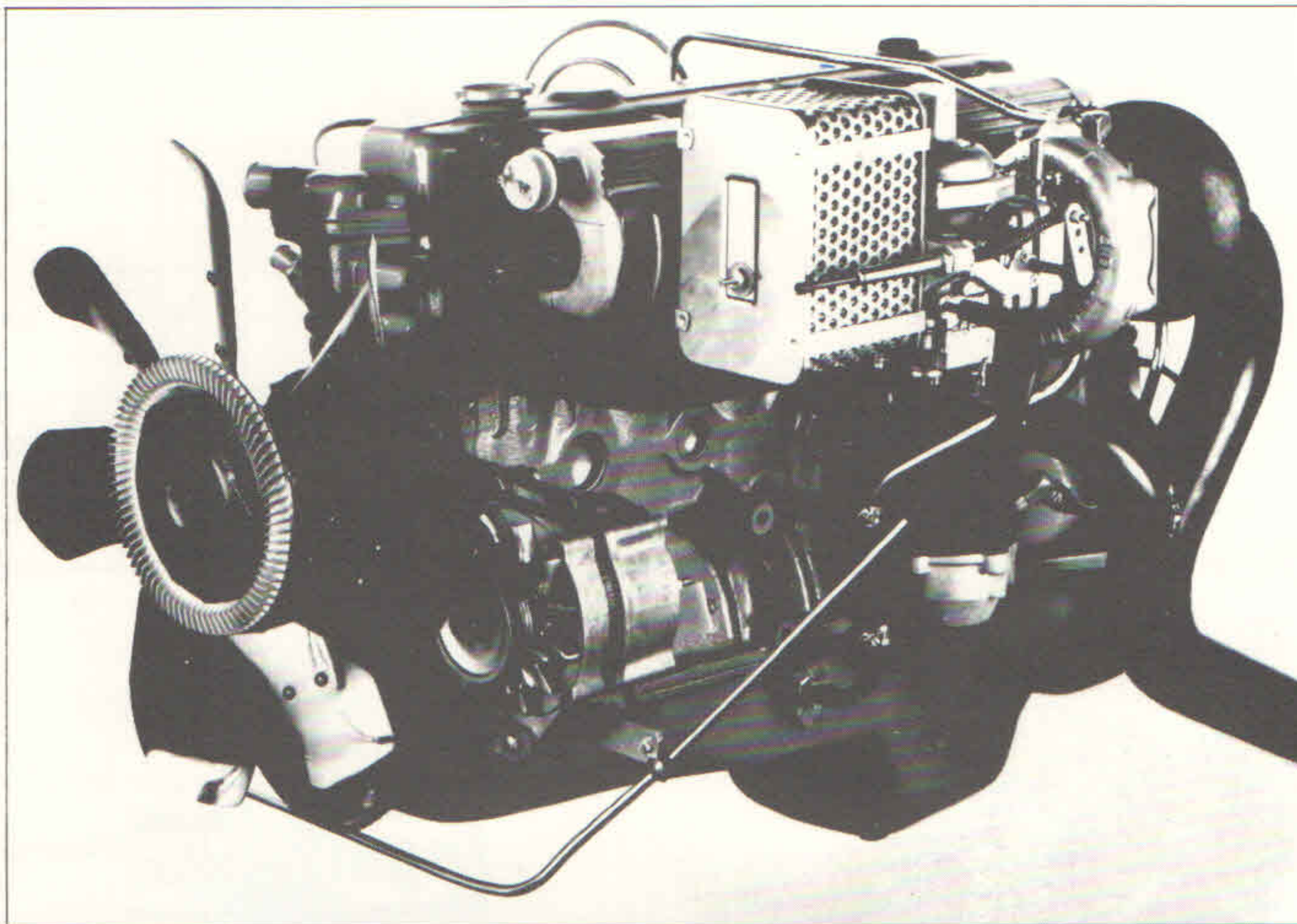


# Normalair-Garrett Turbosystem to suit Holden Six Cylinder Strata II - H.D.

This specification sheet contains the basic information needed to select the right Garrett turbocharger and Turbosystem kit.

Before utilising this information, please ensure that you read the sections in the AiResearch Turbosystems brochure "Before Turbocharging your engine" and "Selecting your Kit."

Recommendations for proper selection of turbochargers for specific custom applications are contained in separate Turbosystem TO4B turbocharger specification sheets.



## Application

The Strata II — H.D. installation is intended for applications requiring continuous, extended period of boosted operation, such as Bedford Camper Vans; and installed on standard engines. While not suitable for any form of competition usage, as supplied, they form the basis of a package which could be used on a non-stock engine. (See your nearest specialised distributor). Further carburettor needle mixture modifications would be required, together with possible additional internal engine strengthening. For any continuous usage applications, an engine oil cooler should be seriously considered, as the power increase is slightly in excess of double the standard figure.

These packages utilise wastegate controls, (see AiResearch Turbosystem booklet), for optimum power output and boost response. As with the Strata II Kits, standard Tri-matic automatic transmissions are unsuitable in this application, due to their inability to reliably transmit the torque levels produced in these kits. However, it is quite possible to have the automatic gearbox upgraded to V-8 specifications in order to cope with these power levels.

As illustrated by the power graph the principal increase in output lies between 2,000 and 3,500 R.P.M. the area most used in normal driving.

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. Overtaking times are slashed, and fuel consumption under heavily laden conditions, significantly improved. 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) only rising in effective compression ratio, under a heavy load situation.

## Installation Notes

1. All kits require welding of the exhaust outlet pipe which, on the Strata II conversion, rejoins a sports 2½" system (not supplied) below the floor.
2. Installation of the turbocharger lubrication oil return fitting, in the side of the sump, requires professional attention.
3. HK Model vehicles will require relocation of engine firewall mounted heater box.
4. Some modification to the distributor centrifugal advance curve may be required on early engines.

# MARK II Turbosystem to suit Holden

Six Cylinder Engine 161-202 Cubic Inch  
Strata II-H.D. Conversion

NETT HORSEPOWER CURVES (INSTALLED-FLYWHEEL)  
CORRECTED TO 85° F, 28.4" Hg  
1979 PRODUCTION ENGINE

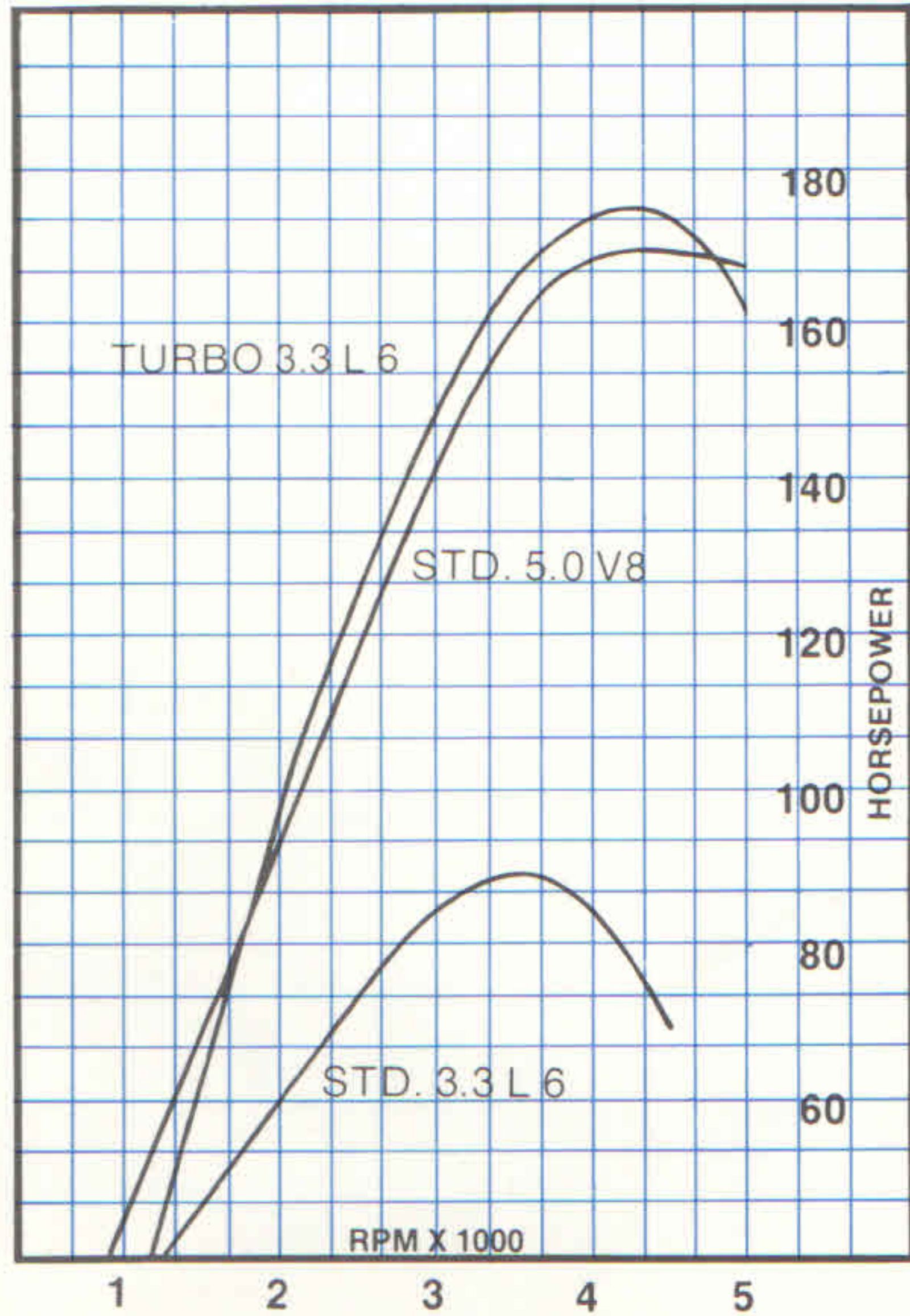
Engine Displacement	Turbocharger	Installation Non-Emission	Kit Emission
161	5-9680	5-4200/1	5-4200
173	5-9680	5-4200/1	5-4200
186	5-9690	5-4200/1	5-4200
202	5-9690	5-4200/1	5-4200

The preceding kits may be installed on the following G.M.H. models, when equipped with O.E.M. front disc brakes. Owners are warned that they may be in violation of State regulation if this kit is installed on vehicles other than specified.

HOLDEN		TORANA			
*HK	HQ	**LC	UC	M-40	M-20
HT	HJ	**LJ		Transmissions only	
HG	HX	LH			
	HZ	LX			

\*Engine compartment heater box must be altered.  
\*\*Not suitable for X-U1 engines.  
All engines **must** be standard compression ratio, **before** installation of turbocharger kit.  
Installation kits contain the following:

5-4200		5-4200/1	
5-1005	Air Cleaner Mtg. Adpt.	5-1005/1	Air Cleaner
5-2010	Carburettor	5-2010	Carburettor
5-1015	Carb. Mount Adpt.	5-1015	Carb. Mount Adpt.
5-1025	Turbo Lubrication	5-1025	Turbo Lubrication
5-2030	Exhaust Manifold	5-1130	Exhaust Manifold
5-1135	Exhaust Outlet	5-1135	Exhaust Outlet
5-1040	Inlet Manifold	5-1040	Inlet Manifold
5-1045	Accelerator Linkage	5-1045	Accelerator Linkage
5-1050	Decompression Kit	5-1050	Decompression Kit
5-1155	Water Injection	5-1155/1	Water Injection
5-2160	Fuel Line	5-2160	Fuel Line
5-2065	Wastegate	5-2065	Wastegate
5-1090	Gasket Set	5-1090	Gasket Set



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