

## TURBOCHARGER KITS & RELATED PARTS

# Highlights

- 1 More than 140 New, No-Core and Remanufactured Turbocharger Kits for Gas, Diesel, Domestic and Import applications
- 2 Turbocharger Kits include everything needed for a complete, efficient repair
- 3 Drop Ship Program available on the entire Turbo line



What's in  
your box?™



When OE Fails . . . Trust Standard®

StandardTurbos.com

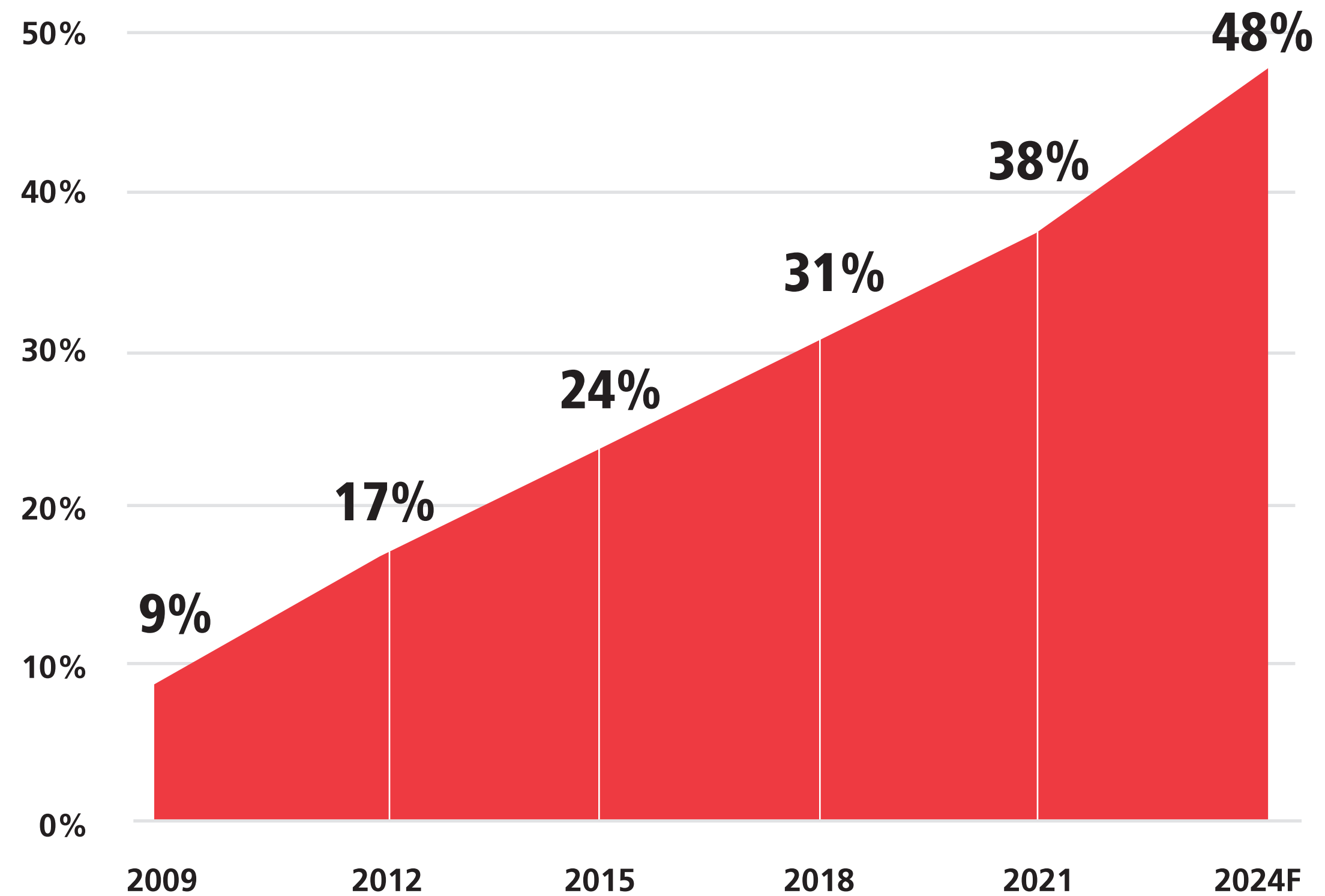
# Growing Market

In an effort to improve fuel economy, reduce emissions, and improve performance, vehicle manufacturers have added turbocharged vehicles to their lineups at a rapid rate.

## Did you know

Ford introduced their first turbocharged EcoBoost engine in 2010. They now produce 9 different turbocharged EcoBoost engines for their vehicle lineup and many vehicles are equipped with two turbochargers.

## New Vehicles Equipped with Turbochargers



Source: SMP Internal Data

### Service Opportunities:

An additional 28 million vehicles with turbochargers will enter the Aftermarket "Sweet Spot" in the next 5 years, during which their turbochargers and related parts may need to be serviced or replaced.



# Sales Opportunities

The GM 1.4L Ecotec engines may develop an oil leak around the PCV valve and plugs on the front engine cover. (GM Service Bulletins PIP5197/PIO957).

The loss of oil can starve the turbocharger of lubrication, causing the turbocharger to fail prematurely.

## Standard® Pro Training Tip

Before installing a replacement turbo on a GM 1.4L, carefully check for any oil leaks. It is likely the original turbo failed due to a lack of lubrication.



Standard® New, No Core Turbocharger Kits for the GM 1.4L Ecotec engine contain everything needed for a complete repair, helping technicians do the job right

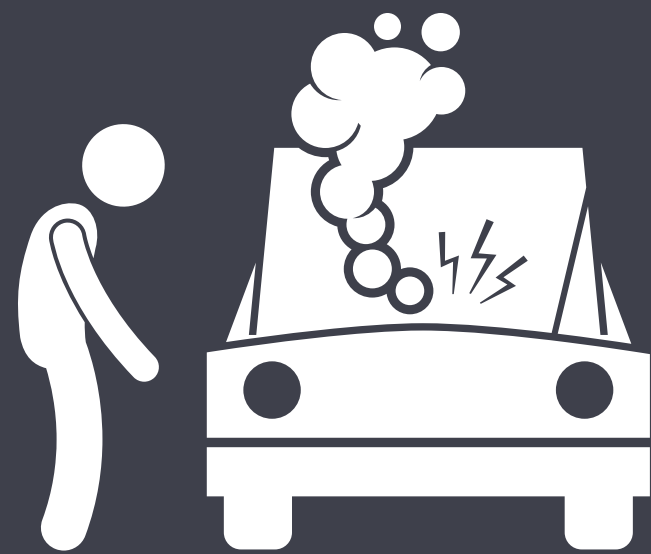
**TBC583 includes a premium turbocharger, new gaskets, oil line and required hardware**

## TBC583 GM 1.4L Ecotec Engines

Buick Encore (2018-13)  
Chevrolet Trax (2018-13)  
Chevrolet Cruze (2016-11)  
Chevrolet Sonic (2019-12)



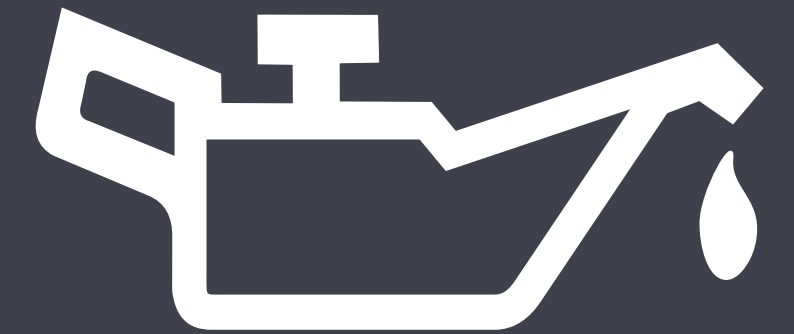
# Impact on Engine Systems



When a turbocharger fails, the motorist will likely experience a lack of power and reduced fuel mileage — The engine may also begin to operate at higher temperatures



A turbo failure can send oil and metal debris through the intake — The entire intake system, including the intercooler, should be thoroughly inspected



Turbos usually don't fail on their own — The primary causes of turbo failure are contamination and lack of oil

# What's New

New, No-Core Turbocharger Kits are one of the fastest growing categories in the industry. Standard® is committed to regularly introducing new Turbocharger Kits.

For the most recent applications, check the online catalog at [StandardBrand.com](http://StandardBrand.com).



**TBC715**  
Ford Mustang  
(2020-15)  
VIO: 213K



**TBC679**  
Ford / Lincoln Trucks & SUVs  
(2020-18)  
VIO: 847K



**TBC714**  
Ford Vans  
(2019-15)  
VIO: 26K



# What's New

## RELATED PARTS

From sensors and actuators to coolant and oil lines, regularly introducing related parts for the turbocharger system is a staple of Standard's complete Turbo Program.

For the most recent applications, check the online catalog at [StandardBrand.com](http://StandardBrand.com).



**Turbocharger  
Coolant Line**

**TIH114**

BMW Cars & SUVs (2019-13)  
VIO: 76K



**Turbocharger  
Oil Line**

**TIH53**

Ford SUVs (2019-13)  
VIO: 1.5M



**Turbocharger Speed  
Sensor**

**TSS2**

RAM Trucks (2020-14)  
VIO: 830K



**Turbocharger  
Gasket Set**

**TGS13**

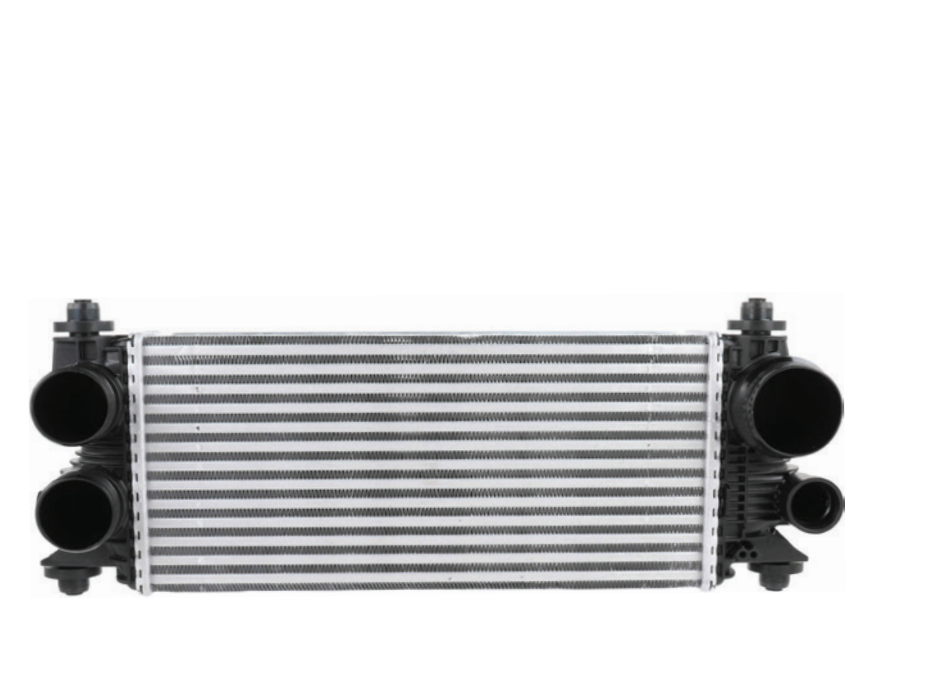
Ford Explorer (2019-13)  
VIO: 1.4M



**Turbocharger  
Wastegate Solenoid**

**TBA5**

GM Cars and Trucks (2021-2020)  
VIO: 106K



**Charge Air Cooler**

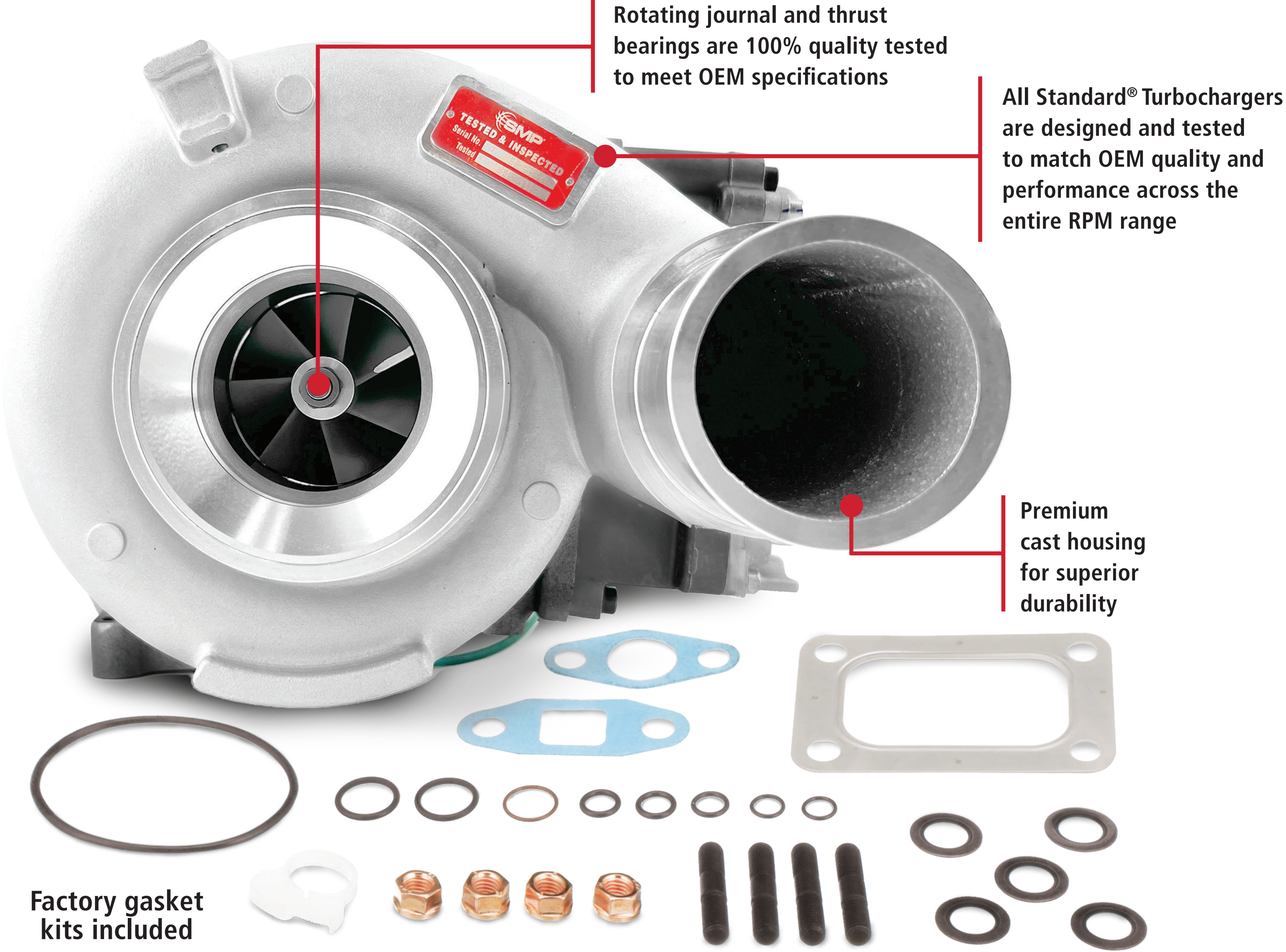
**CAC24**

Ford Trucks & SUVs (2021-16)  
VIO: 1.4M



# Standard<sup>®</sup> Quality

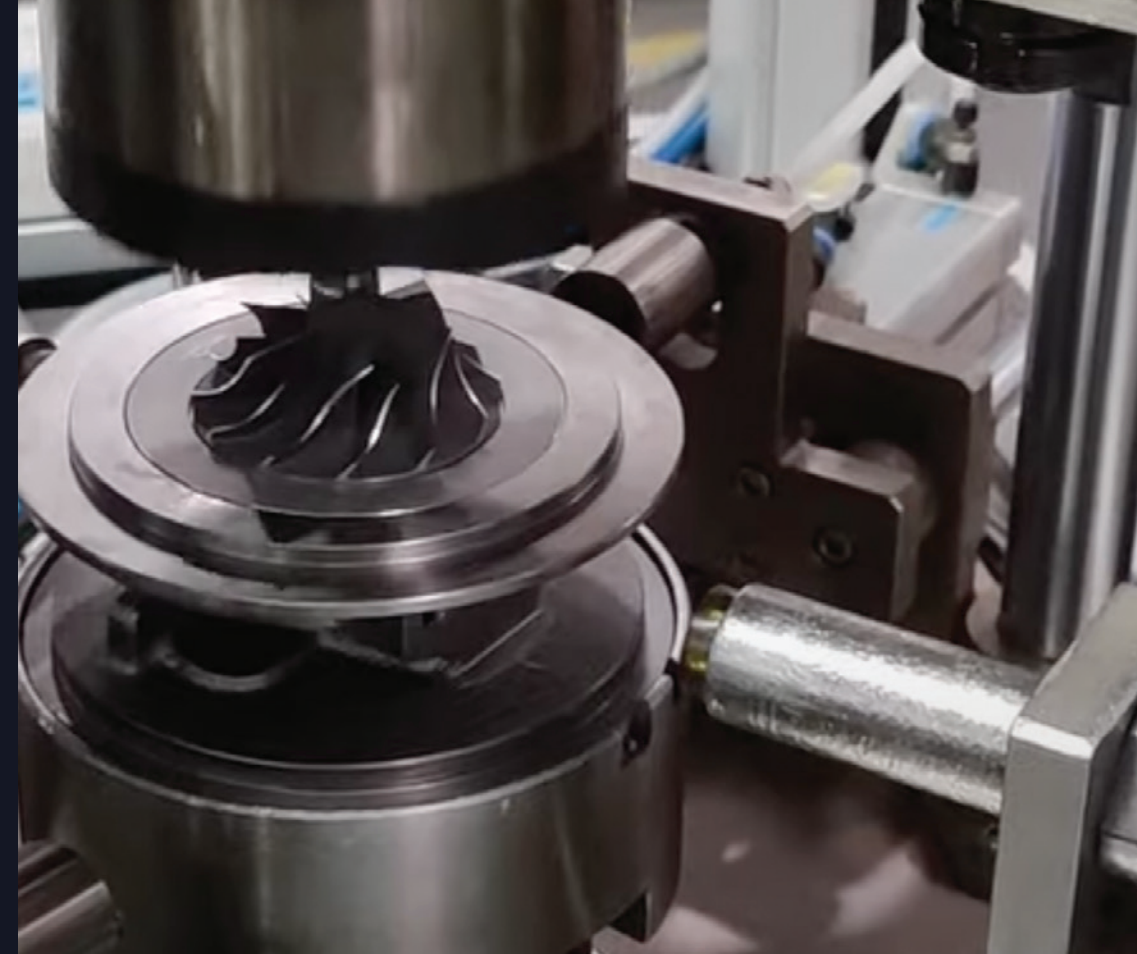
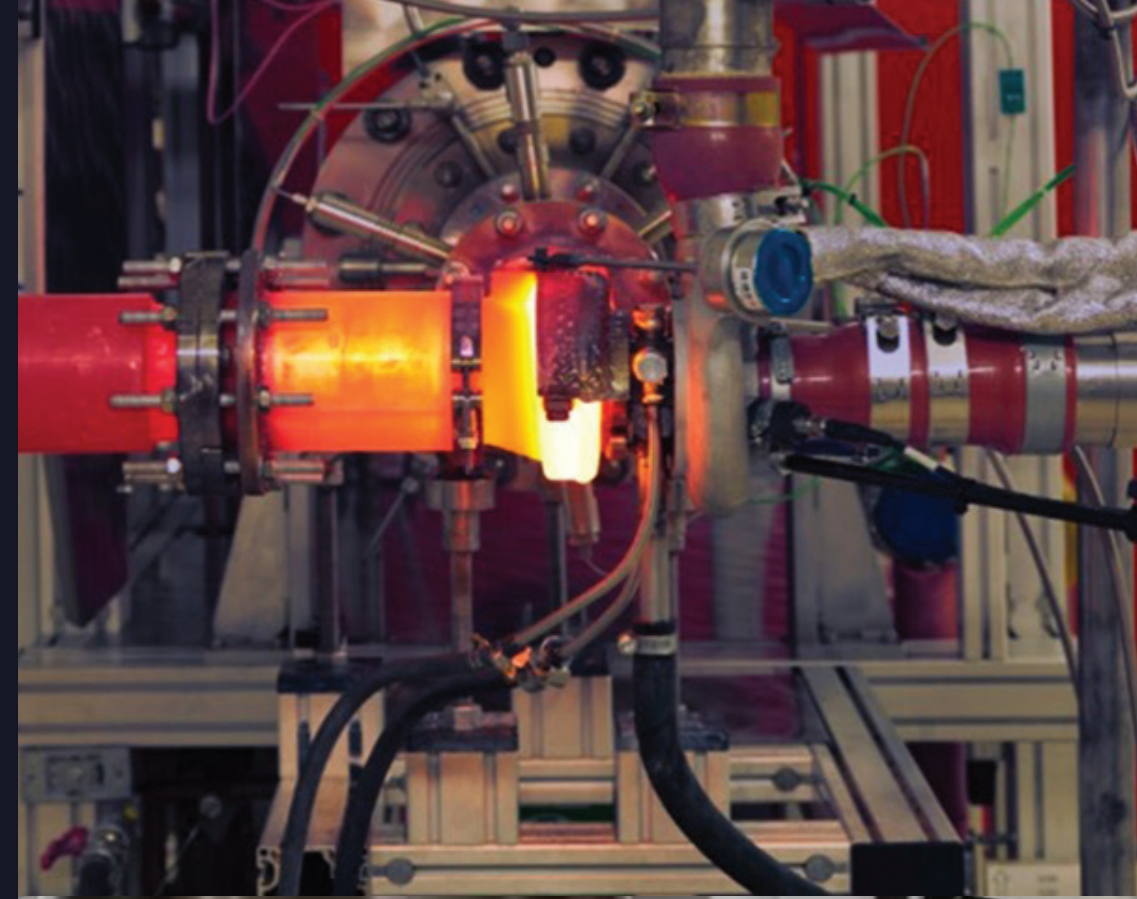
Turbochargers operate at temperatures in excess of 1700°F with the turbine spinning up to 200,000 RPM. Using quality components to manufacture a premium replacement is critical to optimal turbocharger performance.



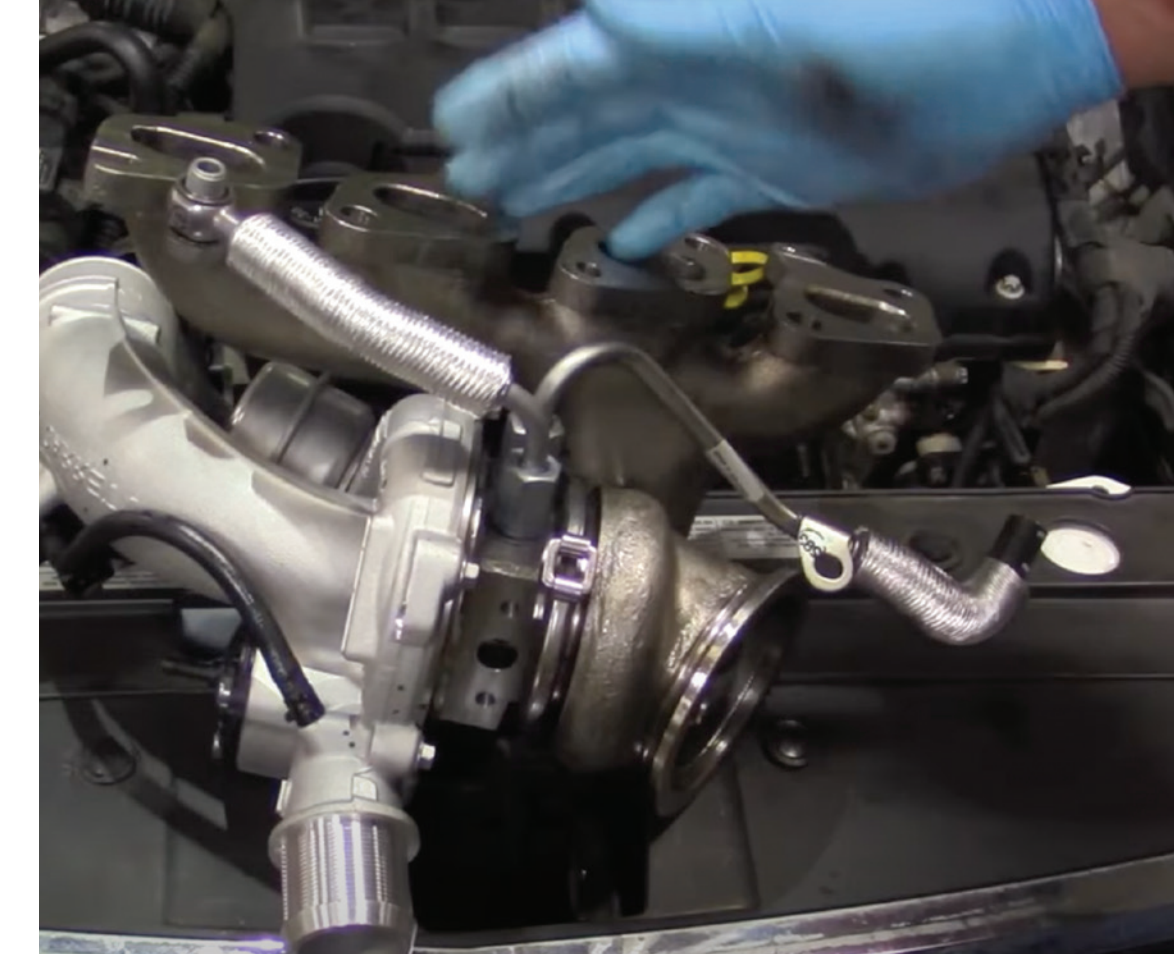
# Testing and Warranty

In the lab and on-vehicle, all Standard® Turbochargers go through a rigorous testing regimen that includes hot gas stand and burst test validation to ensure structural integrity, durability and performance. In fact, Standard® Turbochargers are 100% end-of-line tested through the full RPM range.

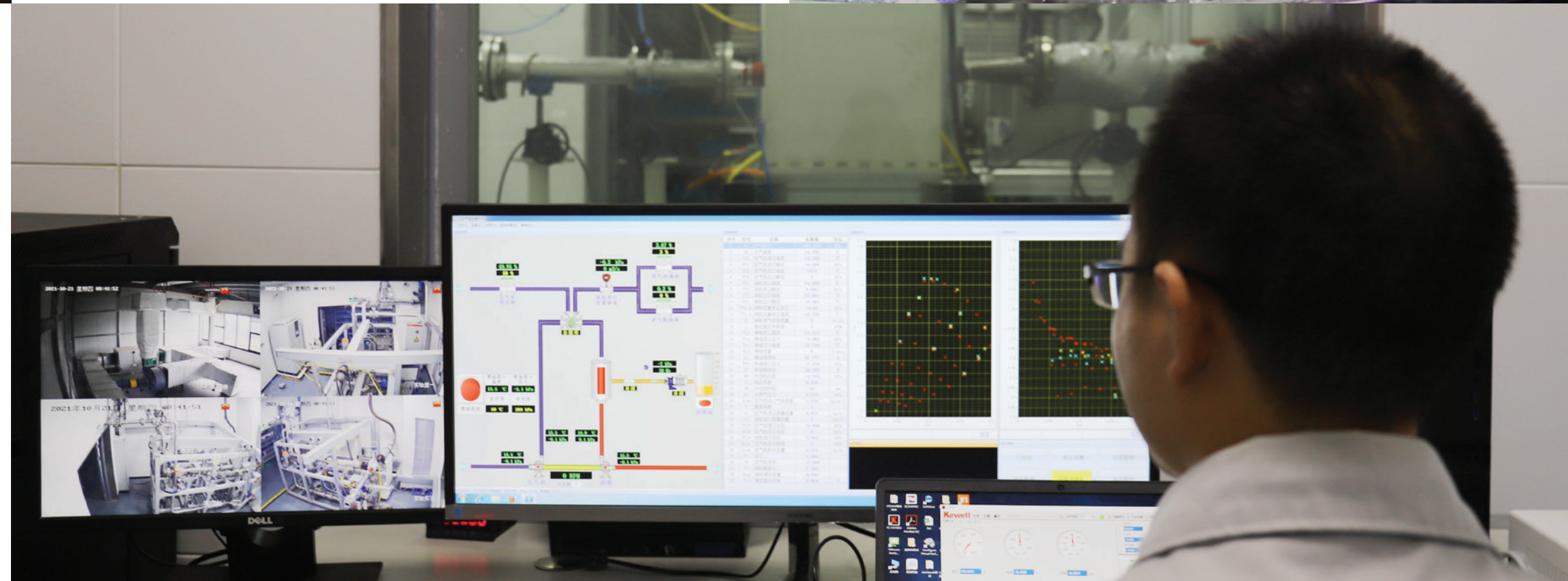
That's why all Standard® Turbocharger Kits come with a 3-year / 36,000-mile limited warranty.



**3/36**  
**3-Year / 36,000-Mile**  
**Limited Warranty**



**100%**  
**End-of-Line**  
**Testing**





# Top Movers: Turbocharger Kits



**GASOLINE**



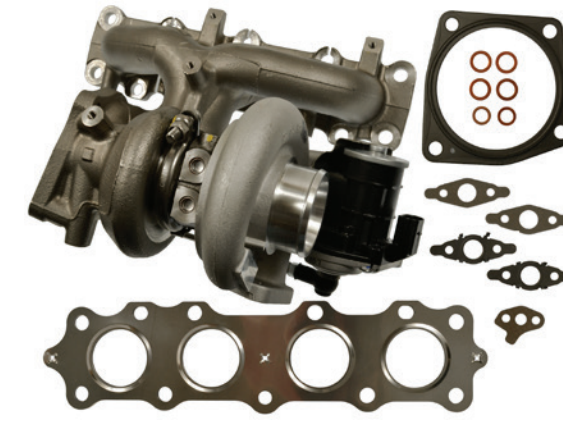
**TBC583**

Chevrolet / Buick Cars  
(2019-11)



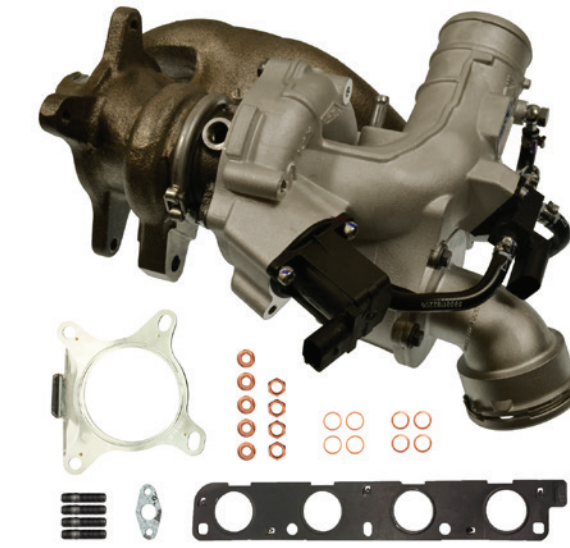
**TBC598**

Hyundai / Kia Cars & SUVs  
(2016-11)



**TBC599**

Hyundai / Kia Cars & SUVs  
(2020-15)



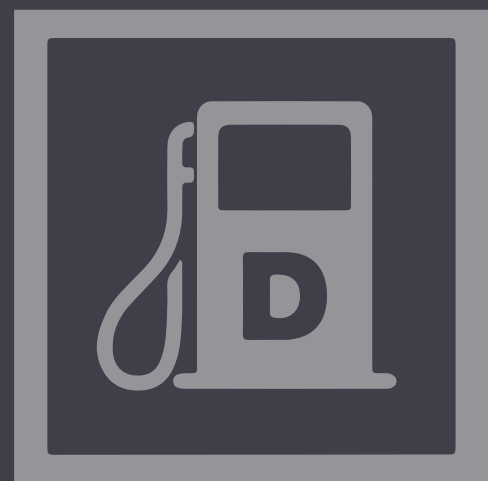
**TBC622**

Audi / VW Cars & SUVs  
(2017-08)



**TBC608**

Ford Cars & SUVs  
(2019-14)



**DIESEL**



**TBC523**

Ford Trucks & Vans  
(2010-06)



**TBC602**

Mercedes-Benz Light Duty  
(2019-07)



**TBC709**

RAM 2500  
(2018-13)



**TBC547**

Dodge, Jeep, Mercedes-Benz  
(2009-07)



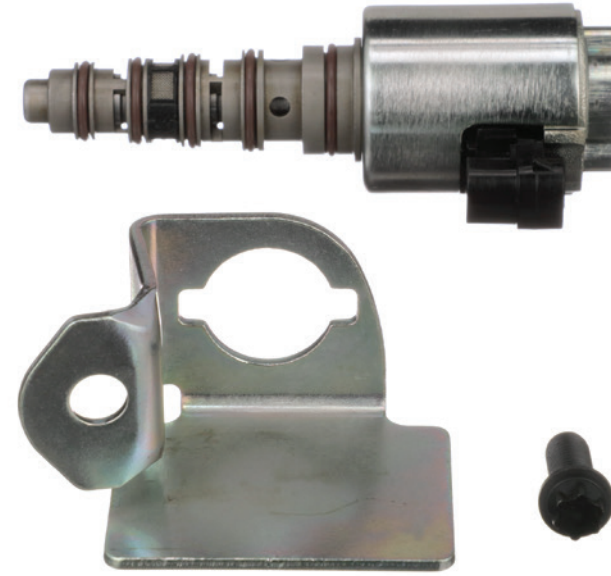
**TBC593**

Ford Trucks  
(2007-05)



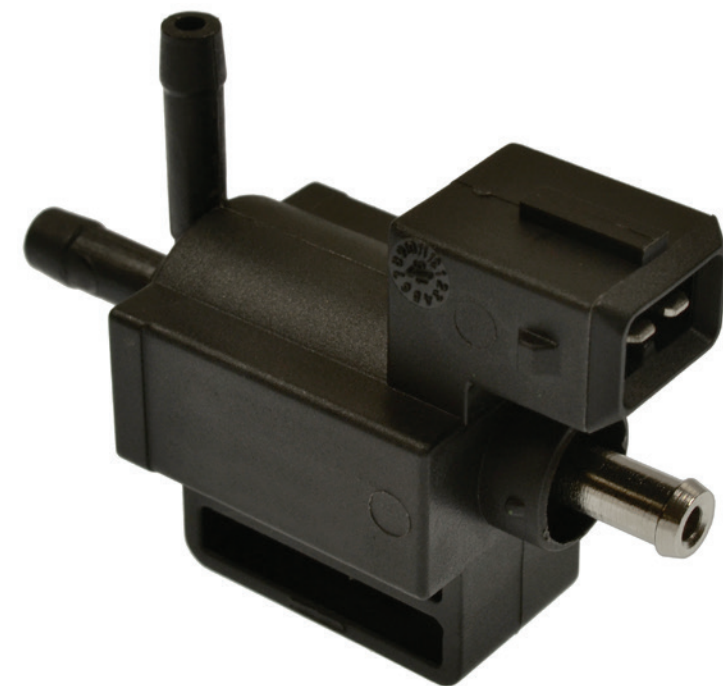
# Related Parts

In addition to the highest quality replacement Turbos, Standard® offers a full line of components to repair the turbocharger system including the actuators, solenoids and sensors technicians are looking for.



## Turbo Actuators

Direct OE replacement for Ford and GM diesel trucks



## Turbo Wastegate Solenoids

Regulates the amount of boost on turbocharged engines

Coverage for GM, Ford, Chrysler, Hyundai and Kia through 2021



## MAP Sensors

Measures turbo manifold pressure to the ECM, calculates air density and required fuel delivery for optimum combustion

45 SKUs with coverage through 2023



## Turbo Bypass Valves

Includes an upgraded internal spring to help the turbo spool up faster, and maintain constant boost pressure

Import and domestic coverage through 2022



## Turbo Speed Sensors

Provides the ECM with a speed reading which helps prevent excessive turbo RPM that can cause turbo and/or engine damage



# Related Parts

The Standard® Turbo Program includes all related components to do the job right: coolant lines, oil lines, drain tubes, gasket sets and charge air coolers.

## Standard® Pro Training Tip

Be sure to inspect the oil lines when installing a new replacement turbo. Cooked oil build-up can clog the lines and is a common cause of turbo failure.



## Turbo Coolant Lines

Exact OEM fitment engineered to provide cooling on turbochargers

Growing category with coverage through 2022



## Turbo Gasket Sets

Standard's Turbos come complete with gaskets, but sometimes, the tech only needs gaskets

\* where required



## Turbo Oil Drain Tubes

Upgraded, zinc-coated steel resists corrosion. Includes a new gasket\*

Coverage through 2022



## Water to Air Coolers

Cools the air using heat transfer between water and intake air before it enters the intake manifold.

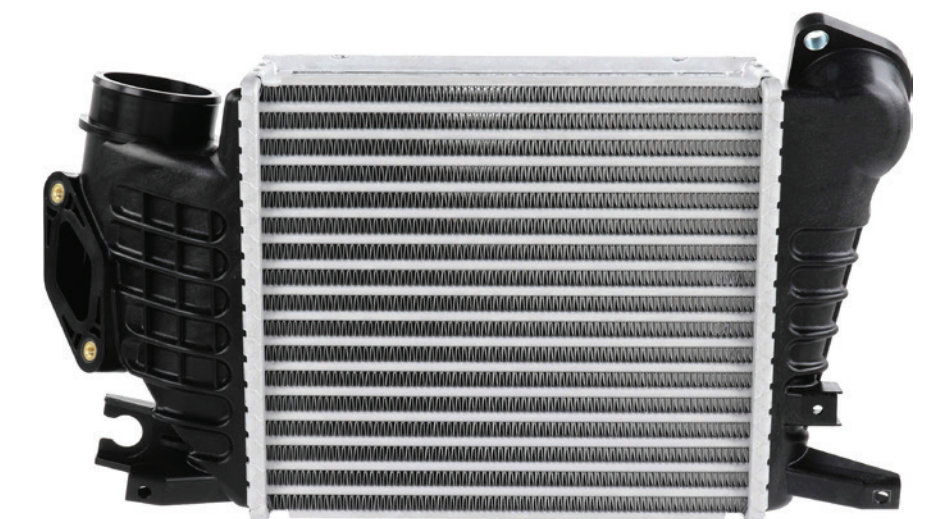
Coverage for GM, Ford and Chrysler through 2021



## Turbo Oil Lines

Helps keep the turbo lubricated as designed for a longer service life. Includes new gaskets\*

25 SKUs with coverage through 2022



## Air to Air Coolers

Cools the air using heat transfer between ambient air and intake air before it enters the intake manifold



# Packaging with a Purpose

The most complete Turbo Program includes complete support. That's why Standard® provides illustrated installation instructions and on-the-box alert labels for every New, No-Core Turbo Kit, to help technicians perform a successful install.

## Standard® Step-by-Step Turbocharger Removal and Installation Instructions

- Remove plastic cover on top of engine bay and detach wire harness from mounts. Move the wiring harness out of the way to improve access.**  
Retirer la couverture en plastique située sur le dessus du compartiment moteur et détacher le faisceau électrique des supports. Retirer la couverture de plastique du compartiment du moteur y déconnecter le faisceau de câblage. Ponga a un lado el arnés de cableado para facilitar el acceso.
- Remove turbocharger intake tube.**  
Retirer le tube d'admission du turbocompresseur. Desconnecte la tubería de entrada del turbocompresor.
- Disconnect charge air cooler inlet pipe.**  
Débrancher le tuyau d'admission du refroidisseur d'air de suralimentation. Desconnecte la tubería de entrada del interenfriador.
- Disconnect turbocharger variable vane hydraulic control valve electrical connector.**  
Débrancher le connecteur électrique de la soupape de commande hydraulique à aube fixe à incidence variable du turbocompresseur. Desconecte el conector eléctrico de la válvula de control hidráulico de las paletas variables del turbocompresor.
- Remove fasteners connecting the oil supply line to the turbo.**  
Discard gasket. REUSE fasteners.  
Retirer les pièces qui fixent la canalisation d'huile au turbocompresseur. Jeter le joint d'étanchéité. RÉUTILISER les pièces de fixation. Desinstale los sujetadores que conectan la línea de suministro de aceite al turbocompresor. Deseche la empaquetadura. VUELVA A UTILIZAR los sujetadores.
- Remove fastener on the flange of oil supply line connected to the oil cooler.**  
Discard O-ring & fastener.  
Retirer la pièce de fixation située sur la bride de la canalisation d'huile branchée au refroidisseur d'huile. Jeter le joint torique et la pièce de fixation. Desinstale el sujetador en la brida de la línea de suministro de aceite conectada al enfriador de aceite. Deseche la junta torica y el sujetador.
- Remove and discard the fastener and the wire retainer.**  
Retirer et jeter la pièce de fixation et la bride de retenue métallique. Desinstale y deseche el sujetador y el reten del cable.
- Remove Marmar clamp from the turbocharger turbine outlet.**  
Retirer la bride de serrage Marmar de l'orifice de sortie de la turbine du turbocompresseur. Desinstale la abrazadera de apriete de tornillo del tubo de salida de la turbina del turbocompresor.
- Remove Marmar clamp from the turbocharger turbine inlet.**  
Retirer la bride de serrage Marmar de l'orifice d'entrée de la turbine du turbocompresseur. Desinstale la abrazadera de apriete de tornillo del tubo de entrada de la turbina del turbocompresor.
- Loosen the exhaust inlet pipe-to-EGR cooler clamp.**  
Desserer le collier de serrage qui unit le tuyau d'entrée des gaz d'échappement au refroidisseur du système EGR. Afloje la abrazadera que conecta la tubería de entrada del escape al enfriador de EGR.
- Install and properly position turbocharger inlet Marmar clamp.**  
Installer et positionner correctement la bride de serrage Marmar sur l'orifice d'entrée du turbocompresseur. Instale y coloque correctamente la abrazadera de apriete de tornillo de la tubería de ingreso del turbocompresor.
- Install exhaust inlet pipe-to-EGR cooler clamp.**  
Instalar el collier de serrage qui unit le tuyau d'admission des gaz d'échappement à la tubulure d'échappement. Instale la abrazadera que conecta la tubería de entrada del escape al el enfriador EGR.
- Install LH and RH exhaust inlet pipe-to-exhaust manifold nuts.**  
Alternate tighten the bolts on each side of the engine to draw inlet pipes equally to each exhaust manifold flange. Note: Gap between pipe flange and exhaust manifold should be even for both exhaust connections on the engine.  
Installer les écrous qui unissent le tuyau d'admission des gaz d'échappement à la tubulure d'échappement, du côté gauche et du côté droit du moteur. Serrer les boulons alternativement de chaque côté du moteur afin de créer les tuyaux d'admission uniformément sur la bride de chacune des tubulures d'échappement. Note: L'espacement libre entre la bride de tuyau et la tubulure d'échappement doit être exactement le même pour les deux raccords de tuyaux d'échappement sur le moteur. Instale las tuercas del lado izquierdo y lado derecho del múltiple que conecta la tubería de entrada al escape. Apriete alternativamente los pernos en cada lado del motor de manera que las tuberías de entrada se asienten de manera pareja en cada brida del múltiple del escape. Nota: El espacio entre la brida de la tubería y el múltiple del escape debe ser igual en ambas conexiones del escape del motor.
- Install turbocharger exhaust Marmar clamp.**  
Installer la bride de serrage Marmar de l'échappement du turbocompresseur. Instale la abrazadera de apriete de tornillo en el escape del turbocompresor.
- Install wire retainer & fastener. Reconnect the turbocharger variable vane hydraulic control valve connector.**  
Installer la pièce de fixation et la pièce de retenue métallique. Rebrancher le connecteur électrique de la soupape de commande hydraulique à aube fixe à incidence variable du turbocompresseur. Instale el reten del cable y el sujetador. Vuelva a conectar el conector de la válvula de control hidráulico de las paletas variables del turbocompresor.
- Install inlet & outlet air hoses to the turbocharger compressor.**  
Installer les tuyaux flexibles de prise d'air et de sortie d'air sur le compresseur du turbocompresseur. Instale las mangueras de aire de entrada y salida al compresor del turbocompresor.



Detailed installation videos available on StandardBrand's YouTube channel

**ALERT:**  
PROPER DIAGNOSIS IS REQUIRED BEFORE REPLACING THE TURBO  
Failure to properly diagnose the root cause can lead to a repeat problem and void the warranty

**ALERTE :**  
UN DIAGNOSTIC PRÉCIS DOIT ÊTRE POSÉ AVANT DE PROCÉDER AU REMPLACEMENT DU TURBOCOMPRESSEUR  
Tout défaut de poser un diagnostic précis de la cause peut entraîner la répétition du problème et invalider la garantie






**ALERTA:**  
ANTES DE REEMPLAZAR EL TURBOCOMPRESOR DEBE HACER UN DIAGNÓSTICO APROPIADO  
Si no hace el diagnóstico apropiado, la causa del fallo puede producir un problema repetido y anular la garantía

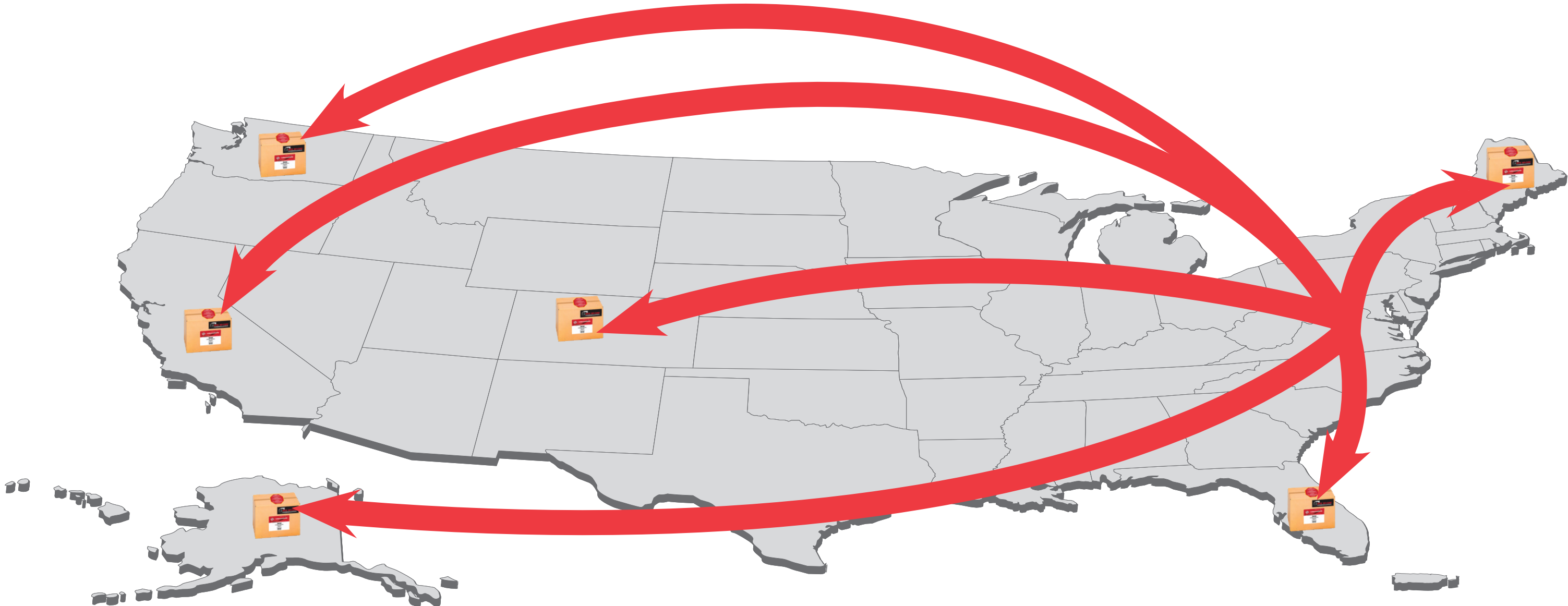


# Drop-Ship Program

To help our customers manage their valuable shelf space, Standard® offers a comprehensive drop-ship program to get the right Turbo Kit to the right place at the right time.

The Standard® Turbo Drop-Ship Program covers New, No-Core and Reman turbo kits for all 50 U.S. states and Puerto Rico, and supports all ordering methods. Standard® Turbocharger Kits ship from our Virginia Distribution Center.

48 Contiguous States			Alaska, Hawaii and Puerto Rico	
				
Ground	2nd Day Air®	Next Day Air®	Regular (5-7 days)	Next Day Air®
Check the Standard® Turbocharger Program flyer for the latest pricing				



# Standard<sup>®</sup> Pro Training Tech Tip

Standard<sup>®</sup> Pro Trainers have installed hundreds of turbos and trained thousands of technicians. Here's what they say to look out for during a turbo install.



**Air ductwork must  
be sealed and  
perfectly clean**



**Ensure there is proper  
lubrication and cooling at  
the turbo — Bleed fresh  
engine oil through the  
new turbo before starting  
the engine**



**Install a new air filter  
along with an oil  
change and replace all  
applicable breathers**



# Standard® Professional Training

## Award-Winning In-Person, Live Virtual, and Online Learning

Standard® Pro Training delivers accredited classes that educate technicians in the latest automotive repair technologies, and techs can earn CEU credits.

An extension of Standard® training, our extensive YouTube video library has over 500 technical and installation videos.



### Available Classes

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6.7 Powerstroke Tips

Duramax Diesel Updates

Ford EcoBoost

6.7 Cummins Tips and Tricks

Forced Air Induction Technologies



### Available Classes

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6.7 Powerstroke Diesel Problems  
and Solutions

Duramax Diagnosis and Service

Ford EcoBoost

Cummins Diagnostics and Repairs



For information on replacing turbochargers and components, search “Turbo” on the **StandardBrand** YouTube channel

