

TURBOCHARGER KITS & RELATED PARTS

1

Standard® offers over 140 Turbocharger Kits for gas, diesel, domestic and import applications

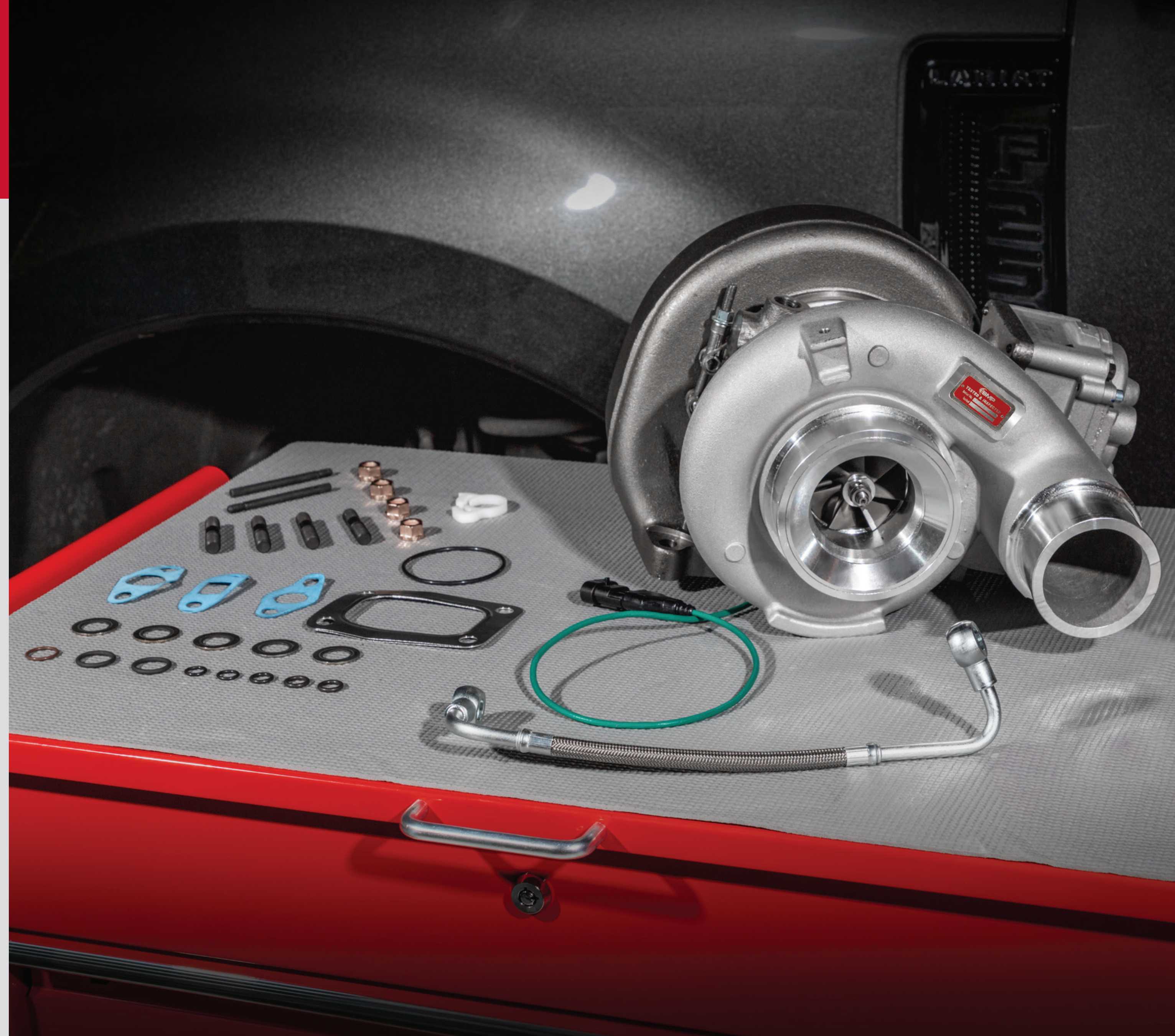
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Standard® complete Turbocharger Kits include everything needed for a complete and trouble-free installation

3

The entire Standard® Turbocharger line is supported by a fast and efficient Drop-Ship Program

**What's in your box?™
Here's what's in ours.**



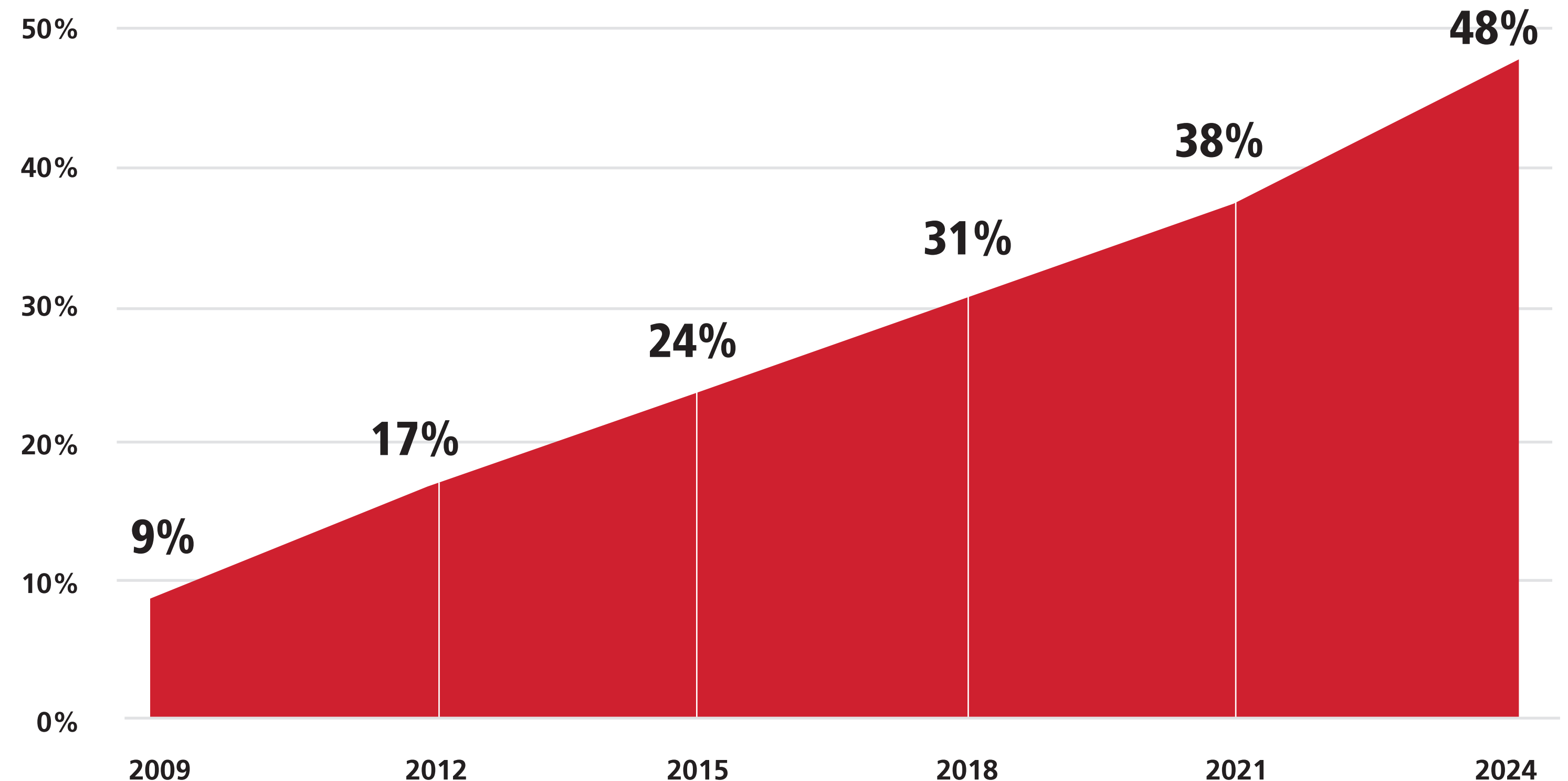
Growing Market

To help boost the performance and efficiency of smaller displacement engines, automakers have continued adding turbochargers to their vehicle line-ups. In fact, in 2023 almost half of all new vehicles using an internal combustion engine came equipped with a turbocharger.

Did you know

Many new vehicles, especially Fords, come from the factory with two turbochargers.

New Vehicles Equipped with Turbochargers



Source: SMP Internal Data



From 2010 to 2020, the number of registered vehicles with turbochargers grew by more than 400%! As these vehicles age, they will represent millions of service opportunities.



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

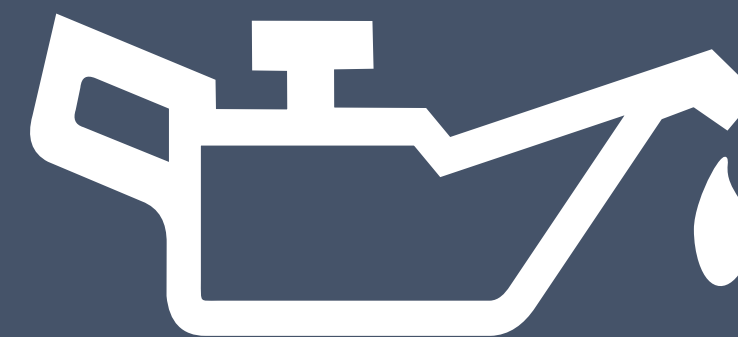
Buick Encore (2022-20) (2018-13)
Chevrolet Trax (2022-13)
Chevrolet Cruze (2016-11)
Chevrolet Sonic (2020-12)



Impact on Engine Systems



Low boost conditions
can be caused by air leaks
in the intake ductwork or
intercooler



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



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

What's New

NEW TURBOCHARGER KITS

Our offering of New Turbocharger Kits continues to grow. Standard's commitment to introducing new Turbocharger Kits helps our distribution partners better serve their customers.

For the most recent applications, check the online catalog at StandardBrand.com.



TBC729

GM Trucks & Vans
6.6L (2010-07)
VIO: 240K



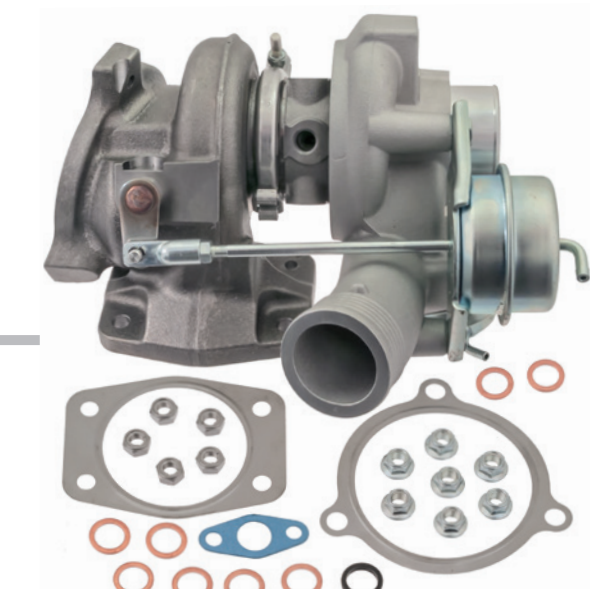
TBC730

GM Trucks
6.6L (2016-11)
VIO: 530K



TBC737

Mazda SUVs
2.3L / 2.5L (2012-07)
VIO: 110K



TBC704

Volvo Cars & SUVs
2.4L / 2.5L (2009-03)
VIO: 70K



What's New

RELATED PARTS

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

To see all of our turbocharger related parts, check the online catalog at StandardBrand.com.



Bypass Valve

TBV1027

GM Cars & SUVs
(2023-20)
VIO: 560K



Oil Drain Tube

TIH106

Ford Cars & SUVs
(2020-14)
VIO: 980K



Oil Line

TIH136

Nissan Trucks
(2023-17)
VIO: 170K



Coolant Line

TIH172

Ford / Lincoln SUVs
(2023-20)
VIO: 730K



Oil Line

TIH175

Dodge / Jeep SUVs
(2023-18)
VIO: 712K



Wastegate Solenoid

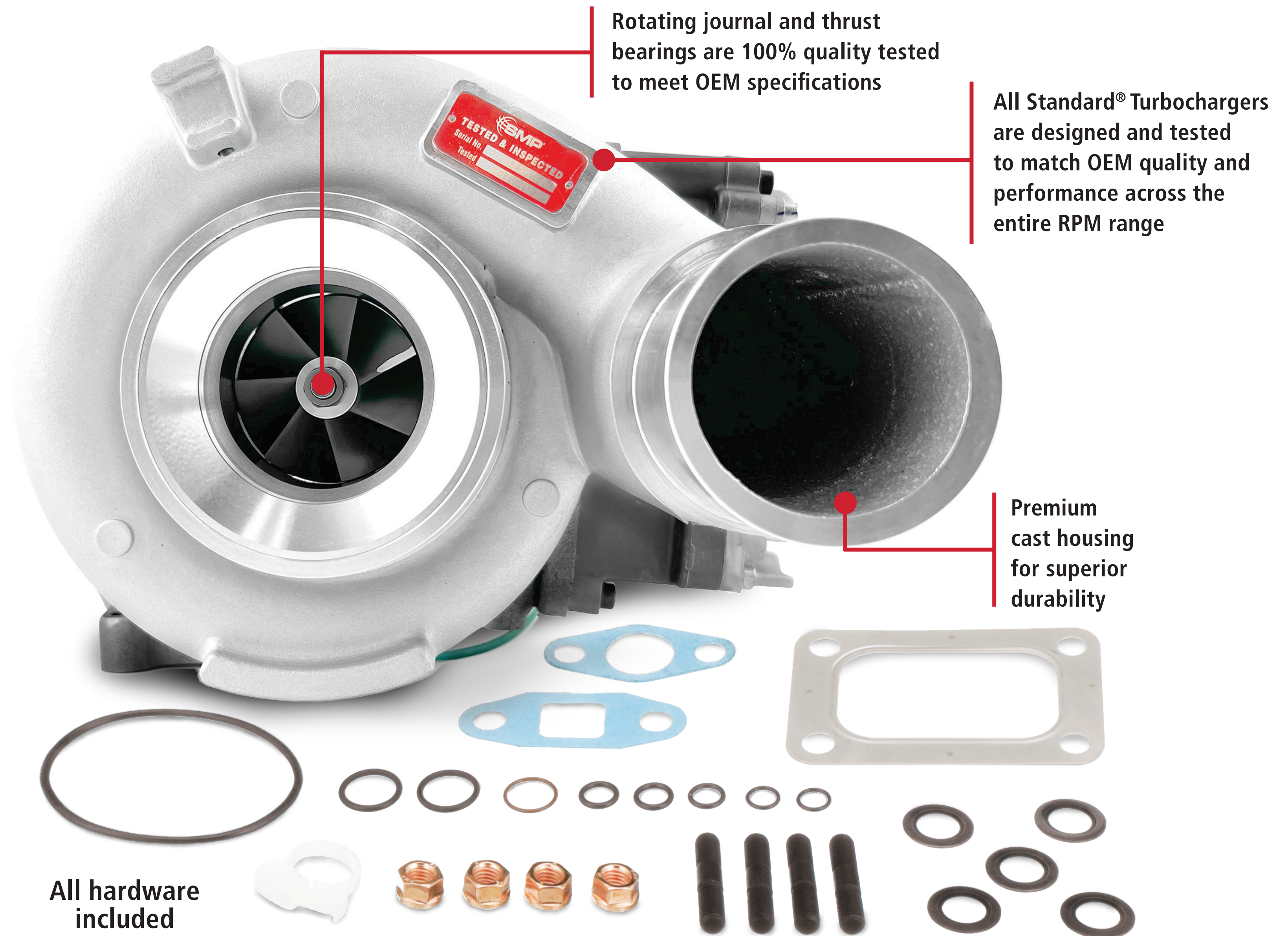
WGS17

GM Trucks & Vans
(2016-11)
VIO: 535K



Standard[®] 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.



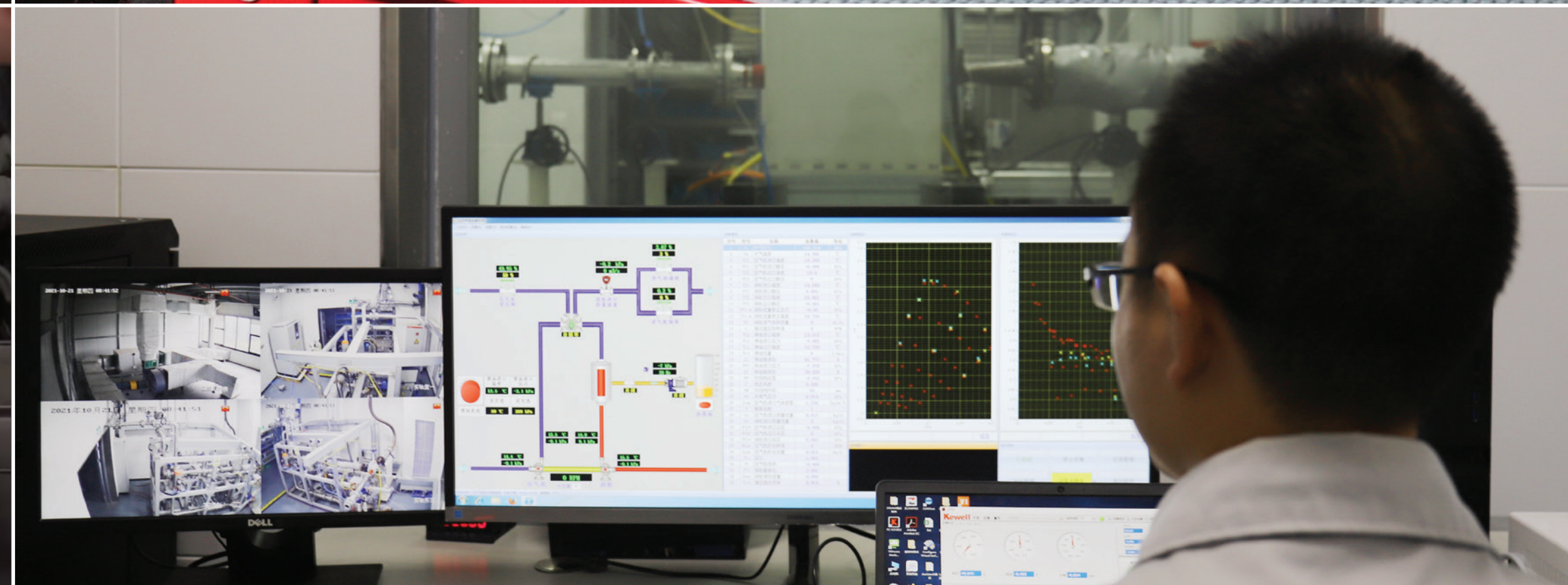
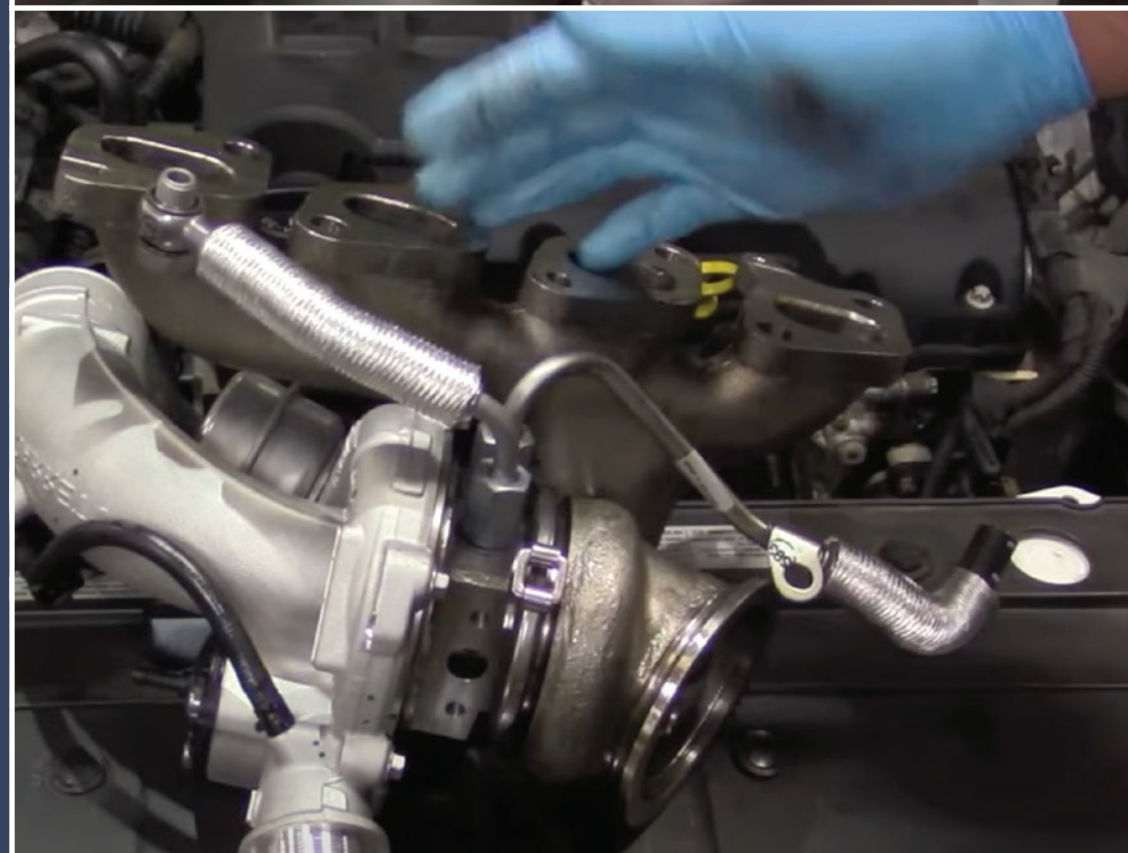
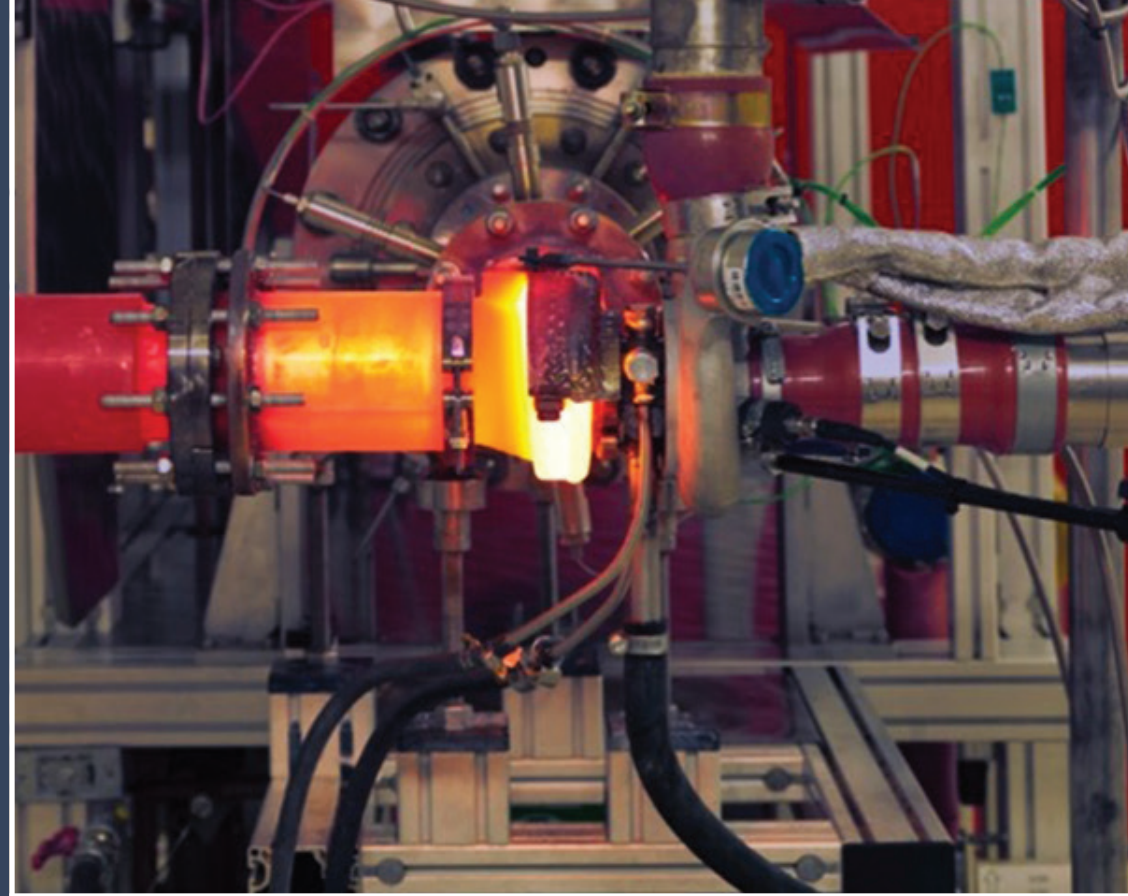
Turbocharger Kits

StandardBrand.com

Testing and Warranty

All Standard® Turbochargers are subjected to a stringent testing regimen. Hot gas stand and burst testing ensure structural integrity, durability, and optimal performance. Standard® Turbochargers aren't just 100% end-of-line tested but are also tested on real vehicles, guaranteeing easy installation and proper operation.

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



Turbocharger Kits

StandardBrand.com

Top Movers: Turbocharger Kits



GASOLINE



TBC583

GM Cars & SUVs
1.4L (2022-11)



TBC599

Hyundai / Kia Cars & SUVs
2.0L (2020-15)



TBC675

Ford / Lincoln Cars & SUVs
(Right Side) 3.5L (2019-10)



TBC674

Ford / Lincoln Cars & SUVs
(Left Side) 3.5L (2019-10)



TBC716

Ford Cars & SUVs
1.0L (2021-14)

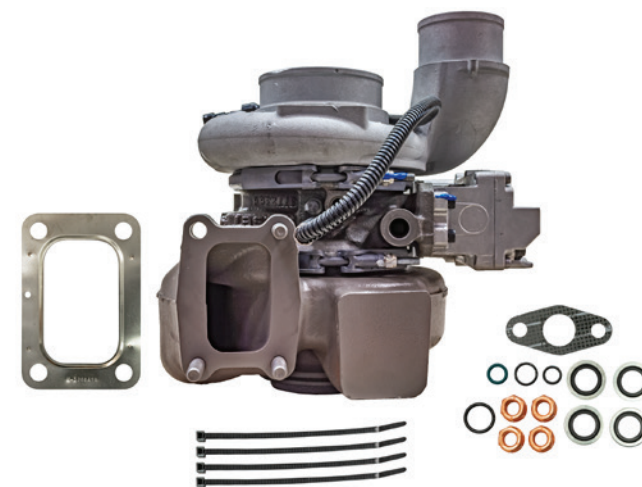


DIESEL



TBC521

Dodge / RAM Trucks
6.7L (2012-07)



TBC668

RAM Trucks
6.7L (2018-13)



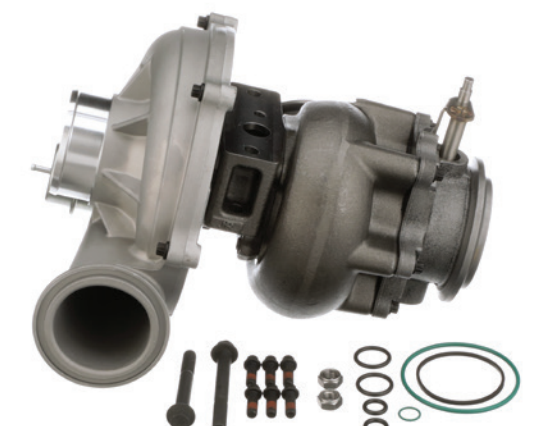
TBC523

Ford Super Duty Trucks & Vans
6.0L (2010-06)



TBC698

Ford Super Duty Trucks
6.4L (2010-08)



TBC702

Ford Trucks & SUVs
7.3L (2003-99)



Turbocharger Kits

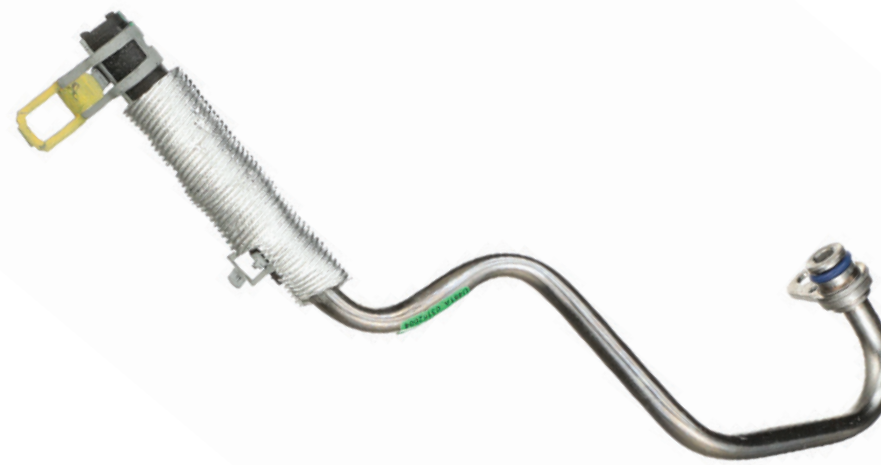
StandardBrand.com

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

When replacing a failed turbocharger, experts recommend also replacing the oil drain tubes and oil feed lines. Oil sludge build-up in these components is often a cause of turbocharger failure.



Turbo Coolant Lines

Exact OEM fitment engineered to provide cooling on turbochargers

30+ SKUs with coverage through 2024



Turbo Oil Drain Tubes

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

20+ SKUs with coverage through 2022



Turbo Oil Lines

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

70+ SKUs with coverage through 2023



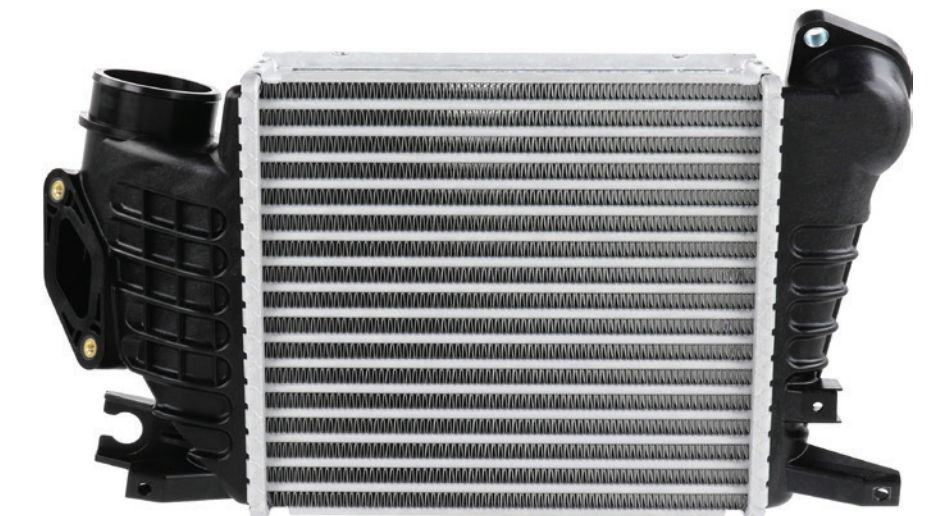
Turbo Gasket Sets

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



Water to Air Coolers

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



Air to Air Coolers

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

* where required



Turbocharger Program

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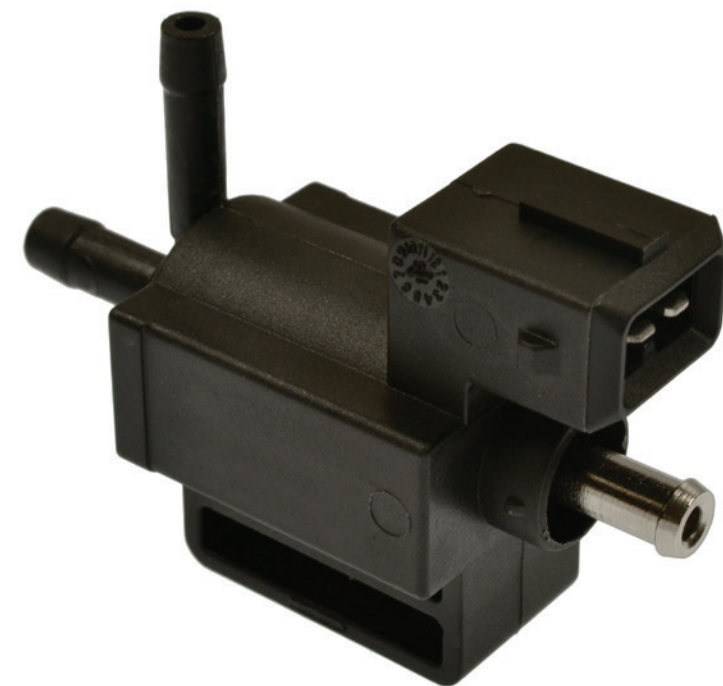
Related Parts

Standard® also supplies a full line of related and supporting components for turbochargers. Technicians can count on Standard® to provide comprehensive coverage for turbocharger systems.



Turbo Actuators

Direct OE replacement for Ford and GM diesel trucks



Turbo Wastegate Solenoids

Regulates the amount of boost pressure on turbocharged engines

Import and domestic coverage through 2021



MAP Sensors

Measures both manifold pressure and air density to help deliver the precise amount of fuel for performance and fuel economy

340+ SKUs with coverage through 2024



Turbo Bypass Valves

Recirculates boost pressure back to the air intake

Import and domestic coverage through 2023



Turbo Speed Sensors

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



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 installation.



Detailed installation videos available
on StandardBrand's YouTube channel
youtube.com/@StandardBrand

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


1. 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 le couvercle en plastique situé sur le dessus du compartiment moteur et détacher le faisceau électrique des supports. Retirer la cubierta de plástico del compartimiento del motor y desconectar de su montaje el anillo de cableado. Ponga a un lado el anillo de cableado para facilitar el acceso.




2. Remove turbocharger intake tube.
Retirer le tube d'admission du turbocompresseur. Desconnecte la tubería de entrada del turbocompresor.




3. Disconnect charge air cooler inlet pipe.
Débrancher le tuyau d'admission du refroidisseur d'air de suralimentation. Desconecte la tubería de entrada del interenfriador.




4. 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.



5. 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. **REUTILISER** les pièces de fixation. Désinstalle los sujetadores que conectan la línea de suministro de aceite al turbocompresor. • Deseche la empaquetadura. **VUELVA A UTILIZAR** los sujetadores.




6. 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.



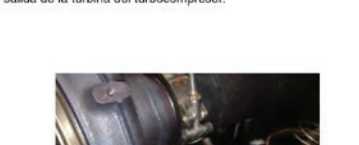
7. Remove and discard the fastener and the wire retainer.
Retirer et jeter la pièce de fixation et la bride de retenue métallique. Desinstale y deseche el sujetador y el retén del cable.



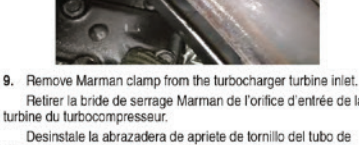
8. Remove Marmen clamp from the turbocharger turbine outlet.
Retirer la bride de serrage Marmen de l'orifice de sortie de la turbine du turbocompresseur. Desinstale la abrazadera de apriete de tornillo del tubo de salida de la turbina del turbocompresor.



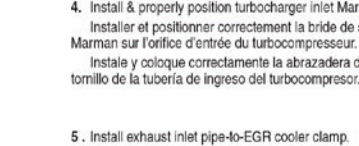
9. Remove Marmen clamp from the turbocharger turbine inlet.
Retirer la bride de serrage Marmen de l'orifice d'entrée de la turbine du turbocompresseur. Desinstale la abrazadera de apriete de tornillo del tubo de entrada de la turbina del turbocompresor.




10. 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.



4. Install & properly position turbocharger inlet Marmen clamp.
Installer et positionner correctement la bride de serrage Marmen sur l'orifice d'entrée du turbocompresseur. Instale y coloque correctamente la abrazadera de apriete de tornillo de la tubería de Ingreso del turbocompresor.




5. Install exhaust inlet pipe-to-EGR cooler clamp.
Installe le 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.



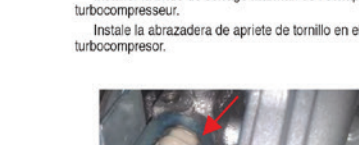
6. Install LH and RH exhaust inlet pipe-to-exhaust manifold nuts.
Alternately tighten the bolts on each side of the engine to draw inlet pipes equally to each exhaust manifold flange. **Note: Gap between pipe flange and exhaust manifold should be even for both exhaust connections on the engine.**
Installe 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. Serrez 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'espace 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.**



7. Install turbocharger exhaust Marmen clamp.
Installer la bride de serrage Marmen de l'échappement du turbocompresseur. Instale la abrazadera de apriete de tornillo en el escape del turbocompresor.




8. Install wire retainer & fastener. Reconnect the turbocharger variable vane hydraulic control valve connector.
Installer la pièce de fixation et la pièce de retenue métallique. Rabrancher le connecteur électrique de la soupape de commande hydraulique à aube fixe à incidence variable du turbocompresseur. Instale el retén del cable y el sujetador. Vuelva a conectar el conector de la válvula de control hidráulico de las paletas variables del turbocompresor.



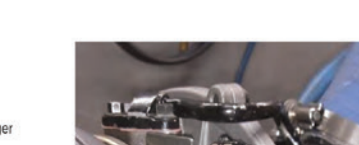
9. Install oil supply tube, then pour a quart of new engine oil into the inlet hole of the turbocharger.
Installer la canalisation d'huile, puis verser 946 ml d'huile moteur fraîche dans l'orifice de remplissage d'huile du turbocompresseur. Instale la tubería de suministro de aceite, luego vierta un cuarto de galón de aceite nuevo de motor por el agujero de entrada del turbocompresor.



10. Position oil supply line with new gasket, then install original fasteners.
Positionner correctement la canalisation d'huile sur le nouveau joint d'étanchéité, puis installer les pièces de fixation d'origine. Coloque la línea de suministro de aceite con una empaquetadura nueva, luego instale los sujetadores originales.



11. 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.



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








Turbocharger Program

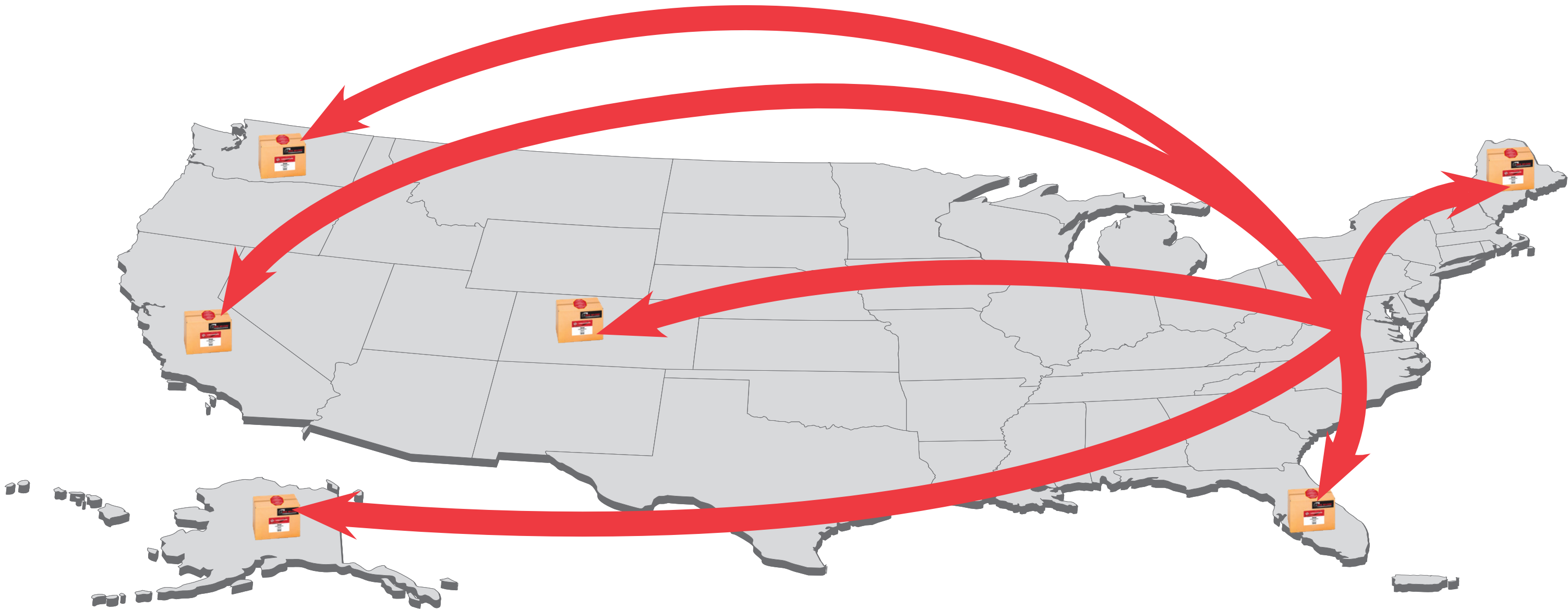
StandardBrand.com

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®
Contact your local Standard® Representative for pricing and details				



Standard[®] Pro Training Tech Tips

Standard[®] 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.



When replacing a failed turbo, ensure that there is no debris, oil, water, or shop rags in the ductwork or the intercooler before starting the engine for the first time



If the intercooler and/or charge pipes are replaced, it is a good idea to pressure test the system – This ensures there are no boost leaks and that the vehicle will run properly



Turbos need clean oil to lubricate them, many need clean coolant to cool them, and they all need clean air from a fresh filter to breathe – Ensure that all of these things are new or replaced when installing a new turbo

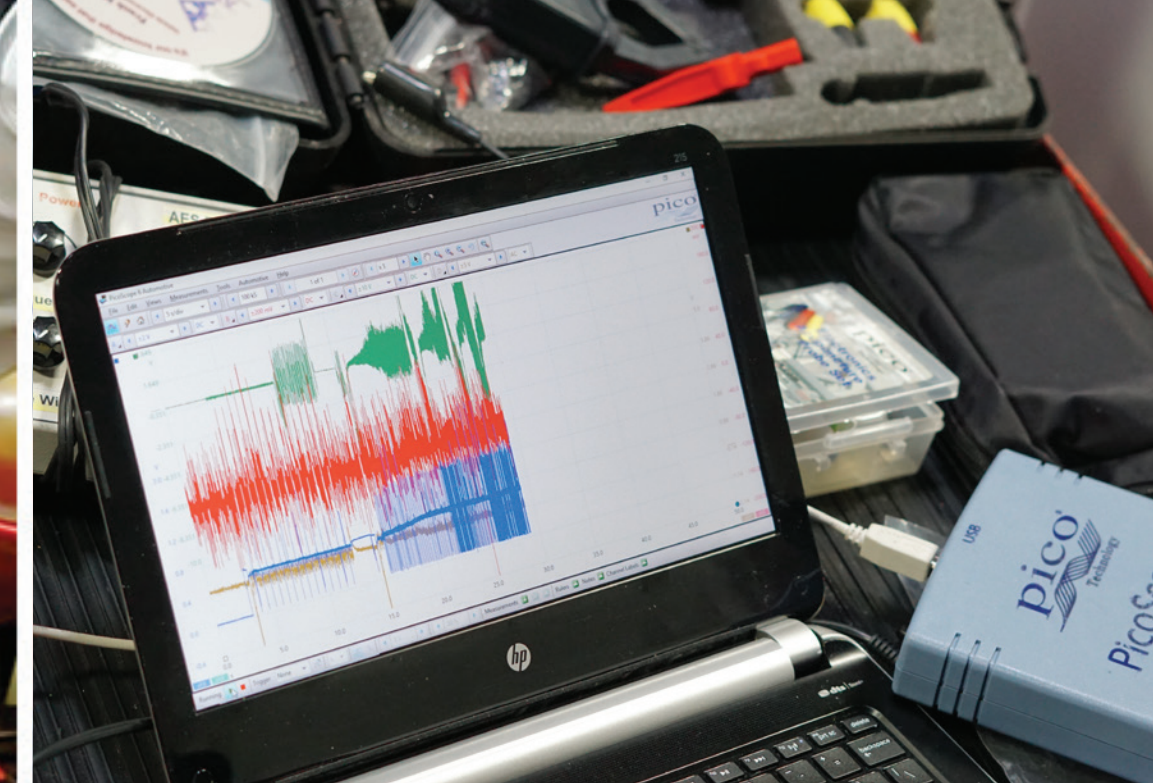


Standard® Professional Training

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 650 technical and installation videos.



Available Classes

6.7 Cummins Tips and Tricks

6.7 Power Stroke Tips

Duramax Diesel Updates

Forced Air Induction Technologies

Ford EcoBoost



Available Classes

Duramax Diagnosis and Service

Ford EcoBoost

Modern Turbocharger Diagnostics

Unleash The Power of Your
Scan Tool



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

