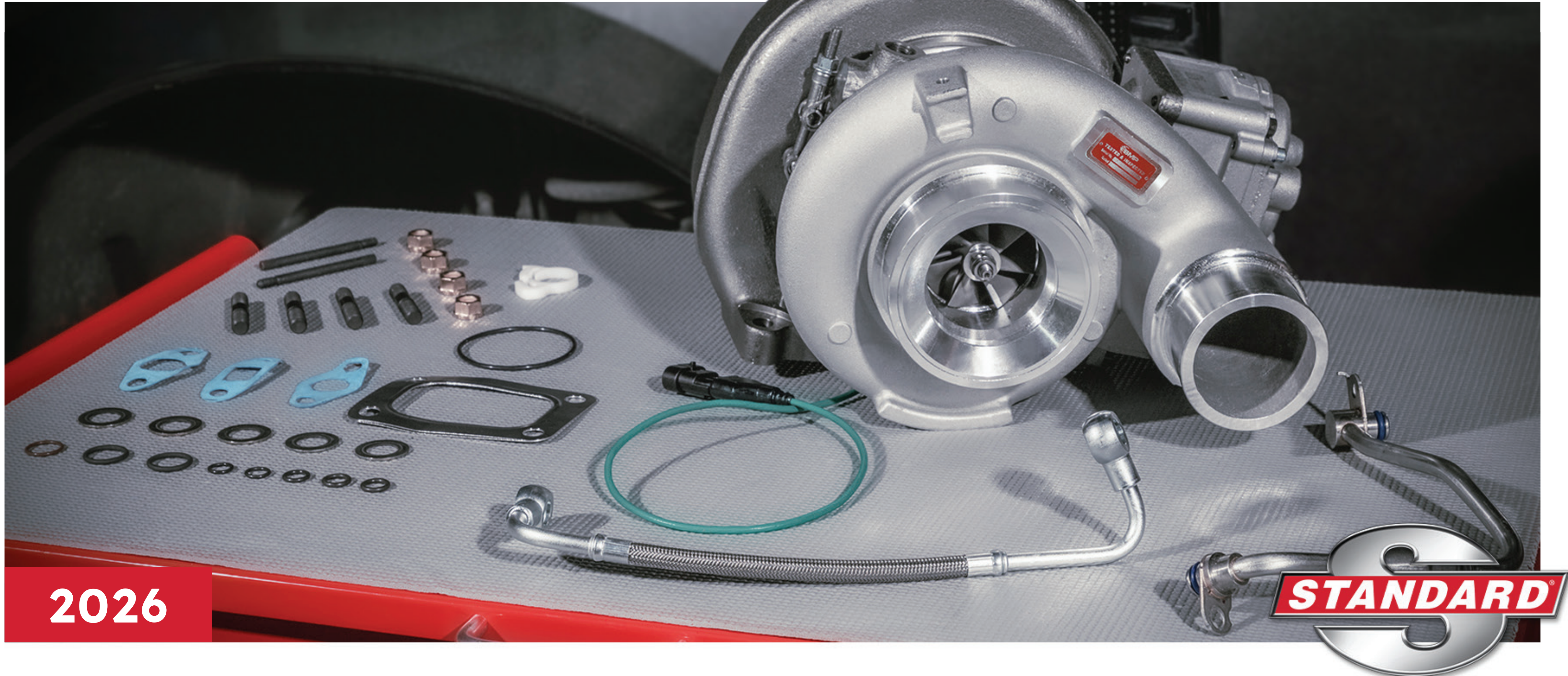


TURBOCHARGER KITS & RELATED PARTS

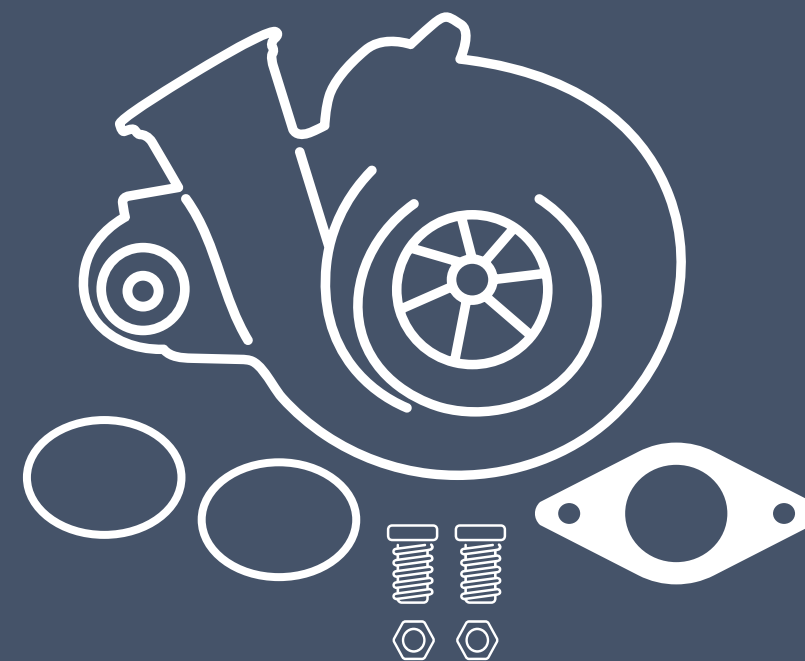


WHAT'S IN YOUR BOX?™

HERE'S WHAT'S IN OURS.



Standard® offers ALL NEW, NO-CORE Turbocharger Kits for import and domestic vehicles



All Standard® Turbo Kits include new gaskets and hardware for a complete repair

**DROP SHIP
PROGRAM**



Our fast and efficient Drop Ship Program is available on all Standard® Turbocharger Kits



Turbocharger Kits

StandardBrand.com

Growing Market

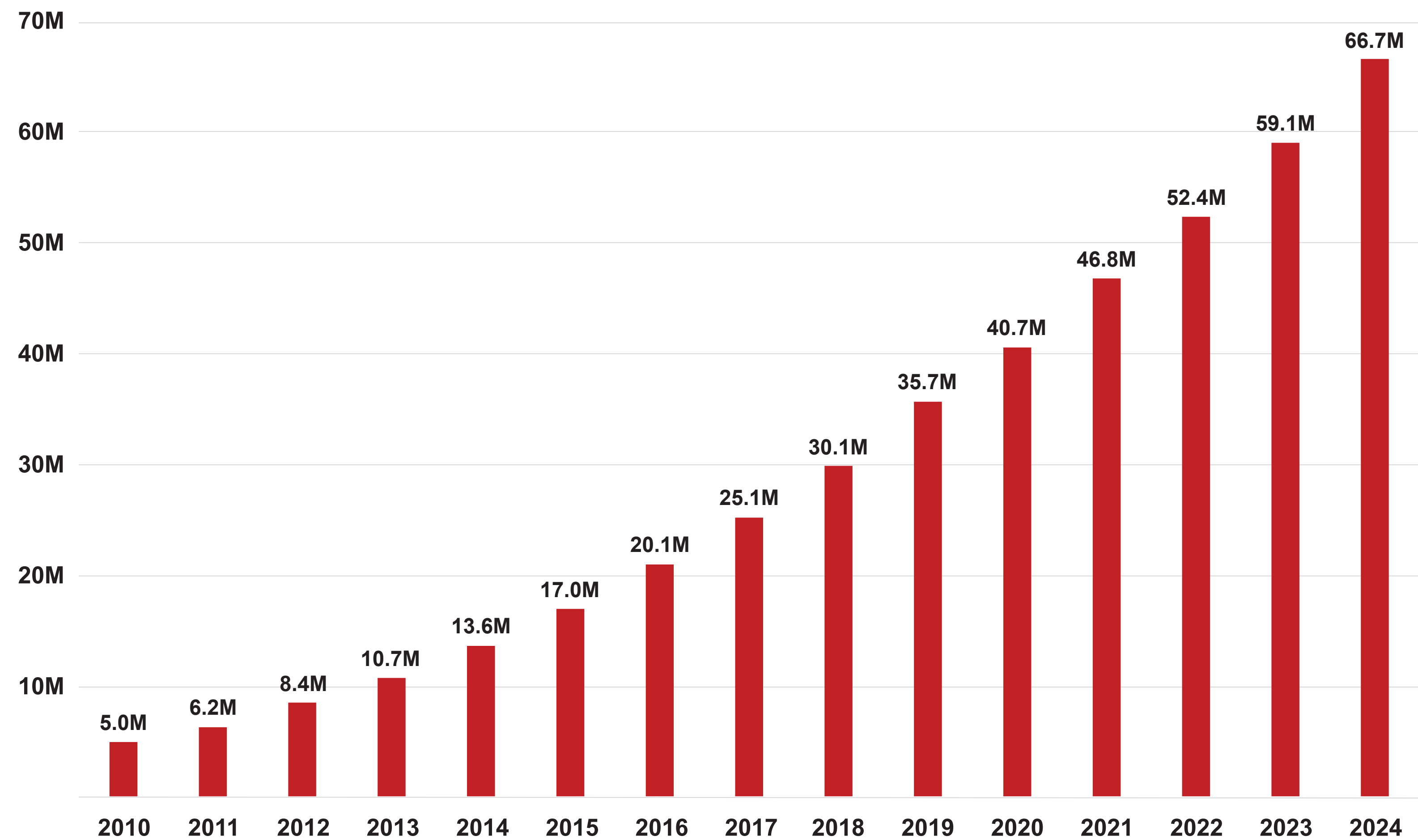
The number of turbocharged vehicles on the road has grown by 1240% since 2010. Today, almost half of all new vehicles come equipped with at least one turbocharger. This growth combined with an aging fleet will lead to increased service opportunities in the coming years.

Did you know

Many popular new vehicles, including most Ford F-150s, are factory-equipped with two turbochargers.

Turbocharged Vehicles in Operation

(in millions)



Sources: SMP internal data, US Department of Energy, Research Gate



Opportunities

Ford published a special service message for 2010-2019 turbocharged Ford and Lincoln vehicles stating the turbocharger oil filter MUST be replaced any time the turbo or oil supply line is replaced. This is because the filters can clog over time, resulting in turbo failure. Standard® includes these oil filters in all applicable Turbocharger Kits.

Standard® also offers these Turbo Oil Line Filters separately. They can be installed as maintenance items or used to supplement competitor turbos that do not include all of the recommended components.

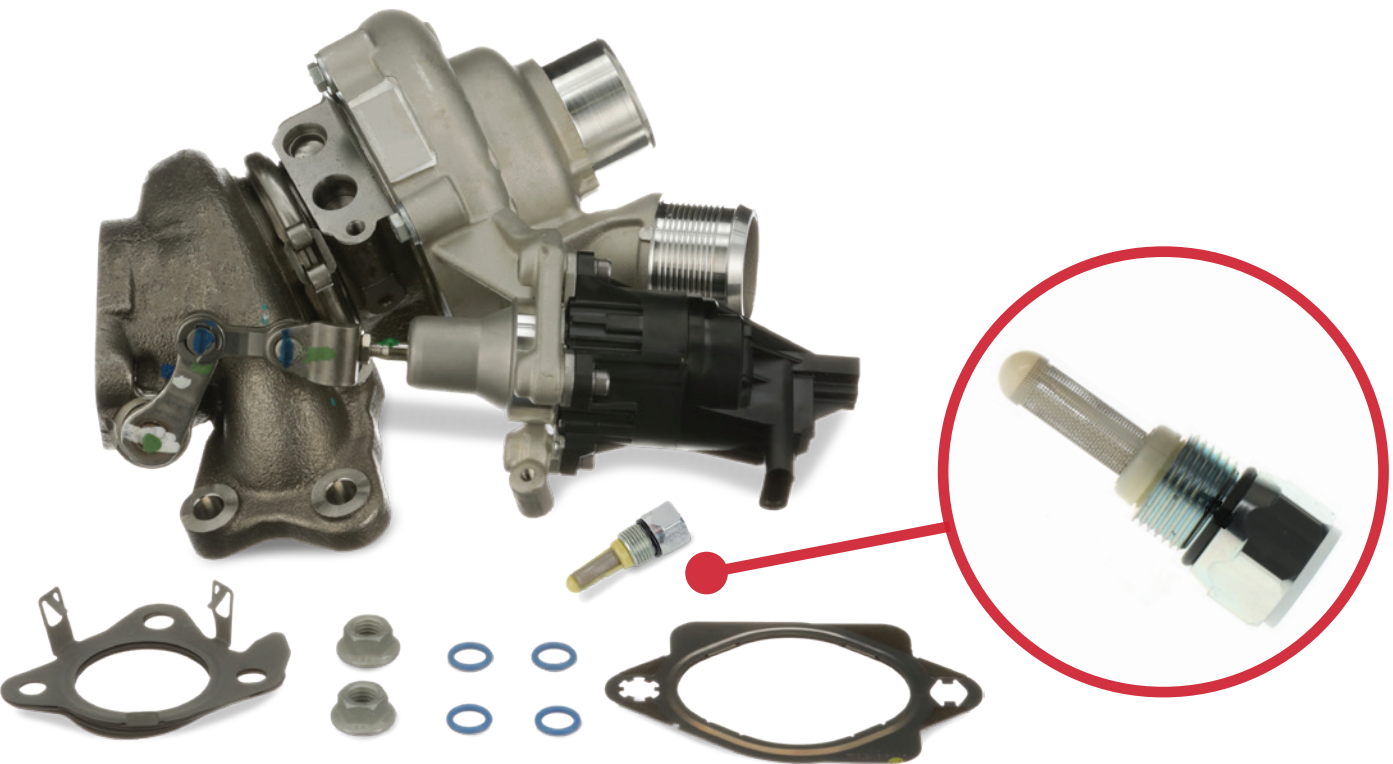
The Standard® Advantage

Standard® Turbocharger Kits for Ford vehicles already include the recommended oil filter for the turbo oil line.

Standard® Turbo Kits with Turbo Oil Filters		
Turbo PN	Position	Vehicles
TBC676	LH	3.5L V6 Ford / Lincoln Trucks, SUVs & Vans (2020-13)
TBC677	RH	
TBC699	LH	3.5L V6 Ford Trucks (2012-11)
TBC700	RH	
TBC679	LH	3.5L V6 Ford / Lincoln Trucks & SUVs (2022-18)
TBC680	RH	



TBC679



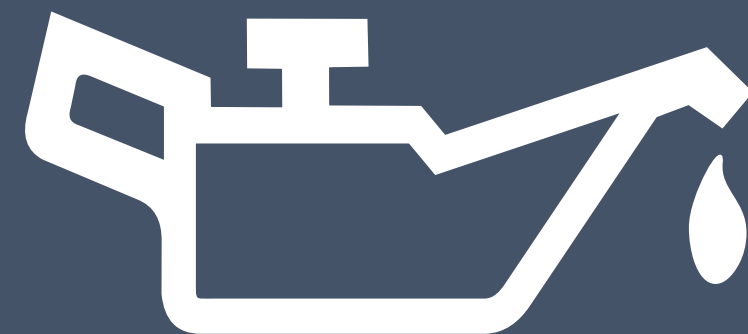
TBC680



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



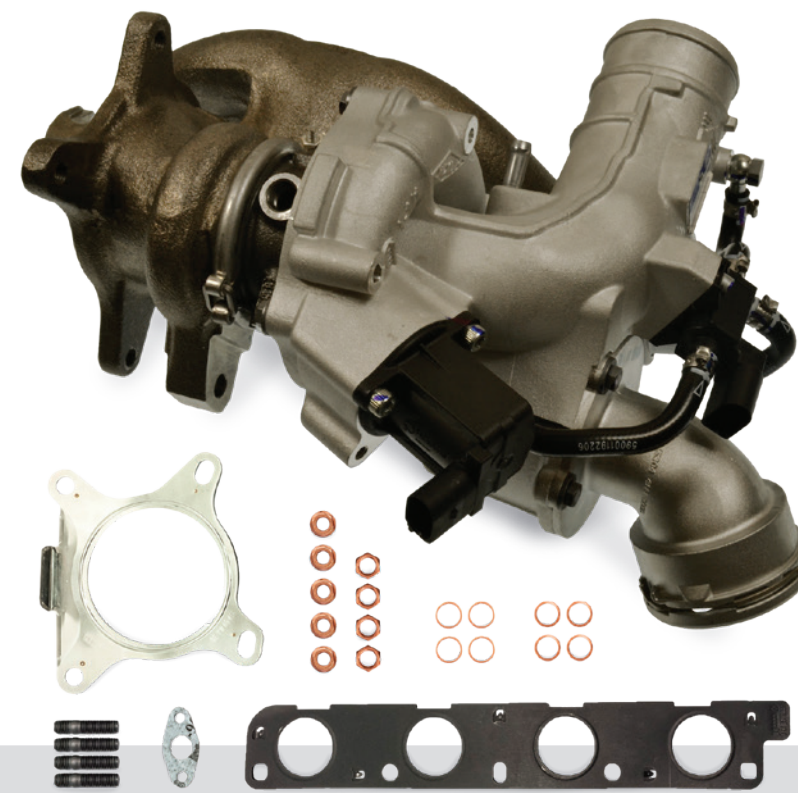
A turbo failure can send oil and metal debris through the intake. The entire intake system, including the intercooler, should be thoroughly inspected

What's New

New Turbocharger Kits

As more vehicles come equipped with turbos from the factory, Standard® continues to grow our turbo offering to keep up with demand and help technicians serve their customers.

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



TBC622

Audi / VW Cars & SUVs
2.0L (2018-08)
VIO: 665K



TBC599

Hyundai / Kia Cars & SUVs
2.0L (2022-15)
VIO: 265K



TBC737

Mazda SUVs
2.3L / 2.5L (2012-07)
VIO: 142K



TBC675

Ford / Lincoln Cars & SUVs
3.5L (2019-10)
VIO: 2.1M



What's New

Related Parts

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

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



Turbocharger Oil Filter

TBF102

Ford / Lincoln
Cars, Trucks, SUVs & Vans
(2023-11)
VIO: 3M



Turbocharger Oil Line Fitting

TLF001

Ford / Lincoln
Trucks, SUVs & Vans
(2023-11)
VIO: 1.8M



Turbocharger Coolant Line

TIH148

Ford / Lincoln
Cars & SUVs
(2019-10)
VIO: 1.8M



Turbocharger Hose

TIH146

Ford
Cars
(2018-13)
VIO: 883K



MAP Sensor

AS743

Ford
SUVs
(2025-20)
VIO: 734K



Turbocharger Oil Filter

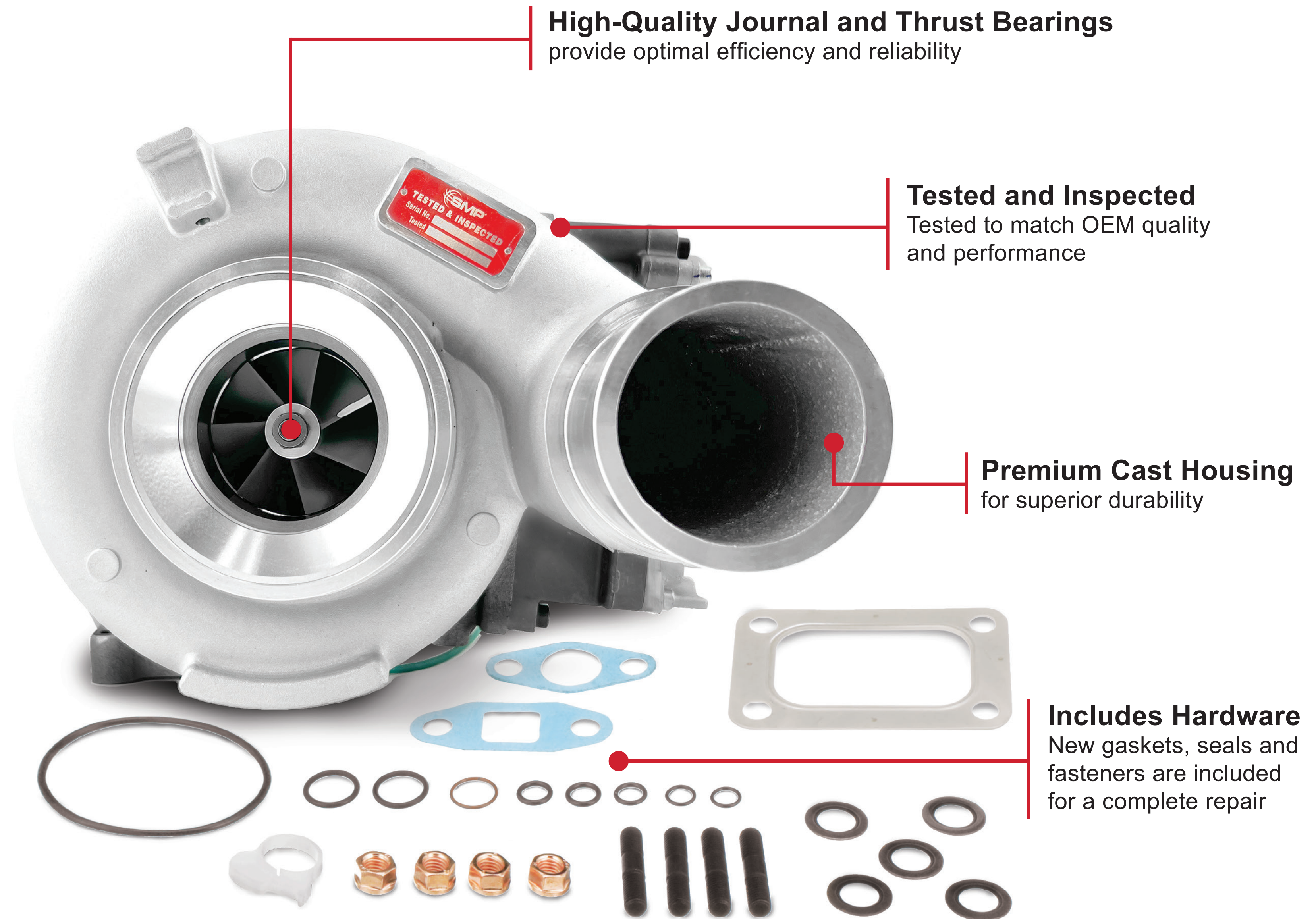
TBF101

Ford
Cars, Trucks, SUVs & Vans
(2023-11)
VIO: 2.9M



Standard® Quality

Turbochargers operate in extreme conditions. Turbine wheels can spin up to 200,000 RPM while gasses inside can reach over 1700°F. Standard® only uses the highest-quality components and precision manufacturing practices to produce long-lasting, reliable Turbochargers that match OE performance.



TOP MOVERS RANKED: Gasoline Turbocharger Kits

IMPORT APPLICATIONS



TBC599

Hyundai / Kia
Cars & SUVs
2.0L (2022-15)

1



TBC622

Audi / VW
Cars & SUVs
2.0L (2018-08)

2



TBC598

Hyundai / Kia
Cars & SUVs
2.0L (2016-11)

3



TBC597

Hyundai
Cars
2.0L (2014-13)

4



TBC589

Mini
Cars & SUVs
1.6L (2016-07)

5



TBC583

GM
Cars & SUVs
1.4L (2022-11)



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)



TBC711

Ford
Trucks
(Left Side) 2.7L (2017-15)



Turbocharger Kits

StandardBrand.com

TOP MOVERS RANKED: Diesel Turbocharger Kits

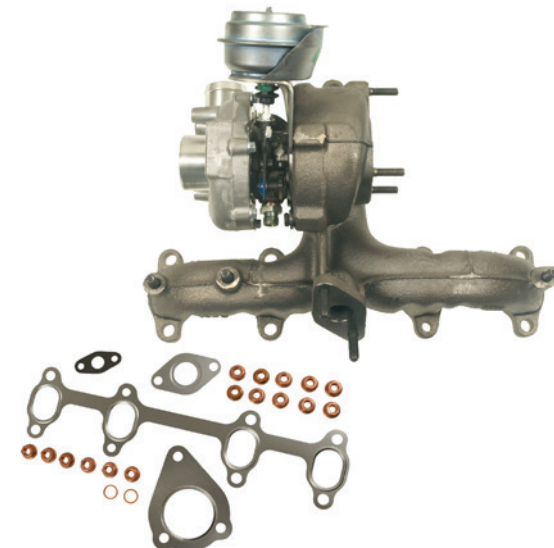
**IMPORT
APPLICATIONS**



TBC602

Mercedes-Benz / Freightliner
Cars, SUVs & Vans
3.0L (2023-07)

1



TBC519

VW
Cars
1.8L (2004-98)

2



TBC518

VW
Cars
1.9L (2006-04)

3



TBC587

VW
Cars
1.9L (2006-05)

4



TBC564

VW
Cars
2.0L (2005-04)

5

**DOMESTIC
APPLICATIONS**



TBC702

Ford
Trucks
7.3L (2003-99)



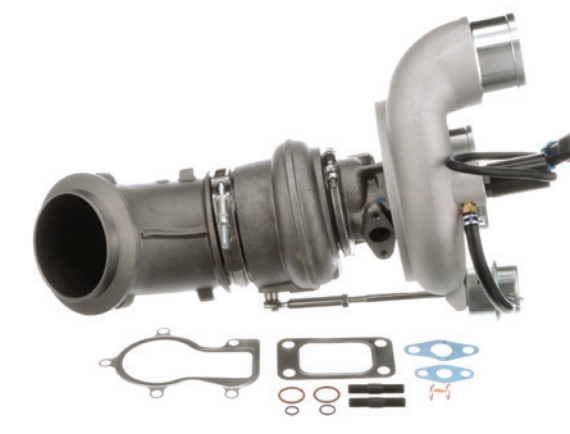
TBC523

Ford
Trucks & Vans
6.0L (2010-06)



TBC673

Ford
Trucks
6.7L (2019-16)



TBC694

Dodge
Trucks
5.9L (2009-04)



TBC698

Ford
Trucks
6.4L (2010-08)



Turbocharger Kits

StandardBrand.com

Related Parts

Standard® is committed to providing a complete line of turbocharger-related components for technicians looking to do the job right the first time.

Standard® Pro Training Tip

When replacing a failed turbocharger, experts recommend inspecting the intercooler for metal shavings which can damage other components if pulled into the engine.



Turbo Coolant Lines

Designed and manufactured to match OE exactly, ensuring easy installation



Turbo Oil Drain Tubes

Made using zinc-coated steel, our Turbo Oil Drain Tubes are corrosion resistant and include new gaskets where applicable



Turbo Oil Lines

Manufactured to match OE specification and include premium seals to ensure a longer service life



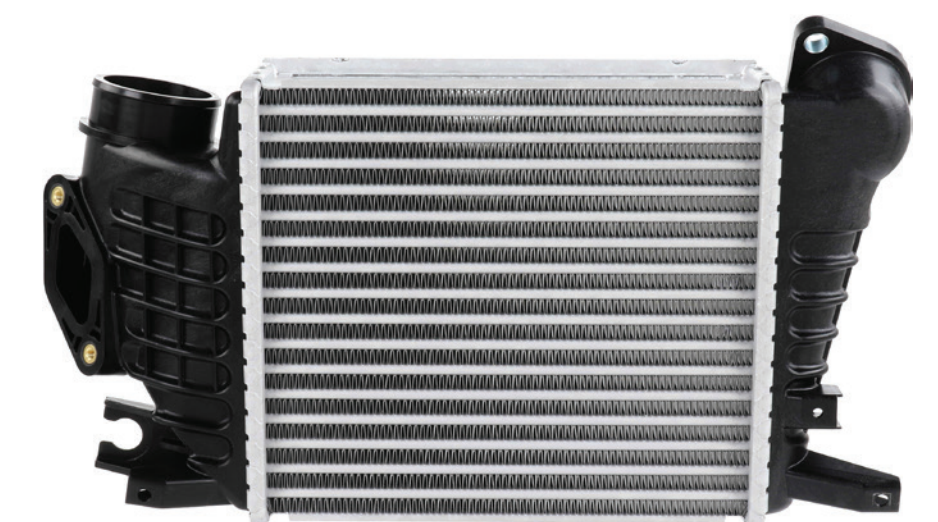
Turbo Gasket Sets

Standard® Turbo Gasket Sets are available for a wide range of import and domestic applications



Water to Air Coolers

Direct-fit OE-replacement Water to Air Intercoolers designed to cool intake air temperatures and restore performance



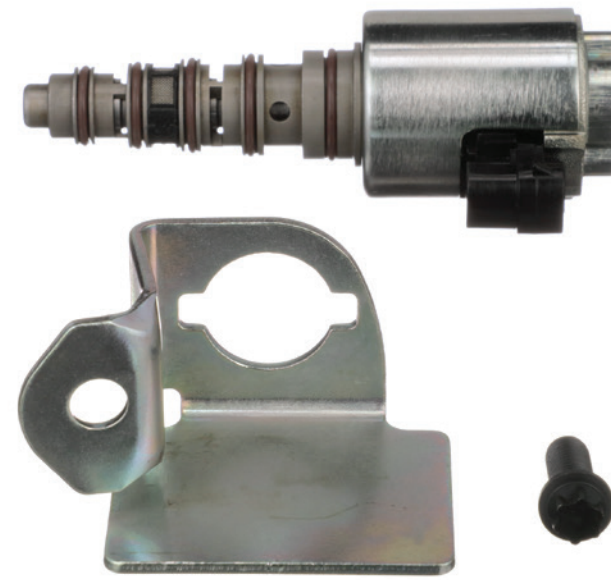
Air to Air Coolers

Direct-fit OE-replacement Air to Air Intercoolers designed to cool intake air temperatures and restore performance



Related Parts

Standard® also offers a full line of related and supporting turbocharger components. From actuators to sensors and valves, technicians count on Standard® to provide quality parts and comprehensive coverage.



Turbo Actuators

Direct-OE-replacement Turbo Actuators designed to restore operation of Ford and GM VGT turbos



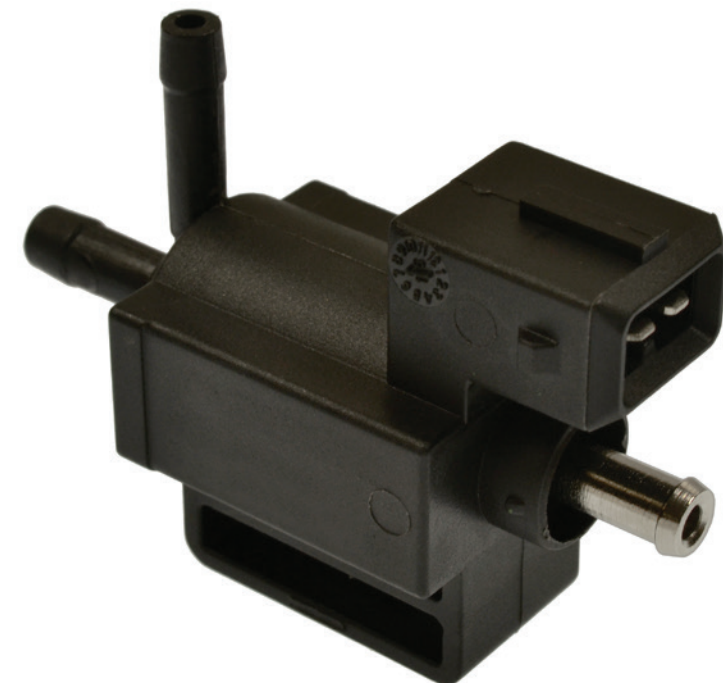
MAP Sensors

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



Turbo Speed Sensors

Prevents turbo damage by relaying turbo wheel speed to the ECM and limiting it if excessive speed is detected



Turbo Wastegate Solenoids

Controls boost pressure on turbocharged engines



Turbo Bypass Valves

Seals boost pressure in the charge system and release it back to the intake when needed



Testing and Warranty

All Standard® Turbochargers are subjected to extreme testing. We use both hot gas stand testing and burst testing to ensure structural integrity, durability, and performance. Standard® even goes a step further and tests each new turbo application on real vehicles for installation and performance.

Our commitment to quality is 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


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.


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 couverture de plastique du compartiment du moteur y desconnecta de su montaje el anillo de cableado. Ponga a un lado el anillo de cableado para facilitar el acceso.



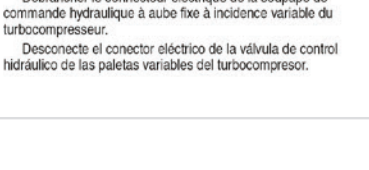
2. Remove turbocharger intake tube.
Retirer le tube d'admission du turbocompresseur. Desconnecte la tubería de entrada del turbocompresor.




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




4. Disconnect turbocharger variable vane hydraulic control valve electrical connector.
Dibrancher le connecteur électrique de la soupape de commande hydraulique à aube fixe à incidence variable du turbocompresseur. Desconnecte el conector eléctrico de la válvula de control hidráulico de las paletas variables del turbocompresor.



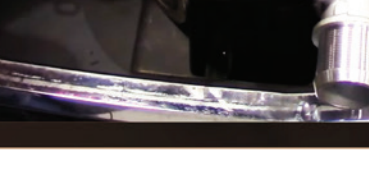
5. Remove fasteners connecting the oil supply line to the turbo.
Discard gasket. REUSE fasteners.
Retirer les pièces qui fixent la canalisation d'huile au turbocompresseur. Jeter le joint d'étanchéité. RÉUTILISER les pièces de fixation. Desinstale los sujetadores que conectan la línea de suministro de aceite al turbocompresor. VUELVA A UTILIZAR los sujetadores. Deseche la empaquetadura. VUELVA A UTILIZAR los sujetadores.



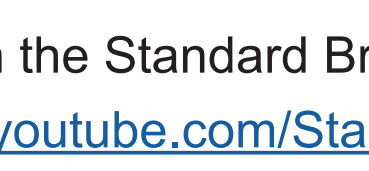
6. Remove Marmar clamp from the turbocharger turbine outlet.
Retirer la bride de serrage Marmar de l'orifice de sortie de la turbine du turbocompresseur. Desinstale la abrazadera de apriete de tornillo del tubo de salida de la turbina del turbocompresor.




7. Remove 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.



8. 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.



9. 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.



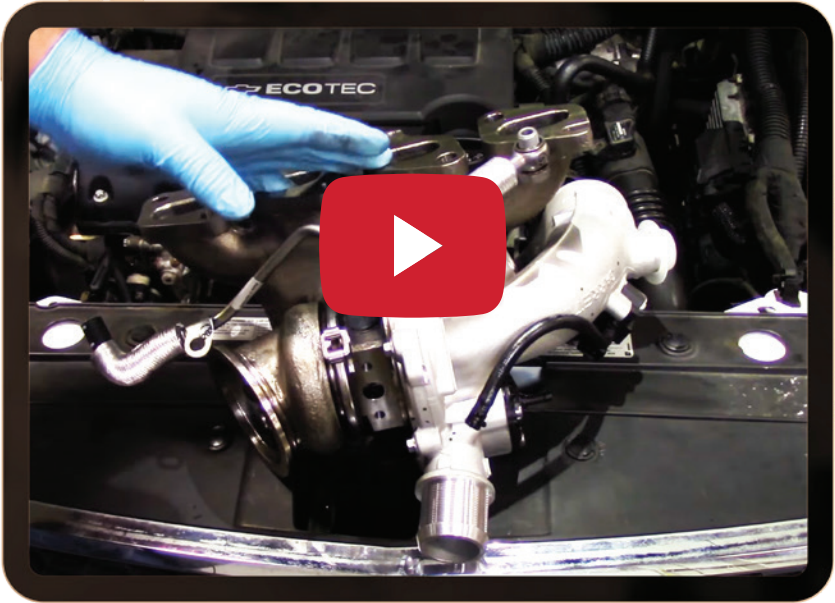
10. Loosen the exhaust inlet pipe-to-EGR cooler clamp.
Desserrer le collier de serrage qui unit le tuyau d'entrée des gaz d'échappement au refroidisseur du système EGR. Afloje la abrazadera que conecta la tubería de entrada del escape al enfriador de EGR.

11. 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.

12. 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.

13. 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.

14. 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 the Standard Brand YouTube [youtube.com/StandardBrand](https://www.youtube.com/StandardBrand)

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

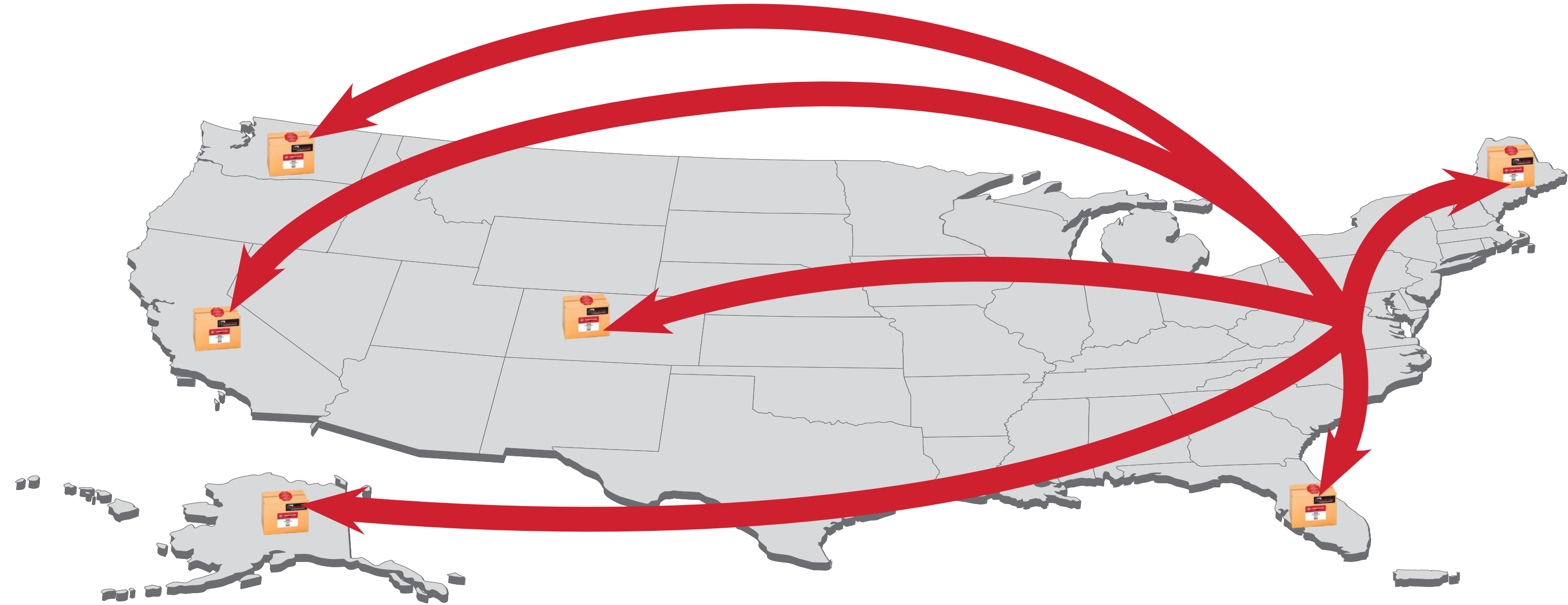
StandardBrand.com

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.

Standard® drop-ships all of our New, No-Core and Reman Turbo Kits from our Virginia Distribution Center to all 50 U.S. states and Puerto Rico.

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 and clean 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 700 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 **Standard Brand** YouTube channel or scan the QR code for the [Turbocharger Playlist](#)



Turbocharger Program

StandardBrand.com