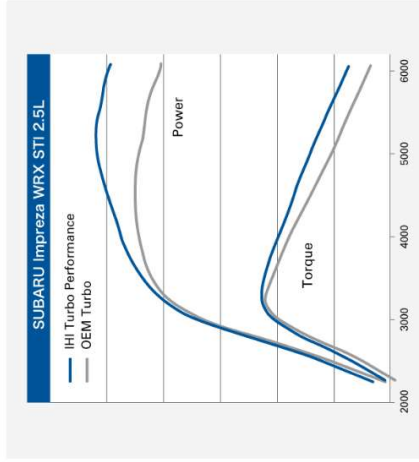


Turbo model	Assumed Max Power	Compressor Wheel		Turbine Wheel	
		In Dia (mm)	Ex Dia (mm)	In Dia (mm)	Ex Dia (mm)
OEM Turbo	-	46.5	60	53	48
IHI Turbo Performance	up to 380 ps	48.3	62	53	48

Assumed MAX Power : Approximates value from the maximum air volume of the compressor

OUTPUT



- TEST CAR
2008 Impreza WRX STI (GR)
- ENGINE
EJ25 (2.5L)
- ECU
STOCK
- FUEL SYSTEM
STOCK
- IGNITION SYSTEM
STOCK
- MODIFICATION
AIR FILTER , HEADER & EXHAUST SYSTEM, BOOST CONTROLLER.
- Note
The results are an example. The output is not guaranteed.



Product features

This is a competition turbocharger developed for the Impreza WRX STI equipped with the EJ25, which is extremely popular in North America. It is resistant to the compressor surge phenomenon of low / medium engine speed, which tends to occur at high altitudes, and in the high rpm range, it has characteristics that are easy to use like a stock turbocharger up to near the engine rev, and a larger supercharge can be obtained than the stock one. It also delivers a quick boost response over 3000 rpm while smoothly extracting more torque when needed.

- Large-diameter compressor impeller is adopted.
- The larger compressor shroud uses an abredouble seal structure that further improves supercharging efficiency.
- It will be sold as a turbo alone. Each gasket is not included.
- In order to use it with its original performance, tuning on the vehicle side is required separately.
- The installation is completely compatible with the genuine turbo.

Compatible model:
WRX STI A-LINE GRF/GVF type (genuine turbo unit stamping: VF48) (Genuine turbo part number: 14411AA700)
2004-2007 Subaru Forester STI SG9 C~F Type (Genuine Turbo Unit Punch: VF41) (Genuine Turbo Part Number: 14411AA610)
S. spec :9F002 Product No.: F56CAC-SP014Reference