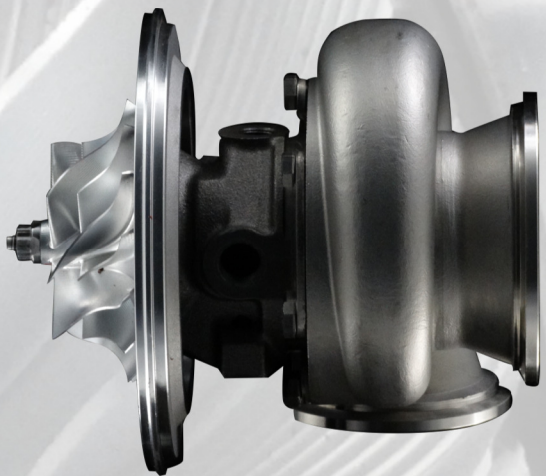


MAGNUM

PERFORMANCE TURBOS



MXR T2 **MX-1R T3** **MX/57 T3** **MX/65 T4** **MXT/67 T4** **MXT/75 T4** **MXM/78 T5**



CATALOG GEN III

Experience the ingenuity, quality & performance of a *MAGNUM.*

ABOUT US

Magnum Performance Turbos, Inc. introduced its brand name "MAGNUM PERFORMANCE TURBOS" in 2010 and has since been manufacturing premium quality turbochargers and other high performance products for street use racing enthusiasts and professionals alike.

Our goal is to offer our customers premium products; our performance-proven quality is offered at very competitive prices. This gives our distributors another option to offer high-performance turbochargers to their customers.

As you browse through our catalog you will find numerous design options for most models. If the combination needed is unavailable, please feel free to contact us because in most cases our licensed professional engineers can customize a model for your application.

All of our products are available with optional Hybrid Ceramic Ball Bearing technology and some with full ceramic ball bearing technology. All of our products are Manufactured in ISO 9001:2000 & ISO/TS 16949:2002 certified facilities & covered by the leading One Year Warranty in our industry. Please refer to the warranty page of this publication for further information.

Our Research and Development team is working on developing the next generation of full ceramic ball bearing turbocharger units this year geared towards the racing professional. These include applications such as Baja, Drift, Drag and endurance course professionals alike. Next year we will also be releasing other performance components such as our waste-gates, blow-off valves, and intercoolers.

THE MAGNUM DIFFERENCE

We know you have countless options when purchasing quality high performance turbos. Often we are asked the same question; "What set's you apart from your competitors"? Well, the answer is simple, your purchase is more than just a number to us. Here at Magnum Performance our service goes above and beyond because when you pick up that phone, you'll be speaking with a proprietor that will listen to your requests and take action. We stand behind our product and we always make it right for our customers!

WHY MAGNUM ?

- **WARRANTY***- The Industry's first Amateur Racing Warranty against Manufacturer's defects.
- **PRICE POINT**- Lowest Price Point in our Industry for comparable products, highest resale value and lowest initial buy-in and yearly volume required to be a dealer (90% lower than some of our competitors').
- **TURNAROUND**- 5 to 7 day turnaround on warranty items (Our competitors normally take 3-4 weeks ; based on industry data)... that's an average of 21 days you can be Racing and enjoying your ride with Magnum!!)
- **SUPPORT**- Licensed Professional Engineers run a FREE virtual engine simulation with Magnum's proprietary computational fluid dynamic based algorithmic simulation software. We predict how your engine will perform with our turbo installed within less than 1% error!!

** see warranty card for terms, details and conditions. Journal Bearing Technology only!!*

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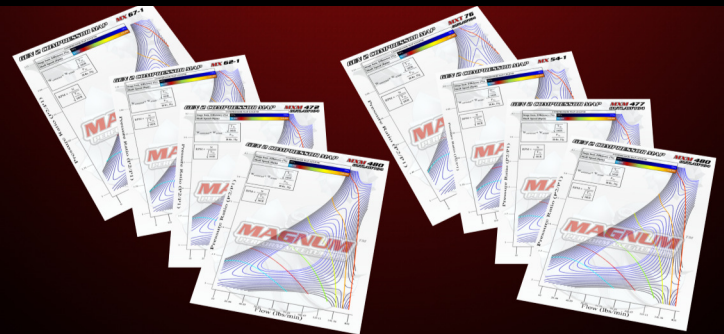
TURBOCHARGER ORIGIN

Although today we talk a lot about turbocharged engines, they aren't a product of new technology as novel as they seem. The process of turbocharging has its history linked to aviation. Where a pressure greater than the atmospheric in the cylinders, compensated the effects of air rarity experienced at high altitudes. Along with this came an increase in engine power output, that later evolved into a valuable resource for race cars in the 30's. Nowadays, acclaimed as a developed version of the more common naturally aspirated engine, the turbocharged engine has become part of the light and heavy engines industry i.e; engines for full-size trucks, SUVs, cars, boats, motorcycles etc.

CENTRIFUGAL TURBOCHARGER DESCRIPTION

The turbocharger consists of a centrifugal air compressor, directly linked to a centripetal turbine. Each wheel is linked to an axle supported by floating bearings, lodged in a bearing housing. The centripetal turbine wheel is housed in a cast iron housing; the compressor wheel in a cast aluminum housing. Bearing housings include the compressor back plate, heat shield, bearing safe rings, bearings, thrust bearings, centrifugal collar, piston rings and seal ring.

Our Engineers do the heavy lifting; we custom match the right unit for your application with our engine simulator



TURBOMACHINERY DESIGN, ANALYSIS, RESEARCH AND DEVELOPMENT

Our engineers use a variety of cutting edge modeling software packages to perform anything from a quick 1D through-flow to 2D structural mechanics, rotor-dynamics, Thermal and combustion analysis. Finally the designs are optimized through mesh generation and extensive 3D full CFD (Fig. 1A), and FEA (Fig. 1B) models some requiring tens of millions of elements to produce reliable results. These tools enable us to design every component of our turbocharger products to perform under extreme loads. They also allow us to provide the leading 1 year warranty in the business at a more than competitive price. Proprietary algorithms and tools allow us to post-process the data for a quick turn-around on custom matching analysis, shorter time to market, research and development. Compressor components (i.e; Impeller, volute, diffuser, blade) as well as turbine models are designed to near null error tolerances. These tools enable us to develop turbochargers with greater transient efficiency (diminished lag), durability, enhanced compressor map widths (i.e., ported shrouds, anti-surge technologies), mixed flow turbine wheels and twin scroll turbine designs.

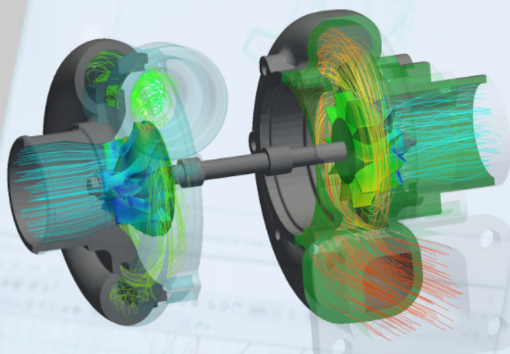


Fig. 1A: Typical 3D CFD model showing fluid flow and thermodynamic properties of a radial turbocharger.

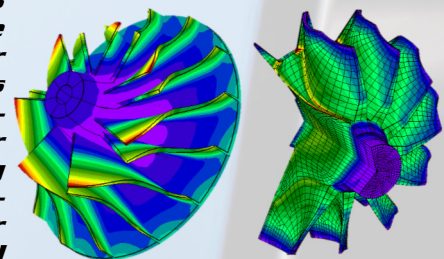


Fig. 1B: Typical 3D structural FEA model showing Von Mises stress distr. on a 7 blade compressor wheel and 12 blade turbine wheel under load.

TURBOCHARGER OPERATING PROCEDURE

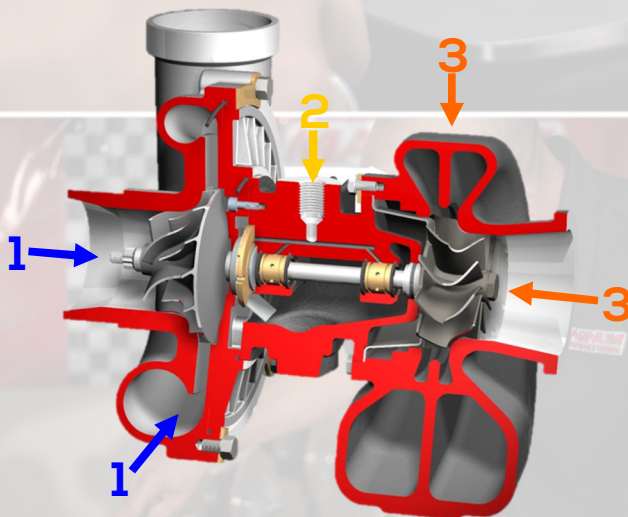
For all the energy required to produce power by the naturally aspirated internal combustion engine, only one third is used to turn the engine, another third disappears in the air intake and cooling system with the remaining third being wasted as exhaust gas. The turbocharger uses the energy produced by expansion of said exhaust gases to rotate the turbine wheel, which turns at a rate as low as 3,000 RPM with a maximum speed well into the 150,00 RPM range. Joined by a common axle to the compressor wheel, that rotates at the same speed, aspirating the air through the filter and compressing it via the compressor housing into the cylinder interior.

TURBOCHARGER FUNCTION

The function of the turbocharger is to provide a greater air volume to the engine, making possible a perfect fuel burning and an improvement in performance and volumetric efficiency.

Turbocharged Engine: A turbocharged engine, receives compressed air via the turbocharger's compressor and in turn provides > 100% volumetric efficiency at altitudes of over 40,000 feet.

Naturally Aspirated Engine: Naturally aspirated engines lose roughly 50% of its power every 20,000 feet.



1. "Compressor housing and compressor wheel"- the centrifugal air compressor's function is to aspire the atmospheric air and compress it to the cylinder interior, reaching over five times the atmospheric pressure in some cases. (1 atmosphere = 14.696 psi)

2. "Bearing housing" - gets lubricant oil from the engine and serves as sustenance to the turbine and compressor wheel which floats on thrust bearings. (Journal bearing shown, Hybrid and full ceramic ball bearing similar)

3. "Turbine wheel and turbine housing" - the centripetal turbo is started by heat energy from exhaust gases and performs the function of impelling the centrifugal compressor.

BENEFITS OBTAINED WITH A CENTRIFUGAL TURBOCHARGER

More Power: Adding more quantity of air in the cylinder, the engine can burn a bigger volume of fuel automatically and it has an increase of power as high as +/- 200% or more in some cases.

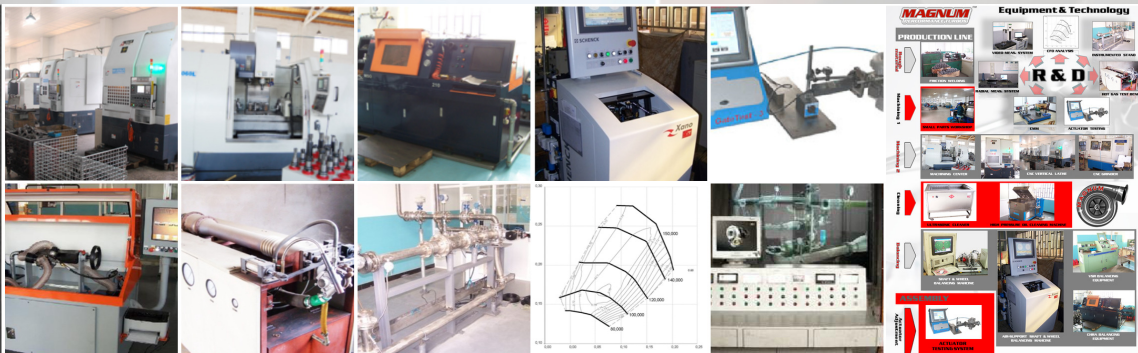
Less Fuel Consumption: The fuel quantity consumed by a turbocharged engine is normally around 15% less than a naturally aspirated one for similar power outputs.

Smoke Elimination: A turbocharged engine is basically a cleaner engine. Disposing a bigger volume of air in the cylinder, assures a perfect burning of exhaust gas, avoiding the fuel waste and eliminating the smoke.



ISO 9001
Registered

Quality
Management



TS 16949
Registered

Automotive
Management

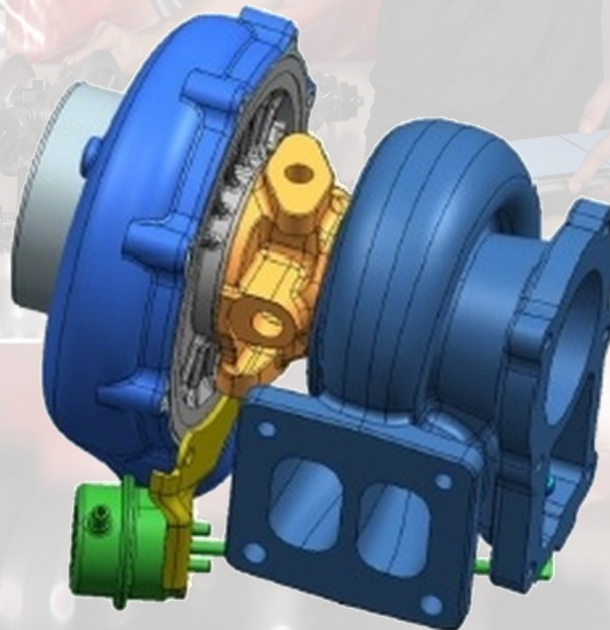
All of our products are Manufactured in ISO 9001:2000 & ISO/TS 16949:2002 certified facilities

R&D

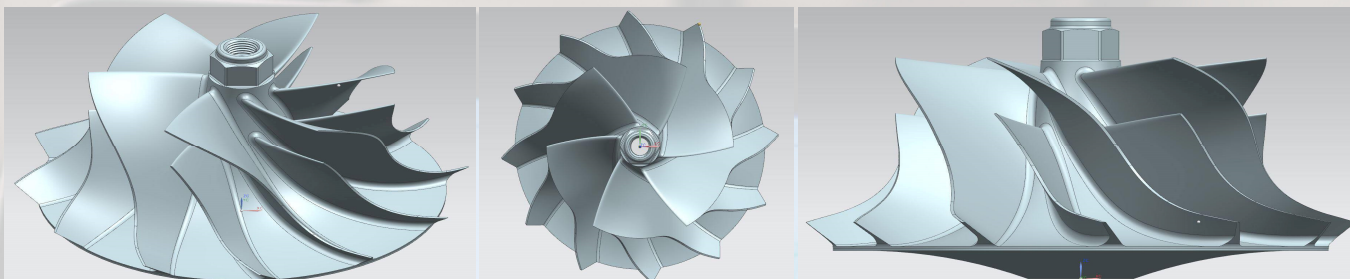
www.MPTurbos.com

TURBOCHARGER DATA AND SPECIFICATIONS

Magnum's emphasis on providing the highest quality products at unbeatable prices starts with our raw materials. From Magnum's A2618 ultra lightweight aerospace grade aluminum billet wheels to our super alloy INCONEL 713C heat treated standard turbine shafts; it is no mystery why Magnum turbochargers are virtually fail proof. If that's not enough order a custom Titanium Aluminide (Ti-Al) turbine wheel for your high performance applications and notice the Magnum Difference. Our Silicon-Nitride ball bearings and High Silicon-Molybdenum content housings are another great example of our dedication to perfection in the raw material selection process. However our ability to carry the industry's best warranty doesn't just depend on proper material selection. Magnum's Geometric design and exhaustive R&D driven engineering advances tell the rest of our story. At Magnum, we believe that great materials are only as good as the skilled technicians and engineers that mold them into a finished product. Our custom point milled billet compressor wheels and VSR balanced CHRAs come second to none. Thanks to Magnum's highly efficient twin scroll turbine housing geometry and anti-surged (Ported Shroud) compressor housing designs; lag has become a term of the past. Magnum Performance Turbos' revolutionary engine simulation software is one of a kind. Our unique ability to produce technical data that can be directly programmed into the vehicle's E.M.S. and anti-lag systems allows us to provide professional racing and tuning precision for the daily driver at a low cost. With today's advancements in turbocharger technology a properly trained tuner or technician with the technical support of a Magnum Turbo specialist can paint the exact power-band desired down to virtually a fraction of an RPM for their client.

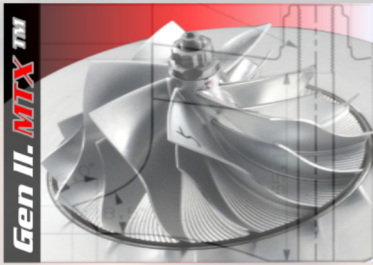


BILLET WHEEL MATERIALS AND GENERAL BENEFIT OVER CAST WHEELS



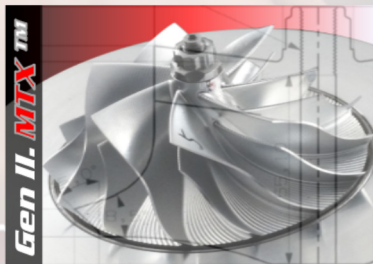
Magnum Performance Turbos strives to lead the industry in billet wheel technology. There are 3 basic advantages to Magnum Billet Wheels over standard C355 cast aluminum alloy compressor wheels. Considering that historically, the primary cause of turbocharger failure is Low Cycle Fatigue (LCF) failure in the compressor wheel. The real question is how do we manufacture a compressor wheel that is virtually exempt from the LCF phenomenon? Well, The "High-End" way is through using forged billet wheels that are manufactured from solid A2618 (aerospace grade) aluminum. This material alone provides ultra-low inertia, high tensile strength and ductility as is evident in the material's high strength to density (i.e; B/L) ratios. The "difficult" way is through lowering the circumferential speed of the compressor impeller by changing the aerodynamic design of the impeller or by controlling or reducing the charging pressure. Here at Magnum we are no stranger to choosing the road less traveled, hence we've employed both. The aerodynamic properties of our compressor wheels are second to none in our industry. But we don't stop there, our engine simulation software is the key to our unit's longevity. We run engine simulations custom to your application in order to maximize the lifespan of our units while providing the desired performance and power band for our customers. In layman's terms, you'll have a turbocharger that lasts virtually twice as long as that of one manufactured with a C355 cast aluminum compressor wheel with Magnum's Aerodynamic designs, free custom engine simulation and superior billet wheel materials.

MTX™ POINT MILLED BILLET COMPRESSOR WHEEL TECHNOLOGY



As aforementioned, the aerodynamic properties of the billet wheel design has the second greatest impact on (LCF) resistance and service life. This is why the geometric design of a Point Milled Magnum Billet Wheel pushes the boundaries of performance with the industry leading 40.5 degree extended tip design. What does point milling mean to you? how does it differ from flank milling? Simple, unlike a flank milled wheel, a point milled wheel allows the designer to carry 3rd order (highly aerodynamic) geometries from the CAM/CAD software model to the CNC machine and make them a reality. This provides increased flow and reduces exducer tip speed allowing the turbo to spool faster and prevent long term low Cycle Fatigue Failure. But that's not it, by decreasing the trim and back plate rotating mass without reducing the inducer diameter it increases spool-up characteristics specially at low shaft speeds and reduces rotating mass inertia. Thereby reducing shaft stresses and increasing CHRA longevity.

MTX™ FLANK MILLED BILLET COMPRESSOR WHEEL TECHNOLOGY

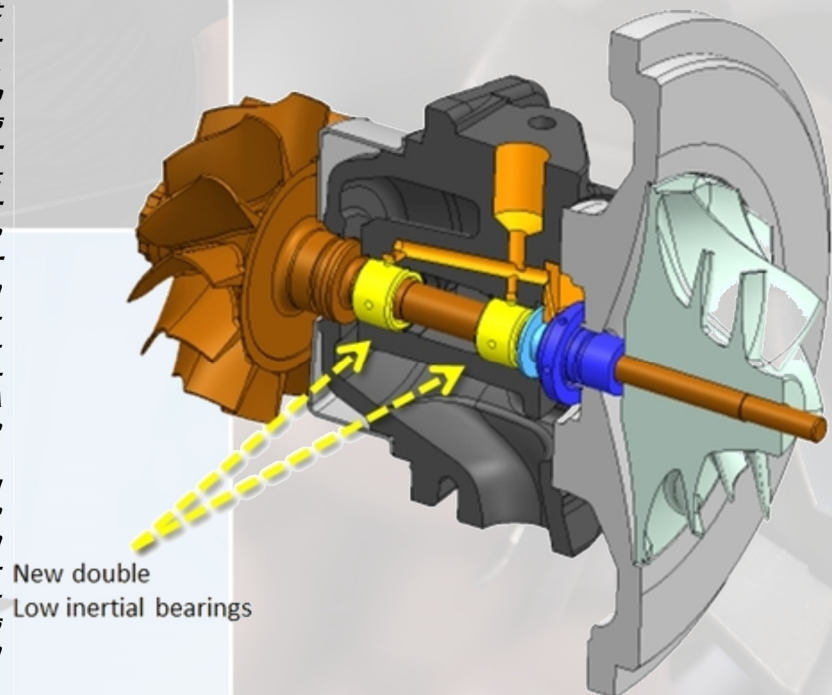


A flank milled wheel, although a much better choice than cast wheels; provides very similar results as point milled wheels for nearly half the price. Our flank milled wheels exhibit the second highest degree extended tip in the industry 37.5 degree. Second only to our point milled designs of 40.5 degrees. These designs bring race proven results of the highest caliber and are available for our whole product line; making Magnum the obvious solution to your boosting needs. All this talk about extended tips beg the question...So what does an extended tip design do for you? Simple, increases flow by 15% which translates to an additional 15% crank horsepower while reducing lag.

HYDRODYNAMIC LOW INERTIA JOURNAL BEARING TECHNOLOGY

Magnum Performance Turbos utilize the industry's latest technological advances in Journal bearing design. Our units feature low inertia dual hydrodynamic journal bearing technology. Manufactured out of high strength Copper-Tin alloy, these "white metals" provide the highest scuffing and fatigue strength available while offering the lowest friction coefficient in comparable alloy groups. Generally, this bearing technology offers two primary advantages for the high performance market. The first being a low price-point that best suits the needs of amateur racers and racing enthusiast alike. Focused on wide open throttle response and serviceability this is easily the best option for the weekend hobbyist and street performance applications.

Also, when taking into account that once target boost is achieved, ball bearings of any kind offer little to no advantage in performance at full throttle. This is the clear choice for seasoned drag racers not relying on the transient efficiency that a track car would need for example when trying to get out of a corner rapidly. Another often overlooked advantage of the journal bearing CHRA unit is its serviceability. Unlike a Ceramic Ball Bearing CHRA which in most cases is not serviceable due to its irreparable failure modes, journals are. As a result this technology focuses on meeting the performance needs of most racers while offering a low price-point and relatively inexpensive repair or replacement cost in wearing parts. It's no wonder these units carry the best warranty in our lineup and industry as a whole.

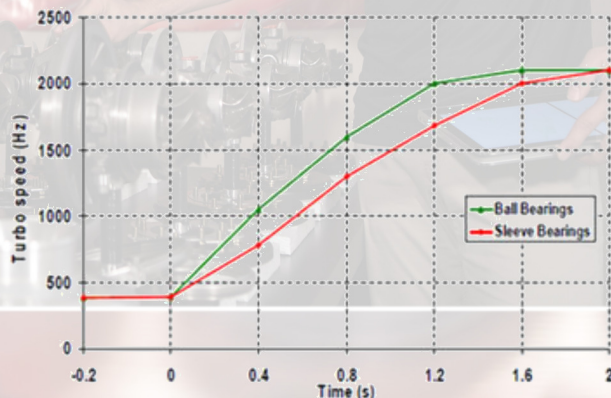


New double
Low inertial bearings

HYBRID CERAMIC BALL BEARING TECHNOLOGY

This is a step up from the entry level Journal Bearing Technology; specially when quality, durability and performance are desired yet remaining price conscious is crucial. When it comes to Ceramic Ball Bearing Technology, they are not all created equal. This is Why Magnum Performance Turbos uses the highest quality Silicon-Nitride balls available inside its Angular contact Hybrid Ball Bearing systems. This low friction and ultra low inertia material reduces parasitic vibrations and lowers friction heat as well as lag in the CHRA. With high load anti-thrust qualities it also reduces thrust induced friction and stabilizes the thrust bearing increasing spool-up characteristics by 8-10% when compared to most hydrodynamic journal bearing CHRAs. Ball bearings in general require significantly less oil supply and have been known to operate undamaged during long periods of oil scavenging. Hence whether "hybrid" or "cartridge style" the longevity of ball bearing units is unmatched by even the most hydro-dynamic and advanced journal/thrust bearing units .

Speed response when throttle is suddenly opened



Magnum's ball bearing units have been tested exhaustively under the worse conditions possible, including complete oil scavenging and proven to cause little to no damage to the CHRA as a whole. It's no wonder their durability is unmatched by any other available technology. This technology is for the professional that plans to run a unit during long periods of time under high thermal and fatigue stresses. Prime examples being the professional Drift, Baja and endurance track racers. All of these units have been race proven by our sponsored Magnum Race Teams worldwide.

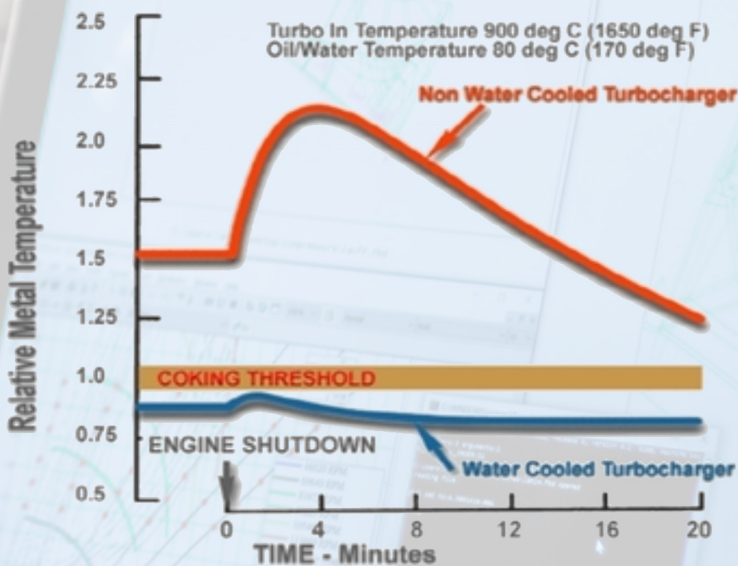
DUAL CERAMIC (CARTRIDGE) BALL BEARING TECHNOLOGY

When quality becomes the top priority along with transient response and low pulsating flow efficiency Magnum Performance Turbos responds with the latest advancement in technology. Our dual ball bearing CHRAs are second to none hence we are proud to stand behind them with yet again the best warranty in our industry. These units not only feature Silicon-Nitride low inertia and high strength ball bearings. We substantiate it with the scientific facts of a shaft throttle response curve that clearly shows a 15% gain across the board.

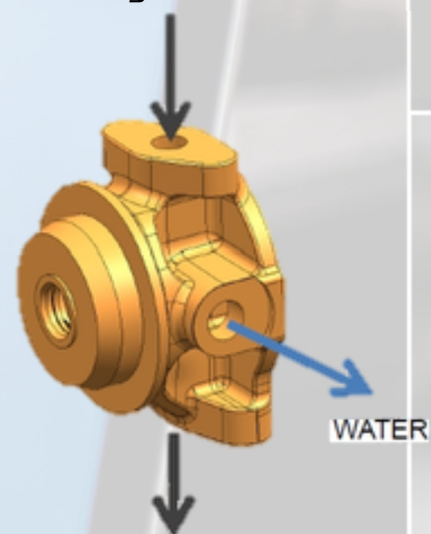


WATER COOLED (WATER JACKETED) CHRA TECHNOLOGY

Magnum's ball bearing CHRA units come water and oil cooled which allows it to operate in a relative metal temperature range more than 60% lower than a non water cooled CHRA. This feature also allows the unit to maintain the CHRA temperature below the cooking threshold virtually at all times. Normally a non water cooled CHRA spends more than 30 minutes in the "above coking threshold" during engine shut-

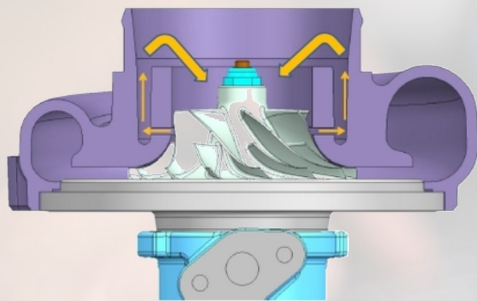


down causing heat sink to set in and significantly reducing the CHRA life overall. These water and oil cooled CHRAs come plugged and it is not necessary to install the water feature, however it is STRONGLY advised to install water lines for obvious reasons. To the left is a graph displaying the benefits of this technology.



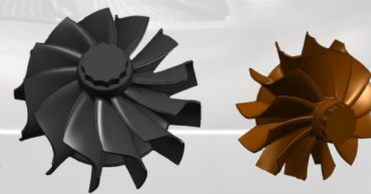
ANTI-SURGED COMPRESSOR HOUSING TECHNOLOGY

Magnum Performance Turbos has one of the most efficient anti surged compressor housings in the industry. This re-flow or re-circulation allows the compressed air to recirculate during surging while the driver is shifting or releases the gas pedal suddenly. Without this safety mechanism the thrust load on the compressor wheel and torque/shear stresses perceived by the turbine shaft could cause catastrophic failure. Long term low cycle fatigue is a concern as well; even ductile failure in the case of billet aluminum compressor wheels or brittle failure for cast wheels is common as a result. An anti-surged housing doesn't only act as a safety mechanism. Industry white-papers have shown that this geometric phenomenon improves the low end transient response of a turbocharger as a whole. This allows the compressor to operate at higher than normal flow capacity during lower engine RPM which provides a much wider power band for internal combustion engines.



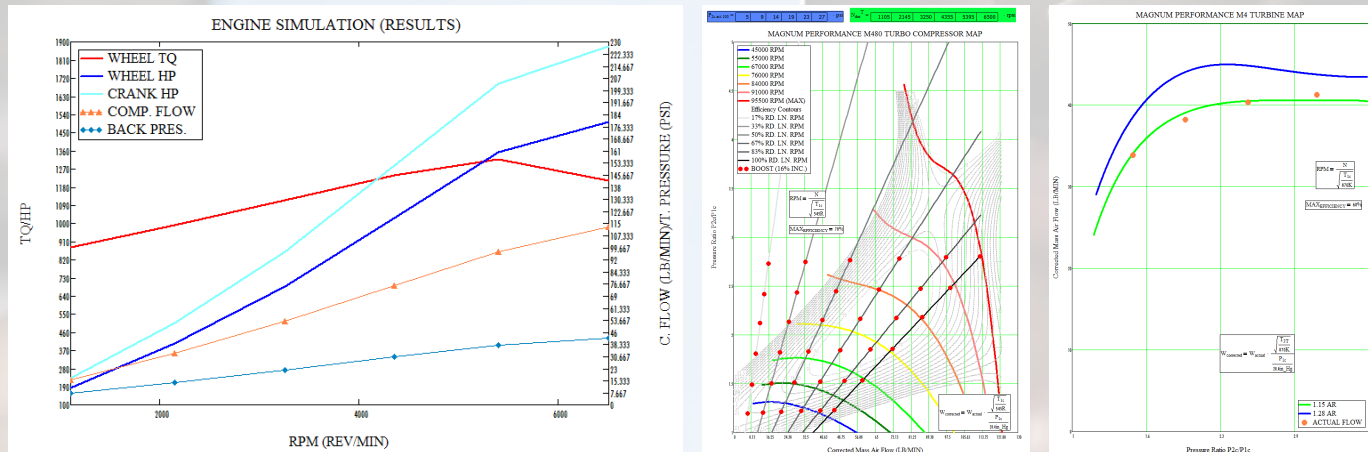
HOUSING, SHAFT DESIGN AND SUPERALLOY MATERIAL TECHNOLOGY

All Magnum Performance Turbochargers come standard with high rupture strength and Heat resistant turbine Wheels. Turbine shafts are manufactured out of aerospace grade lightweight Nickel-Chromium alloy and are put through the INCONEL 713C treatment. Rated to over 2000 degrees Fahrenheit to withstand the most trying conditions possible. Custom units are also available in ultra low inertia Titanium Aluminide (Ti-Al) shafts. This material is one of the most difficult to cast in the industry, hence reserved for only the most experienced of turbocharger manufacturers. The turbine and CHRA housings are cast of High Silicon-Molybdenum content Ductile Iron to provide the best endurance and durability as well as to prevent brittle failures due to cyclical fatigue and extremely high heat stresses. Custom thermal barrier coated housings (rated to over 2200 Fahrenheit) are also available at an additional cost and through special order. Check with your sales agent for further information since coatings are only available on custom orders and lead time may vary.



MAGNUM'S PROPRIETARY VIRTUAL ENGINE SIMULATION SOFTWARE AND TECHNOLOGY

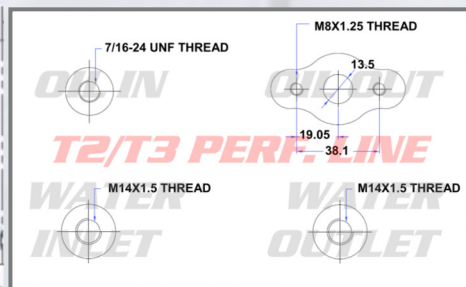
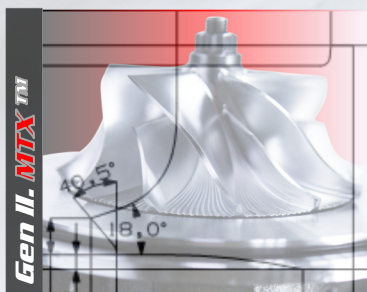
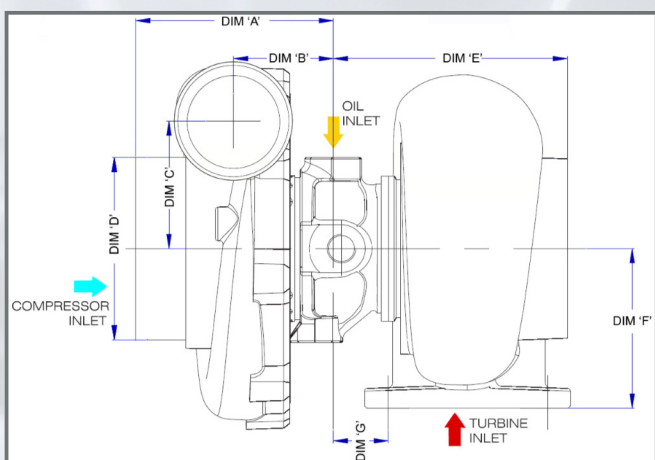
Our proprietary engine simulation software was written and developed by Magnum Performance's U.S. (Florida) licensed professional engineers and is the result of over 2 years of brilliant work by our team. Over 600 pages of proprietary algorithms and formulas allow for such accurate results. This comes free with the purchase of your Magnum Performance Turbocharger from an authorized dealer.





MX UNIT DIMENSIONS

VAR.	T2-.49 A/R		T2-.86 A/R	
	(MM)	(IN.)	(MM)	(IN.)
A	98.1	3.86	98.1	3.86
B	59.6	2.35	58.0	2.28
C	49.5	1.95	70.1	2.76
D	77.1	3.08	76.3	3.01
E	92.5	3.64	92.5	3.64
F	72.1	2.84	72.1	2.84
G	5.8	.228	5.8	.228



Gen II. MTX™ A2618 Billet Wheel & Journal Bearing Models w/ Oil-cooled CHRA

MX45	COMPRESSOR						TURBINE							RETAIL VALUE	
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MX45 48J	.60	45.39	52.0	44.8	60.0	56	.49	T2	5-Bolt	INTERNAL 32MM WG	46.0	53.0	77	604548J-49	749.99
							.86	T2	5-Bolt	INTERNAL 32MM WG	46.0	53.0	77	604548J-86	749.99

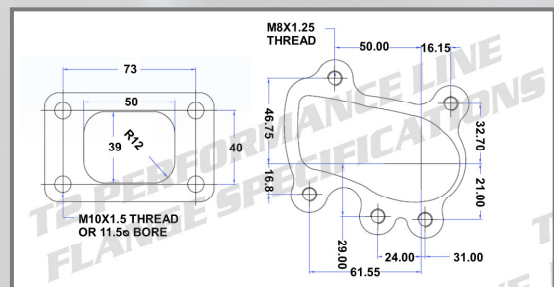
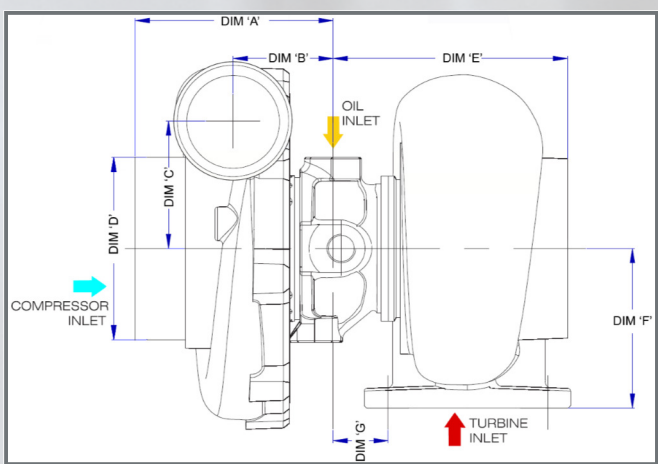
Gen II. MTX™ A2618 Billet Wheel & DUAL Ball Bearing Models w/ Water-cooled CHRA

MX45	COMPRESSOR						TURBINE							RETAIL VALUE	
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MX45 48R	.70	45.39	52.0	44.8	60.0	56	.64	T2	5-Bolt	INTERNAL 32MM WG	46.0	53.0	77	704548R-64	1462.49
							.64	V-Band	V-Band	EXTERNAL STAINLESS	46.0	53.0	77	704548R-64S	1624.99

D	100	200	300	400	500	600	700	800	900	1000	1300	1500	1900	CRANK HP
1L	2.0L	2.5L	3.0L	3.5L	4.0L	4.5L	5.0L	5.5L	6.0L	6.5L	7.0L	7.5L	8.0L	DISP. LTR.



MX UNIT DIMENSIONS				
VAR.	T2-64 A/R		T2-64(SS) A/R	
(DIM ')	(MM)	(IN.)	(MM)	(IN.)
A	98.1	3.86	98.1	3.86
B	59.6	2.35	58.0	2.28
C	49.5	1.95	70.1	2.76
D	77.1	3.08	76.3	3.01
E	92.5	3.64	92.5	3.64
F	72.1	2.84	72.1	2.84
G	5.8	.228	5.8	.228



Gen II. MTX™ A2618 Billet Wheel & Journal Bearing Models w/ Oil-cooled CHRA

MX53	COMPRESSOR						TURBINE							RETAIL VALUE	
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MX53 48J	.60	53.64	52.0	53.6	76.2	49	.49	T2	5-Bolt	INTERNAL 32MM WG	46.0	53.0	77	605348J-49	749.99
							.86	T2	5-Bolt	INTERNAL 32MM WG	46.0	53.0	77	605348J-86	749.99

Gen II. MTX™ A2618 Billet Wheel & DUAL Ball Bearing Models w/ Water-cooled CHRA

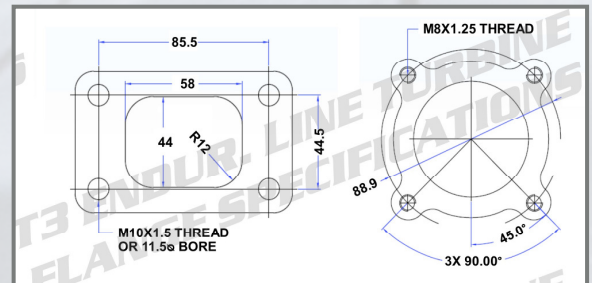
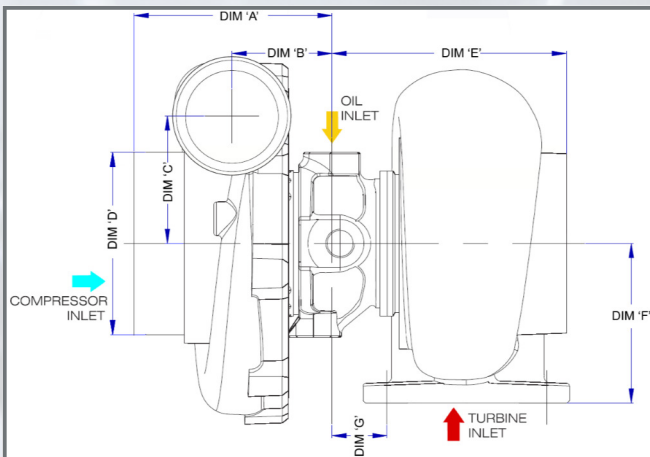
MX53	COMPRESSOR						TURBINE							RETAIL VALUE	
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MX53 48R	.70	53.64	52.0	53.6	76.2	49	.49	T2	5-Bolt	INTERNAL 32MM WG	46.0	53.0	77	705348R-64	1462.49
							.86	T2	5-Bolt	INTERNAL 32MM WG	46.0	53.0	77	705348R-64S	1624.99

CRANK HP	0	100	200	300	400	500	600	700	800	900	1000	1300	1500	1900
DISP. LTR.	1L	2.0L	2.5L	3.0L	3.5L	4.0L	4.5L	5.0L	5.5L	6.0L	6.5L	7.0L	7.5L	8.0L



MX-1 UNIT DIMENSIONS

VAR.	T3-64 A/R		T3-84 A/R	
	(MM)	(IN.)	(MM)	(IN.)
A	98.1	3.86	98.1	3.86
B	59.6	2.35	59.6	2.35
C	67.8	2.66	67.8	2.66
D	76.3	3.01	76.3	3.01
E	98.4	3.86	98.4	3.86
F	78.1	3.07	78.1	3.07
G	16.4	.614	16.4	.614



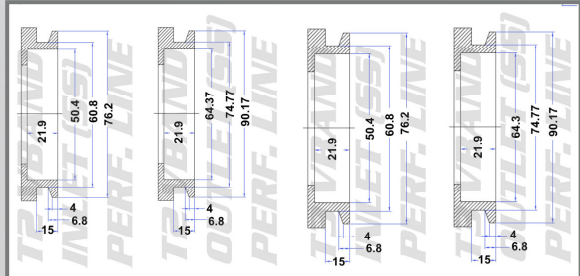
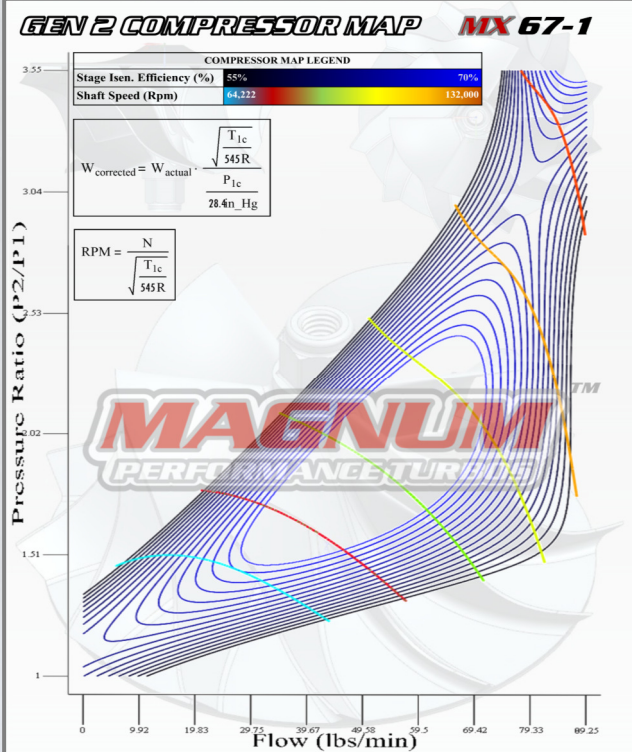
Gen II. MTX™ A2618 Billet Wheel & DUAL Ball Bearing Models w/ Water-cooled CHRA

MX62-1	COMPRESSOR						TURBINE						RETAIL VALUE		
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MX62-1 55R	.70	101.6	63.5	62.7	82.0	60	.64	T3	V-Band	UNDIVIDED	55.1	60.0	85	706255R-64	1664.99
							.82	T3	V-Band	UNDIVIDED	55.1	60.0	85	706255R-84	1664.99

Gen II. MTX™ A2618 Billet Wheel & DUAL Ball Bearing Models w/ Water-cooled CHRA

MX67-1	COMPRESSOR						TURBINE						RETAIL VALUE		
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MX62-1 62R	.70	101.6	63.5	62.7	82.0	60	.64	T3	V-Band	UNDIVIDED	62.4	68.0	85	706262R-64	1664.99
							.82	T3	V-Band	UNDIVIDED	62.4	68.0	85	706262R-84	1664.99

0	100	200	300	400	500	600	700	800	900	1000	1300	1500	1900	CRANK HP
1L	2.0L	2.5L	3.0L	3.5L	4.0L	4.5L	5.0L	5.5L	6.0L	6.5L	7.0L	7.5L	8.0L	DISP. LTR.



Gen II. MTX™ A2618 Billet Wheel & DUAL Ball Bearing Models w/ Water-cooled CHRA

MX62-1	COMPRESSOR						TURBINE						RETAIL VALUE		
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MX67-1 55R	.70	101.6	63.5	67.7	82.0	60	.64	T3	V-Band	UNDIVIDED	55.1	60.0	85	706255R-64	1687.49
							.82	T3	V-Band	UNDIVIDED	55.1	60.0	85	706255R-84	1687.49

Gen II. MTX™ A2618 Billet Wheel & DUAL Ball Bearing Models w/ Water-cooled CHRA

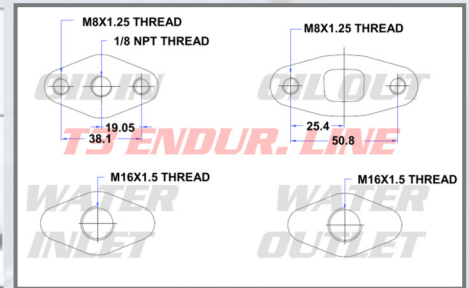
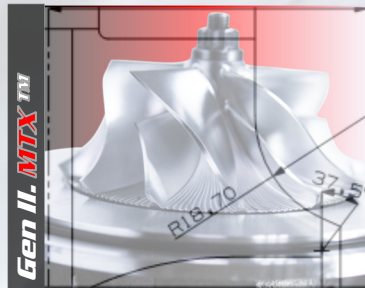
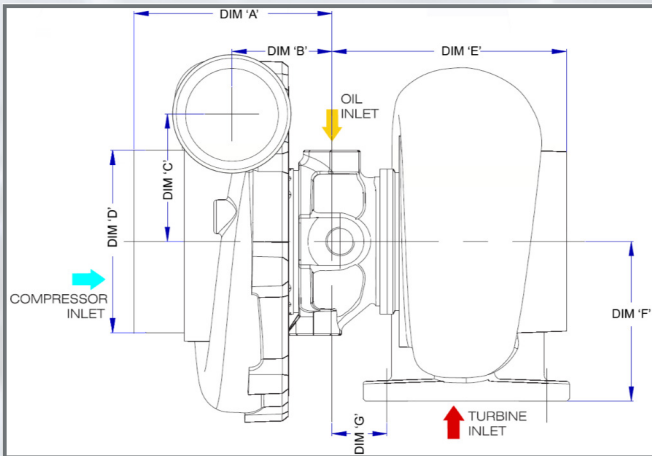
MX67-1	COMPRESSOR						TURBINE						RETAIL VALUE		
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MX67-1 62R	.70	101.6	63.5	67.7	82.0	60	.64	T3	V-Band	UNDIVIDED	62.4	68.0	85	706762R-64	1687.49
							.82	T3	V-Band	UNDIVIDED	62.4	68.0	85	706762R-84	1687.49

CRANK HP	0	100	200	300	400	500	600	700	800	900	1000	1300	1500	1900
DISP. LTR.	1L	2.0L	2.5L	3.0L	3.5L	4.0L	4.5L	5.0L	5.5L	6.0L	6.5L	7.0L	7.5L	8.0L



MXH UNIT DIMENSIONS						
VAR.	T3-.36 A/R		T3-.63 A/R **		T3-.48 A/R	
(DIM ' ')	(MM)	(IN.)	(MM)	(IN.)	(MM)	(IN.)
A	98.1	3.86	98.1	3.86	98.1	3.86
B	59.6	2.35	59.6	2.35	59.6	2.35
C	67.8	2.66	67.8	2.66	67.8	2.66
D	76.3	3.01	76.3	3.01	76.3	3.01
E	98.4	3.86	99.8	3.93	98.4	3.86
F	78.1	3.07	78.1	3.07	78.1	3.07
G	16.4	.614	17.8	.701	16.4	.614

**Double Asterisk indicates a .70 A/R anti-surged compressor cover



Gen II. MTX™ A2618 Billet Wheel & Journal Bearing Models w/ Oil-cooled CHRA

MXH50	COMPRESSOR						TURBINE						RETAIL VALUE		
	Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.
MXH50 57J	.60	76.0	52.0	48.4	70.0	48	.36	T3	4-Bolt	UNDIVIDED	56.6	65.0	76	604857J-36	949.99
							.48	T3	4-Bolt	UNDIVIDED	56.6	65.0	76	604857J-48	949.99
							.63	T3	4-Bolt	UNDIVIDED	56.6	65.0	76	604857J-63	949.99

Gen II. MTX™ A2618 Billet Wheel & Ceramic Ball Bearing Models w/ Water-cooled CHRA

MXH50	COMPRESSOR						TURBINE						RETAIL VALUE		
	Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.
MXH50 57B	.60	76.0	52.0	48.4	70.0	48	.36	T3	4-Bolt	UNDIVIDED	56.6	65.0	76	604857J-36	1339.99
							.48	T3	4-Bolt	UNDIVIDED	56.6	65.0	76	604857J-48	1339.99
							.63	T3	4-Bolt	UNDIVIDED	56.6	65.0	76	604857J-63	1339.99

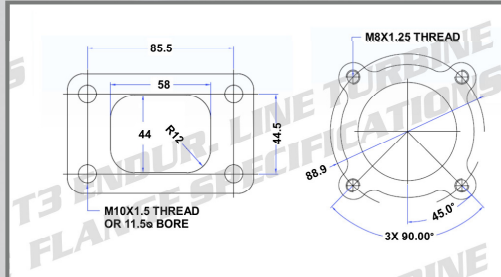
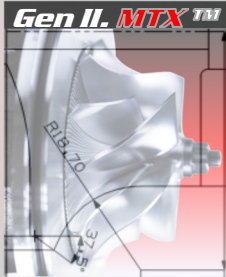
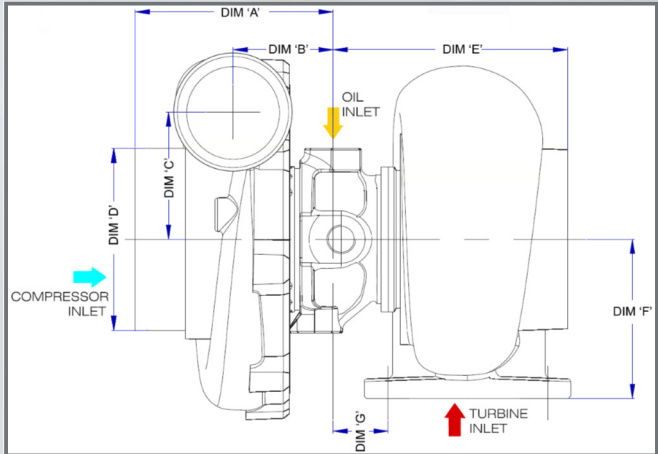
D	100	200	300	400	500	600	700	800	900	1000	1300	1500	1900	CRANK HP
1L	2.0L	2.5L	3.0L	3.5L	4.0L	4.5L	5.0L	5.5L	6.0L	6.5L	7.0L	7.5L	8.0L	DISP. LTR.



MXH UNIT DIMENSIONS

VAR.	T3-36 A/R		T3-63 A/R **		T3-48 A/R	
(DIM ' ')	(MM)	(IN.)	(MM)	(IN.)	(MM)	(IN.)
A	98.1	3.86	98.1	3.86	98.1	3.86
B	59.6	2.35	59.6	2.35	59.6	2.35
C	67.8	2.66	67.8	2.66	67.8	2.66
D	76.3	3.01	76.3	3.01	76.3	3.01
E	98.4	3.86	99.8	3.93	98.4	3.86
F	78.1	3.07	78.1	3.07	78.1	3.07
G	16.4	.614	17.8	.701	16.4	.614

**Double Asterisk indicates a .70 A/R anti-surged compressor cover



Gen II. MTX™ A2618 Billet Wheel & Journal Bearing Models w/ Oil-cooled CHRA

MXH60	COMPRESSOR						TURBINE						RETAIL VALUE		
	Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.
MXH60 57J	.60	76.0	52.0	59.0	76.2	60	.36	T3	4-Bolt	UNDIVIDED	56.6	65.0	76	605957J-36	949.99
							.48	T3	4-Bolt	UNDIVIDED	56.6	65.0	76	605957J-48	949.99
MXT60 57J	.70	101.0	62.0	59.0	76.2	60	.63	T3	4-Bolt	UNDIVIDED	56.6	65.0	76	705957J-63	989.99

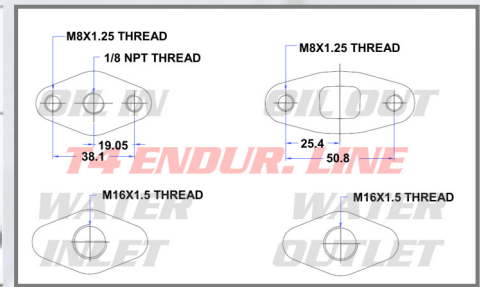
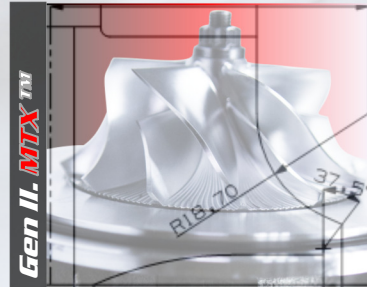
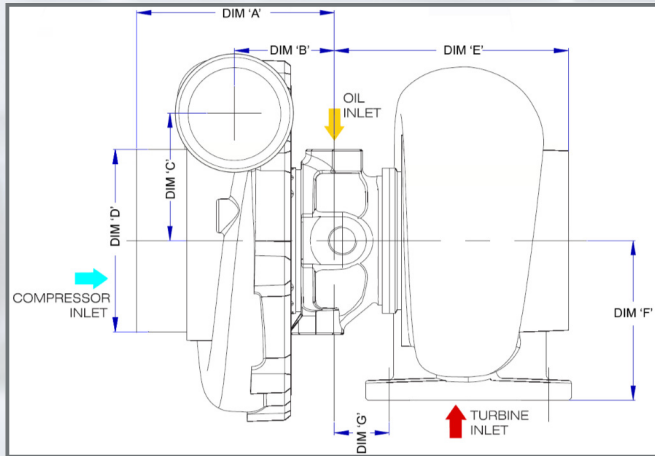
Gen II. MTX™ A2618 Billet Wheel & Ceramic Ball Bearing Models w/ Water-cooled CHRA

MXH60	COMPRESSOR						TURBINE						RETAIL VALUE		
	Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.
MXH60 57B	.60	76.0	52.0	59.0	76.2	60	.36	T3	4-Bolt	UNDIVIDED	56.6	65.0	76	605957J-36	1339.99
							.48	T3	4-Bolt	UNDIVIDED	56.6	65.0	76	605957J-48	1339.99
MXT60 57B	.70	101.0	62.0	59.0	76.2	60	.63	T3	4-Bolt	UNDIVIDED	56.6	65.0	76	705957J-63	1389.99

CRANK HP	0	100	200	300	400	500	600	700	800	900	1000	1300	1500	1900
DISP. LTR.	1L	2.0L	2.5L	3.0L	3.5L	4.0L	4.5L	5.0L	5.5L	6.0L	6.5L	7.0L	7.5L	8.0L



VAR.	T4-.68 A/R		T4-.81 A/R		T4-.96 A/R	
	(MM)	(IN.)	(MM)	(IN.)	(MM)	(IN.)
A	98.1	3.86	98.1	3.86	98.1	3.86
B	59.6	2.35	59.6	2.35	59.6	2.35
C	67.8	2.66	67.8	2.66	67.8	2.66
D	76.3	3.01	76.3	3.01	76.3	3.01
E	102.7	4.04	102.7	4.04	110.3	4.34
F	76.1	2.99	76.1	2.99	78.1	3.07
G	16.4	.646	17.4	.685	18.8	.740



Gen II. **MTX™** A2618 Billet Wheel & Journal Bearing Models w/ Oil-cooled CHRA

MX60-1	COMPRESSOR						TURBINE							RETAIL VALUE	
	Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.
MX60-1 65J	.60	76.0	52.0	59.0	76.2	60	.68	T4	V-Band	UNDIVIDED	64.5	74.2	76	606065J-68	989.99
							.81	T4	V-Band	UNDIVIDED	64.5	74.2	76	606065J-81	989.99
							.96	T4	V-Band	UNDIVIDED	64.5	74.2	76	606065J-96	989.99

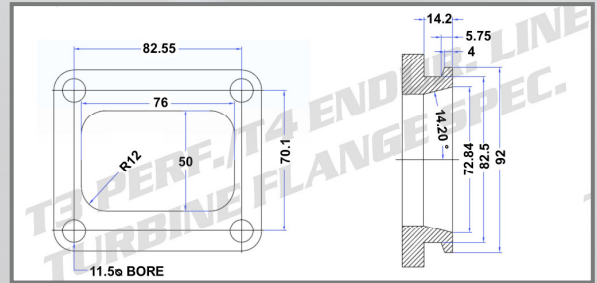
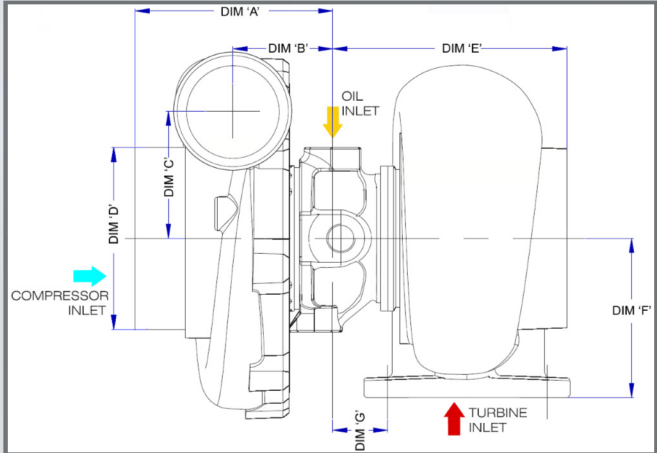
Gen II. **MTX™** A2618 Billet Wheel & Ceramic Ball Bearing Models w/ Water-cooled CHRA

MX60-1	COMPRESSOR						TURBINE							RETAIL VALUE	
	Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.
MX60-1 65B	.60	76.0	52.0	59.0	76.2	60	.68	T4	V-Band	UNDIVIDED	64.5	74.2	76	606065B-68	1389.99
							.81	T4	V-Band	UNDIVIDED	64.5	74.2	76	606065B-81	1389.99
							.96	T4	V-Band	UNDIVIDED	64.5	74.2	76	606065B-96	1389.99

D	100	200	300	400	500	600	700	800	900	1000	1300	1500	1900	CRANK HP
1L	2.0L	2.5L	3.0L	3.5L	4.0L	4.5L	5.0L	5.5L	6.0L	6.5L	7.0L	7.5L	8.0L	DISP. LTR.



MXT60 UNIT DIMENSIONS							
VAR.	T4-68 A/R		T4-81 A/R		T4-96 A/R		
(DIM ' ')	(MM)	(IN.)	(MM)	(IN.)	(MM)	(IN.)	
A	102.4	4.03	102.4	4.03	102.4	4.03	
B	58.8	2.31	58.8	2.31	58.8	2.31	
C	67.8	2.66	67.8	2.66	67.8	2.66	
D	101.8	4.01	101.8	4.01	101.8	4.01	
E	102.7	4.04	102.7	4.04	110.3	4.34	
F	76.1	2.99	76.1	2.99	78.1	3.07	
G	16.4	.646	17.4	.685	18.8	.740	



Gen II. **MTX™** A2618 Billet Wheel & Journal Bearing Models w/ Oil-cooled CHRA

MXT60	COMPRESSOR						TURBINE							RETAIL VALUE	
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXT60 65J	.70	101.0	62.0	59.0	76.2	60	.68	T4	V-Band	UNDIVIDED	64.5	74.2	76	706065J-68	999.99
							.81	T4	V-Band	UNDIVIDED	64.5	74.2	76	706065J-81	999.99
							.96	T4	V-Band	UNDIVIDED	64.5	74.2	76	706065J-96	999.99

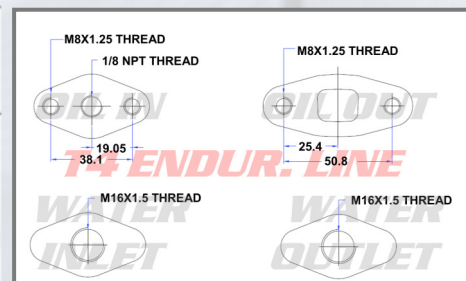
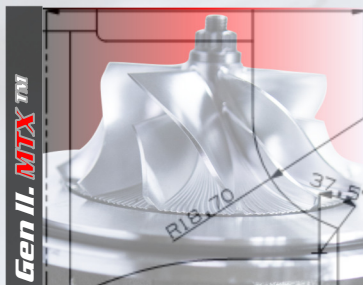
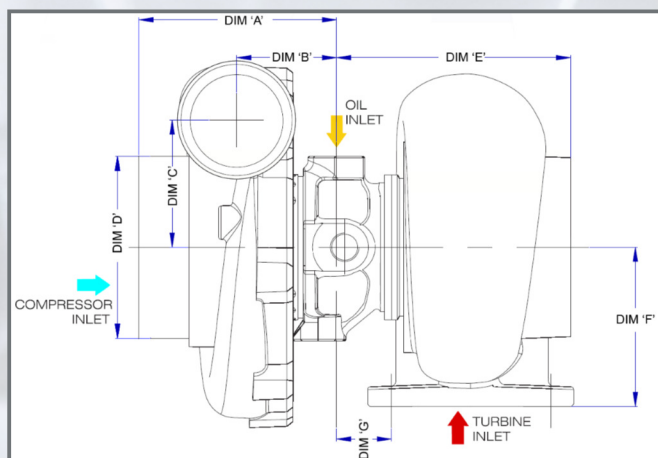
Gen II. **MTX™** A2618 Billet Wheel & Ceramic Ball Bearing Models w/ Water-cooled CHRA

MXT60	COMPRESSOR						TURBINE							RETAIL VALUE	
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXT60 65B	.70	101.0	62.0	59.0	76.2	60	.68	T4	V-Band	UNDIVIDED	64.5	74.2	76	706065B-68	1429.99
							.81	T4	V-Band	UNDIVIDED	64.5	74.2	76	706065B-81	1429.99
							.96	T4	V-Band	UNDIVIDED	64.5	74.2	76	706065B-96	1429.99

CRANK HP	0	100	200	300	400	500	600	700	800	900	1000	1300	1500	1900
DISP. LTR.	1L	2.0L	2.5L	3.0L	3.5L	4.0L	4.5L	5.0L	5.5L	6.0L	6.5L	7.0L	7.5L	8.0L



VAR.	T4-68 A/R		T4-81 A/R		T4-96 A/R	
	(MM)	(IN.)	(MM)	(IN.)	(MM)	(IN.)
A	102.4	4.03	102.4	4.03	102.4	4.03
B	58.8	2.31	58.8	2.31	58.8	2.31
C	67.8	2.66	67.8	2.66	67.8	2.66
D	101.8	4.01	101.8	4.01	101.8	4.01
E	102.7	4.04	102.7	4.04	110.3	4.34
F	76.1	2.99	76.1	2.99	78.1	3.07
G	16.4	.646	17.4	.685	18.8	.740



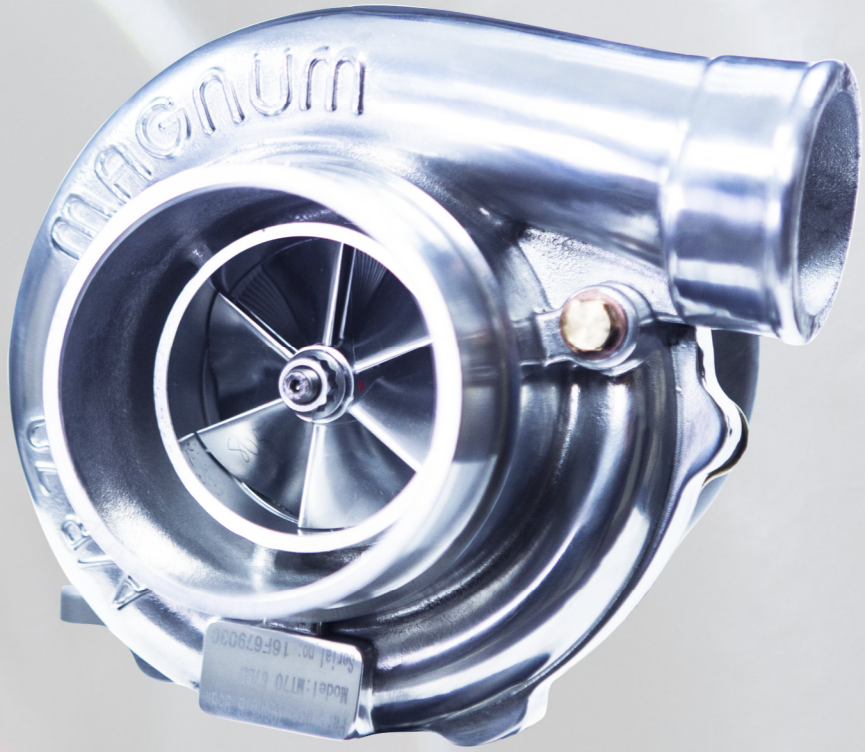
Gen II. **MTX**™ A2618 Billet Wheel & Journal Bearing Models w/ Oil-cooled CHRA

MXT67	COMPRESSOR						TURBINE						RETAIL VALUE		
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXT67 65J	.70	101.0	62.0	66.6	84.0	63	.68	T4	V-Band	UNDIVIDED	64.5	74.2	76	706765J-68	1024.99
							.81	T4	V-Band	UNDIVIDED	64.5	74.2	76	706765J-81	1024.99
							.96	T4	V-Band	UNDIVIDED	64.5	74.2	76	706765J-96	1024.99

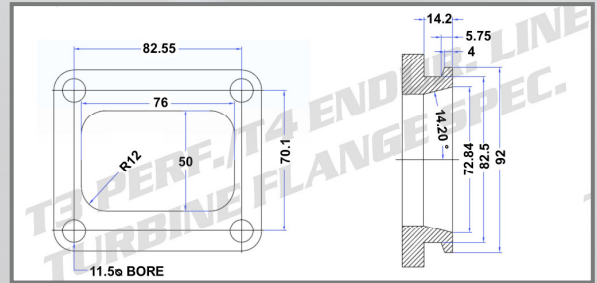
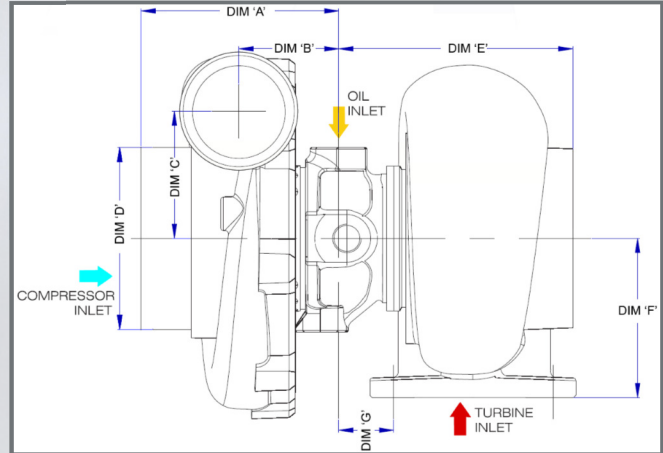
Gen II. **MTX**™ A2618 Billet Wheel & Ceramic Ball Bearing Models w/ Water-cooled CHRA

MXT67	COMPRESSOR						TURBINE						RETAIL VALUE		
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXT67 65B	.70	101.0	62.0	66.6	84.0	63	.68	T4	V-Band	UNDIVIDED	64.5	74.2	76	706765B-68	1449.99
							.81	T4	V-Band	UNDIVIDED	64.5	74.2	76	706765B-81	1449.99
							.96	T4	V-Band	UNDIVIDED	64.5	74.2	76	706765B-96	1449.99

D	100	200	300	400	500	600	700	800	900	1000	1300	1500	1900	CRANK HP
1L	2.0L	2.5L	3.0L	3.5L	4.0L	4.5L	5.0L	5.5L	6.0L	6.5L	7.0L	7.5L	8.0L	DISP. LTR.



VAR.	T4-.68 A/R		T4-.81 A/R		T4-.96 A/R	
	(MM)	(IN.)	(MM)	(IN.)	(MM)	(IN.)
A	102.4	4.03	102.4	4.03	102.4	4.03
B	58.8	2.31	58.8	2.31	58.8	2.31
C	67.8	2.66	67.8	2.66	67.8	2.66
D	101.8	4.01	101.8	4.01	101.8	4.01
E	102.7	4.04	102.7	4.04	110.3	4.34
F	76.1	2.99	76.1	2.99	78.1	3.07
G	16.4	.646	17.4	.685	18.8	.740



Gen II. **MTX™** A2618 Billet Wheel & Journal Bearing Models w/ Oil-cooled CHRA

MXT70	COMPRESSOR						TURBINE							RETAIL VALUE	
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXT70 67J	.70	101.0	62.0	69.1	91.0	58	.68	T4	V-Band	UNDIVIDED	67.0	74.2	82	706967J-68	1049.99
							.81	T4	V-Band	UNDIVIDED	67.0	74.2	82	706967J-81	1049.99
							.96	T4	V-Band	UNDIVIDED	67.0	74.2	82	706967J-96	1049.99

Gen II. **MTX™** A2618 Billet Wheel & Ceramic Ball Bearing Models w/ Water-cooled CHRA

MXT70	COMPRESSOR						TURBINE							RETAIL VALUE	
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXT70 67B	.70	101.0	62.0	69.1	91.0	58	.68	T4	V-Band	UNDIVIDED	67.0	74.2	82	706967B-68	1469.99
							.81	T4	V-Band	UNDIVIDED	67.0	74.2	82	706967B-81	1469.99
							.96	T4	V-Band	UNDIVIDED	67.0	74.2	82	706967B-96	1469.99

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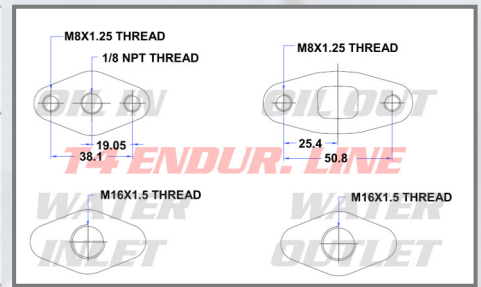
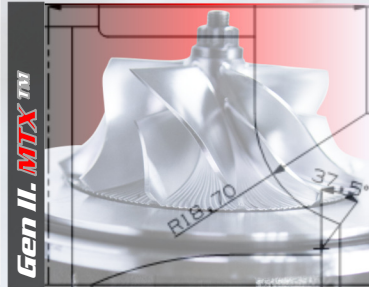
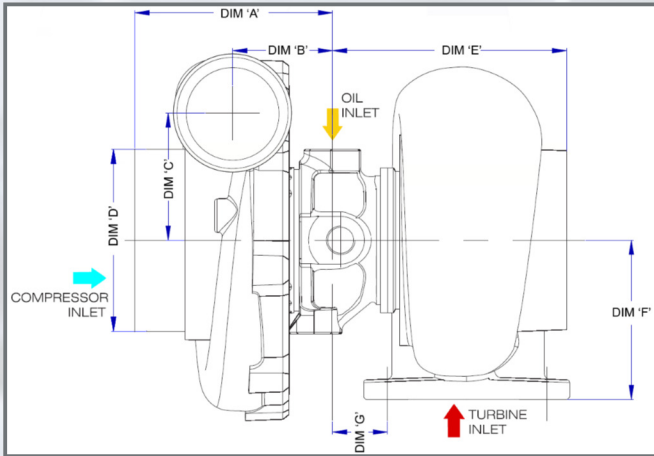


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CRANK HP	0	100	200	300	400	500	600	700	800	900	1000	1300	1500	1900
DISP. LTR.	1L	2.0L	2.5L	3.0L	3.5L	4.0L	4.5L	5.0L	5.5L	6.0L	6.5L	7.0L	7.5L	8.0L



VAR. (DIM ' ')	T4-.68 A/R		T4-.81 A/R		T4-.96 A/R	
	(MM)	(IN.)	(MM)	(IN.)	(MM)	(IN.)
A	100.4	3.95	100.4	3.95	100.4	3.95
B	65.4	2.57	65.4	2.57	65.4	2.57
C	79.6	3.13	79.6	3.13	79.6	3.13
D	101.8	4.01	101.8	4.01	101.8	4.01
E	102.7	4.04	102.7	4.04	110.3	4.34
F	76.1	2.99	76.1	2.99	78.1	3.07
G	16.4	.646	17.4	.685	18.8	.740



Gen II. **MTX**™ A2618 Billet Wheel & Journal Bearing Models w/ Oil-cooled CHRA

MXT72	COMPRESSOR						TURBINE							RETAIL VALUE	
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXT72 67J	.80	101.0	62.0	72.1	102.4	50	.68	T4	V-Band	UNDIVIDED	67.0	74.2	82	807267J-68	1149.99
							.81	T4	V-Band	UNDIVIDED	67.0	74.2	82	807267J-81	1149.99
							.96	T4	V-Band	UNDIVIDED	67.0	74.2	82	807267J-96	1149.99

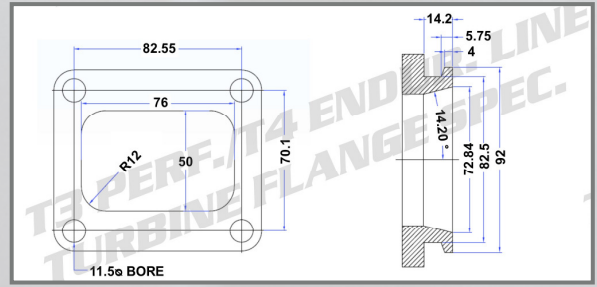
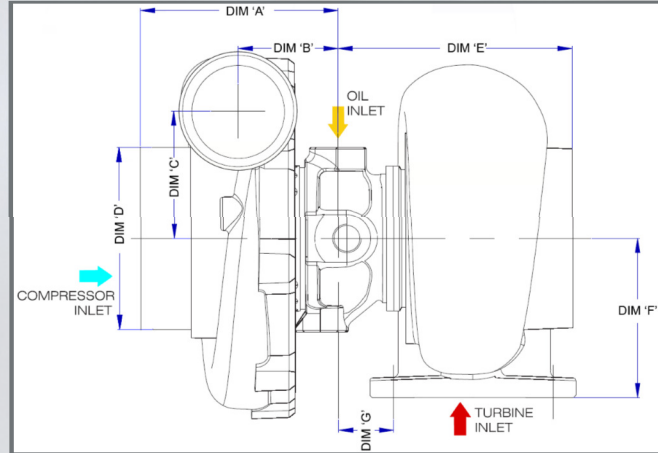
Gen II. **MTX**™ A2618 Billet Wheel & Ceramic Ball Bearing Models w/ Water-cooled CHRA

MXT72	COMPRESSOR						TURBINE							RETAIL VALUE	
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXT72 67B	.80	101.0	62.0	72.1	102.4	50	.68	T4	V-Band	UNDIVIDED	67.0	74.2	82	807267B-68	1524.99
							.81	T4	V-Band	UNDIVIDED	67.0	74.2	82	807267B-81	1524.99
							.96	T4	V-Band	UNDIVIDED	67.0	74.2	82	807267B-96	1524.99

D	100	200	300	400	500	600	700	800	900	1000	1300	1500	1900	CRANK HP
1L	2.0L	2.5L	3.0L	3.5L	4.0L	4.5L	5.0L	5.5L	6.0L	6.5L	7.0L	7.5L	8.0L	DISP. LTR.



VAR.	T4-68 A/R		T4-81 A/R		T4-96 A/R	
	(MM)	(IN.)	(MM)	(IN.)	(MM)	(IN.)
A	100.4	3.95	100.4	3.95	100.4	3.95
B	65.4	2.57	65.4	2.57	65.4	2.57
C	79.6	3.13	79.6	3.13	79.6	3.13
D	101.8	4.01	101.8	4.01	101.8	4.01
E	102.7	4.04	102.7	4.04	110.3	4.34
F	76.1	2.99	76.1	2.99	78.1	3.07
G	16.4	.646	17.4	.685	18.8	.740



Gen II. **MTX™** A2618 Billet Wheel & Journal Bearing Models w/ Oil-cooled CHRA

MXT76	COMPRESSOR						TURBINE							RETAIL VALUE	
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXT76 67J	.80	101.0	62.0	76.7	102.4	56	.68	T4	V-Band	UNDIVIDED	67.0	74.2	82	807667J-68	1174.99
							.81	T4	V-Band	UNDIVIDED	67.0	74.2	82	807667J-81	1174.99
							.96	T4	V-Band	UNDIVIDED	67.0	74.2	82	807667J-96	1174.99

Gen II. **MTX™** A2618 Billet Wheel & Ceramic Ball Bearing Models w/ Water-cooled CHRA

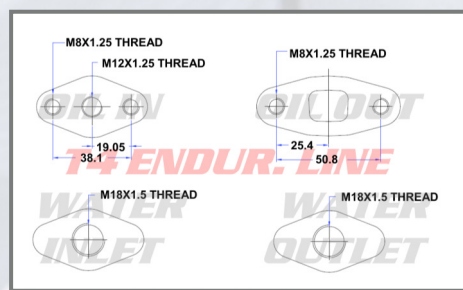
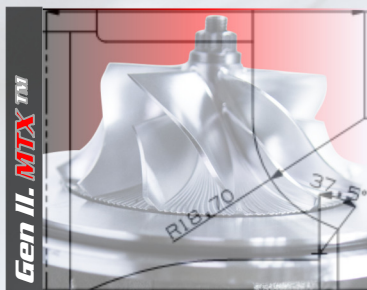
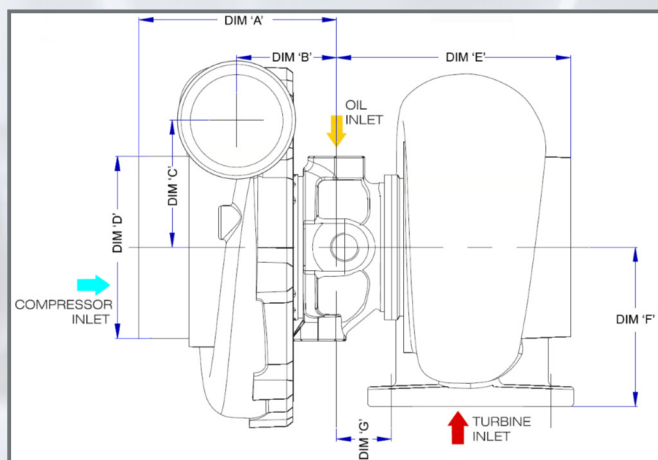
MXT76	COMPRESSOR						TURBINE							RETAIL VALUE	
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXT76 67B	.80	101.0	62.0	76.7	102.4	56	.68	T4	V-Band	UNDIVIDED	67.0	74.2	82	807667B-68	1564.99
							.81	T4	V-Band	UNDIVIDED	67.0	74.2	82	807667B-81	1564.99
							.96	T4	V-Band	UNDIVIDED	67.0	74.2	82	807667B-96	1564.99

CRANK HP	0	100	200	300	400	500	600	700	800	900	1000	1300	1500	1900
DISP. LTR.	1L	2.0L	2.5L	3.0L	3.5L	4.0L	4.5L	5.0L	5.5L	6.0L	6.5L	7.0L	7.5L	8.0L



MXT72 UNIT DIMENSIONS

VAR. (DIM.')	(72) T4-.96 A/R		(76) T4-.96 A/R	
	(MM)	(IN.)	(MM)	(IN.)
A	100.4	3.95	100.4	3.95
B	65.4	2.57	65.4	2.57
C	79.6	3.13	79.6	3.13
D	101.8	4.01	101.8	4.01
E	110.3	4.34	110.3	4.34
F	78.1	3.07	78.1	3.07
G	18.8	.740	18.8	.740



Gen II. **MTX™** A2618 Billet Wheel & Journal Bearing Models w/ Oil-cooled CHRA

MXT72	COMPRESSOR						TURBINE						RETAIL VALUE		
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXT72 75J	.80	101.0	62.0	72.1	102.4	50	.96	T4	V-Band	UNDIVIDED	75.0	82.55	83	807275J-96	1224.99

Gen II. **MTX™** A2618 Billet Wheel & Ceramic Ball Bearing Models w/ Water-cooled CHRA

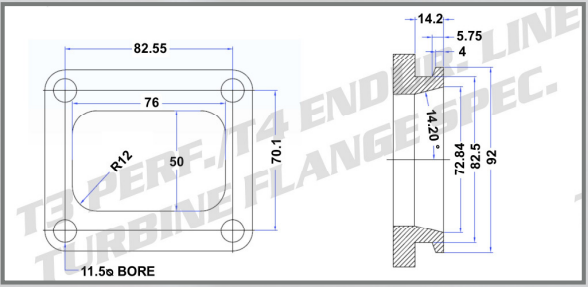
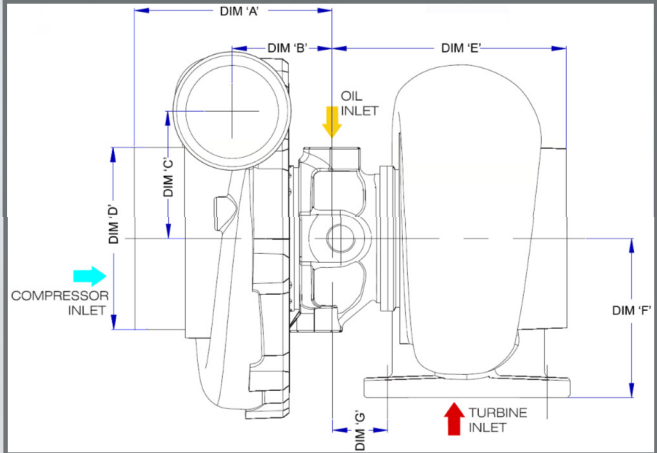
MXT72	COMPRESSOR						TURBINE						RETAIL VALUE		
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXT72 75B	.80	101.0	62.0	72.1	102.4	50	.96	T4	V-Band	UNDIVIDED	75.0	82.55	83	807275J-96	1624.99

D	100	200	300	400	500	600	700	800	900	1000	1300	1500	1900	CRANK HP
1L	2.0L	2.5L	3.0L	3.5L	4.0L	4.5L	5.0L	5.5L	6.0L	6.5L	7.0L	7.5L	8.0L	DISP. LTR.



MXT76 UNIT DIMENSIONS

VAR.	(72) T4-.96 A/R		(76) T4-.96 A/R	
(DIM ' ')	(MM)	(IN.)	(MM)	(IN.)
A	100.4	3.95	100.4	3.95
B	65.4	2.57	65.4	2.57
C	79.6	3.13	79.6	3.13
D	101.8	4.01	101.8	4.01
E	110.3	4.34	110.3	4.34
F	78.1	3.07	78.1	3.07
G	18.8	.740	18.8	.740



*Gen II. **MTX™** A2618 Billet Wheel & Journal Bearing Models w/ Oil-cooled CHRA*

MXT76	COMPRESSOR						TURBINE						RETAIL VALUE		
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXT76 75J	.80	101.0	62.0	76.7	102.4	56	.96	T4	V-Band	UNDIVIDED	75.0	82.55	83	807675J-96	1224.99

*Gen II. **MTX™** A2618 Billet Wheel & Ceramic Ball Bearing Models w/ Water-cooled CHRA*

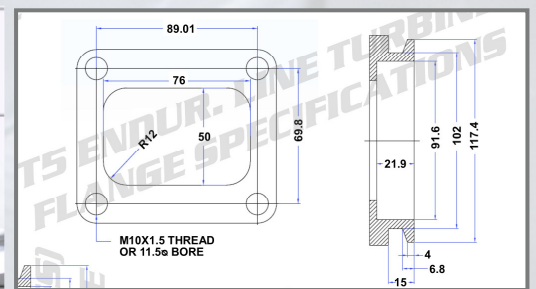
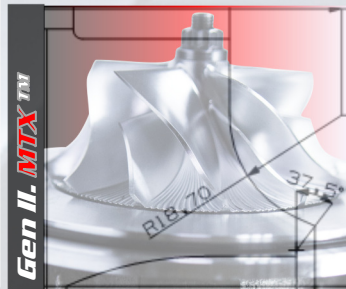
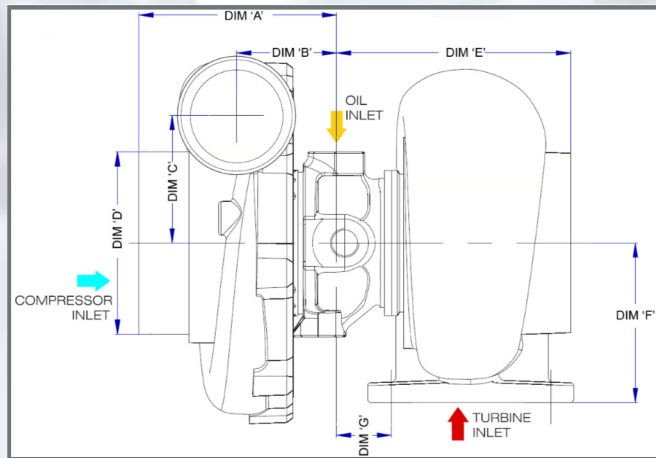
MXT76	COMPRESSOR						TURBINE						RETAIL VALUE		
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXT76 75B	.80	101.0	62.0	76.7	102.4	56	.96	T4	V-Band	UNDIVIDED	75.0	82.55	83	807675J-96	1624.99

CRANK HP	0	100	200	300	400	500	600	700	800	900	1000	1300	1500	1900
DISP. LTR.	1L	2.0L	2.5L	3.0L	3.5L	4.0L	4.5L	5.0L	5.5L	6.0L	6.5L	7.0L	7.5L	8.0L



MXM400 SERIES UNIT DIMENSIONS

VAR.	T5-115 A/R		T5-122A/R		T5-133 A/R	
	(MM)	(IN.)	(MM)	(IN.)	(MM)	(IN.)
A	121.1	4.77	121.1	4.77	121.1	4.77
B	75.2	2.96	75.2	2.96	75.2	2.96
C	108.2	4.26	108.2	4.26	108.2	4.26
D	127.2	5.01	127.2	5.01	127.2	5.01
E	134.6	5.30	134.6	5.30	134.6	5.30
F	89.1	3.51	89.1	3.51	89.1	3.51
G	25.6	1.00	25.6	1.00	25.6	1.00



Gen II. **MTX™** A2618 Billet Wheel & Journal Bearing Models w/ Oil-cooled CHRA

MXM472	COMPRESSOR						TURBINE						RETAIL VALUE		
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXM472 78J	.60	127.0	107.0	72.1	108.0	45	115	T4	V-Band	DIVIDED	77.5	88.0	78	607278J-115	1454.99

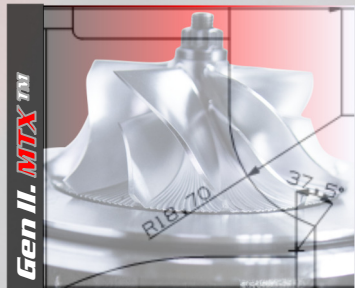
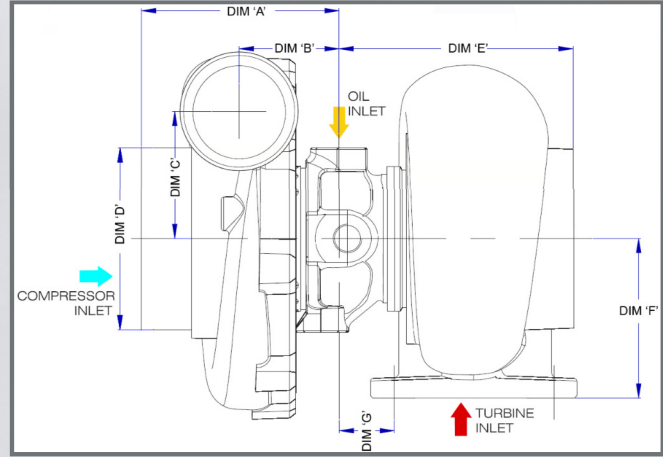
Gen II. **MTX™** A2618 Billet Wheel & Ceramic Ball Bearing Models w/ Water-cooled CHRA

MXM472	COMPRESSOR						TURBINE						RETAIL VALUE		
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXM472 78B	.60	127.0	107.0	72.1	108.0	45	115	T4	V-Band	DIVIDED	77.5	88.0	78	607278B-115	1774.99

D	100	200	300	400	500	600	700	800	900	1000	1300	1500	1900	CRANK HP
1L	2.0L	2.5L	3.0L	3.5L	4.0L	4.5L	5.0L	5.5L	6.0L	6.5L	7.0L	7.5L	8.0L	DISP. LTR.



MXM400 SERIES UNIT DIMENSIONS						
VAR. (DIM ' ')	T5-115 A/R		T5-122A/R		T5-133 A/R	
	(MM)	(IN.)	(MM)	(IN.)	(MM)	(IN.)
A	121.1	4.77	121.1	4.77	121.1	4.77
B	75.2	2.96	75.2	2.96	75.2	2.96
C	108.2	4.26	108.2	4.26	108.2	4.26
D	127.2	5.01	127.2	5.01	127.2	5.01
E	134.6	5.30	134.6	5.30	134.6	5.30
F	89.1	3.51	89.1	3.51	89.1	3.51
G	25.6	1.00	25.6	1.00	25.6	1.00



Gen II. MTX™ A2618 Billet Wheel & Journal Bearing Models w/ Oil-cooled CHRA															
MXM477	COMPRESSOR						TURBINE						RETAIL VALUE		
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXM477 78J	.60	127.0	107.0	76.7	108.0	51	1.15	T4	V-Band	DIVIDED	77.5	88.0	78	607778J-115	1494.99

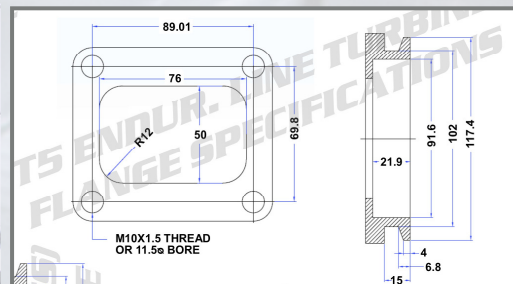
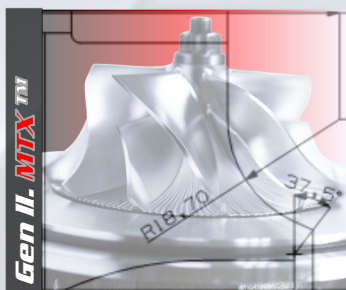
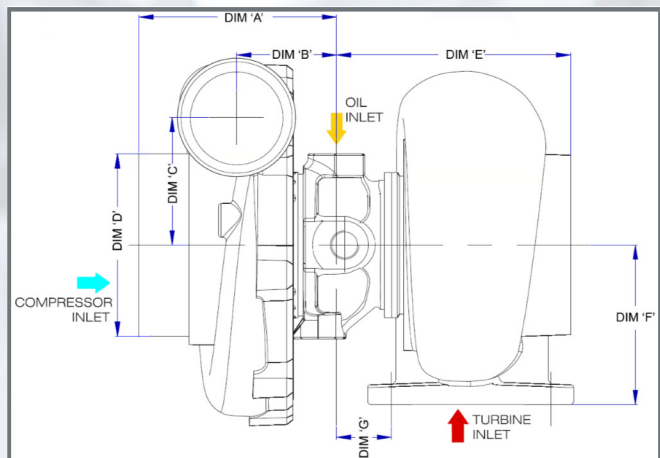
Gen II. MTX™ A2618 Billet Wheel & Ceramic Ball Bearing Models w/ Water-cooled CHRA															
MXM477	COMPRESSOR						TURBINE						RETAIL VALUE		
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXM477 78B	.60	127.0	107.0	76.7	108.0	51	1.15	T4	V-Band	DIVIDED	77.5	88.0	78	607778B-115	1804.99

CRANK HP	0	100	200	300	400	500	600	700	800	900	1000	1300	1500	1900
DISP. LTR.	1L	2.0L	2.5L	3.0L	3.5L	4.0L	4.5L	5.0L	5.5L	6.0L	6.5L	7.0L	7.5L	8.0L



MXM400 SERIES UNIT DIMENSIONS

VAR.	T5-115 A/R		T5-122A/R		T5-133 A/R	
	(MM)	(IN.)	(MM)	(IN.)	(MM)	(IN.)
A	121.1	4.77	121.1	4.77	121.1	4.77
B	75.2	2.96	75.2	2.96	75.2	2.96
C	108.2	4.26	108.2	4.26	108.2	4.26
D	127.2	5.01	127.2	5.01	127.2	5.01
E	134.6	5.30	134.6	5.30	134.6	5.30
F	89.1	3.51	89.1	3.51	89.1 <td 3.51	
G	25.6	1.00	25.6	1.00	25.6	1.00



Gen II. **MTX™** A2618 Billet Wheel & Journal Bearing Models w/ Oil-cooled CHRA

MXM480	COMPRESSOR						TURBINE							RETAIL VALUE	
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXM480 78J	.60	127.0	107.0	80.0	105.0	58	115	T4	V-Band	DIVIDED	77.5	88.0	78	608078J-115	1524.99

Gen II. **MTX™** A2618 Billet Wheel & Ceramic Ball Bearing Models w/ Water-cooled CHRA

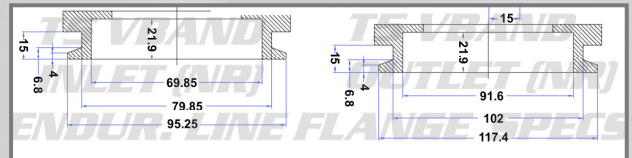
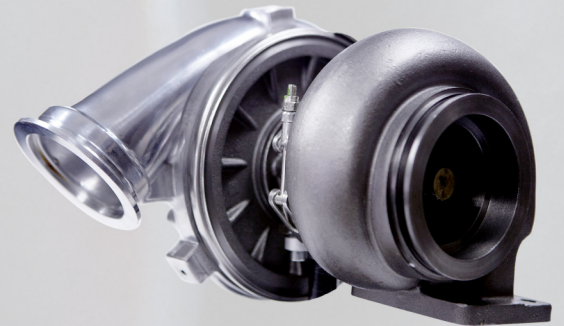
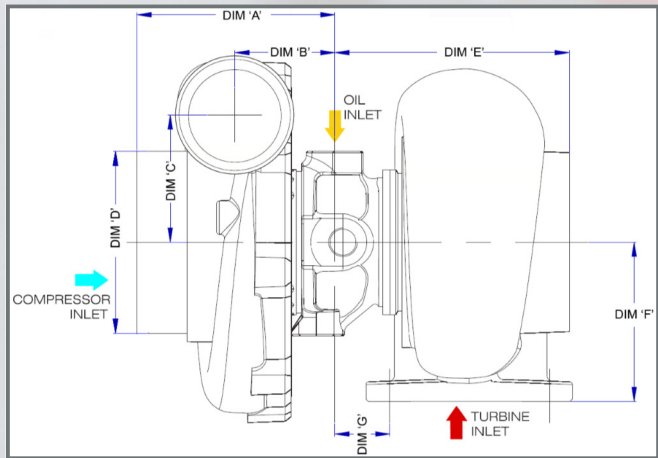
MXM480	COMPRESSOR						TURBINE							RETAIL VALUE	
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXM480 78B	.60	127.0	107.0	80.0	105.0	58	115	T4	V-Band	DIVIDED	77.5	88.0	78	608078B-115	1824.99

D	100	200	300	400	500	600	700	800	900	1000	1300	1500	1900	CRANK HP
1L	2.0L	2.5L	3.0L	3.5L	4.0L	4.5L	5.0L	5.5L	6.0L	6.5L	7.0L	7.5L	8.0L	DISP. LTR.



MXM500 SERIES UNIT DIMENSIONS

VAR. (DIM ' ')	T5-115 A/R		T5-128A/R		T5-144 A/R	
	(MM)	(IN.)	(MM)	(IN.)	(MM)	(IN.)
A	121.1	4.77	121.1	4.77	121.1	4.77
B	75.2	2.96	75.2	2.96	75.2	2.96
C	108.2	4.26	108.2	4.26	108.2	4.26
D	127.2	5.01	127.2	5.01	127.2	5.01
E	134.6	5.30	134.6	5.30	134.6	5.30
F	89.1	3.51	89.1	3.51	89.1	3.51
G	25.6	1.00	25.6	1.00	25.6	1.00



Gen II. **MTX™** A2618 Billet Wheel & Journal Bearing Models w/ Oil-cooled CHRA

MXM577	COMPRESSOR						TURBINE						RETAIL VALUE		
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXM577 78J	1.39	127.0	107.0	76.7	108.0	51	1.15	V-Band	V-Band	UNDIVIDED	77.5	88.0	78	139778J-115	2794.99

Gen II. **MTX™** A2618 Billet Wheel & Ceramic Ball Bearing Models w/ Water-cooled CHRA

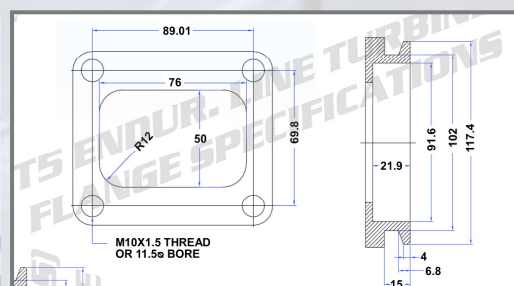
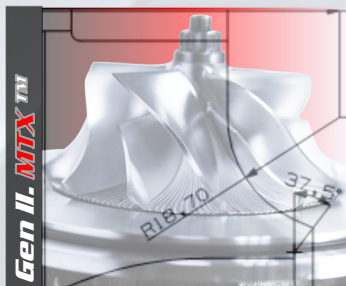
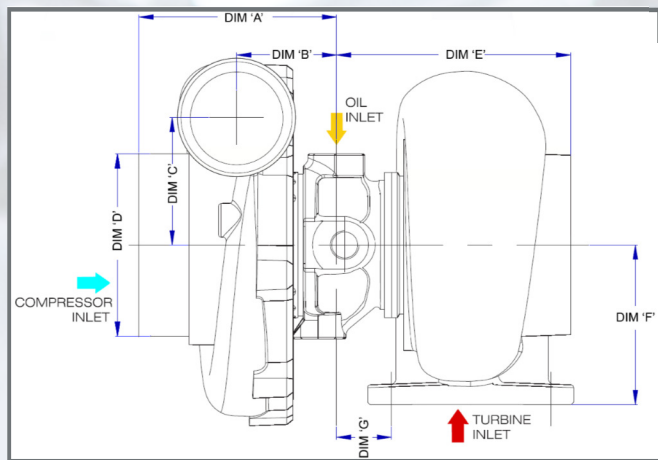
MXM577	COMPRESSOR						TURBINE						RETAIL VALUE		
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXM577 78B	1.39	127.0	107.0	76.7	108.0	51	1.15	V-Band	V-Band	UNDIVIDED	77.5	88.0	78	139778B-115	3104.99

CRANK HP	0	100	200	300	400	500	600	700	800	900	1000	1300	1500	1900
DISP. LTR.	1L	2.0L	2.5L	3.0L	3.5L	4.0L	4.5L	5.0L	5.5L	6.0L	6.5L	7.0L	7.5L	8.0L



MXM500 SERIES UNIT DIMENSIONS

VAR.	T5-115 A/R		T5-122A/R		T5-133 A/R	
	(MM)	(IN.)	(MM)	(IN.)	(MM)	(IN.)
A	121.1	4.77	121.1	4.77	121.1	4.77
B	75.2	2.96	75.2	2.96	75.2	2.96
C	108.2	4.26	108.2	4.26	108.2	4.26
D	127.2	5.01	127.2	5.01	127.2	5.01
E	134.6	5.30	134.6	5.30	134.6	5.30
F	89.1	3.51	89.1	3.51	89.1	3.51
G	25.6	1.00	25.6	1.00	25.6	1.00



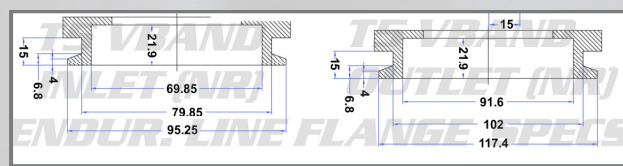
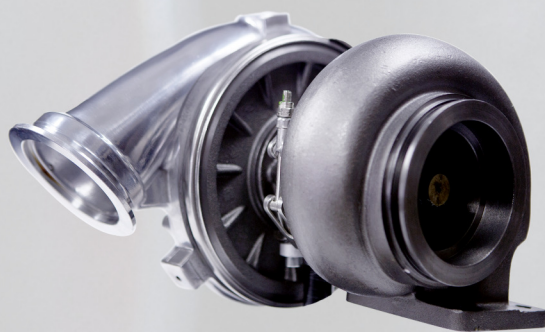
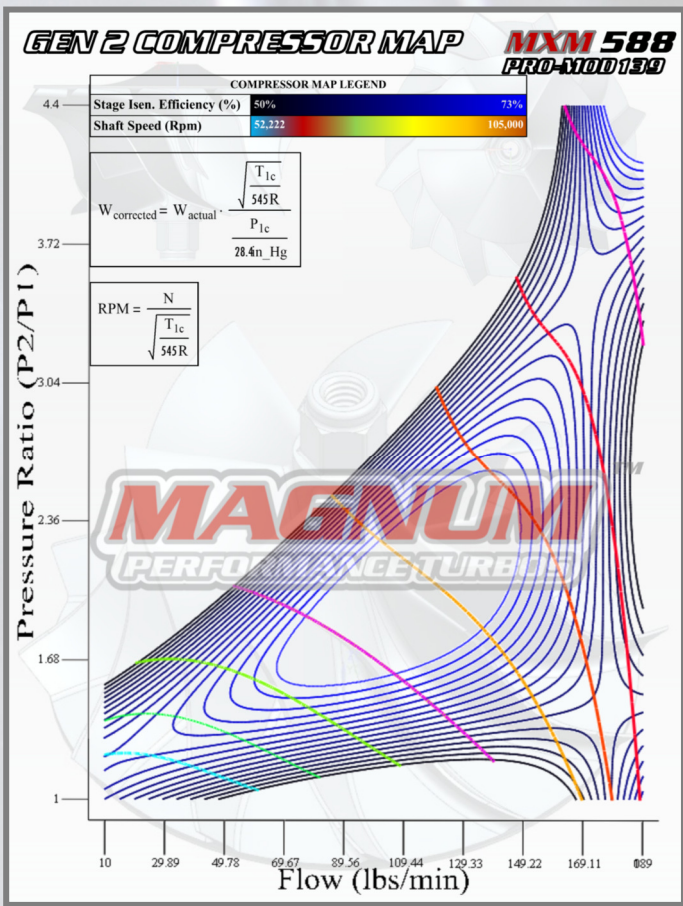
Gen II. **MTX™** A2618 Billet Wheel & Journal Bearing Models w/ Oil-cooled CHRA

MXM580	COMPRESSOR						TURBINE						RETAIL VALUE		
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXM580 78J	139	127.0	107.0	80.0	108.0	56	128	V-Band	V-Band	UNDIVIDED	77.5	88.0	78	1398078J-128	2794.99

Gen II. **MTX™** A2618 Billet Wheel & Ceramic Ball Bearing Models w/ Water-cooled CHRA

MXM580	COMPRESSOR						TURBINE						RETAIL VALUE		
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXM580 78B	139	127.0	107.0	80.0	108.0	56	128	V-Band	V-Band	UNDIVIDED	77.5	88.0	78	1398078B-128	3104.99

0	100	200	300	400	500	600	700	800	900	1000	1300	1500	1900	CRANK HP
1L	2.0L	2.5L	3.0L	3.5L	4.0L	4.5L	5.0L	5.5L	6.0L	6.5L	7.0L	7.5L	8.0L	DISP. LTR.



Gen II. **MTX™** A2618 Billet Wheel & Journal Bearing Models w/ Oil-cooled CHRA

MXM588	COMPRESSOR						TURBINE						RETAIL VALUE		
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXM588 85J	1.39	127.0	107.0	88.0	118.0	56	1.44	V-Band	V-Band	UNDIVIDED	84.5	96.0	78	1398885J-144	2824.99

Gen II. **MTX™** A2618 Billet Wheel & Ceramic Ball Bearing Models w/ Water-cooled CHRA

MXM588	COMPRESSOR						TURBINE						RETAIL VALUE		
Model	A/R	AIR INLET	AIR OUTLET	IND WHEEL	EXD WHEEL	TRIM	A/R	INLET	DISCHARGE OUTLET	TURBINE HOUSING	EXD WHEEL	IND WHEEL	TRIM	Part. No.	MSRP
MXM588 85B	1.39	127.0	107.0	88.0	118.0	56	1.44	V-Band	V-Band	UNDIVIDED	84.5	96.0	78	1398885B-144	3124.99



<i>Turbine Shafts</i>					
Part No.	Description	Exducer Dia.	Inducer Dia.	Trim	MSRP
125765	T3/57	56.6	65.0	83	249.99
126574	T4/65	64.5	74.2	76	269.99
126774	T4/67	67.0	74.2	82	269.99
127788	T5/78	77.5	88.0	78	299.99



<i>MTX™ Billet Compressor Wheels</i>					
Part No.	Model	Inducer Dia.	Exducer Dia.	Trim	MSRP
104870	50mm	48.4	70.0	50	259.99
105976	60mm	59.0	76.2	60	259.99
106282	62mm	62.7	82.0	52	329.99
106784	67mm	66.6	84.0	48	329.99
106991	70mm	69.1	91.0	58	299.99
107202	72mm	72.1	108.0	40	324.99
107602	76mm	76.7	108.0	45	324.99
108005	80mm	80.0	108.0	58	329.99



<i>Bearing Housings</i>		
Part No.	Description	MSRP
130034	T2, T3 & T4 Oil Cooled Bearing Housing	129.99
131034	T2, T3 & T4 Water Cooled Bearing Housings	149.99
130400	T5 Series Oil Cooled Bearing Housing	129.99
131400	T5 Series Water Cooled Bearing Housing	149.99



<i>Rebuild Kits</i>			
Journal Bearing Models	Ball Bearing Models	Kit Description	MSRP JB/BB
132003	134003	Repair Kit for all T2& T3 Series	119.99/249.99
132004	134004	Repair Kit for all T4 Series	119.99/249.99
132400	134400	Repair Kit for T5 Series	119.99/249.99



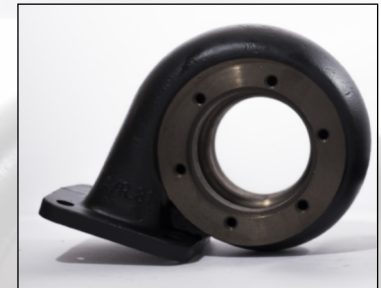
T3 & T2 Turbine Housings

Part No.	Trim (mm)	A/R	Divided Undivided	Inlet	Outlet	MSRP
935736	57	.36	Undivided	T3	5 Bolt	139.99
93(2)5748	57/48	.48	Undivided	T3/T2	5 Bolt	139.99
93(2)5763	57/48	.63	Undivided	T3/T2	4 Bolt	139.99
924864SS	48	.64	Undivided	V-Band	V-Band	349.99
924882SS	48	.82	Undivided	V-Band	V-Band	349.99



T4 & T3 Turbine Housings

Part No.	Trim (mm)	A/R	Divided Undivided	Inlet	Outlet	MSRP
946568	65	.68	Undivided	T4	V-Band	149.99
946570		.70	Divided	T3	V-Band	149.99
946581		.81	Undivided	T4	V-Band	149.99
946596		.96	Undivided	T4	V-Band	149.99
946510		1.00	Divided	T4	V-Band	149.99
946768	67	.68	Undivided	T4	V-Band	149.99
946770		.70	Divided	T3	V-Band	149.99
946781	67/62	.81	Undivided	T4/T3	V-Band	149.99
946796		.96	Undivided	T4	V-Band	149.99
946710		1.00	Divided	T4	V-Band	149.99
9355(62) 64SS	55/62	.64	Undivided	V-Band	V-Band	449.99
9355(62) 82SS	55/62	.82	Undivided	V-Band	V-Band	449.99
9355(62) 82SS	55/62	1.01 (1.06)	Undivided	V-Band	V-Band	449.99



T4 & T5 Turbine Housings

Part No.	Trim (mm)	A/R	Divided Undivided	Inlet	Outlet	MSRP
940005V	CUSTOM ORDER	1.05	Undivided	V-Band	V-Band	799.99
940022V	CUSTOM ORDER	1.22	Undivided	V-Band	V-Band	799.99
940044V	CUSTOM ORDER	1.44	Undivided	V-Band	V-Band	799.99
940015V	CUSTOM ORDER	1.15	Divided	T5 (T4)	V-Band	159.99
947500M	65/67/75-MARINE	.68	Undivided/ Watercooled	T4-MERC	V-Band/ MERC	1199.99





V-Band Clamps & Flanges

Part No.	Description	MSRP
310250	2.5" V-BAND WELD FLANGE	29.99
310300	3.0" V-BAND WELD FLANGE	29.99
310350	3.5" V-BAND WELD FLANGE	29.99
300250	2.5" V-BAND CLAMP SS	29.99
300300	3.0" V-BAND CLAMP SS	34.99
300350	3.5" V-BAND CLAMP SS	39.99



Flanges & Gaskets

Part No.	Description	MSRP
200301	T3 UNDIVIDED INLET FLANGE	29.99
200302	T3 DIVIDED INLET FLANGE	29.99
200303	T3 5-BOLT EXHAUST FLANGE	29.99
200304	T3 4-BOLT EXHAUST FLANGE	29.99
230301	T3 UNDIVIDED INLET GASKET	5.99
230302	T3 DIVIDED INLET GASKET	5.99
230303	T3 5-BOLT EXHAUST GASKET	5.99
230304	T3 4-BOLT EXHAUST GASKET	5.99
200401	T4 UNDIVIDED INLET FLANGE	29.99
200402	T4 DIVIDED INLET FLANGE	29.99
200403	T4 4-BOLT EXHAUST FLANGE	29.99
230401	T4 UNDIVIDED INLET GASKET	5.99
230402	T4 DIVIDED INLET GASKET	5.99
230403	T4 4-BOLT EXHAUST GASKET	5.99
200601	T6 INLET FLANGE	29.99
230601	T6 INLET GASKET	5.99
220401	OIL INLET FLANGE	19.99
220402	OIL OUTLET FLANGE	19.99
220403	OIL FLANGE GASKET KIT	5.99

Troubleshooting Chart



Possible Causes

Problem Description

Possible Causes	Oil leakage at compressor side	Oil leakage at turbine side	Compressor/Turbine damage	Turbocharger wheel acoustic noise	Insufficient power/boost pressure too low	Boost pressure too high	High oil consumption	Black smoke	Blue smoke
Dirty air filter									
Dirty compressor or clogged intercooler									
Engine air cleaner missing or loose gaskets									
Intake or pressure hose distorted and/or leaking									
Boost pressure control swing valve/poppet valve does not close									
Boost pressure control swing valve/poppet valve does not open									
Pipe or hose assembly to actuator valve defective or ruptured									
Excessive flow resistance in exhaust system/leakage upstream of turbine									
Exhaust gas leak between turbine outlet and exhaust pipe									
Oil feed and/or drain lines clogged, leaking or distorted									
Crankcase ventilation clogged and/or distorted									
Fuel system/injection feed system defective or incorrectly adjusted									
Valve guides, piston rings, engine or cylinder liners worn/increased blow by									
Oil cooked or sludge in turbocharger center housing									
Turbocharger bearings damaged									
Compressor or turbine end sealing rings damaged									
Turbine housing/flap damaged									
Insufficient oil supply to turbocharger									
Foreign object damage to compressor or turbine wheels									

ONE YEAR LIMITED WARRANTY

Magnum Performance Turbos, Inc. ("MPT") warrants that its goods or merchandise will be free from defects in material and workmanship for its intended use and service. This warranty shall extend for a period of twelve (12) months from the date of purchase by end user. MPT will repair or provide a replacement product, at MPT sole option, for any defective part. Replaced parts or products will be warranted in time only through the remaining period of the original product warranty. MPT shall not be obligated to repair or replace any defective part unless it receives notice, in writing, within 14 days of discovery of a defect. Any action of breach of warranty, contract or otherwise, shall be barred unless MPT is provided with notice as provided herein, specifically excluded from this warranty are design defects or damage caused by improper installation, misuse, neglect, improper maintenance, handling or operation of the product or unauthorized repair or alterations or externally induced physical damage.

Further, this warranty shall not apply if any person attempts to repair or replace the defective part without MPT written authorization.. Any auxiliary equipment sold hereunder and not manufactured by MPT carries only such warranty as given by the manufacturer thereof and which is hereby assigned without recourse to MPT. No warranty is made for any other claims or special, indirect or consequential damages (including but not limited to component removal or installation, equipment downtime, prospective profits or other economic losses) because of any defect deemed warrantable by MPT.

This is MPT,s sole warranty and is lieu of all other warranties, expressed or implied, including, without limitation, implied warranty of merchantability, or fitness for a particular purpose.

No representative or distributor of MPT has the authority to change or alter this warranty. This warranty may only be modified by an agreement signed by an authorized officer of MPT.

Any claims made under this limited warranty must be presented to MPT, with valid proof of date of purchase by end-user. All merchandise or goods shipped to MPT, for warranty consideration, must be shipped prepaid -freight. Collect shipments will be refused.

IMPORTANT: Please note that damage due to extreme high temperature, lack of lubrication and/or induced foreign material is not covered under the warranty.

DISCLAIMER

Magnum Performance Turbos, Inc. ("MPT") does not warrant the accuracy or completeness of the information contained in this catalog. Any information and specifications contained in this catalog are provided "as is" without any representation or warranty, expressed or implied, of any kind, including, but not limited to, warranties of merchantability, non-infringement, or fitness for any particular purpose. Some jurisdictions do not allow for the exclusion of implied warranties, so the above exclusion may not apply to you.

Federal, state or provincial laws, rules and regulation in the U.S., Canada or elsewhere may prohibit the removal or modification of components that were installed on motor vehicles or engines by the original equipment manufacturer in order to meet emissions requirements or to comply with safety regulations applicable to engines or vehicles manufactured for use on public roads. Removal of such components and installation of MPT,s products may be illegal and considered to be emission-related tampering under applicable laws, rules and regulations. Motor vehicles or engines equipped with MPT,s products may not be used on public roads, as installation of such products could cause the vehicles or engines to be non-compliant with applicable emissions and/or safety standards.

Installation of MPT,s products (or similar products from other manufacturers) on a motor vehicle or engine may void, reduce or otherwise adversely affect any warranties given by the manufacturer or seller of the vehicle, engine or other component parts. MPT shall not be liable for any such adverse effect on such other manufacturers, or sellers, warranties.

TERMS & CONDITIONS

The following terms and conditions are effective November 1, 2010 and are subject to change without notice.

PRICING

Prices identified on the Magnum Performance Turbos, Inc. ("MPT") AD and WD Price Schedules are F.O.B. St. Petersburg, Florida, stated in U.S. dollars and subject to change without notice. Please consult with your Sales Manager at Magnum Performance Turbos, Inc. ("MPT") for additional information. Magnum Performance Turbos, Inc. ("MPT") reserves the right to change prices at any time without notice. Purchase Orders - Purchase order number(s) and complete shipping information are required on all purchase orders and shall be sent to the following address.

Magnum Performance Turbos, Inc. ("MPT")

200 2nd Ave. South, Suite:326

or sales@mpturbos.com

St. Petersburg, FL 33701

PAYMENT

American Express, MasterCard, Visa, Discover and PayPal are accepted. Company checks are accepted only upon approval.

RETURN POLICY

Only unused and complete merchandise may be accepted for return subject to inspection and acceptance by Magnum Performance Products, Inc. No goods will be accepted without a prior return authorization from Magnum Performance Turbos, Inc. ("MPT") Call for approval and Return Goods Authorization (RGA) number.

- No returns will be accepted without an RGA number
- No returns will be accepted after ninety (90) days from the original shipping date from Magnum Performance Turbos, Inc. ("MPT").
- All approved returns are subject to a 15% restocking charge.
- Approved returns will be issued a credit only.

DROP SHIPMENTS

Magnum Performance Turbos, Inc. ("MPT") will honor drop shipments at an additional charge of \$5.00 per unit to the customer, unless otherwise noted. Orders for drop shipments are subject to the following conditions:

- No C.O.D. shipments shall be allowed.
- All freight charges will be made collect, unless prepaid and is the responsibility of the Distributor.
- All drop shipments are subject to approval by Magnum Performance Turbos, Inc. ("MPT"), prior to shipment.

FREIGHT POLICY

Magnum Performance Turbos, Inc. ("MPT") will pre-pay freight on orders that exceed \$10,000. AD,s and WD,s with pre-established third party freight billing arrangements will be required to provide Magnum Performance Turbos, Inc. ("MPT") with the shipper,s name and third party account number. AD,s and WD,s may, however, specify a particular trucking line or shipping method but may incur additional shipping charges (i.e., 2nd Day, Overnight, etc.). Freight is the responsibility of the customer, regardless of size. Special promotional programs during the year may offer freight coverage. Orders for shipments outside the contiguous United States will be prepaid to a domestic port of embarkation (P.O.E.).

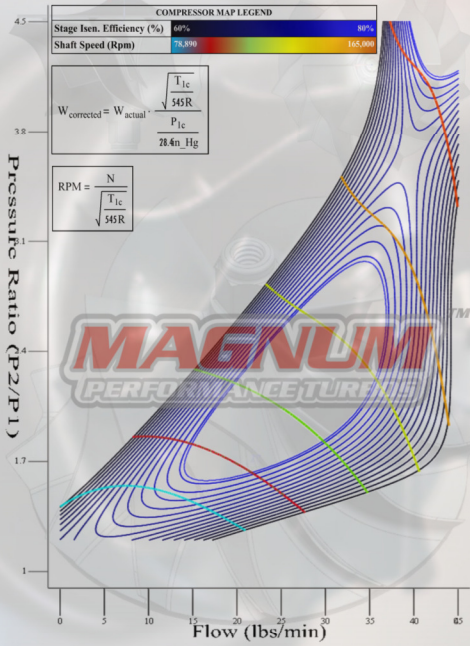
DAMAGED SHIPMENTS, SHORTAGES

All Magnum Performance Turbos, Inc. ("MPT") shipments are F.O.B. St. Petersburg, FL. Carton shortages and damages must be claimed against the carrier within 48 hours of receipt of goods. To expedite processing of claims against the carriers, the customer must note damages on the bill of lading at the time of delivery, and promptly request an inspection by the carrier or the claims agent. If a shortage is found with the shipment, it must be reported to Magnum Performance Turbos, Inc. ("MPT") in writing within five (5) business days of receipt of shipment. Claims not received within this time frame will not be honored. Claims must include the order number, invoice number, date of invoice, and date of shipment, part number, description and carton count.

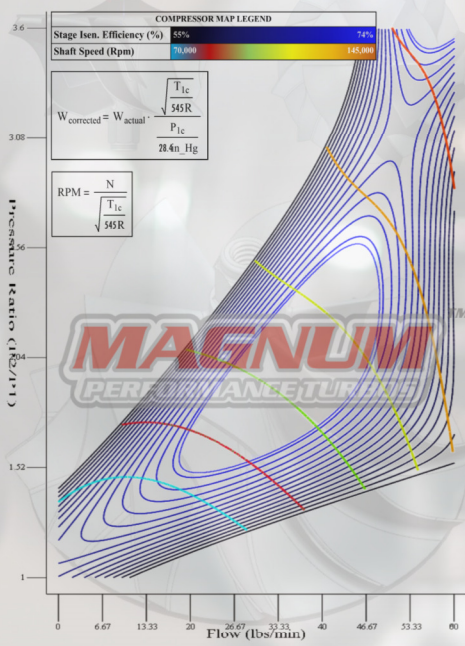
BACKORDERS

Unless instructed otherwise, out-of-stock items will be placed on backorder. Every effort is made to ship orders as soon as possible and complete. Partial shipments are made to provide product as soon as possible. For special-orders or drop-ship orders that encounter an out of stock item, customers are notified and given the option to cancel the order or have the item placed on priority backlog.

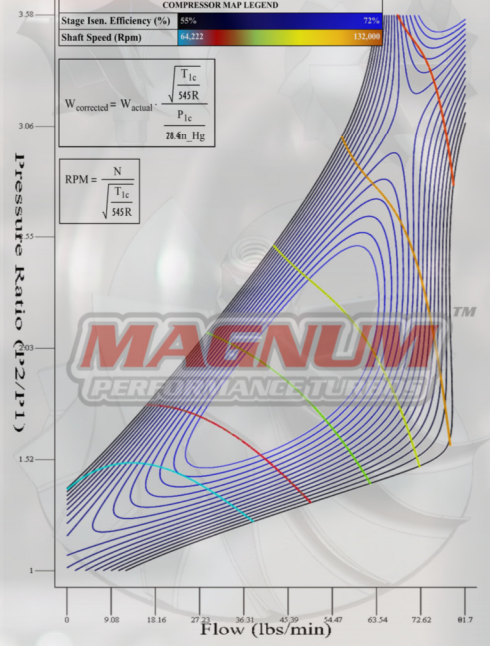
GEN 2 COMPRESSOR MAP MX 45-1



GEN 2 COMPRESSOR MAP MX 54-1



GEN 2 COMPRESSOR MAP MX 62-1



MX45-1 | 45 (LBS/MIN)

MX54-1 | 60 (LBS/MIN)

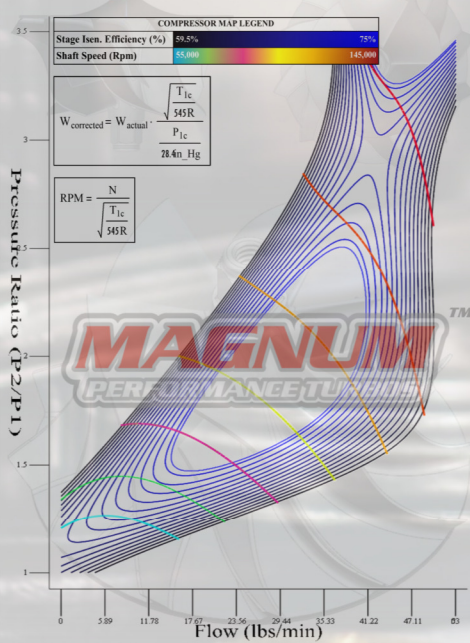
MX62-1 | 82 (LBS/MIN)

1.5L-3.0L | 450+ HP

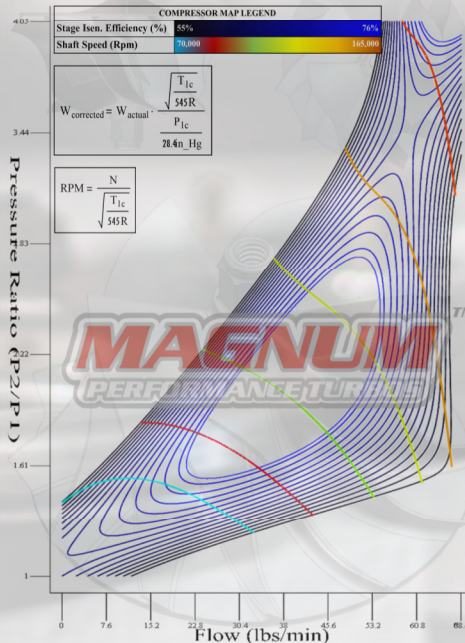
1.5L-3.0L | 600+ HP

2.0L-6.0L | 820+ HP

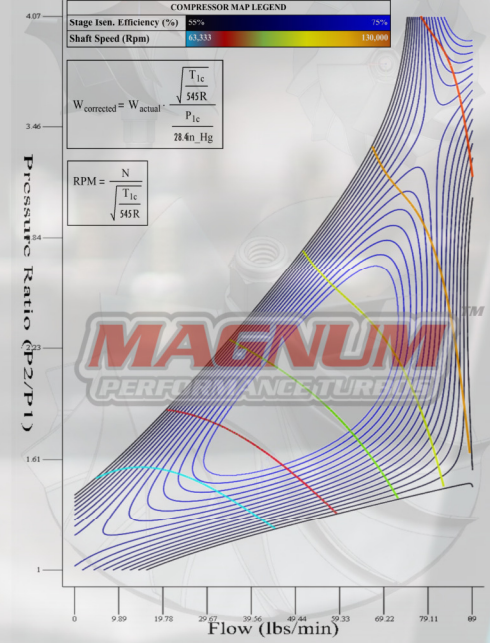
GEN 2 COMPRESSOR MAP MXT 50



GEN 2 COMPRESSOR MAP MXT 60



GEN 2 COMPRESSOR MAP MXT 67



MXT50 | 54 (LBS/MIN)

MXT60 | 79 (LBS/MIN)

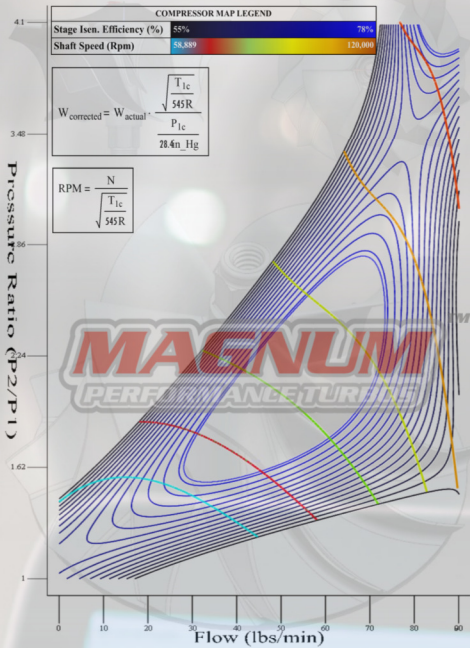
MXT67 | 90 (LBS/MIN)

1.8L-3.0L | 540+ HP

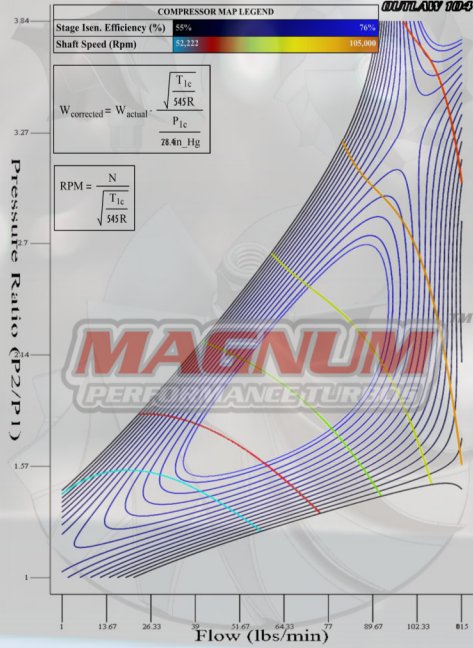
1.8L-6.0L | 790+ HP

2.0L-6.0L | 900+ HP

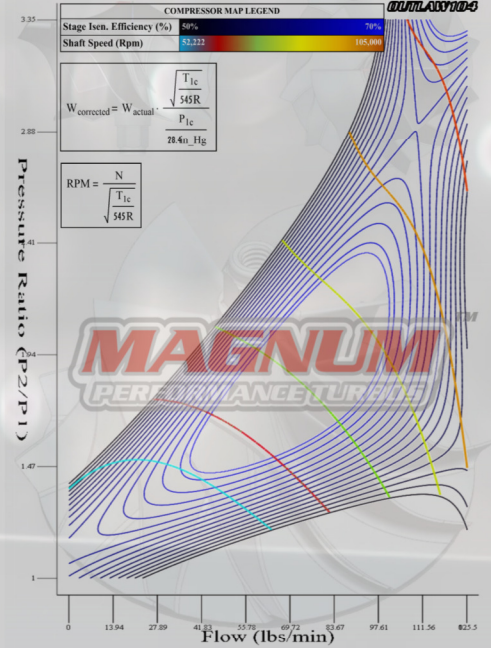
GEN 2 COMPRESSOR MAP MXT 70



GEN 2 COMPRESSOR MAP MXT 72



GEN 2 COMPRESSOR MAP MXT 76



MXT70 | 94 (LBS/MIN)

MXT72 | 115 (LBS/MIN)

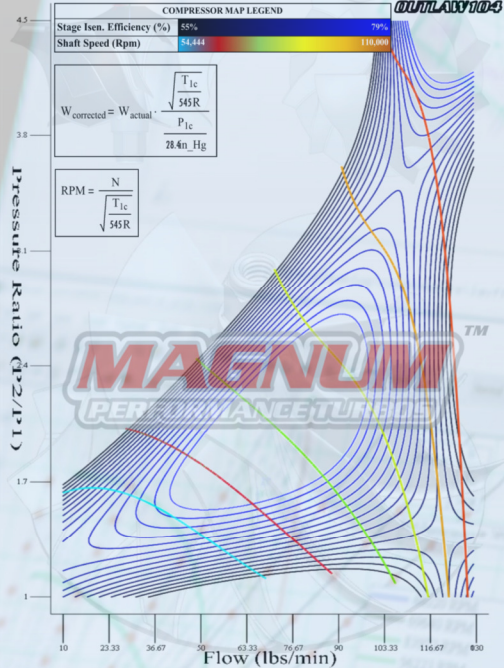
MXT76 | 125 (LBS/MIN)

2.0L-7.0L | 950+ HP

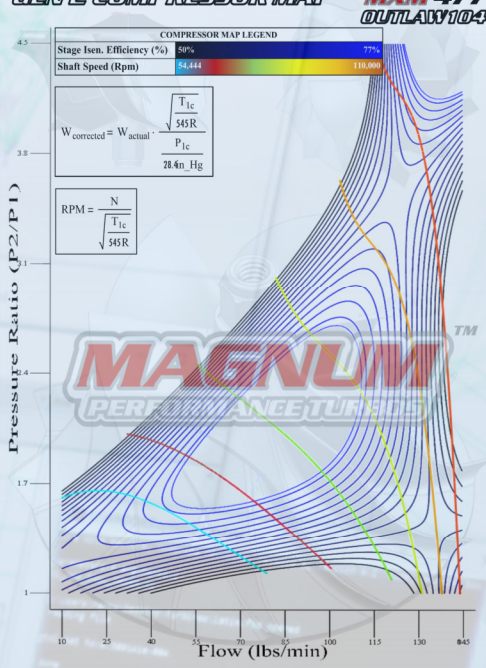
2.0L-7.0L | 1150+ HP

5.0L-7.0L | 1250+ HP

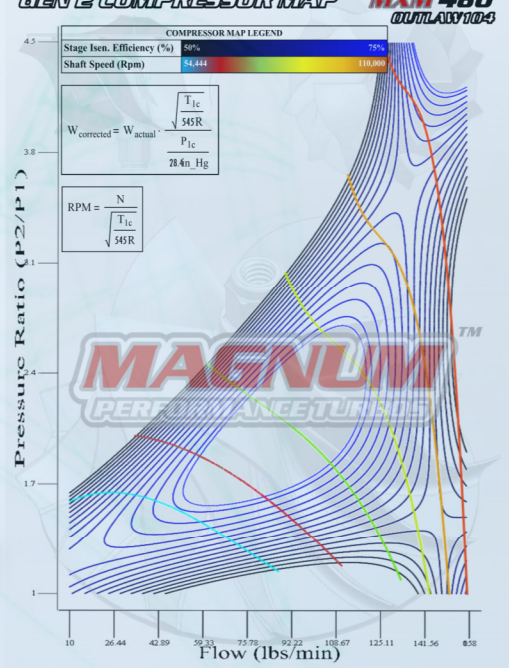
GEN 2 COMPRESSOR MAP MXM 472



GEN 2 COMPRESSOR MAP MXM 477



GEN 2 COMPRESSOR MAP MXM 480



MXM572 | 130 (LBS/MIN)

MXM577 | 145 (LBS/MIN)

MXM580 | 158 (LBS/MIN)

2.0L-8.0L | 1300+ HP

2.0L-8.0L | 1450+ HP

2.0L-8.0L | 1580+ HP

MAGNUM

PERFORMANCE TURBOS



Magnum Performance Turbos, Inc.

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