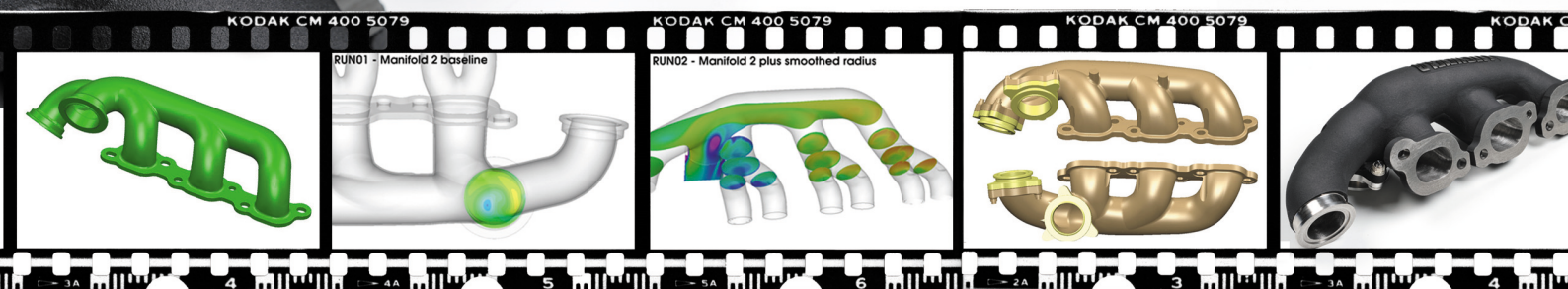




The R35 GTR Turbo Revolution is here

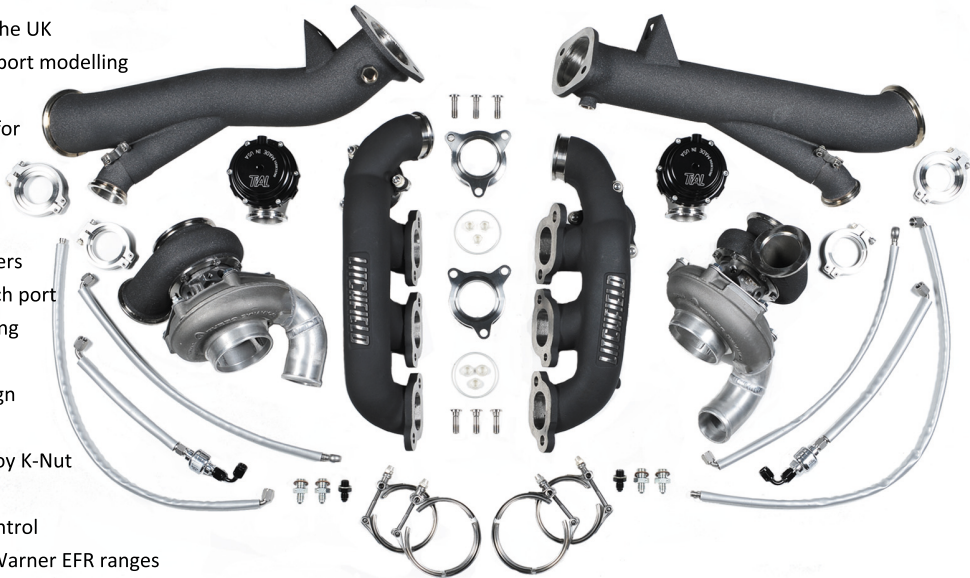
Performance without compromise

Having successfully run our own series of OE manifold turbo conversions for many years we have decided that now is the time to invest in a completely new approach. Not constrained by the natural downsides of the previous hybrid designs we are able to improve all areas of the GTR's turbo setup. Starting with beautifully handcrafted tubular manifolds which were tested then scanned for analysis using the latest CFD tools at a top F1 team supplier. A whole new design has evolved. Using cutting edge production practices and the finest materials we are proud to present the Litchfield GTR turbo kit range.



Highlights include:

- Compact and proven manifold, designed and produced in the UK
- F1 CFD analysis to shape internal profile including exhaust port modelling
- Improved gas flow and cylinder head scavenging
- Increased exhaust gas energy at turbine housing entrance for improved turbo response.
- High grade Ni-Resist casting for maximum strength and heat retention
- Cast at the same foundry used by UK Supercar manufacturers
- Extra thick Cylinder head plate with EGT boss plates for each port
- CNC Cylinder head port matched with detailed hand finishing
- Zircotec Thermal heat coating to retain exhaust gas energy
- CNC 321 Steel V-Band flange adaptor with gasket free design
- Custom made high-temperature Wills Ring seal
- Custom M10 Inconel bolt with high-temperature Super-Alloy K-Nut fixings with FEA infinite cycle testing to insure durability
- Dual Tial 44mm External wastegates for excellent boost control
- Wide choice of turbo options from both Garrett and Borg Warner EFR ranges
- Supplied with high quality, heat shielded oil and water lines
- 321 Stainless steel Downpipes with smooth gases re-entry from external wastegates
- Designed to work with current Y-pipe designs for easy fitment to existing exhausts



Dealer enquires welcome

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