

2024

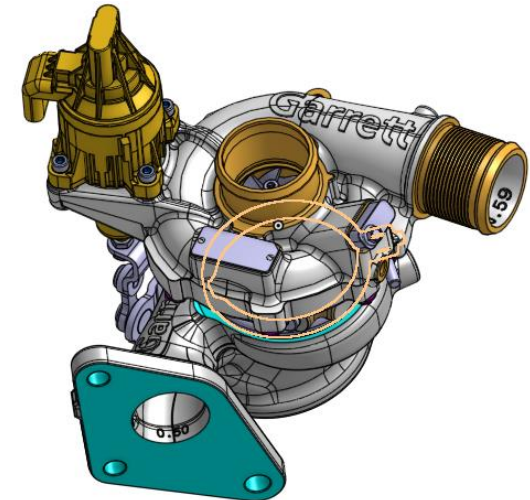
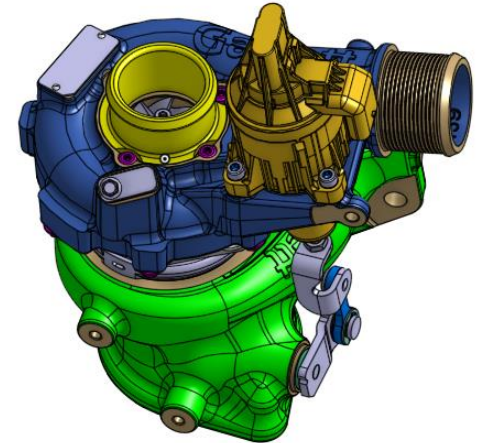
PMAX FORD BRONCO 2.7L / RAPTOR 3.0L

Garrett
ADVANCING MOTION

PMAX Ford Bronco / Ranger (GT1752S)

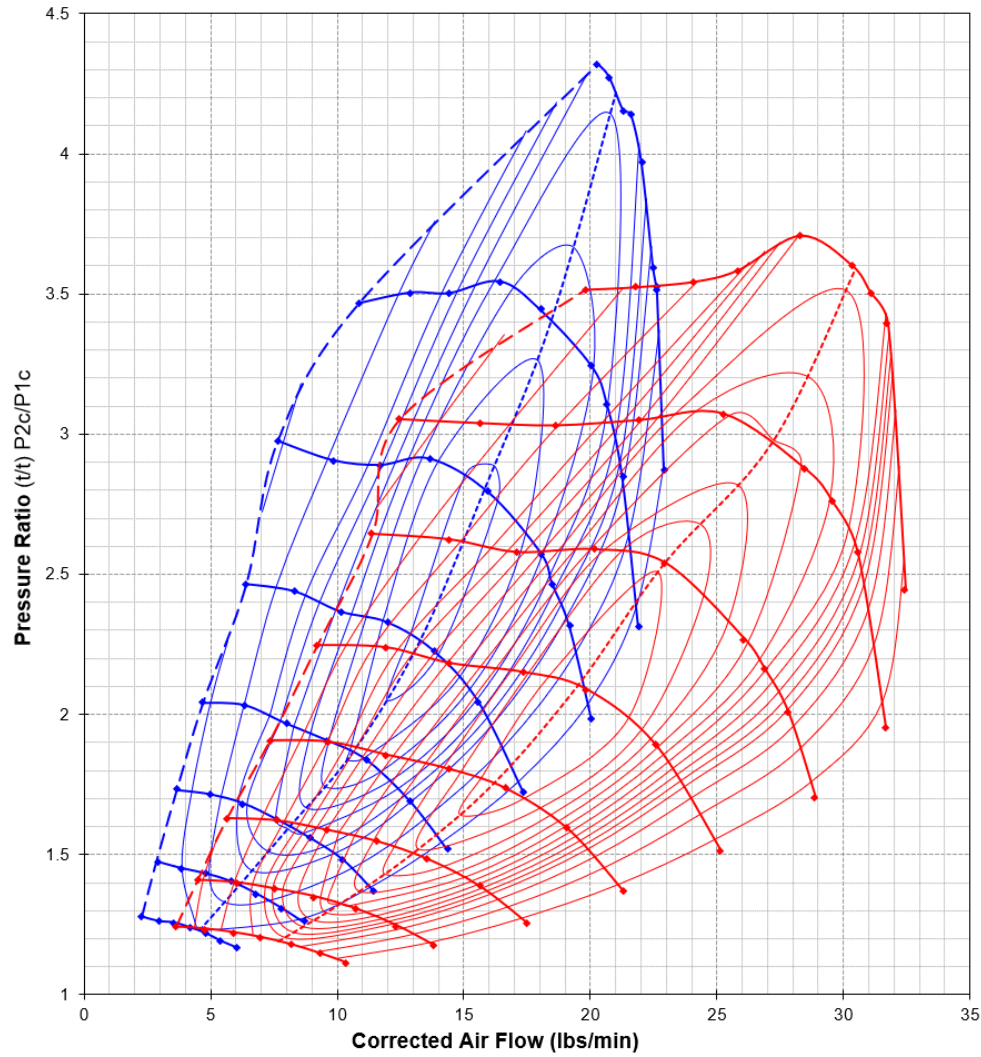
Features

- Direct-Fit Upgrade
 - 2021 +Bronco 2.7L - 922700-5001W (L) / 922701-5001W (R)
 - 2022+ Bronco / Ranger Raptor 3.0L - 922700-5002S (L) / 922701-5002S (R)
- Complete assemblies with calibrated electric actuator for OE fitment
- 640 Brake Horsepower (477 kW) capability
- +39% compressor, +26% turbine flow compared to OE 2.7L turbo
- Customized modern compressor wheel aero for application
- Modern gasoline turbine wheel aerodynamics constructed of Inco 713C alloy rated for up to 950°C
- Stainless steel turbine housing rated for up to 950 °C
- Fully machined speed sensor port



Estimated NA Pricing => MSRP \$3530, Min Retail \$2999, Dist \$1765

OE Bronco 2.7L Turbo → PMAX GT1752



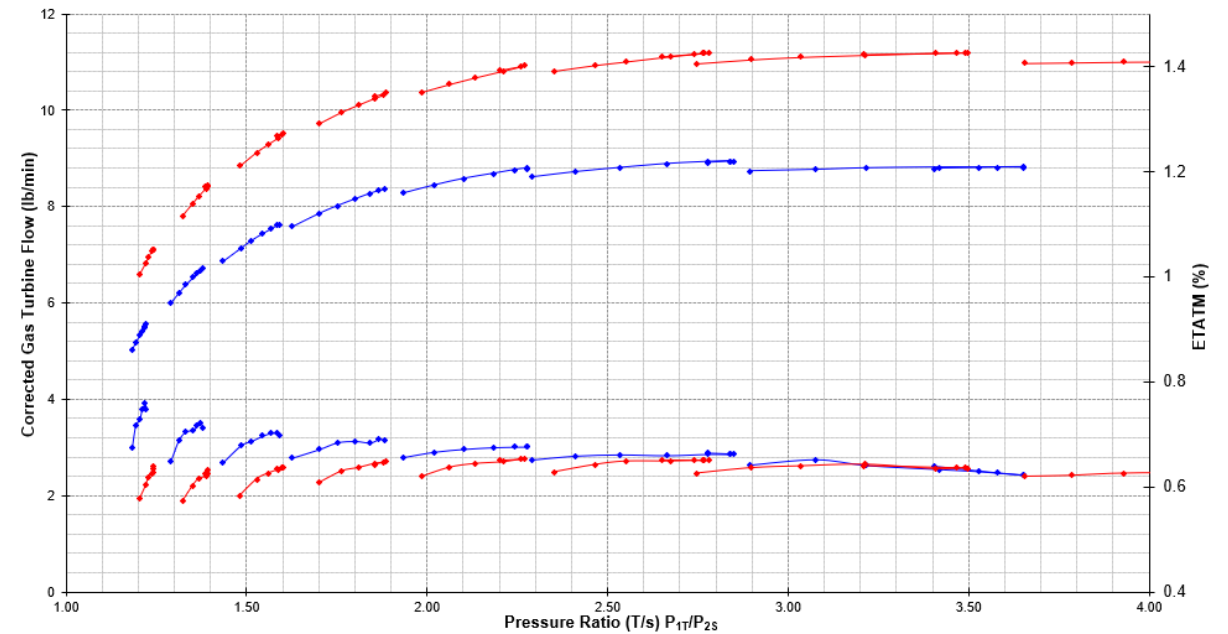
OE Turbo GT1444S

PMAX GT1752S

Flow

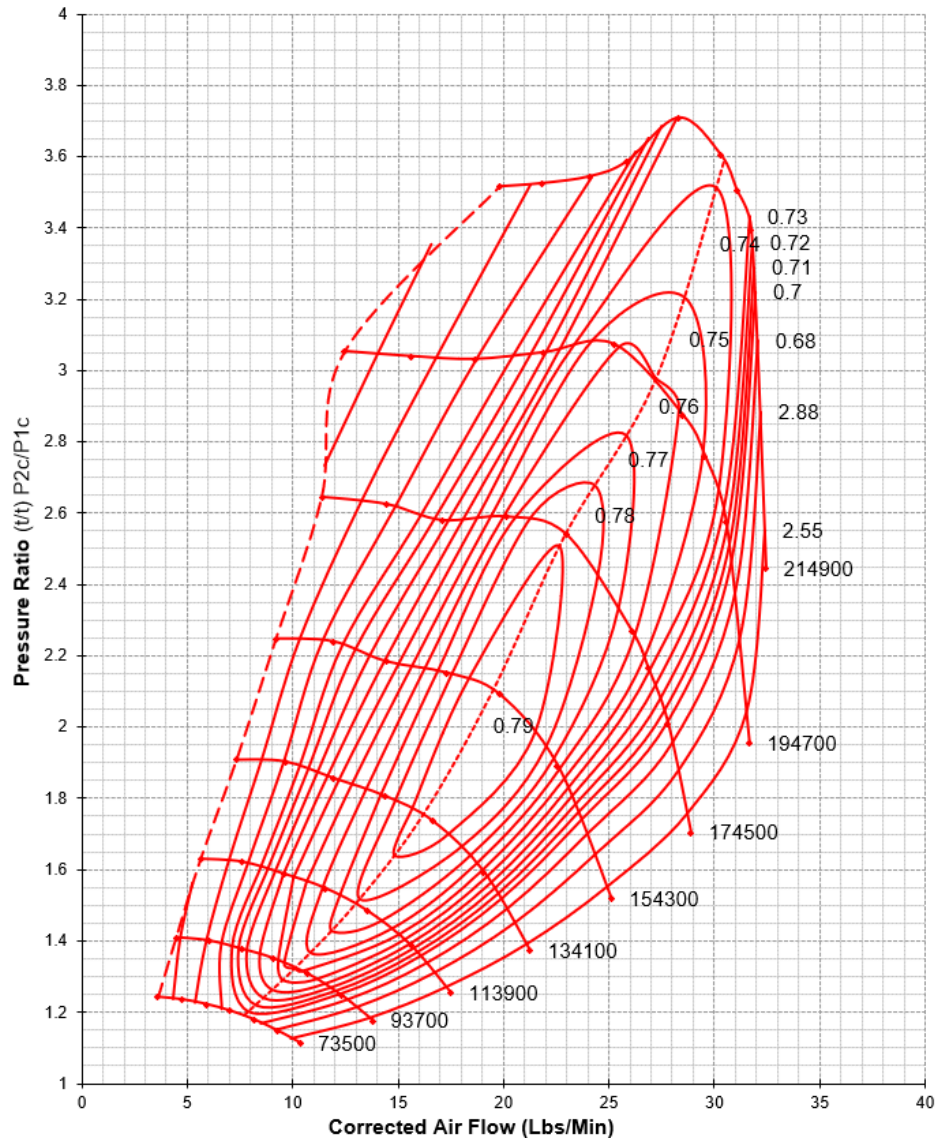
Compressor +39%

Turbine +26%



Flow Increase Compared to OE => Compressor +39%, Turbine +26%

PMAX GT1752S

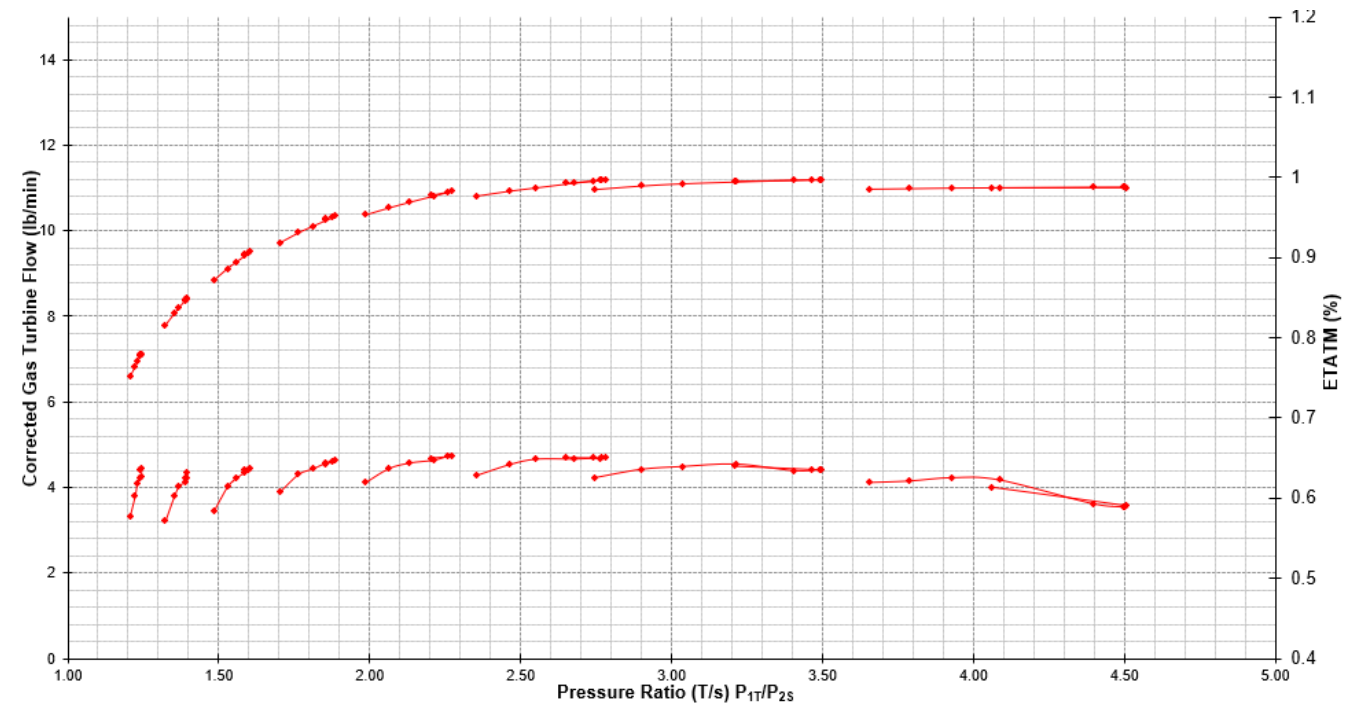


Compressor Specs

- Inducer = 41mm
- Exducer = 52mm
- Trim = 62
- A/R = 0.59
- Flow: 32 lbs/min

Turbine Specs

- Inducer = 44mm
- Exducer = 40mm
- Trim = 81
- A/R = 0.50
- Flow: 11 lbs/min



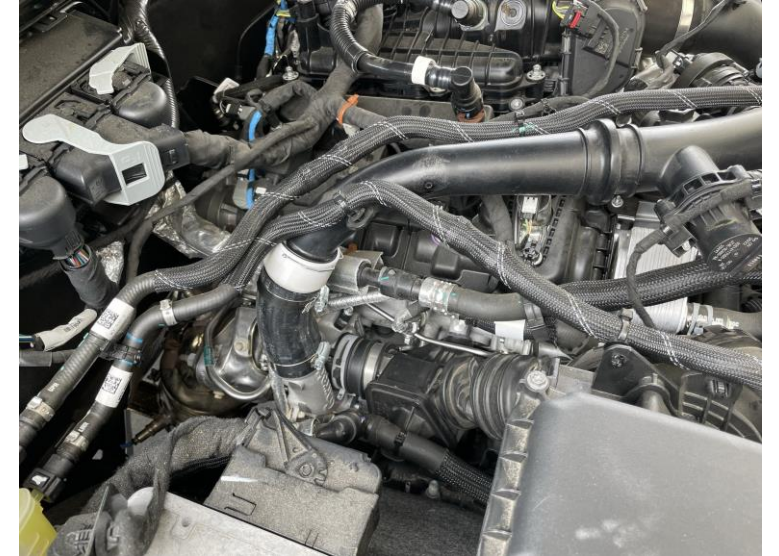
Flow Increase Compared To OE => Compressor +39%, Turbine +26%

PERFORMANCE MEASUREMENTS - SETUP & MODS

- Ford Bronco 2.7L
- Garrett PMAX GT1752S
- Stock intercooler
- Stock downpipe
- Stock fuel system
- Fuel - 91 octane unleaded
- Modified airbox
- 362WHP/390tq (250/355 stock)
 - Limited by fuel system
- Dynojet (2WD)

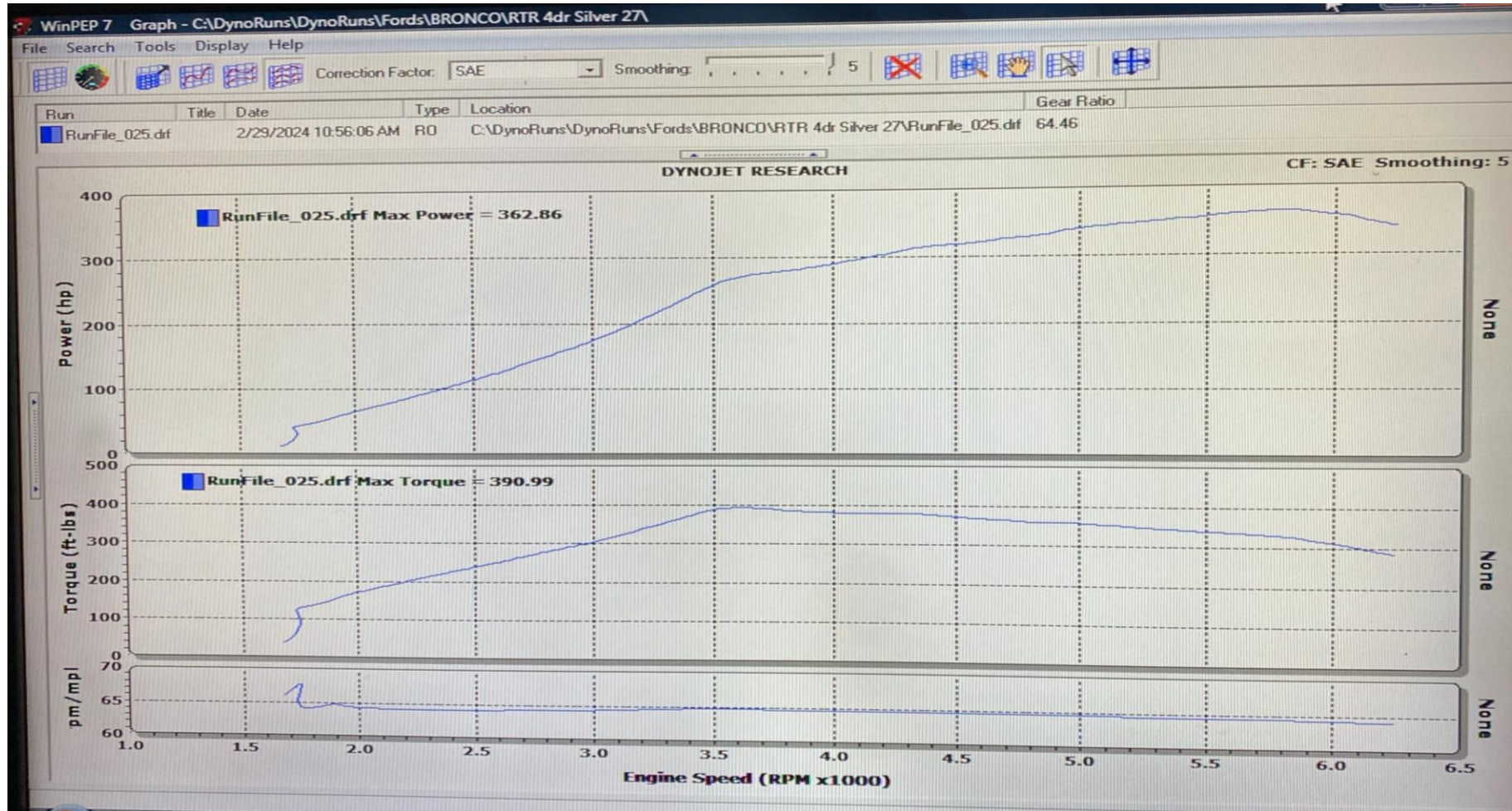


No Optimized HP numbers yet
with upgraded fuel system &
other engine components



640 Brake Horsepower Capability

PERFORMANCE MEASUREMENTS



Limited by stock
fuel system

362 WHP / 390 kW (On-Vehicle Results)



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