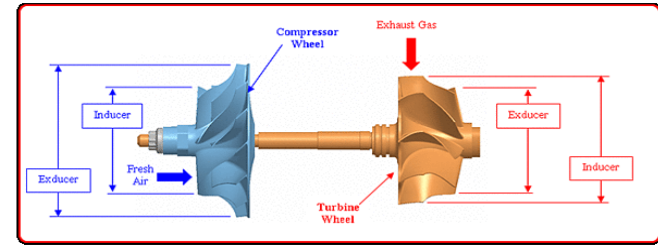


Brand	Turbo	CmpInd	CmpExd	CmpTrim	TrbInd	TrbExd	TrbTrim	Flow	CHP	CHRA Bearings	Mounting
Garrett	GTX 3067	49.7	67.4	54.37	60	54.99	84.00	50	500	Ball Bearing	Both
Forced Perf	FP 71HTA	51.2	71	52.00	65	55.00	71.60	51	510	Journal Bearing	Stock
Blouch	Dom 2.5 XT-R	53	71	55.72	60	54.90	83.72	49	490	Ball Bearing	Stock
Garrett	GT 3076R	57	76.2	55.96	60	54.99	84.00	52.5	525	Ball Bearing	Both
BorgWarner	EFR 6758	53.9	67	64.72	58	N/A		53	530	Ball Bearing	Rotated
Garrett	GTX 3071R	54.1	71.4	57.41	60	54.99	84.00	56	560	Ball Bearing	Both
BorgWarner	EFR 7064	52.2	70	55.61	64	N/A		56	560	Ball Bearing	Rotated
Forced Perf	FP HTA 3076R	54.8	76	51.99	60	54.90	83.72	59	590	Ball Bearing	Stock
Forced Perf	FP Green HTA	54.8	76	51.99	67	59.00	77.55	59	590	Journal Bearing	Stock
Blouch	Dom 3.0 XT-R	57	76	56.25	60	54.90	83.72	55	550	Ball Bearing	Stock
Blouch	Dom 3.5 XT-R	57	76	56.25	64	58.60	83.84	58	580	Ball Bearing	Stock
Precision	PTE 5558	54.9	76.2	51.91	64.9	57.91	79.62	59	590	Either	Rotated

I think the Blouch Dominators are heavily under-rated and can easily reach higher chp on high Octance Gas



$$Trim = \left(\frac{Inducer^2}{Exducer^2} \right) * 100$$

$$Trim = \left(\frac{53.1^2}{71.0^2} \right) * 100$$

$$Trim = 56$$