



KNOWLEDGE BASE · TEJ PARKER



TEJ PARKER
Blacklist Specialist

By Goal — The Blacklist Lines

Your goal, and the line of parts we carry for it.

FITMENT Fitment is confirmed in the car filter on the site, never by this document. Naming a topic or a brand is not confirming it fits your car.

Choosing a turbo

also: qual turbo, familia de turbo, escolher turbo, which turbo, turbo certo, garrett ou

- The families we carry, and what each one is actually for:
- Garrett GT / GTX / G-Series — response and density, with wastegates and actuators in the same ecosystem. The default choice when you want a modern compressor map.
- BorgWarner EFR 6258 to 9180 — track and record work: Gamma-Ti turbine, ceramic bearings, roughly 450 to 1.600+ hp depending on frame.
- AirWerks S200 / S300 — street and drag on a budget, journal bearing, serviceable cartridge.
- BorgWarner and KKK 3K — replacement and the classic German platforms.
- Mitsubishi TD/TF and IHI — Japanese OEM: Evo, Subaru and friends.
- Holset, BMTS, VDO — heavy and European line work.
- Schwitzer — turbo plus ignition, same supplier.
- The rule underneath all of it: a small turbo gives you spool, a big turbo gives you ceiling. If the horsepower target, the displacement and the use do not close by themselves, size it with the team instead of guessing.

What we carry for your goal

also: o que usar para, que marca para, indica uma marca, qual linha, que peca para

- Tell me the topic and I will tell you the line we carry for it:
- Intake and Stage 1–2 flow — K&N, AEM Induction, SIX Performance, Skunk2.
- Cooling — Mishimoto, Koyorad, and HEL for oil coolers.
- Turbo and wastegate — Garrett, EFR, AirWerks, BorgWarner, KKK, IHI, Mitsubishi, Holset, BMTS.
- Diverter, blow-off and boost control — GFB.
- Ignition and sensors — Schwitzer, Hitachi, VDO Continental, Hella.
- Clutch — Performance Clutches, Stage 1 to 4, with flywheels.



- Brakes — HEL braided lines, Probite discs and pads.
- Suspension — BC Racing coilovers, AirREX / Odin air, Powerflex and Hardrace bushes and arms, StanceParts.
- Chassis and bars — Ultra Racing, Hardrace.
- Spacers — Perfco.
- Cams and intake manifolds, mostly Honda — Skunk2 Racing.
- Track seats — Tillett.
- Detailing — Auto Finesse.
- Exhaust — custom TIG work and Formula Z, made to order.
- Body and aero — the Blacklist dry carbon line, made to order.
- Wheels — the forged configurator: PCD, offset, load rating, finish.
- Which one fits your car, though, is the filter's answer, not mine.

Custom exhaust

also: escape custom, formula z, z pipe, escape feito, custom exhaust, titanio

- Exhaust here is not a shelf item — it is specified. Car, material (304, 321 or titanium), diameter, X, H or Y, valved or open, catalyst and tip.
- TIG welded, mandrel bent, and you get a photo on the jig before it ships. The Z-Pipe is the house evolution of the X-pipe.
- Decide the brief first: a daily usually wants a sports cat and a liveable volume; a track car usually wants turbo-back. Then open the configurator and I will register the request under your name so it is waiting when you come back.

Body kits

also: carbono, dry carbon, aero, splitter, asa, difusor

- The house line is dry carbon, made to order, for the chassis that appear in the filter — Lamborghini, Ferrari, McLaren, Porsche, AMG, BMW and others. Bumper, lip, splitter, diffuser, wing, bonnet.
- A street kit is visual. A track kit is downforce — and downforce needs the stays and the floor, not just the part. A splitter with no stay and no flat floor underneath is decoration, even in expensive carbon.
- On a drift car, fit the kit after the lock and the differential. Carbon that looks good in the pits looks different after the wall.



Forged wheels

also: *jante, configurador de rodas, forjada, et, offset, pcd*

- Forged wheels here go through the configurator: monoblock, two-piece or three-piece, size, offset, PCD, load rating and finish. Price shown with 21% VAT.
- Unsprung weight is a brake upgrade and a suspension upgrade at the same time — that is the real reason to go forged, not the look.
- Offset and load rating are where it goes wrong. Wrong offset eats bearings and arches; a load rating chosen for a drag launch is not the same as one chosen for a photo. Send the spec to the team for a check before it goes into production.

My car is not listed

also: *nao aparece no filtro, custom request, pedido especial, nao encontro a peca, nao acho a peca, pedido a medida*

- If the filter comes back empty, that does not mean it does not exist — it means we do not have it listed for your chassis yet.
- There is a custom request for exactly that: sourcing, or fabrication against your chassis. Tell me the car and the part and I will open it with your details already in.
- What I will not do is tell you a part fits when the catalogue does not say so.

Installation

also: *quem monta, oficina, oficina parceira, onde instalar, garagem, workshop*

- We have partner garages in the Netherlands and in Germany, and they can take the install slot for when your parts land.
- Tell me where you are and I will point you at the nearest one. If you are a workshop yourself, there is a partner application in About.

Buying the whole build at once

also: *kit completo, levo tudo, pedido grande, comprar o pack*

- I can build you the list, and I will. But let me say the honest part first.
- Buying a turbo, an intercooler, coilovers and brake lines in one order, with no fuel system, no gearbox map and no alignment afterwards, is the expensive mistake with a nice invoice attached.
- Parts do not make the power — the map does, and the map can only use what the fuel system and the cooling actually deliver. Decide the target, get the fuel right, then buy in that order.
- Tell me the car and what you want out of it and I will put the list together in the order that survives.