



As he got back to India, Joe settled down with a family and bought himself a brand new Zen. It remained untouched, but things were about to pick up speed when he got himself a clean, single owner Baleno. A Race Dynamics ECU was installed and Joe played around making the low rpm more stable and was soon able to make mild changes to the ignition timing while on the move. The idea had always been to go for forced induction. He picked up a ball-bearing TRD turbocharger & TRD manifold and some hardware including blow off valve, hoses etc on a trip abroad. They remained in boxes for a time till finally, Joe decided to take a break from work for couple of weeks and started the Baleno turbo build. His goal was set – to make a low boost turbo build that works as a reliable daily driver.

However ambitious it looks now, Joe wanted to fabricate intake and exhaust plumbing that's capable of handling over 250-300 bhp. He knew his would help him to quickly upgrade to a larger turbo, bigger injectors, etc with stronger internals whenever he

