

HONDA TUNING K-SERIES ENGINE COLLAB PART II
P.62



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POWER PAGES
+19.2 HP +16.5 TQ
HONDA K-SERIES P.76

JDM MEETS USDM

JAPAN BUILDS A CIVIC
OUR WAY, ONLY BETTER

S13 SILVIA THAT'S
TOO CLEAN?
P.28

SUPERCHARGED
K20 CIVIC EK
P.40

STUNTIN'
EVO X
P.34

MODEL:
MELISSA
RISO



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EVENT COVERAGE:
NISEI CAR SHOW, JCCS, FORMULA D, WEKFEST

FREEZE OR BURN.



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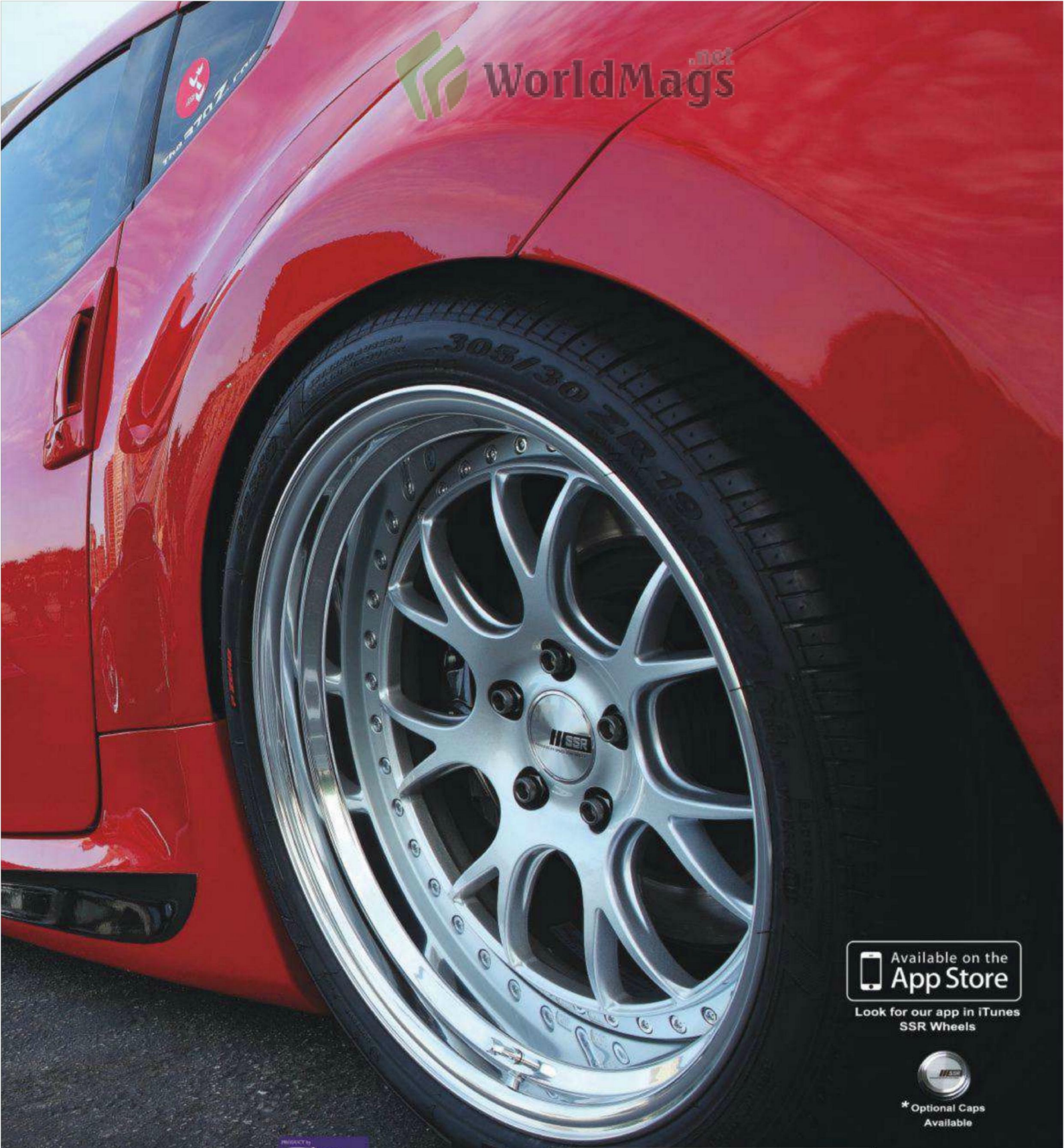


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SP1
17 / 18 / 19 / 20
SP1R 15 / 16



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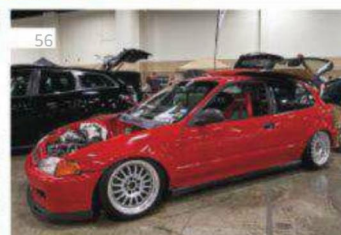
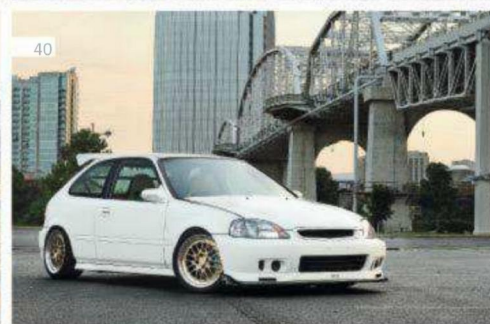
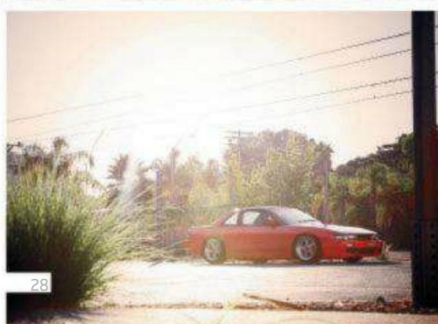
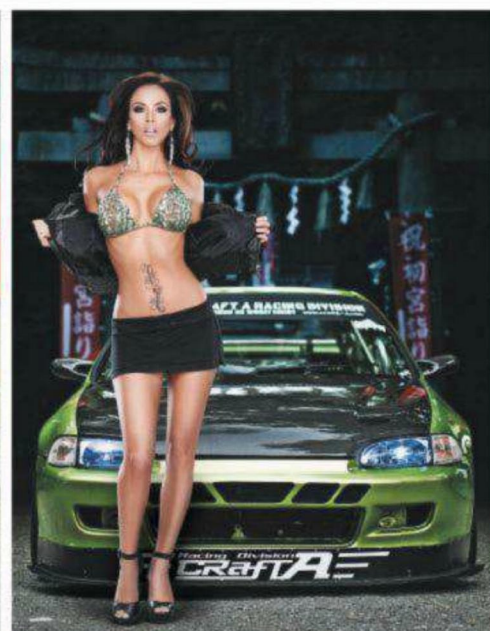
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#155 it.

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THEY'RE HERE

It's been a long time since talk first broke out of the **Toyota FT-HS concept car**. Since then, the original FT-HS project has evolved into the Toyota FT-86, and now split into the Scion FR-S and Subaru BRZ. No matter what they call it, both production versions are about to be released as I'm writing this. Some say it will be the new AE86, others say it'll be like the 240SX—all of this based on the fact that it's an inexpensive rear-wheel-drive four-cylinder car. It's about time the OEMs made more rear-wheel-drive cars under \$30K. This portion of the market has been so sparse since the 1990s. Starting the car off at a lower price makes it more affordable for tuners and gets the enthusiasm going quicker. And in a few years when used ones start popping up for less, even more people will be picking up these cars. Get ready to see modified Scion FR-S and Subaru BRZ cars for the next decade, if not longer.

So which one are you going to own? It might not be now, but sooner or later I'll bet many of you will own one of these cars. Both share the same engine and chassis, so I'm assuming there's not much of a difference in performance between the two. I'm curious which you'd prefer and why. It's like the Camaro or Firebird question... Too old for you? How about the Starion or Conquest? Stealth or 3000GT? Eclipse, Talon, or Laser? Just give me the red one!

Charles Trieu
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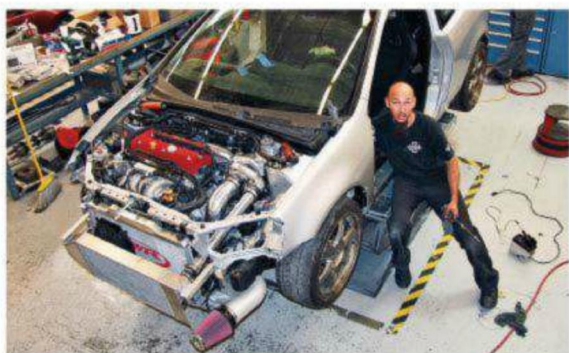
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K-POWERED

No vehicle within my 4½-year tenure of working for *Import Tuner* has required as much time and devotion as the masterpiece you see in front of you today. The daily grinds of hardship were magnified tenfold as *2NR* and Skunk2 Racing joined forces. We shed and shared the same blood, sweat, and tears, transforming an average, run-of-the-mill Acura RSX Type-S into our latest and greatest creation.


The RSX Type-S's K20Z 2.0L powerplant has slowly taken over the reigns of the once dominant B-Series engines. Owning up to a well-engineered engine is one thing, but the team of *2NR* and Skunk2 wanted to build an engine with enough gusto to send all challengers foolish enough to challenge our machine with their tails between their legs. After numerous closed-door meetings and hush-hush conversations, our collaborated team finally decided on a battle plan with high expectations of building the ultimate street machine Acura, dubbing the vehicle the RSX-T.



That was more than four years ago when I documented the buildup in the Oct. '07 issue that helped define the K-Series engine. When the vehicle build first began in June of 2005, the K-engine was a rather unknown platform, untapped by the aftermarket world and shrouded in a cloud of mystery by tuners on how to make power. At the time, the B-Series engine had already established itself as the go-to motor for drag racers across the globe. Preliminary research of the K-Series engine showed promise as a well-engineered motor.

While the B18C engine was proven in turbocharged form from 700 to 1,000 whp, reliability issues have always been a main concern. Although the K-Series engine seemed to fit the bill, many were reluctant to venture into uncharted territory and start from square one with a motor that was still in its infancy state. The Skunk2 RSX-T made over 700 whp and was one of the most powerful K-powered cars at the time. So you might be asking yourself: Why am I dwelling on a car that was built so long ago? Take a close look at the Honda/Acura tuner market today. Do you notice anything? The K-series engine has taken over the scene and become the engine of choice with a variety of K-Series engines that are swap candidates. The K-Series has been known to make more reliable horsepower in bigger numbers than the B-Series engine. It has



dominated in everything from purpose-built quarter-mile drag cars to the championship-contending Compass 360R Civic, which competes in both the Grand-Am's Continental Tire Sports Car Challenge and SCCA Pro's World Challenge. So the big question is: What is Honda working on that will replace the K? Honda has stopped manufacturing the K20 engines entirely and is currently running the K24 production in the new '12 Civic Si. With talk of an electric sports car concept called the "Small Sports EV Concept" and the AC-X—Honda's new plug-in hybrid technology—both debuting at the Tokyo Motor Show at the end of this year, we're pretty sure that it's going to be a few more years before they phase out the K-motor. We dedicated this month's issue to the K-Series engine and collaborated with *Honda Tuning* magazine to pay tribute to one of the most popular engines of modern society. Long live the K! 

Scott Tsuneishi

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NUDES PLZ. KTHXBYE.

Hi, I wanted to ask how it's possible to become one of the girls in *Import Tuner* magazine? I would like to become a model, but am not sure how to start. I'm having a professional photographer take my shots and wanted to know what kind of shots you were looking for (i.e. fashion, bikini, portrait) and how I can send them in?

Thank you for your time!

Sheena P.
Las Vegas, NV

Hmm. Well, we welcome all models to submit their submissions to models@importtuner.com. As for what types of pictures, headshots, bikini shots, fashion are always good, and nudes will also really get your foot in the door.

HOW DO WE DO IT?

How are the models selected for the cover? Can subscribers nominate a model?

Weng
Palm Springs, CA

How do we pick the models? Very carefully. It's quite simple. We take the photo submissions to our friends and collectively we sort them in a list of hottest to least hottest girls. Then, starting at the top of the list, we start contacting them seeing which one would like to go out with any of our staff members. From there we decided which girl "earns" the cover feature. Sure, readers are more than welcome to nominate girls for us, just be warned we may end up dating these girls... or at least creeping them out.

TAKE YOUR WIFE?

I am writing to you in behalf of my wife. She has always enjoyed reading *Import Tuner* and always asked how to become a model for *2NR*. I know it's a long shot, but I thought I would send a message and hope for the best. She has done modeling before, and loves cars to no extent. I would be more than willing to send pics if you are at all interested. I hope to hear from someone either way. Also my wife does not know I am doing this. Hope to hear from someone.

Blayze M.
Kansas City, MO

This letter sounds a bit suspect, but send us the pics anyway.

OLD-SCHOOL WHEEL JUNKIE

Hey Charles, I was browsing the Sept. '11 issue of *Import Tuner*, and I saw in your coverage of Toyotafest that you had a caption: "So rare, even I can't name these Watanabes." Well, I finally found them. I'm not an old-school wheel expert by any measure, but I knew I had seen those wheels before. They're called Watanabe Stars. Now I couldn't find any more information about them even with

several exhaustive Internet searches. However, I found them using what I think is the most comprehensive old-school wheel database ever. Check out their A-Z Wheel Guide at www.ratdat.com. Maybe you could return the favor by doing an article about some of your favorite old-school wheels. I'm sure that'd be a lot of fun to do—maybe an old-school-themed edition of *Import Tuner*? Anyway, keep up the amazing work.

Andy T.
San Luis Obispo, CA



Nice work on the research, Andy. We're going to have to bookmark that site since we're old-school JDM junkies ourselves. Now to find a Datsun 510 project for Scott and some deep-lipped Watanabe Stars.

NISSAN HARDBODY DRIFTER

What's up *Import Tuner*, longtime fan and will continue being one. I thought I'd tell you about my predicament. I bought a '87 Nissan Hardbody about a year ago, and am rebuilding it and turning it into a drift truck. I plan on doing a five-lug conversion, full coilover setup all around, notched frame, custom steering knuckles, basically the whole nine yards. Right now I have the VG30 motor with a five-speed, and the powerband feels like garbage as far as drifting goes. I have tried everything to get more power out of it and nothing seems to help. I also tried looking for performance parts for this particular motor, and it seems to be very limited, or the parts that are available are extremely high priced. Should I try rebuilding this VG30 with as many performance parts that I can find? Or should I get a KA24DE motor and throw a turbo on it? I was also told I should do a SR20DET swap, but to my understanding I would be able to get as much power as the KA motor as the SR.

Nick R.
Ontario, CA

Yes, the VG30 does suck. Now if you had a VG30DET that would be something. But we'd suggest you just go with an inline motor, like a KA or an SR. Now if you already had a KA, then we'd suggest keeping it and boosting it. But if you don't already have one, then just go with the SR. The swap has already been done and documented a dozen of times online—it's very simple to find info on forums about it. Check out Garage Miniz (www.garageminiz.com) of Japan for inspiration. They're known for drift Hardbody and 720 trucks. Some with SR20DET swaps and one with a RB26DETT swap. Good lord, we love it!

CONTACT OUR SISTERS

Hello, I just subscribed and I received my first issue of *Super Street* magazine. It is very damaged (wrinkled and ripped). I would like to know how to go about this? Please email me back.

Brandon H.
Paso Robles, CA

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Fact No. 2

Although Eric's owned his *ZNR* column of over three years, he confesses to us that he has yet to receive a complimentary issue in the mail—better yet, read his own column at the local Barnes and Nobles. Sorry Eric, but the tight economy eliminates us offering any freebies, which includes gifting magazine copies for you!

Eric is SOL but nevertheless, he's ready to answer your questions and pick his favorite tech questions for each installment of Question IT over the next few months. Got a good one? Send it to questionit@importtuner.com

E85 DRAWBACKS?

I'm trying to gain some more power out of my '04 STi, which currently has a Raw Stage 2+ block, Blouch 20G turbo externally gated, and all supporting bolt-ons. I have researched E85 fuel and decided to make the switch from 93 octane. After consulting several tuning shops (P&L, IAG, Cobb, and MPS) I have picked up Injector Dynamics 1,000cc/min injectors with top-feed conversion fuel rails, Bosch regulator, Aeromotive 340-lph fuel pump, and some MPS fuel lines. I have been unable to find a definite answer to whether or not I will need a different fuel filter or if the OEM one will be sufficient. I have also heard mixed answers on when and how to switch back and forth between E85 and 93-octane fuel. Some say to switch every couple of tanks while being on empty to remove condensation and soot out of the lines, while others say to change fuel whenever needed if at all. Finding E85 isn't a problem for me since there's an abundance of stations within a 50-mile radius of where I drive. How often do you recommend switching between E85 and 93 (I'll have maps on my Cobb AP for both) and are there other parts you would recommend that I get before I make the fuel switch?

-Andrew M.
York, PA

You can use the factory fuel filter without any issues. It would be a good idea to change the filter soon after making the switch to E85 since it can actually clean and loosen particles and residues built up in the tank and lines over the years from gasoline. E85 from brand-name gas stations is going to be higher grade and cleaner. The only thing you need to worry about is fuel consistency since "E85" can contain anything between 70 and 85 percent ethanol and still be called E85. Making the assumption that the fuel is consistent can be an expensive mistake that might show itself in the form of a melted piston. Federal regulations do not require gas stations to inform the buyer of actual ethanol content since the fuel is really designed for flex fuel vehicles. To be safe with any mixture ratio of ethanol and unleaded, you can use a GM flex fuel sensor with a stand-alone ECU that can support the flex fuel sensor. Otherwise the only really safe way to switch between E85 and unleaded is to completely drain the fuel tank before switching back and forth. You can run a blend of E85 and ethanol for part throttle and cruise depending on your ECU's



close loop fueling capabilities, but for any kind of wide-open throttle usage, I recommend you completely drain the tank and make sure the ECU has the correct map loaded in it. Then again, there's no real need to switch back and forth if you have regular access to E85. A detrimental amount of condensation building up in fuel tanks is just a theory and hasn't really been proven. If you're afraid of condensation, then you can keep the tank full as often as possible to prevent and minimize it. I'm not sure where your soot concern comes, but it sounds like an old wives' tale. Once you drive the car retuned on E85, I sincerely doubt you'll ever want to go back to 93-octane unleaded. It's like crack for car enthusiasts!

WHERE'S THE RESEARCH, ERIC?

You may not (and probably won't) choose to respond to this, but after reading issue after issue of negligent responses I feel the need to say something. It seems that in every issue there is some question directed to Mr. Eric Hsu that involves an uncommon car or a dollar amount for certain mods that Mr. Hsu just shoots down. Let's take the Aug. '11 issue for example: The WRX owner looking for an aftermarket turbo, intercooler, injectors, clutch, flywheel, wheels, BBK, sway bar, and whatever else, and the '86 Toyota pickup looking to install the 2JZ. If you couldn't get all of those mods for under \$10K (and brand name too) then you might as well take your \$10K and throw it at the first fat hooker you see on the corner. Let's break this down in order of my choice parts:

TURBO: Brand name TD06 \$1,300

FMIC KIT: Perrin FMIC kit \$1,447

INJECTORS: Five O Motorsports 750cc EV14's or side feeds \$333

CLUTCH AND FLYWHEEL: Ark twin disc and flywheel \$1,700

WHEELS AND TIRES: Rota G-Force rims and 275/40R18 Nitto NT555s \$1,748

BBK: Wilwood kit with 13-inch rotors \$900

SWAY BARS: Perrin front and rear setup \$694

TUNER: Cobb AccessPort \$695

FINAL COST: \$8,517, all prices include shipping so you have just under \$1,500 to rent a fender roller and run to the Subaru dealer to replace all of the bolts and plastic pieces you break in the install process.

In regards to the Toyota pickup, I work at a shop that has done a lot of these swaps for two- and four-wheel-drive enthusiasts alike. For two-wheel drive, any do-it-yourselfer with an engine hoist and basic handtools can do it. A four-wheel drive may be out of Mr. Sam Marchesi's reach, as it requires a custom transmission bracket and sometimes a custom front driveshaft. The kit to mount a 2JZ and R154 in a two-wheel-drive Toyota pickup is \$375 from BICPerformance.com with solid mounts and no firewall mods required. The engine bay is more than accommodating for the 1JZ or the 2JZ, a thick radiator, and an intercooler with a pair of slim fans sandwiched in there.

All I'm saying is that Mr. Hsu needs to quit preaching to the choir and actually write research-backed responses for all of the questions he chooses to publish.

-Max Hughs, via importtuner.com

First off, the Wilwood BBK with 13-inch rotors is nowhere near \$900—even at a warehouse distributor's cost. If you're talking about the 12-inch kit, then yes, they are about \$950 on the web, but then we really aren't talking about a "big" brake kit since the stock rotors are already 11.5 inches in diameter. The lowest price I could find the 13-inch Wilwood BBK was about \$1,426. Secondly, the Ark twin disc and flywheel kit only works with Subaru six-speed transmissions. The '02 WRX has the older five-speed transmission that uses a different flywheel, clutch, fork, and throwout bearing. I also happened to help Ark Design with designing the clutch slave cylinder plumbing and tested the clutch for them for two weeks. Perhaps you're the one not doing the research.

While it is true that I am pretty much an elitist when it comes to parts selection and generally recommend the higher-end brands, I will never recommend counterfeit parts. The turbo you mentioned is made in a Taiwan factory from some parts that are made in China; it is essentially a counterfeit Mitsubishi Heavy Industries turbo so I could never recommend it. Instead, I'd recommend the genuine MHI TD06-20G, which you can actually buy from Turbo-kits.com for \$1,395. For an additional \$95, you would be getting higher-quality OEM Mitsubishi quality. The Rota G-Force wheels are essentially counterfeit Advan RS wheels. So while you might be down to fake the funk, I'm not and I would never recommend anybody else to do so either. Don't get me wrong: I'm not anti-Rota. I'm just anticounterfeit. I won't say anything to anyone for rolling a Rota wheel of his or her own design.

Even if Matt (WRX owner) did get all the parts you mention for \$8,500, what about the supporting parts? He mentioned he had \$10K total, but it "included" the parts in your list. You'll also need the supporting parts to go within that \$10K budget, such as a fuel pump, downpipe, up-pipe, high-flow cat, cat-back exhaust, air filter, and a shock and spring or coilover setup. Then, what about the ECU mapping? Sure, you could use the generic maps downloaded off the web, but that would not be specifically for your car or engine either. The further the car deviates from stock, the more unsafe generic web-sourced ECU maps are. Even Cobb will tell you to visit an authorized Cobb tuning center or to purchase the software for a custom tune. To tune the car yourself, you'd need a wideband O2 sensor and an amp. Either way, I think you get the picture. That \$10K probably won't get Matt everything he'll need, which is what I originally stated.

As far as the Toyota pickup is concerned, you probably got me on the 2JZ swap. The swap I saw was done about 10 years ago and the firewall was cut and modified to do it. If somebody makes a kit to drop in a 2JZ without cutting the firewall, I did not know about it. Sorry if I misled anybody, but a 2JZ in a Toyota truck? That is just a dumb swap if you consider the physics. A tall, long heavy engine in the front will ruin what little handling ability the Toyota truck has. Then, having zero weight over the rear-drive wheels is pointless. You might as well buy an El Camino and be done with it. Sure, I know people build different cars for different reasons, but a properly built turbo 22R would be just as fast in the quarter-mile on street tires.



Logic is the determining factor I use to shoot down what I consider to be useless or waste of money builds. If they don't make sense, I shoot the build down. It needs to not only make sense from a monetary standpoint, but also from a complexity standpoint. Nobody loves an unfinished money pit for a car that takes up all of his or her time.

As for the shooting people down where there's money mentioned, most people don't realize what it costs to build a car properly. Just remember I'm not here trying to be an ass; it's my job to let them in on reality. Jumping into any build or project with too small of a budget takes the fun out of everything. Hopefully I can show them a way where they can enjoy their car, since enjoying a car on the road is what it's all about.

PIMP SLAP

I own an S13 240SX currently running an SR20DET and an Integra GSR. I thought it would be OK to buy a few inexpensive parts off of eBay, but when the parts arrived I think Eric popped out of the box and smacked me in the mouth. I just want to apologize. Sorry, Eric. I will be using quality components from here on out!

-Vasilios Pentsas, via importtuner.com

I'm glad you learned that cheap generic copy parts suck now rather than discovering the hard way (e.g. a broken tie rod while on the track). Sometimes you can get away with buying cheap copies, but usually people don't. Why roll the dice every time you purchase a part? Even if 1 out of 10 cheap-ass copy parts work, there's still a 10 percent chance you're going to get that one part that does fail. The reality is that you rarely hear about the failures. Nobody wants to look like the cheap-ass idiot who bought the fake Chinese junk, but you'll always hear about how awesome a fake Chinese part is when it doesn't fail because the guy spent \$20 on a blow-off valve. Trust me, there are loads of failures, and the parts that don't fail generally, fail long before they are supposed to. The bottom line is that high-performance cars and parts live a hard life. If you want to cut costs, purchase something unimportant like a frying pan or an egg timer. It's just plain stupid, dangerous, and a waste of money to be cheap on parts that live a hard life.

411

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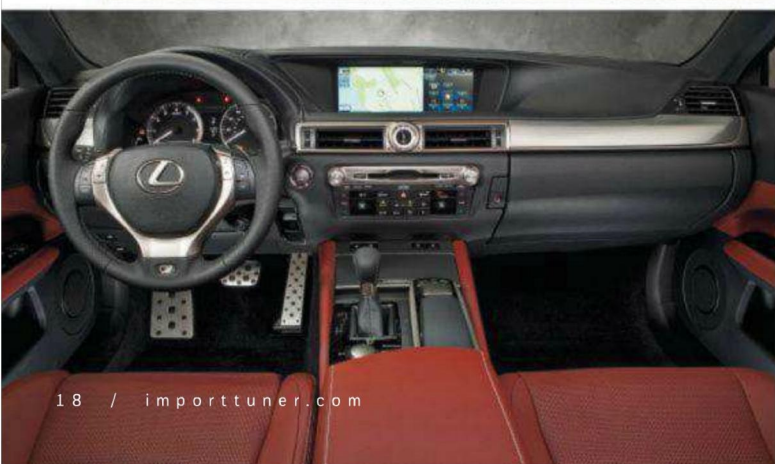
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ALL-NEW '12 LEXUS GS

The fourth-generation Lexus GS is out and as fierce as ever. Get familiar with its new grille work, as this is the first car to sport the new look of Lexus cars. Both the GS350 and GS450h will come with 3.5L V-6 engines, but the later being a hybrid with a 29/34-mpg rating. Our favorite version, the GS350 F Sport, will come with more aggressive bumpers, larger rims, and offer an optional Lexus Dynamic Handling (LDH) system with Dynamic Rear Steering (DRS). They were kind enough to let Editor Charles Trieu (guess they didn't know about his history of crashing cars) testdrive the GS350 on a closed track. Needless to say, he was raving about the nimbleness of the car with the optional rear steering. And for true Lexus ballers they've added another option, factory-equipped Mark Levinson audio. Don't know Mark Levinson audio? Let's just say they make home audio systems worth well over \$100K. Of course, the one in the GS isn't worth \$100K, but it comes rather close to their \$70K setup. Yes, buy a \$60K car audio system from Lexus and they'll throw in a free GS. Just tell them we sent you. They are definitely on "the pursuit of perfection".

www.lexus.com



IMPORT FACE-OFF: DALLAS, TX

Drag racing fans took to Texas Motorplex near Dallas to see some of the fastest import dragsters of today. After Carlos Rivera's car broke down, Alfonso Manriquez ran a 7.94-second pass in his Mazda RX-3 to take the Outlaw class victory. The popular front-wheel-drive class went to Tony Palo with an 8.48-second pass in his Acura Integra. Previously, during qualifying, Tony set a new record with a 186-mph pass. Although Max Ramos didn't beat out Tony, he's still tied in points with Aaron Lopez for the season championship. Forced Induction Pro class went to Roger Martinez and his Mazda RX-7 with an 8.98-second pass, while All Motor Pro class went to Jason Lumpkin and his Honda CRX with a 10.78 second pass. On the show side of the event Team 16Niss took Best Car Crew, while Marcus Chin took Best of Show with his Honda Fit.

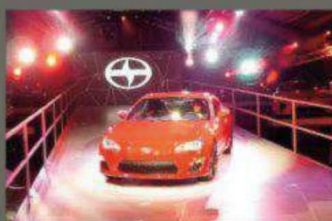
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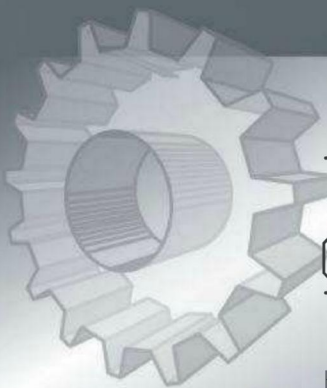


IT'S HERE

Tired of hearing about the FT-86/FR-S and not being able to actually see it? Well, all the teasing is over. Just before the production model was released we were invited to Scion's private party unveiling the FR-S. Of course, all concept cars are way cooler than production cars could ever be, due to all the regulations and practicality of a real production car. But the FR-S is still the coolest new car you'll see all year. Trust us, in person this car is something else. Stay tuned, we can't wait for the FR-S to hit U.S. soil; next month, we'll be flying over to Japan to testdrive the car before it's even officially sold.

www.scion.com





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HOSE CANDY

Are you embarrassed every time you open your car's hood, only to be greeted by a visually disastrous rat's nest of hoses and fittings? If you're looking to clean up your vehicle's engine bay whether it's for show or race competition, Hose Candy has the perfect solution for you.

Hose Candy is a quick-coupler system that converts any vacuum or turbo hose connection into a quick disconnect setup with CNC quick-couplers available in a variety of colors. Depending on the number of vacuum/turbo hoses, which includes any air intake systems, vacuum-advance mechanisms, EGR fittings, evaporative emission controls, MAP sensors, crankcase breathers, boost controllers, even wiper systems, installation is both quick and easy. Hose Candy even works for the VIP community as a great alternative to replace those ugly lines for your pneumatic airbag controls. The possibilities are endless!

Hose Candy is available in two kits: basic (9 to 18 hose kit) and master (18 to 36 hose kit), which includes over 100 fittings to allow for custom installation options. Hose Candy's comprehensive quick-coupler kit includes a special modular design with CNC-rotating collars, rubber vacuum and barb adapters, modular snap-lock fittings, elbows, straights, couplers, plugs, reducers, unions, tees, and more for all common hose sizes.

CNC couplers are available in black, red, blue, gold/yellow, and silver with soon-to-be-released colors in green and purple. This kit is more than just making your engine bay "pretty". The color-coded CNC fittings are not only visually stunning, they're designed to be leakproof by providing a positive seal, withstand high underhood temperatures,

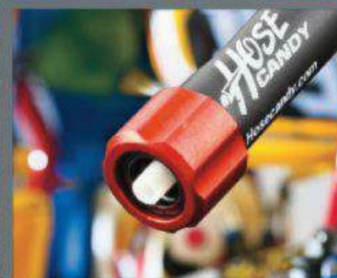
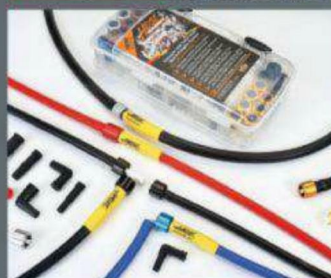
and rated to hold up to 125 psi of pressure. The Hose Candy CNC aluminum rotating collars permanently snap onto modular hose ends and can be custom formed in dozens of different configurations. This ingenious coupler design simply connects and disconnects with a with half a twist of your finger and thumb, helping to minimize broken fittings or barbs during removal while allowing vacuum and pressure gauge readings to be taken in seconds to make diagnosing engine problems quicker and easier. For more information on this product as well as other products for your ride, check out www.oomphlabs.com.

WHAT'S INCLUDED IN THE KIT?

1. CNC color rotators (short)
2. Snap-barb fittings (all common sizes)
3. Twist-barb fittings (all common sizes)
4. Custom rubber adapters/connectors (multisize)
5. Hose reducers
6. Quick-unions (straight)
7. Quick-tee adapter
8. Quick-tee coupler
9. Quick-90 adapters
10. Quick-90 union
11. Quick adapters (straight)
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15. Instructions

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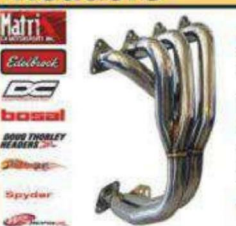


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FOREIGN EXCHANGE

CRAFT A RACING SHOWS
THE EJ1 CIVIC SOME LOVE.

Call it a cultural exchange. That's one way to explain what Akira Miyata of Craft A has done with the Hondas he has built over the years. Out of his little workshop in Tokyo he has helped cultivate a new tuning movement that combines a lot of what is often referred to as American style, fusing it together with a more authentic JDM approach. His cars have been getting noticed more and more; in particular, the candy-green EJ1 Civic coupe you see here. Akira's creations are as much about style as they are about performance, all tied in with the kind of presentation that one would expect from the best show cars. Attention to the smallest of details has helped create a very special car, and to find out more about it we met up with Akira at the most Japanese of locations, a Shinto temple.

One peek under the lightweight carbon hood is enough to get a good idea of how this whole project was approached. It all started with a complete strip of the car, right down to the bare metal chassis. After getting rid of old paint, unneeded wiring, and even sound deadening, the shell was spot and seam welded before being treated to a couple of coats of the same metallic candy green that was to be used on the body. The reason you won't find many exposed wires in the engine bay is because most were tucked and hidden away, leaving the B16 motor and its ancillaries at the center of attention. The motor itself received a nice list of parts, starting off with a custom ported and polished head running DC2 Type-R cams for better pickup and response. On the exhaust side, Craft A headers feed spent gasses onto a specially devised system, which, thanks to its diameter variations and very small 50mm tailpipe, creates a very unique type of sound that Akira guarantees you will not find anywhere else. The B16 picks up air from the low-mounted Craft A filter and AEM cold-air intake before being tossed into the engine via the large 66mm throttle body. A custom tuned Black Monster ECU from Craft A makes sure the engine performs well in all situations, at low rpm when driving around town and well into the VTEC zone when blasting around tight and technical tracks like Honjo. A massive Koyo Racing radiator keeps things cool in what has to be one of the most well-presented engine bays we have ever seen coming out of Japan.

HE HAS HELPED CULTIVATE AN
ALTOGETHER NEW TUNING MOVEMENT
THAT COMBINES A LOT OF WHAT IS
OFTEN REFERRED TO AS AMERICAN
STYLE, **FUSING IT TOGETHER WITH A
MORE AUTHENTIC JDM APPROACH.**





Following the chassis prep and painting, the front and rear subframes were bolted back in place along with arms and links. Helping stiffen up the EJ1 through the twisty bits are DC2 Integra Type-R stabilizers, fitted along with specially valved Craft A Gravity Force adjustable dampers. Seeing that the car rides an inch off the ground, stiffer springs were a necessity, also required by the already rock-solid track-spec shocks. Spring rates are a filling-rattling 22 kg/mm front and slightly more compliant 16 kg/mm for the rear. Considering a stripped-out EJ1 like this weighs next to nothing, there was no real need to go wild on the brakes, but upgrades were nonetheless needed. Civic EK9 front calipers and discs were thrown on along with DC2 rear calipers and EG6 discs, helping give a very well-balanced front-to-rear braking distribution, thanks in part to the high-friction Arma pads.

Style reigns prevalent on this Craft A Civic coupe. Akira's main aim was to go with a style nobody had ever seen, and we think he really got it right. The car oozes presence from every angle but it's the front end that really stands out with the cutout bumper and riveted-on Craft A lower lip spoiler. The obligatory carbon hood is there to help shave weight off the front wheels while the USDM headlights and side markers add a touch of import feel. More carbon can be found at the back with the Craft A trunk lid on top of which is fitted the Craft A touring car-inspired rear spoiler. Additional details include rear bumper cutouts and a custom-made diffuser. Carbon mirrors and polycarbonate glass are a final



touch, and if you look closely you can see a side intake built into the passenger-side rear glass, helping provide air to the driver when the car is out on track. If the candy-green body wasn't enough of a statement, the wheels sure help make up for it. In true show car style, the wheels are painted in two different hues, purple for the driver side of the car, retina-burning florescent pink for the other side. The front Enkei Sport ES Tarmac are an inch wider than the rear 16x7 Volk Racing CE28N. This, of course, is in order to fit wider 225/45 Kumho V700 rubber up front for better grip, while the skinnier 195/55 at the rear allow a little slip for those adrenaline-filled, lift-off oversteer moments.

The exposed green chassis helps create a race car-like ambience for the driver, as he sits surrounded by nothing more than metal and a custom-made polished aluminum rollcage. Bride Gita III low-mounted buckets will keep occupants from moving around even through the most extreme corners, thanks in part to the silver Momo Racing harnesses. The stock instrumentation is joined by a triplet of Defi gauges mounted on the center part of the dash for easy consultation. An A'PEXi RSM Rev/Speed meter sits right underneath, offering more precise readings from the ECU. A Craft A switch panel takes the place of where one would usually find the audio system in an EJ1 Civic, and allows the whole electrical system to be turned off with a twist of the red killer switch. Proving that this car spends a lot of time at the track is the permanently mounted Lap Shot professional lap timer, a very popular unit in the Japanese track-day scene.

With established Honda tuners like Mugen, Spoon, and Feel's having developed their own and very recognizable tuning philosophies, we commend Akira for having managed to make his cars stand out in such an evident way. It proves that sticking to your ideas and striving to be unique always pays off in the end. **it**





BEHIND THE BUILD

NAME.

AKIRA MIYATA

LOCATION.

TOKYO, JAPAN

OCCUPATION.

BUILDING JAPAN'S COOLEST HONDAS

HOBBIES.

CARS, CARS, CARS

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FEEDBACK.

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HONDA EJ1 CIVIC COUPE

ENGINE Fully rebuilt and balanced B16A engine; DC2 Integra Type-R camshafts, FPR, fuel pump; Craft A ported and polished head, cone filter, stainless steel 4-2-1 headers, Myakudo stainless steel exhaust 60mm - 80mm - 50mm tailpipe, 66mm throttle body, lightweight crank pulley, BlackMonster ECU, wire tucked and shaved engine bay, candy-green color for bay and engine covers; AEM cold-air intake; Koyo Racing radiator; Samco blue silicon hoses

DRIVETRAIN ATS Third, Fourth, and Fifth close ratio gearset, OS Giken Super Single clutch, lightweight flywheel; Cusco one-way LSD

SUSPENSION Craft A Gravity Force adjustable dampers, 22 kg/mm springs front, 16 kg/mm springs rear; DC2 Integra Type-R stabilizers; Cusco front strut brace with master cylinder stopper

BRAKES EK9 front calipers and discs; DC2 Integra Type-R rear calipers and EG6 discs; Arma brake pads

WHEELS/TIRES Enkei Sport ES Tarmac 16x8 +30 (front); Rays Engineering Volk Racing CE28N 16x7 +35 (rear); custom paint pink/red; Kumho V700 225/45R16 front, 195/55R16 rear

EXTERIOR Craft A front lip spoiler, carbon hood, carbon trunk lid, rear wing, lexan windows, carbon mirrors, candy-green paint; USDM headlights, clear corners, shaved side markers, clear taillights, shaved antenna; Check Shop blue headlight film

INTERIOR Six-point aluminum rollcage; fully spot-welded and riveted chassis; Craft A candy-green paint, switch panel; Bride Gita III bucket seats; Momo racing harnesses, steering wheel; Sparco shift knob; A'PEXi RSM rev/speed meter; Defi gauges (exhaust temp., water temp., oil press., oil temp.), Control Unit II, rpm meter, Lap Shot lap timer; relocated battery in aluminum enclosure; side air intake

HOTBOX

CRAFT A

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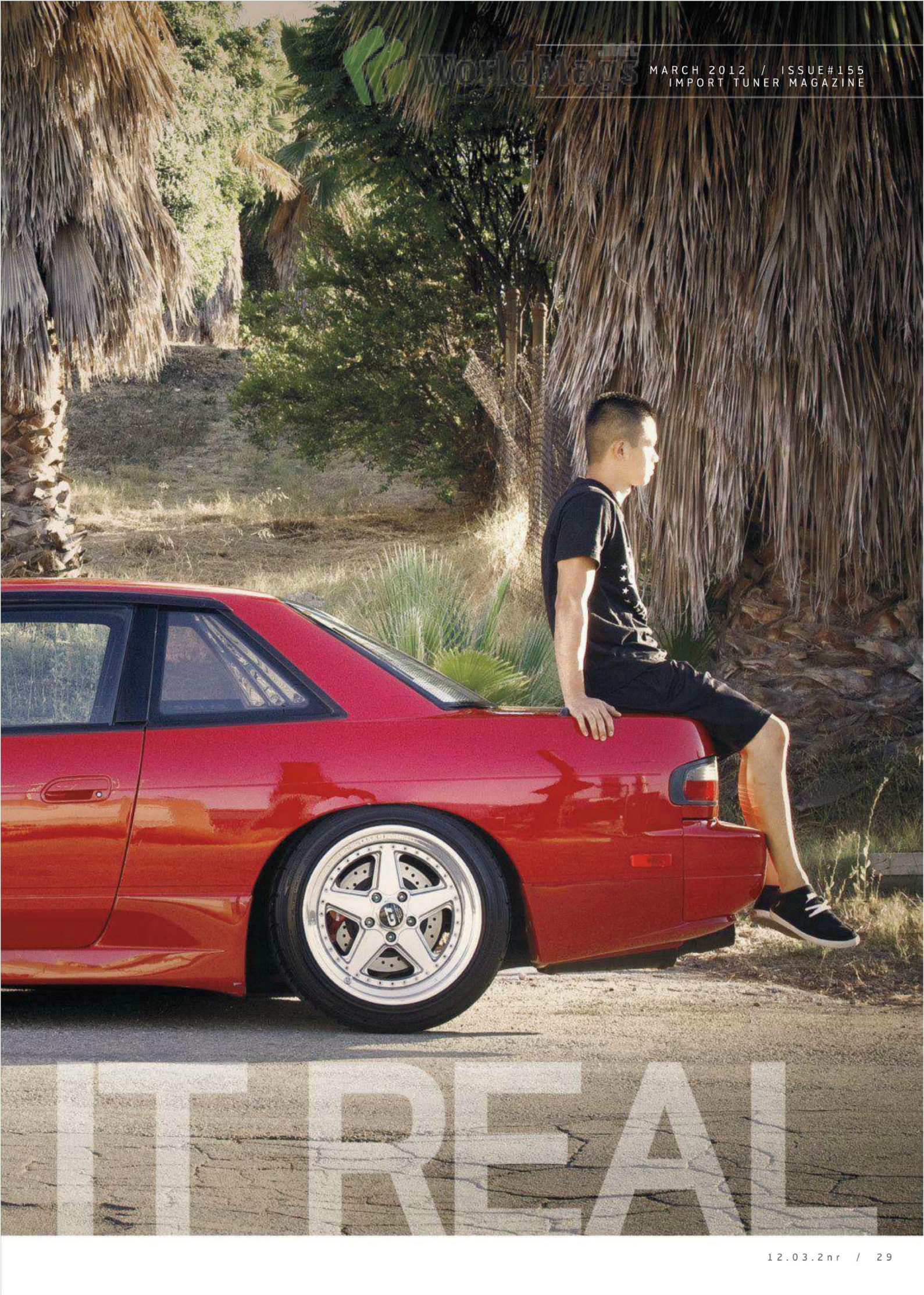
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NO CORNERS CUT FOR THIS RESTOMOD S13

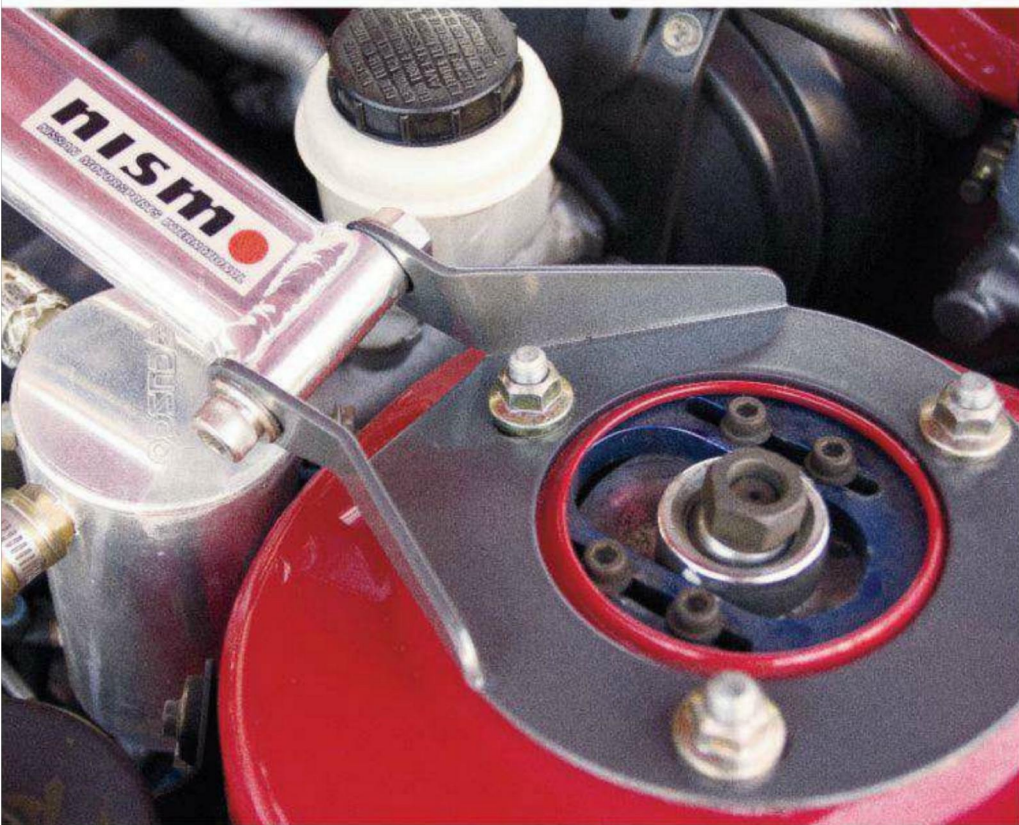
You can make a very strong case that the 240SX chassis has become the “new” Civic in the broad spectrum of the import automotive community. More and more modified S13/S14 builds pop up every year, and it doesn’t look to be slowing down any time soon. You can thank drifting for shining the bright spotlight on the 240SX. Both chassis are cheap and readily available and when enthusiasts got into drifting, the Nissan S13/S14 was definitely the preferred chassis to start with. Even if drifting had never become a hit Stateside, these cars would still have eventually become

very popular, due in part largely because of the strong aftermarket support from Japan. Though the S-chassis was easy to find, they weren’t always in the best condition. If you could find a clean shell, then you had a gem on your hands. If not, it didn’t really matter too much because the guys who were building them were making entry-level drift cars. The probability of beating up the body further was a very likely scenario. At some point during the height of the 240SX’s popularity, it was almost a standard to have a beat-up one because owners were given a certain level of “street cred”. If it didn’t look banged up you weren’t cool. The ones who appreciated the longevity of their Nissans were almost shunned because it seemed as if they weren’t putting their cars to use. The “in” thing to do was to have an S13 or S14 that looked like it had run into a wall of some sort. It didn’t even matter if you were into drifting, the more *hood* your project looked, the better.





IT REAL



“MOST OF MY FRIENDS WERE INTO HONDAS BUT I ALWAYS KNEW THAT I WANTED TO BUILD AN S13.”



If you are a part of the current crop of import enthusiasts, then you probably have a good understanding of what we're trying to say. These Nissan coupes and hatchbacks are everywhere these days. Some are legit drift cars, most are half-built junkers, and a very small percentage of them are pristine, well-rounded builds. For those of you who have been around imports for a decade or more, you probably remember the older, more memorable 240SX builds—that's all that really existed before. There weren't that many guys working on these cars and the ones that did invested a very large sum of money and time into creating some incredible builds. Guys and gals back in the day built these cars to be "different". Today, having an all one-color Nissan S-chassis with a clean engine swap—that isn't a combined effort of throwing four or five salvageable parts cars together—would probably be considered "different". If you don't care for a clean build and enjoy sliding around in a bucket, by all means, you are entitled to your decision. We prefer a build like this beautifully simplistic red S13 coupe, owned by John Ma of Rosemead, CA.



"I've always wanted to build an S13," John says. "I remember back in 2001 when my cousin's husband took me out for a ride in his. It had an SR20DET swap and I just fell in love with the way it felt. I didn't get to pick one up until about six years ago, and have been working on it ever since. Most of my friends were into Hondas but I always knew that I wanted to build an S13. The only issue was money. I had all these lofty dreams of what I wanted to do to the car but I just didn't have the funds to execute it. I was working but my money was spent on paying for school. Every little bit of extra money went to collecting parts for my coupe."

The beauty of this particular build is John's use of original factory Nissan compo-

nents. His staggered, 17-inch Panasport G7s are definitely rare, but pale in comparison to parts like his factory S13 coupe rare valances and rare discontinued window visors. Anything that was worn down from age or damaged by the previous owner was replaced with new original equipment pieces. Other than the aftermarket Origin taillights, everything from the JDM S13 Silvia frontend to the "Chuki" side

skirts and JDM black carpet inside are all original Nissan. Even John's brake upgrade is OE Nissan but instead of Silvia, they are of the twin-turbo 300ZX variety. John was so meticulous in his search that it has taken him about seven years to find everything he wanted—some parts he tried locating even before he had a chassis to build.

Money was no doubt an integral part of this S13 reaching its current state. As the saying goes: "You have to pay to play."

A person can have all

the dreams in the world but you definitely have to have the proper funds to finance reality. John understood that; he just didn't expect to make a vital error that would prove to be a detriment to his build's completion. "I had originally swapped out the stock KA motor for an SR20DET from an S14 Silvia," John says. "It ran great until I blew it up one day on a dyno from over-boosting. Having to find another engine was a huge setback for me. I learned from my mistake though and went all out with the current motor. I knew if I

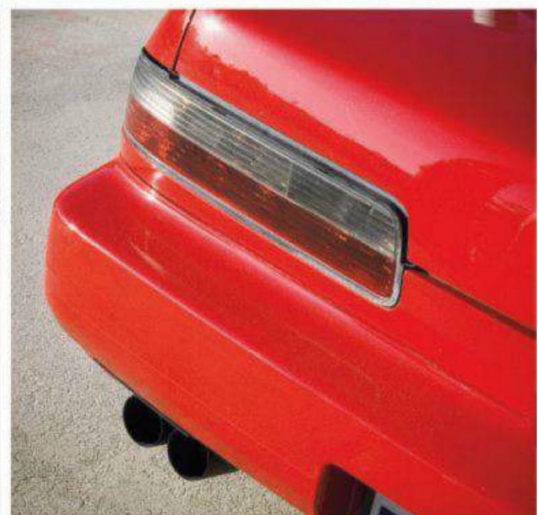


wanted to make reliable power out of it I would have to build the motor from the inside out."

The heart of John's S13, an SR20DET from a Japanese market S15 Silvia, has been disassembled and resealed with original Nissan parts. Vital components like the oil pump, water pump, and associated engine bearings have been replaced while the valvetrain sees upgraded goodies from Tomei and Supertech. The block has been decked, honed, and micro-polished along with a balanced crankshaft, as well as the addition of new CP pistons and Eagle connecting rods. Since John got a little too boost-happy on his previous motor, he made sure to utilize the proper electronics from Blitz, HKS, and A'PEXi to maintain high boost pressure from his Garrett GT2871 turbocharger. Tomei products help deliver adequate fuel to the SR motor, as airflow is driven from the HKS Type S intercooler into a matching HKS intake manifold. If the who's who list of big-name Japanese after-market companies represented underhood isn't enough to make your jaw drop, John has taken the liberty of also doing a custom wire-tuck and relocated brake lines. The absence of a bulky engine harness and brake lines only help to increase the visibility of all the great things happening inside this engine bay.

John's Nissan 240SX is a prime example of what a timeless S13 street car should be. It's very simple in its aesthetic approach and has a heart of an S15 Silvia that makes horsepower numbers that are more than respectable. You won't see John sliding around on the streets with fiberglass body parts zip-tied together—that's not what this build is about. He has taken the steps to source out every OE part possible to not only restore it to its original factory form, but also to create his image of how a Japanese S13 Silvia should look. We often ask the owners of the cars we feature what motivates them to build the cars that they do. John's answer: "I wanted to have one of the cleanest S13 coupes around. It not only had to look good, but also had to have the balls to back it up."

Mission accomplished. 



YOU WON'T SEE
JOHN SLIDING
AROUND ON THE
STREETS WITH
FIBERGLASS
BODY PARTS
ZIP-TIED
TOGETHER—
THAT'S NOT
WHAT THIS
BUILD IS
ABOUT.

BEHIND THE BUILD

NAME.
JOHN MA

AGE.
25

HOMETOWN.
ROSEMEAD, CA

OCCUPATION.
STUDENT/MECHANIC

BUILD TIME.
SIX YEARS

HOBBIES.
BUILDING CARS, SNOWBOARDING,
TRAVELING, HIKING, AND ANYTHING
WITH FAST CARS!

MOTIVATION.
TO HAVE THE CLEANEST S13 AROUND

FEEDBACK.
JOHNMA327@YAHOO.COM

1992 NISSAN 240SX OUTPUT: 379 HP / 348 LB-FT TORQUE

ENGINE '00 Nissan 2.0L SR20DET; decked head; Tomei ProCam 260/260 camshafts, valvesprings, retainers, rocker arm stoppers, fuel pump, fuel injectors, turbo elbow; Supertech Bronze valveguides, valves; ARP head studs; Cosworth head gasket; balanced/micro-polished crankshaft; decked, honed, and micro-polished engine block; 86mm CP pistons, piston rings; Eagle connecting rods; Cusco motor mounts; entire motor resealed with original Nissan parts; custom oil filter relocation kit; Hamp oil filter; HKS air intake, DLI 1 twin ignition, Type-S intercooler, intercooler piping, adjustable actuator; 60mm N/A S15 throttle body; GReddy intake manifold, Type R blow-off valve; Sard fuel pressure regulator, fuel rail adapter; Auto-link fuel pressure gauge; Earl's soft braided lines; Circuit Sports exhaust, hood dampener; Catco 3-inch high-flow catalytic converter; Denso iridium IK27 spark plugs; Garrett GT2871R .64 A/R turbocharger; Blitz downpipe, SBC Dual-Spec R boost controller; Koyo aluminum radiator; Samco Sport cooling hoses; Flex-a-lite dual radiator fans; NISMO thermostat, oil cap, radiator cap; Toyota OE antifreeze; Password: JDM headlight diffuser; custom engine wiring harness by Smoothlinez Auto Salon; powdercoated valve cover; custom brake line tuck, engine wire tuck; aluminum coolant overflow tank; ENEOS fluids

DRIVETRAIN Nissan S14 five-speed transmission; NISMO transmission mounts, two-way limited-slip differential; Driveshaft Shop one-piece aluminum driveshaft; ACT Extreme heavy-duty clutch; C's short shifter; Motul transmission fluids; steel-braided clutch line; Circuit Sports brass shifter bushing

SUSPENSION KTS 12K/10 kg/mm mono-tube coilovers, front camber control arms; Tanabe sway bars, Sustec front under brace; NISMO front strut tower bar; Cusco OS+ T-Bar, rear camber control arms; SPL rear toe control arms, front tension arms; Peak Performance rear traction arm; Kazama rear subframe bushing sleeves; Energy Suspension endlink bushings; 240SX HICAS steering rack with Energy Suspension polyurethane bushings; Tein inner and outer tie rods; Circuit Sports aluminum steering bushings; stitch-welded front chassis; custom front skidplate

BRAKES Nissan OE Z32 300ZX TT front, rear brakes, master cylinder, brake booster; Project Mu B-Force brake pads; Brembo front brake rotors; Rotor rear cross-drilled rotors; SPL steel-braided brake lines; ATE Super Blue Racing Dot 4 brake fluid;

WHEELS/TIRES 17x9 +12 Panasport G7; 215/45-17 Yokohama Advan (front); 17x10 +15 Panasport G7; 255/40-17 Dunlop Direzza (rear); Project Kics R40 Neo-Chrome lug nuts; NISMO lug studs

EXTERIOR Nissan S13 Silvia Aero front bumper, rear valance, S13 Silvia Chuki side skirts, S13 Silvia headlights; Origin taillights; Philips H4 4300K HID; OE window visors

INTERIOR Bride Brix seats, MO-Type seat rails; NISMO 340mm suede steering wheel, aluminum pedal set; Momo steering hub; Works Bell quick release; Kazama shift knob; JDM S13 Silvia black carpet

ELECTRONICS A'PEXi Power FC, turbo timer; GReddy oil pressure, boost gauges; AEM wideband O2; Alpine head unit, rear speakers; Eclipse front speakers; Phoenix Gold amplifier; Monster Cable audio wiring

GRATITUDE Thanks go to Rick from Smoothlinez Auto Salon, without him I would have never got this far with my car; Infinit Wheels for refinishing my Panasport wheels; and Standard Functions for getting all my powdercoating and polish work done.

HOTBOX

TOMEI POWERED USA
WWW.TOMEIUSA.COM

INFINIT WHEELS
WWW.INFINITWHEELS.COM

PROJECT MU
WWW.PROJECT-MU.CO.JP



TEXT BY RHETT BARUCH
PHOTOS BY SCOTT DUKES



WorldMags.net
MITSUBISHI EVO X

MIRROR IMAGE



IMPORT IMAGE

ALBERT SANCHEZ'S RENDITION OF THE VARIS MITSUBISHI EVO X

I think it is safe to say that most of us enjoy a good cover song, Vegas act, or maybe even some wannabe superheroes brawling on the street corner. It is said that imitation is the sincerest form of flattery, although, I'm not quite sure if Bruce Wayne would be very proud of Phoenix Jones and the like. In this instance, we have here not an overweight burnt-out "Elvis" found on the street corner, but the Cirque du Soleil of the strip. Meet Albert Sanchez and his rendition of the stunning Varis Mitsubishi EVO X. One of many cars Albert has built, this one takes the cake, displaying what most other CZ4A owners ('08-present Mitsubishi EVO chassis production) recognize as the most gracious, yet deadly Rally Red EVO to hit the SoCal streets and tracks. You see, Albert stumbled upon the great beauty in another Japanese publication and before any other Stateside tuner could blink, he had pulled the trigger on the Varis full-suite exterior treatment.

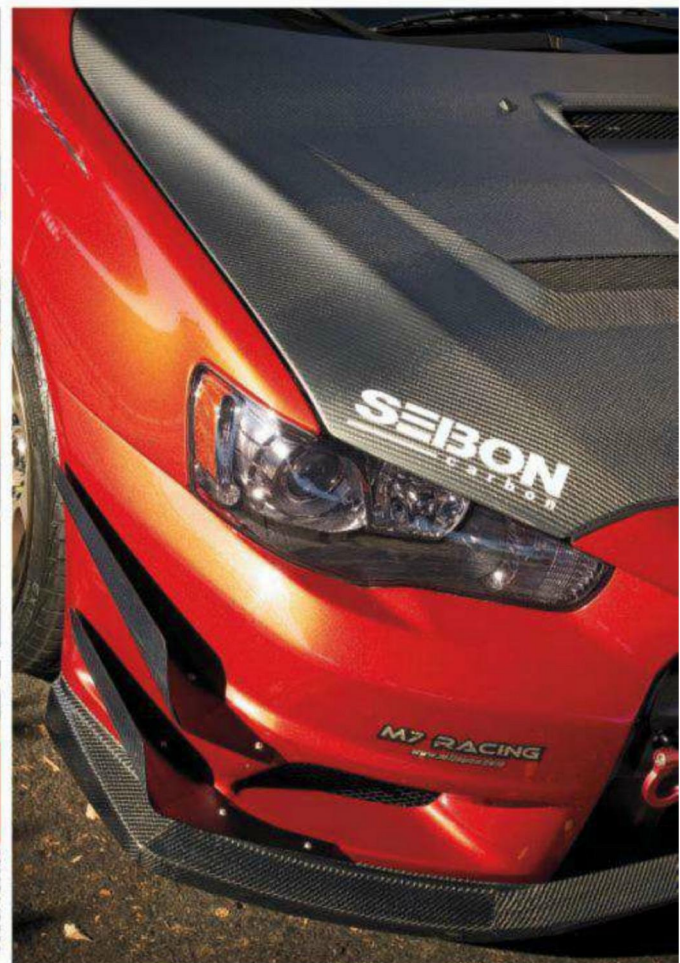
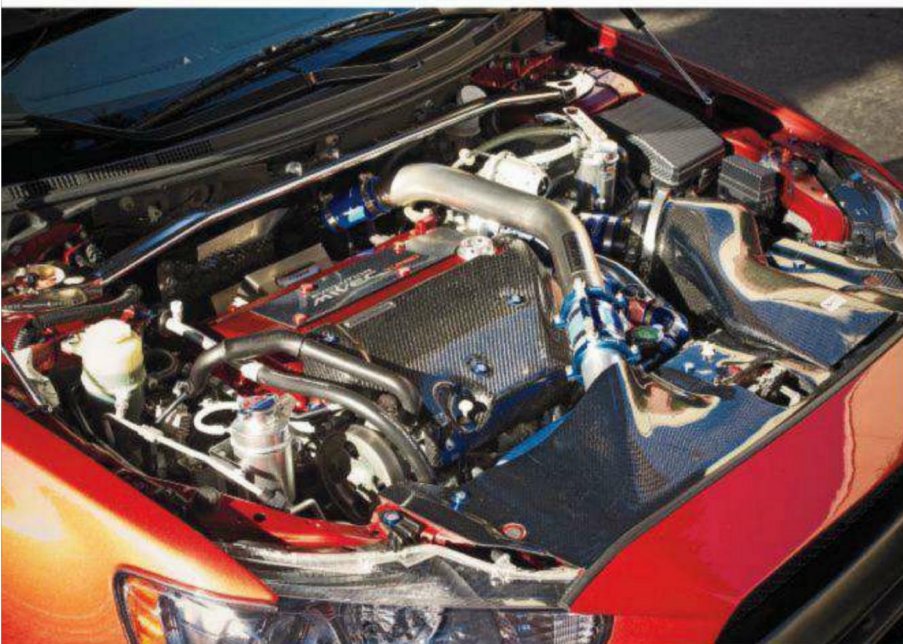


What better new body chassis to re-create here in the United States, but with a bit of the flair our show scene demands, Albert took his EVO to the next echelon. With a couple other builds for fair comparison it's clearly the best choice in vehicle. "Even fully built and tuned, the WRX seemed unresponsive and front heavy," Albert says, the EVO did not last but a month before some big purchases were made with some high-end importers. This starts the beginning of an epic build you simply cannot miss.

There are certainly many ways of making sure a car goes fast on the circuit, but suspension is undeniably a key component. EDO performance was called upon for the new breakthrough Japanese tuner, M7. Allowing the EVO to better negotiate turns and get a closer look at the tarmac, M7 fully adjustable dampers were bolted to the chassis. M7 adjustable camber plates were installed, so that proper suspension tuning is available at any time. Gripping ever so tightly to the towers, HKS Kansai service with their beautifully handcrafted titanium strut bars, weighing in at featherweight classing of 2.4 pounds apiece, secured both front and rear. In proper fashion to the CZ fenders, 19x10.5 +22 Bronze Volk TE37s were wrapped in manly 275/30-19 Continental Extreme Contact DW rubber. Although the car seen here isn't quite the sub 58-second Tsukuba-raping beast of Japan, he still needs the braking power close to that of its inspiration. He added Rotora cross-drilled and slotted rotors that are bitten hard thanks to Project Mu B-force brake pads. Goodridge aids in proper pedal pressure and no line expansion when needed most; stopping a car of this weight isn't always the easiest task when reaching the 4B11's power levels.

Forced Performance is the preferred turbo choice for many EVO owners and for a very obvious reason: FP takes






an OEM unit and simply makes everything bigger and better. The FP Red turbo offers a great mix of midrange and peak power Albert needs, while allowing all four tires maximum grip for the holeshot on local rice. DW 800cc injectors help propel the hot gases the turbine creates right through the M7 Ti-tipped cat-back exhaust. John at Cobb Tuning is responsible for stimulating the 2.0-liter to a healthy, yet deadly, 381 whp and 343 lb-ft of torque. At the time Albert had the car equipped with an Ichiba DP, but it's been replaced with a high-power AMS widemouth DP. Intake air temps are held to a minimum in result of the Perrin IC and piping. The robust power of the MIVEC engine is fed by the elegant Gruppe M CF intake duct to M7 IC coupling and finished off with the engine specialist's own Tomei titanium upper IC pipe. Unnecessary turbo air is exhausted via an HKS SSQV. Accenting throughout the bay can be found with the likes of Carbing tanks and M7 oil filter cap.

Moving right along to the cabin lies the very well-dressed homemade Bride suede-wrapped interior. Bride Stradia IIs sit pretty within the matching gradation print door panels, ceiling, armrest, and even back seats. Keep in mind, Albert successfully completed this interior project himself. "I like things to be done the best, to perfection, and to do that I did it myself," he says. This GSR's five-speed transmission is topped off with even more titanium; ARC comes to mind when gears need changing. No lack of quality found here either; a bit of Italian love is gripped with a Personal Neo Grinta steering wheel bolted to a Works Bell quick release and WB Splash short hub to ensure proper seating position. All four points are here with Takata four-point harnesses. For the sake of keeping the car to a practical street application, Rockford Fosgate surrounds the perimeter of the interior, finishing off the sounds as cleanly as possible.

Driveline Motoring helped give birth to the stunning street sweeper you see today. After a 10-month wait, Albert had Varis refrigerator-sized boxes arriving dockside. Showstoppers USA was able to help source a very rare and desirable full CF Euro-spec Varis GT wing for ultimate downforce. In Albert's garage a friend's uncle (Newcentury Auto) found himself assisting in the installation of the CF front lip, side skirt, fender garnishes, and dive planes. The Varis pieces are of such a high caliber that they required zero modification, and fitment was that of OEM. Pretty

THE VARIS PIECES ARE OF SUCH A HIGH CALIBER THAT THEY REQUIRED ZERO MODIFICATION, AND FITMENT WAS THAT OF OEM.

impressive—you will not find that in most aftermarket aero. Ganador mirrors butt up nicely alongside the pillar, accentuating the profile that much more and always a nice choice in visibility products. The time-attack theme is retained that much more thanks to the Seibon matte finish CF bonnet and boot. Greatly lowering undercar pressure and increasing stability, a Seibon CF rear diffuser was affixed to the bumper.

There is not much left for Albert to do to this immaculate street beast. His plan is to enjoy what greatness is already there, but wouldn't mind beefing up the internals for a bigger up in power. It's been nearly three years of consistent upgrading, and I imagine that will continue again shortly. Hitting some more track events and gathering feedback from the car will ensue that need. Just like the Varis EVO of Japan, Albert has this vehicle registered and street driven on a consistent basis. Clearly, buying the right parts and completing modifications right the first time pay off well. Albert, thanks for the inspiration. 

**EVEN FULLY BUILT AND TUNED,
THE WRX SEEMED UNRESPONSIVE
AND FRONT HEAVY.**



BEHIND THE BUILD

NAME.
ALBERT SANCHEZ

AGE.
38

LOCATION.
ALHAMBRA, CA

OCCUPATION.
NURSE

BUILD TIME.
TWO YEARS

HOBBIES.
CARS, CARS, AND MORE CARS

MOTIVATION.
"I REALLY LOVE THE VARIS EVO X IN JAPAN; SINCE I COULDN'T IMPORT IT HERE, I DECIDED TO BUILD MY OWN."

FEEDBACK.
SANCHEXALBERT10@YAHOO.COM



DOWNLOAD THE SIM QR READER, AND SCAN THIS QR CODE WITH YOUR SMARTPHONE FOR EXTRA IMAGES FROM THIS FEATURE.

2008 MITSUBISHI EVOLUTION X GSR

OUTPUT: 381 WHP 343 LB-FT

ENGINE FP Red turbo; Gruppe M CF intake; HKS SSQV; Perrin FMIC; M7 cat-back exhaust, turbo inlet pipe, radiator and oil cap; Tomei titanium upper intercooler pipe; AMS widemouth downpipe, fuel rail; DW 800cc injectors; Walbro 255-lph pump; Samco radiator hoses; Password:JDM dress-up bolts, spark plug cover; Carbing catch can, overflow reservoir; Cobb Tuning AccessPort

DRIVETRAIN ACT clutch and flywheel

WHEELS/TIRES 19x10.5 +22 Bronze Volk TE37s; 275/30-19 Continental extreme contact

SUSPENSION M7 Japan sport coilovers, upper camber plates; HKS Kansai Service upper strut bars

BRAKES Project Mu B force pads; Rotor rotors; Goodridge lines

EXTERIOR Varis CF front lip, side skirts, rear CF Euro GT wing, canards, and fender garnish; Seibon black matte hood, trunk, and rear diffuser; Ganador CF side mirrors; Ralliart taillights

INTERIOR Bride Stradia II seats, wrapped rear seats, headliner, and armrest; Takata four-point harnesses; Personal Neo Grinta wheel; ARC titanium shift knob; Works Bell slim and Rapfix quick release; Prosport gauges water temp, oil temp, and oil pressure; Rockford Fosgate head unit, speakers, amplifier, and subwoofer

GRATITUDE Kathy Regis, New Century Auto, Team Arkan, Chuck at Showstoppers, and Dyo at Seibon

HOTBOX

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Drag. Extreme Alloys.





EXTRA

“Oh great, here we go again, another Honda . . . another Civic hatchback in a magazine, like we haven't seen this before.” Were you thinking that? Believe me, if you feel like that try to imagine how we feel! It feels like we have seen 'em all. Hondas are everywhere—from streets to Internet forums to magazines—we know. And when it comes to Civics especially, they have to be the number-one most-modified import chassis, and have been that way for years. Unfortunately, most owners think along the same lines and live within the same proverbial box. To put it simply: They are trendy. One guy does something and everyone else essentially follows.



ORDINARY

You take *extra* and *ordinary* and put them together and what do you get? Something that is greater than the sum of its parts. Here is the story of a car that does the same thing.





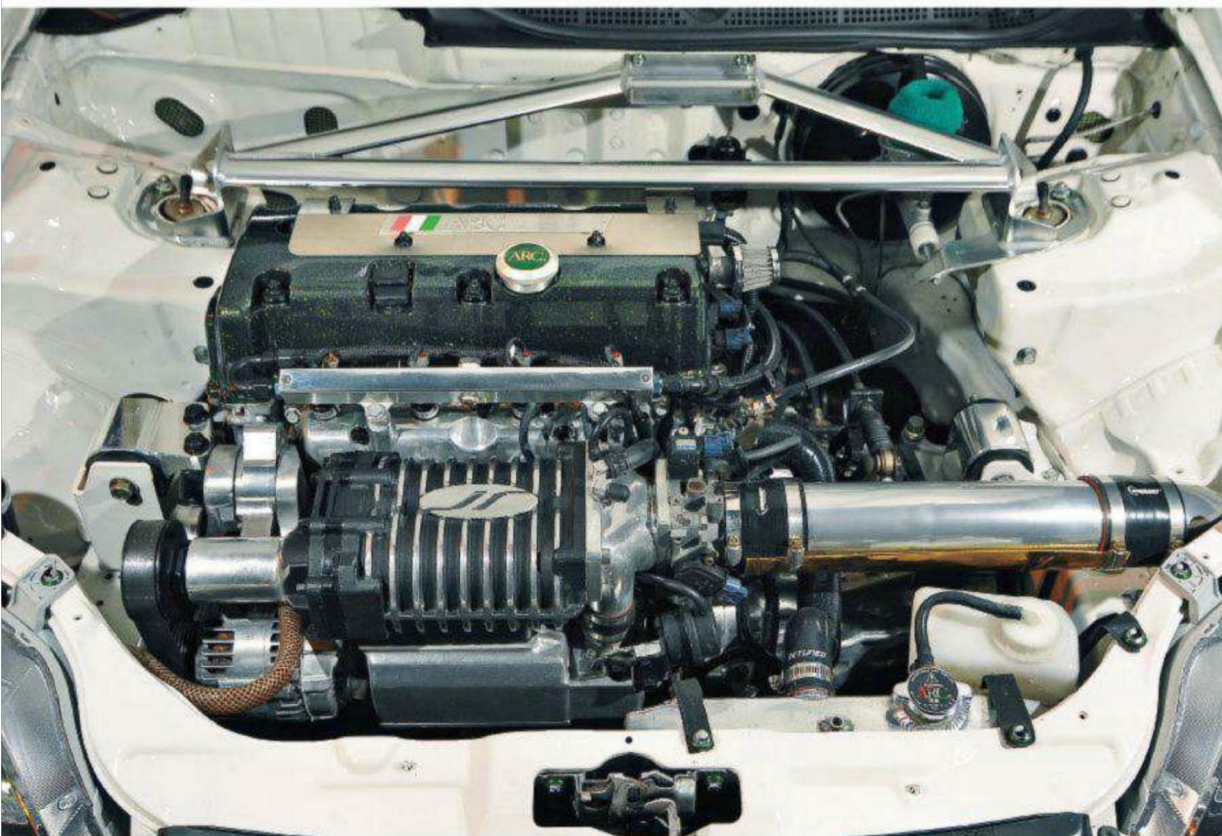
Creativity, innovation, and personalization tend to lack in their builds, consequently there are a massive amount of cookie-cutter cars out there. It all looks the same. Now this doesn't just apply to Hondas, and you guys know it. But we can definitely understand how turning a page and seeing another white Civic hatch can add to the monotony of it all. Upon first glance the car may look quite simple and ordinary, we know. But this build is more than just ordinary—it's extraordinary.

Jonathan Walsh has loved cars as far back as he can remember, and from the first moment the opportunity arose he began to tinker with them. A friend of his owned a Mazda Protégé, and that ended up being the first car he ever touched. After some audio installations and an intake, Jonathan was definitely hooked. He ended up getting a Mazda of his own, but decided on an MX-3 due to the large hatch area and the potential

he saw for audio enhancements. Not one to be content with anything mild, Jonathan built up that car and in December of 2003 ended up being the one and only Mazda MX-3 featured right here in *Import Tuner* magazine. Interestingly enough, as a Mazda owner and enthusiast he held an extreme dislike for the Honda brand. "When I had the Mazda I hated Hondas," he says. Perhaps his hate was more for the stereotypical aftermarket Honda "scene" rather than the brand itself, because Jonathan still ended up purchasing a Honda. Taking into consideration the brand's reputation for being reliable, he bought a Civic hatchback as a daily driver. The car served that purpose and only that purpose for some time, but the catalyst for Jonathan's conversion to an outright Honda enthusiast was right around the corner.

One fateful day, Jonathan hopped into a car as his friend went to go check out a car he was thinking of buying. That car happened to be an Integra Type R. As the ITR accelerated and the rpm rose, Jonathan felt himself falling in love with the Honda's powerplant as the ECU activated the variable valve timing and lift electronic control. Feeling the surge of top end power the Honda engine created, something clicked. "This was my first real glimpse into Honda performance," he says. "I fell in love with VTEC and told myself that if I ever were to sell my Mazda I would use the money to



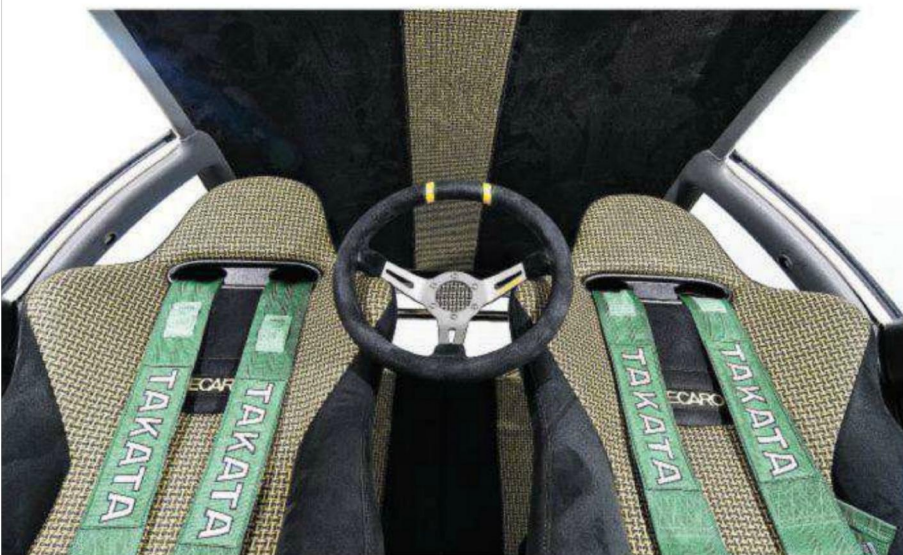


I FELL IN LOVE WITH VTEC AND TOLD MYSELF THAT IF I EVER WERE TO SELL MY MAZDA I WOULD USE THE MONEY TO PURCHASE A HONDA TYPE R MOTOR SWAP.

purchase a Honda Type R motor swap." Some time passed and Jonathan sold the Mazda. Keeping true to his word, he went out and purchased a JDM B18C-R motor of his own. Jonathan went all in with Hondas from that point forward. As he puts it, "It was all downhill from there."

Starting with the engine, he took his newly acquired powerplant and swapped the motor into his daily driven Civic. With the heart of the vehicle taken care of, Jonathan could no longer deal with the horrid exterior. The previous owner had a body kit molded to the car and painted with a cheap, dull coat of red. Getting the car's exterior back up to par required help from someone with skill and experience. Luckily, Jonathan had Chris, a friend of his who had experience doing body and paintwork. With his help the two of them unmolded the kit and prepped the entire car for paint. Jonathan also sourced every Civic Type R exterior piece he could find as well as a '99-00 front end. Chris then slathered the car in the popular Championship White hue. It was essentially an entirely different vehicle that was leaps and bounds better than when he bought it. But the very thing that prompted Jonathan to begin this build in the first place—the B-Series motor—had begun to bore him, and he had already decided what he was going to do.


It was in December of 2005 when Jonathan was ready for the next change to the build. He decided that it was time to switch to the increasingly popular K-Series motor with not just any K-Series, but a K20 powerplant from an '03 ITR. Utilizing the only mounts available at the time—Hasport's EKK1 mounts—he completed the swap at the Honda dealership where he works as a Honda technician. Now satisfied with the heart of his hatch, he began to focus on the complementary aspects of the build that he had not yet addressed. Wanting not just top-quality parts but those that were rare as well, Jonathan sourced a Project Mu brake setup, the only 4x100 one of its kind, he says. After seeing a bunch of knockoffs popping up of the Bride Gias seats that he had purchased, he got fed up and switched to a rare set of Recaro Tomcat seats. Jonathan was so enamored with the black-and-yellow print and color combination that he decided to make it the focal point of



the build. The door panel inserts, custom headliner, and rear seats were all redone in the rare material. Jonathan also customized his dashboard by deleting parts that he no longer wanted or needed, such as the A/C vents and control knobs on the center panel, and then had it all wrapped in black suede with a yellow stitch matching the S2000 CR shift boot he had. Complementarily, exterior components were chosen based upon the color scheme and weave, such as the custom carbon Kevlar front lip and Mazda RX-7 carbon Kevlar rear diffuser he customized to fit the Civic's rear end. At this point a very well-rounded build was in existence. From interior to exterior, the car had a great combination of rare and custom parts, and a great motor powering it, to boot. But one run-of-the-mill day at work would lead to the end of any amount of contentment that Jonathan may have developed at that point.

Arriving at the Honda dealership for work one day, Jonathan was greeted with a supercharged RSX that needed his attention. "The car ran like crap and needed a lot of things done to fix it," he says. No big deal there, as that was his job. But the gears had already started turning in his head and Jonathan saw an opportunity that he lunged for. "I told my boss I'd fix everything and get the RSX sellable, but I get to keep the blower." Well, as you can see, he got his wish. Taking the supercharger home to test-fit on his hatch, he realized due to the angle that the motor was sitting it wouldn't fit without having to notch the headlights as well as the radiator support. Rather than being discouraged and selling the blower,

Jonathan sourced an Integra subframe as well as the newer EKK2 motor mounts that had been released in the time that had passed since he first put the K in the car. Not only did the mounts create more oil pan clearance and better axle angle, they placed the motor at an angle that would allow for the supercharger to fit without having to notch anything.

There are a ton of Civics out there that have aftermarket seats, wheels, a swap, and are even painted white. They all appear to be the same thing over and over again . . . commonplace, average, ordinary. But when you take a closer look at this particular build you realize that it has far more than meets the eye. You realize that although the same parts exist on other cars, they just don't quite measure up. This build is quite simply greater than the sum of its parts. And that is extraordinary. 



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to comment about this feature vehicle

BEHIND THE BUILD

NAME.
JONATHAN WALSH

AGE.
30

HOMETOWN.
MELBOURNE, FLORIDA

OCCUPATION.
HONDA TECHNICIAN

BUILD TIME.
SEVEN YEARS

FEEDBACK.
JADEMX3TURBO@AOL.COM

MOTIVATION.
I WANTED TO BUILD A COMPLETE CAR THAT COULD EXCEL IN ALL ASPECTS OF AUTOMOTIVE COMPETITION, FROM TRACK TO SHOW.

'96 HONDA CIVIC DX OUTPUT: 314 WHP/212 LB-FT OF TORQUE

ENGINE '03 K20a ITR; Hasport EKK2 motor mounts; Jackson Racing RSX M62 supercharger with inlet and outlet port-matched, ceramic-coated, RSX intake manifold; Pulley Boys 3.2 blower pulley; HKS air filter to ceramic-coated 3-inch aluminum piping; port-matched ITR throttle body; RCrew 4-2-1 header; Vibrant Performance custom 3-inch exhaust piping, race muffler, and turn-down; Hondata intake manifold gasket; K-Pro; AEM fuel rail, adjustable FPR; Precision 750cc injectors; Walbro 255-lph in-tank fuel pump; Fluidyne radiator; K-Tuned radiator hoses; FAL radiator fans; ARC spark plug cover, oil cap, radiator cap; Mugen thermostat and fans switch; custom metallic pearl powdercoated valve cover and ITR subframe; Championship White powdercoated engine mount brackets; heater core delete; throttle-body bypass; RSX engine harness; green beauty washers; carbon Kevlar firewall block-off plates; Odyssey PC680

DRIVETRAIN OEM ITR LSD transmission; Competition Clutch Stage 4 clutch and lightened flywheel; Gator axles; Buddy Club RSX adjustable shifter box; Karcepts shifter mounting kit; CorSport bronze shifter bushings; ARC Titan shift knob

SUSPENSION Buddy Club N+ coilovers with pillow-ball mounts, 12K front, 14K rear spring rates, rear camber control arms; Carbing three-point front upper shock tower bar; ITR front sway bar, LCAs; custom front titanium four-point subframe brace; SPC front camber control arms;

HOTBOX

CCW
WWW.COMPLETECUSTOMWHEEL.COM

K-TUNED
WWW.K-TUNED.COM

LHT PERFORMANCE
WWW.LHTPERFORMANCE.NET

VIBRANT PERFORMANCE
WWW.VIBRANTPERFORMANCE.COM

Function 7 rear LCAs; Cusco rear lower tie bar; Energy Suspension urethane master set; Civic manual rack with Quaife quick-ratio rack-and-pinion kit

WHEELS/TIRES CCW LM16 wheels (16x8.5 +32mm); Toyo T1R 245/35-16; Volk Racing lug nuts;

BRAKES Project Mu front calipers, front and rear brake pads, front and rear brake lines, brake fluid; ITR master cylinder; relocated brake lines and proportioning valve

EXTERIOR Championship White paint; '00 Civic front bumper; custom carbon Kevlar front lip; ARC canards; Seibon carbon hood and carbon hatch; CTR headlights, side skirts, thin side moldings, rear lip; carbon Kevlar RX-7 rear diffuser; Spoon mirrors; Seeker version 1 rear wing; Backyard Special customized wing risers; '99-00 Civic taillights; custom foglight bezel intake ducts; '04 Acura TL headlight bulbs and ballasts

INTERIOR Recaro Tomcat front seats; Takata harnesses; Momo Drift steering wheel; LTB quick-release and hub; ARC Titan shift knob, S2000 CR yellow-stitched shift boot; CTR gauge cluster, door panels with tomcat reupholstered inserts, seat rails, pedals, console; black suede headliner with tomcat stripe; custom steering column gauge pod; ACC carpet

GRATITUDE Dan at CCW, Donovan at Vibrant Performance, John at K-Tuned, and John at LHT Performance



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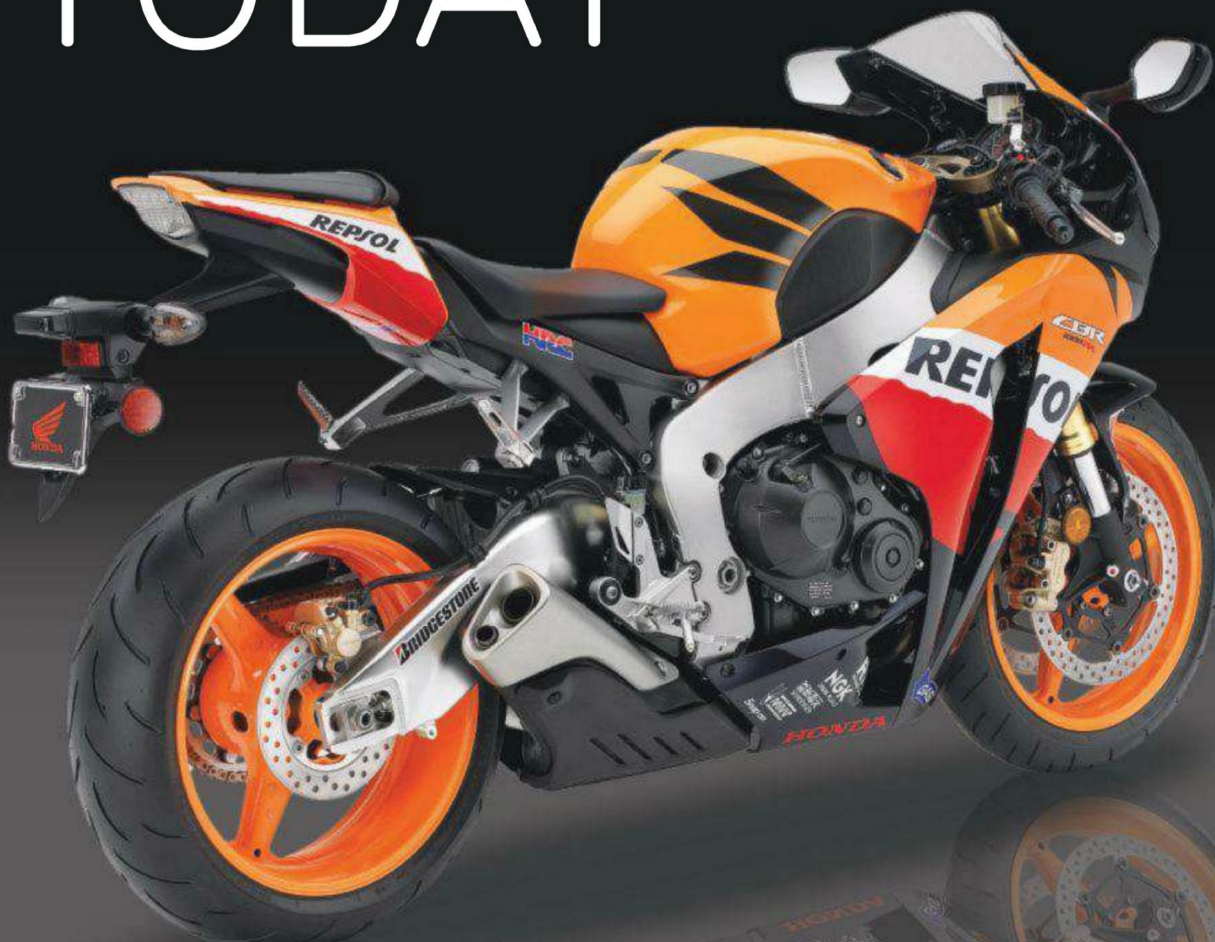
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New York, NY
Cleveland, OH

Jan 06-08, 2012
Jan 13-15, 2012
Jan 20-22, 2012
Jan 27-29, 2012

Minneapolis, MN
Chicago, IL
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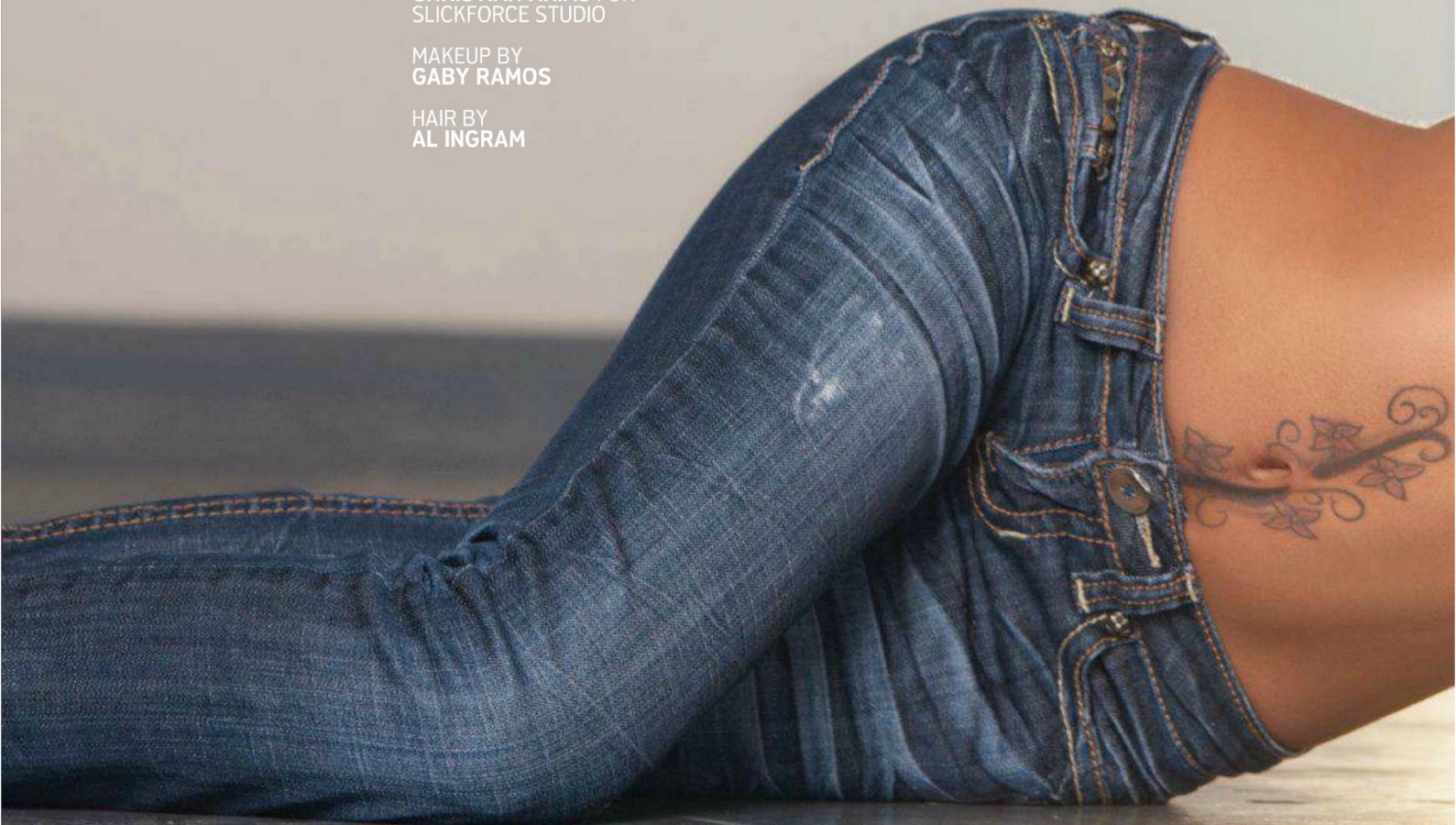
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PHOTOS BY
CHRISTIAN ARIAS FOR
SLICKFORCE STUDIO

MAKEUP BY
GABY RAMOS

HAIR BY
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Nicknames:
Rizo or Mel

I always carry _____.
Lip gloss

Hidden talent:

I can put a guy in a hold and use pressure points on him to leave me alone—one of many defense tactics I learned when I was a bouncer at a nightclub.

Biggest turn-on:

A guy who can cook and clean—that's so hard to find.

Biggest turn-off:

When a guy leaves the toilet seat up, I want to punch a wall. I have a little butt so I can fall in if I have to pee in the middle of the night and don't see the seat up. LOL

I was the worst kid, always getting in fights and always getting sent to the principal's office. I was a bad girl.

Favorite food:

I love steak—medium rare. Yummy!

Favorite TV show:

Modern Family

Celebrity crush:

That's a hard one. Maybe Paul Walker.

Childhood:

I was the worst kid, always getting in fights and always getting sent to the principal's office. I was a bad girl.

Where have you always wanted to live?

I've always wanted to live in L.A., and after 25 years, I finally made it here this year.

What kind of guys do you tend to like?

I like assholes . . . or I always end up dating them.

Phobia:

Spiders

Guilty pleasure:

Being choked. LOL

Addiction:

Dark chocolate and Starbucks

Your least favorite body part on yourself:

I hate my ass! I'm trying so hard to work it out to build muscle. I want a bubble butt so bad. LOL

Yourself in three words.

Feisty, fun, sexy!



MELISSA RISO

Height: 5'1"

Measurements: 34C-24-34

Ethnicity: Italian/Guamanian

Sign: Cancer

Birthday: June 27

Hometown: Los Angeles, CA

Website: www.melissariso.com

Thanks:

Charles and *Import Tuner* for having me
in the magazine and my fans!





NEW 2012

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FUJIN Tuning Series in Black



NEW 2012

SR-6 15, 16, 17, 18
Performance Series



NEW 2012

GP5 16, 17, 18
Performance Series



FUJIN 17, 18
Tuning Series



NEW COLOR

J-SPEED 15
Classic Series



ENKEI92 15
Classic Series



NEW 2012



RAIJIN

Lightweight Tuning Series Wheel
MAT Technology • Lightweight • Strong • Great Price

The NEW RAIJIN, named after the Japanese god of THUNDER, is made for enthusiasts looking for a light, strong, and stylish mesh wheel at a very affordable price. It is built using the same MAT technology as the Enkei racing series wheels and is available in 18x8, 18x8.5 and 18x9.5 configurations to fit a wide variety of vehicles.

Make sure to visit Enkei.com and follow us on Facebook & Twitter for upcoming news on the entire Enkei line including the new lightweight RAIJIN Tuning Series Wheel!


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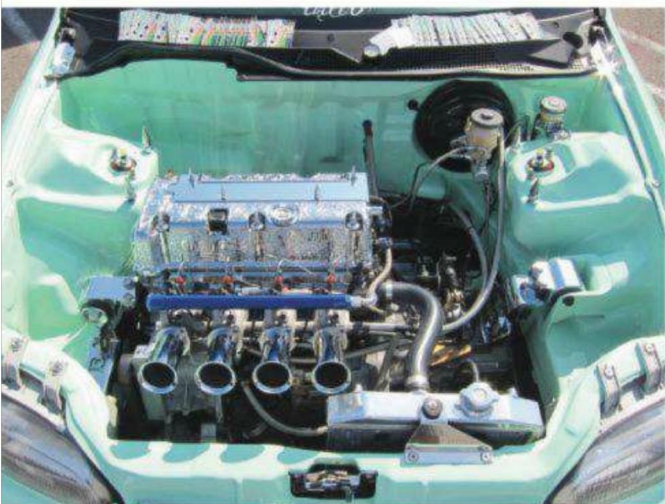
NISEI WEEK SHOWOFF CAR SHOW 2011

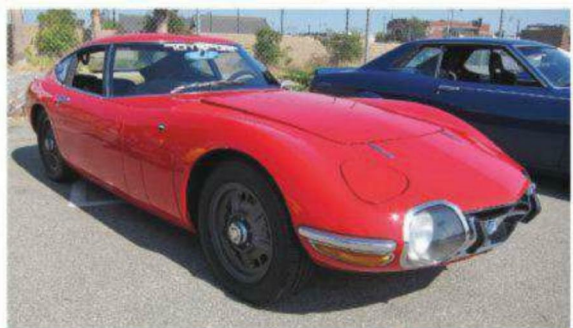
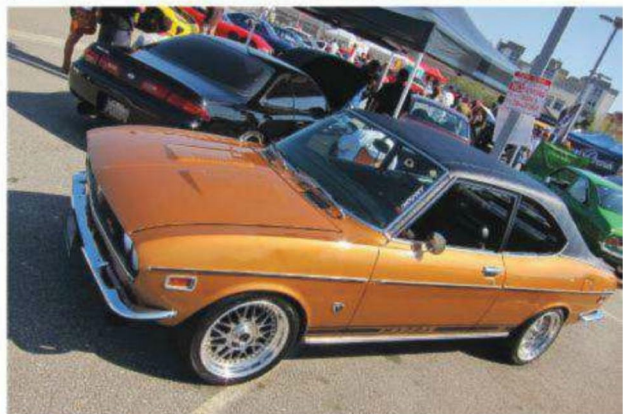
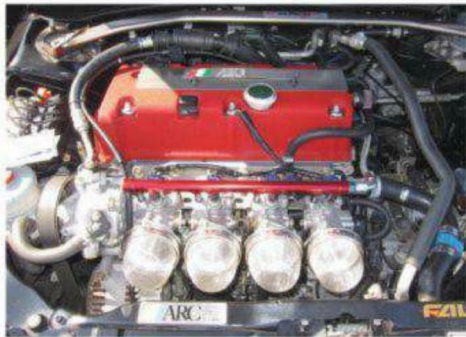
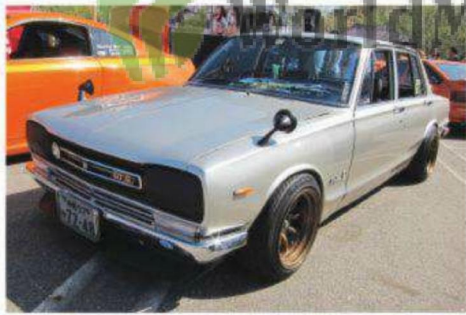
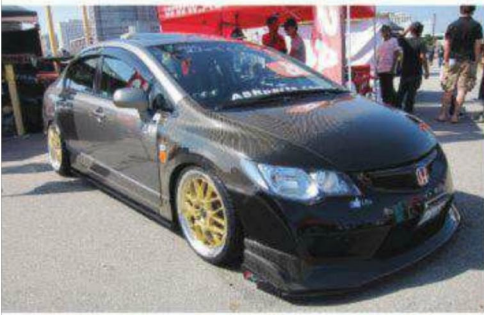
TEXT AND PHOTOS BY SCOTT TSUNEISHI

The 71st Annual Nisei Week Japanese Festival served once again as the backdrop to the Nisei Week Showoff Car Show, located in the heart of Little Tokyo, Los Angeles. Showoff surprised both show attendees and competitors alike with its glorious return. Initially, CEO and founder Ken Miyoshi brought the longest running import car show to a halt following last year's event, upon receiving news that the parking lot was sold to a new developer. The demise of Nisei Showoff, however, was temporary as the property management was hit with economic hardship.

This proved to be a blessing in disguise for the import car scene, as the land was never redeveloped, allowing Showoff to continue its Little Tokyo tradition.

This year's event once again brought out a large amount of high-end builds and show-worthy cars, which spanned across every inch of the parking lot. What makes the Nisei Showoff so enticing and a must attend car show is the selection of JDM and euro vehicles, ranging from old school to new. If you like clean JDM- and VIP-style cars, this is the show to attend. For additional event coverage and photos, check out www.importtuner.com. 





FORMULA DRIFT CHAMPIONSHIP

ROUND

TITLE FIGHT

IRWINDALE, CA

TEXT BY SCOTT TSUNEISHI

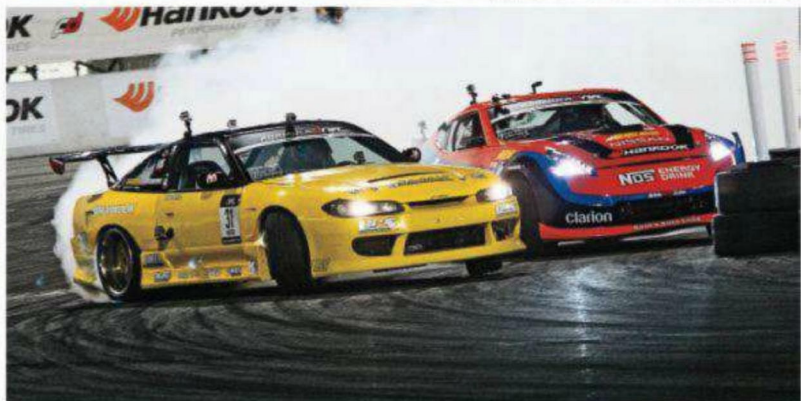
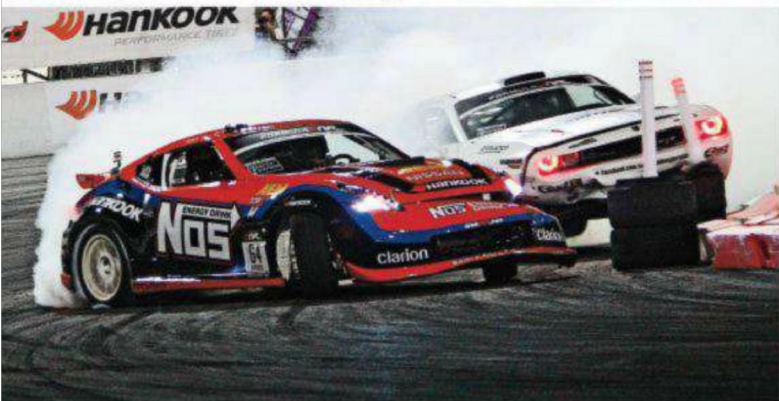
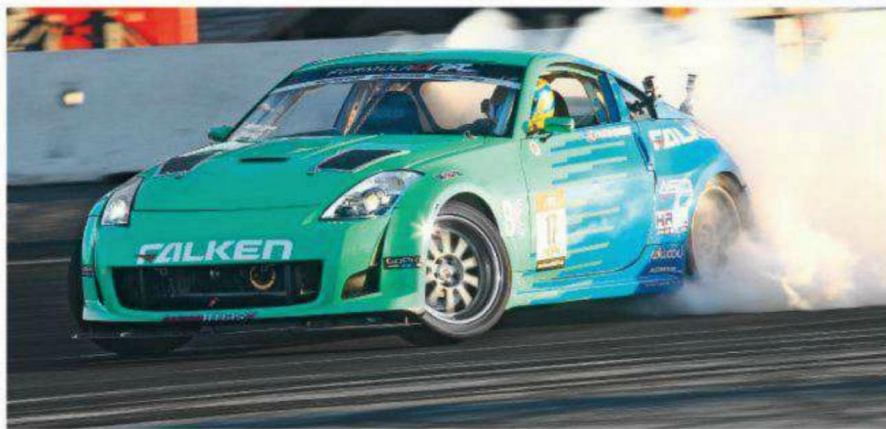
Formula Drift returned to the Toyota Speedway in Irwindale, CA, for the final event of the 2011 season in front of a sold-out venue that eclipsed previous attendance records. The jam-packed event forced fans to park their cars and walk more than a mile away from the speedway to witness history in the making. This year's finals marked the closest and most competitive chase for the championship in Formula Drift history. Each of the five top competitors had a statistical chance to win the championship going into Irwindale—the top three drivers were separated by a mere 34.5 points.

The qualifying round ended with Sam Hubinette in the SHR Dodge Challenger with a top score of 92.7 followed by Justin Pawlak in the Falken/Ford Racing Mustang with a 90.4, Tyler McQuarrie in the Falken Tire Nissan 350Z scoring an 88.4, Ryan Tuerck in the Gardella Racing Mobil 1/Red Bull Chevrolet Camaro with an 86.1 and Rhys Millen in the Red Bull/Hankook Hyundai Genesis with an 85.9 to round out the Top 5.

The Top 32 went as planned for the championship contending drivers. They easily picked off their competitors and made their way into the Top 16 without a hitch. Unfortunately, the same couldn't have been said about the Top 16.

All eyes were on Daijiro Yoshihara in the Discount Tire/Falken Tire Nissan S13 to clinch his first championship as he entered Round 7 with the point lead. Finishing off the season in dramatic fashion wasn't exactly what Yoshihara had planned, but

WINNER:
DAI YOSHIHARA



he put the crowd, along with competitors, in a frenzy during Top 16 competition when he tapped the rear bumper of Ken Gushi's RSR Scion tC coming out of the final turn. The hit ended Yoshihara's day and possible championship dreams with an automatic disqualification. With the points leader eliminated and such a close gap in the point standings, the Formula D staff immediately scrambled to calculate all possible scenarios for the top contenders. Within minutes of crunching numbers, either Chris Forsberg in the NOS Energy Drink/Hankook Nissan 370Z or Darren McNamara in the Falken Saturn Sky would need to win the event in order to have a chance to overtake Yoshihara in the points, while Pawlak only needed to outlast McNamara to earn his first championship.


As the drama continued to unfold in front of the raucous crowd, Pawlak and McNamara faced off in the Top 8. The pressure to win was insurmountable for both competitors. Pawlak made a crucial error and handed the win to McNamara along with his chance for a championship. A title was still a possible reality for Yoshihara as it was McNamara's championship to either win or lose, depending on the outcome of his matchup versus teammate McQuarrie. Both drivers put on a smoke-filled show, but it was McQuarrie who took the win. The elimination of McNamara confirmed that Yoshihara had won his

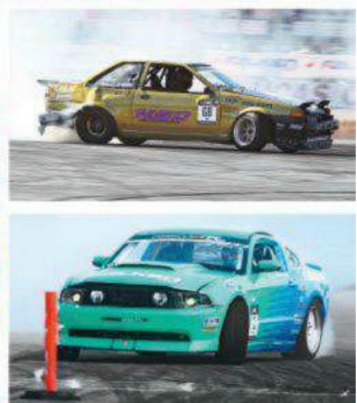
AFTER EIGHT YEARS OF DRIVING IT FINALLY PAID OFF.

—YOSHIHARA

first Formula D championship.

With the championship decided in the Final 4 competition, Forsberg defeated McNamara in the consolation round to secure Third Place, which also moved him up into Third Place points standings. The final battle of the evening pitted Millen against McQuarrie. McQuarrie mentioned that the previous Round 6 event in Las Vegas was the most odd and frustrating race weekend of his career. He went into Irwindale with a chip on his shoulder and a point to make regarding decisions that were made in Vegas. He went out with guns blazing, knowing he had nothing to lose, as this would be his last Formula D event with Falken Tire. His immense concentration and go-for-broke mentality earned him his first 2011 win, automatically moving him up the ladder into Fifth Place in the standing for the season. This was Millen's farewell event, as we received news that he would be retiring from FD following this season.

After the event Yoshihara spoke to the media. "It's a great feeling and a dream come true," he says. "After eight years of driving it finally paid off. I owe a lot to my team and sponsors. My new goal will be to defend the championship and win it outright during the event." To add to his 2011 championship, Yoshihara also hit pay dirt with a \$10K bonus prize check from Tires.com Triple Crown win. 




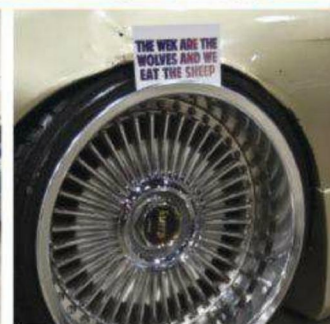
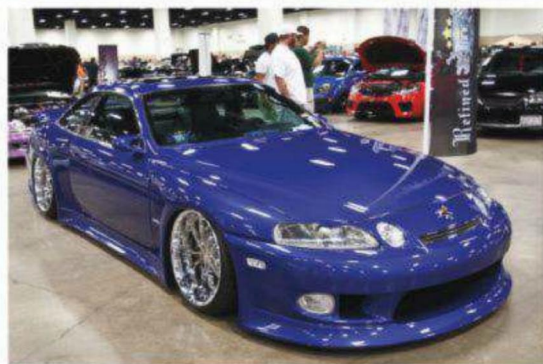
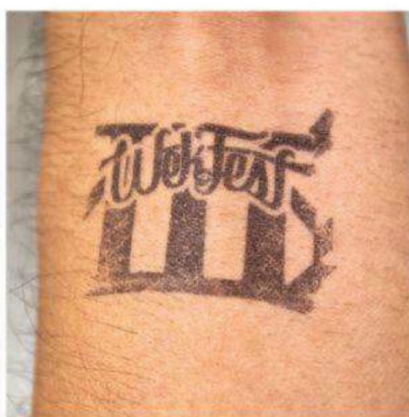
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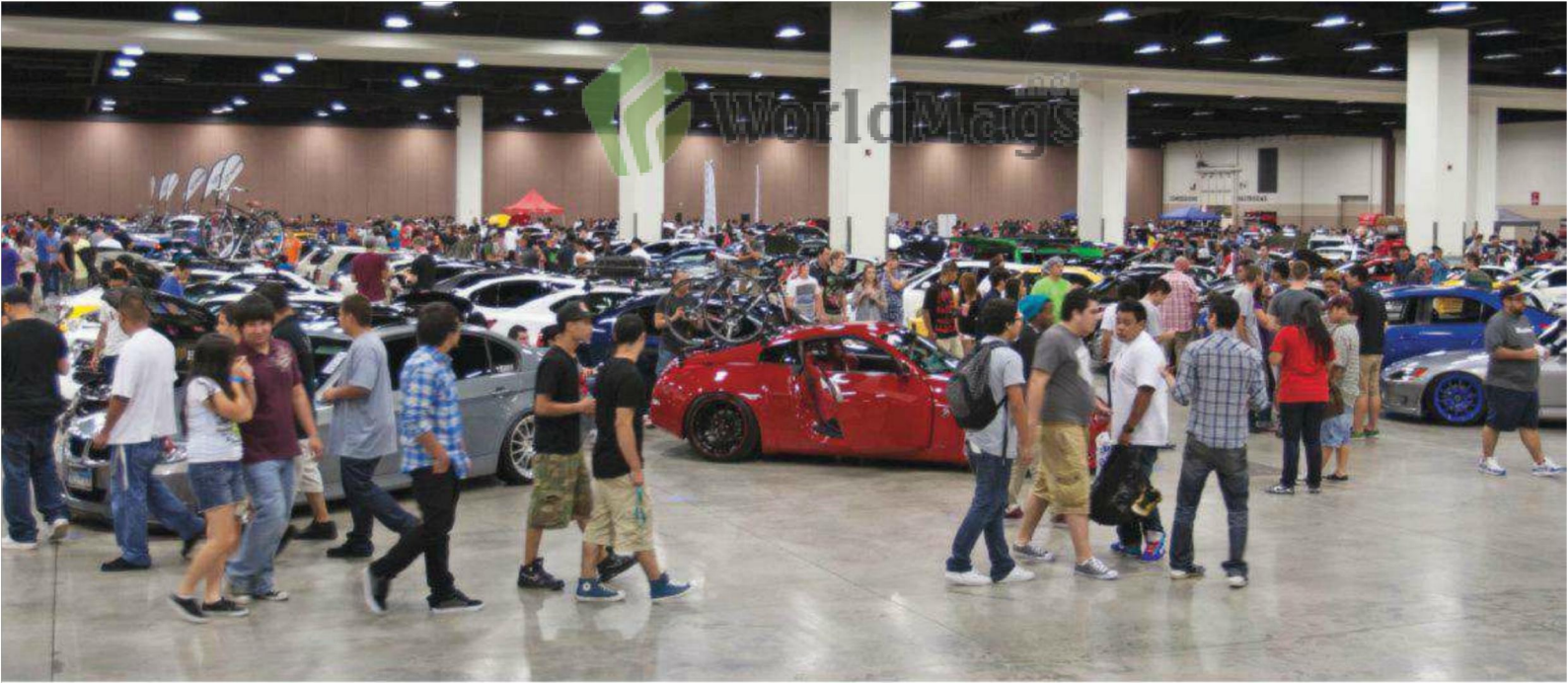
WEKSOS INDUSTRIES
WWW.WEKFEST.COM
WWW.WEKSAPARTS.COM

Let's take a minute to rewind and reflect. The Wekfest meet started in San Francisco a few years back. Since then it has been a huge success, drawing in crowds by the thousands that no other show is able to do these days. In 2011 the gang decided to expand and take the show to Chicago, Dallas, and later Hawaii. What is Wekfest? It's one of the leading car shows in the import scene that was started by the same guys who run the Weksos online retail car shop. We recall way back in 2001 when it was Weksauce.org, one of the first online forums with a huge classifieds section dedicated to JDM parts. Times have changed and the brand

evolved from forum, to e-commerce shop, to one of the scene's best car shows.

DFW (Dallas-Fort Worth) has always been one of the hotbeds for car tuning, and Wekfest gave us the reason to go out there and check out exactly what big Tex had to offer. We knew there were plenty of fast cars from serious Texas shops out there but we wanted to see if Texans could accommodate the speed with some style. These images speak for themselves. 





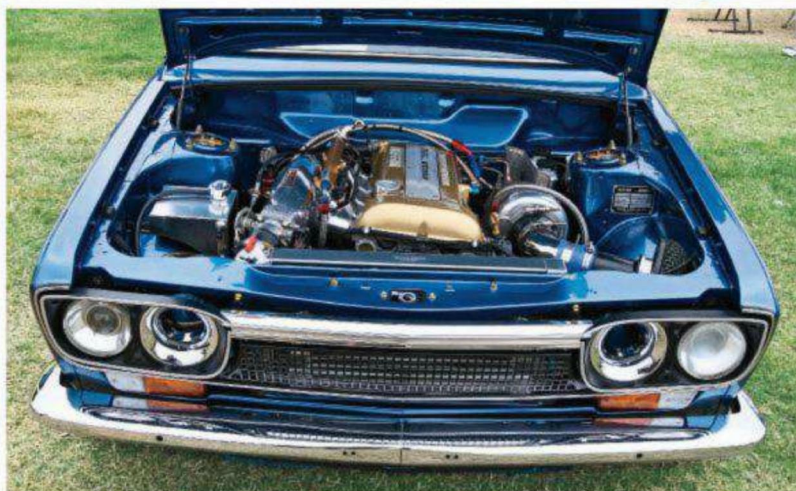
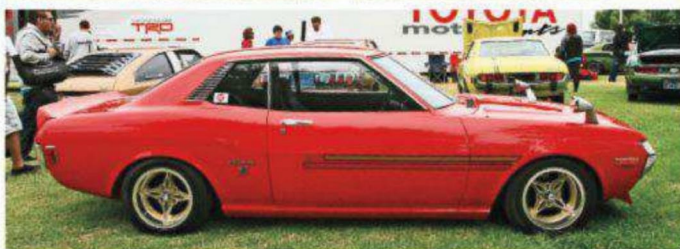
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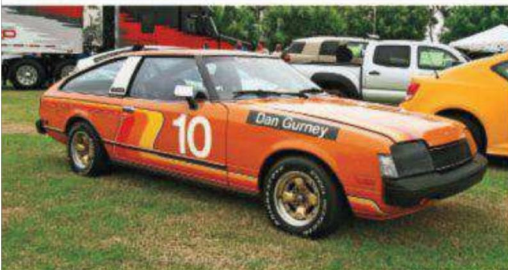
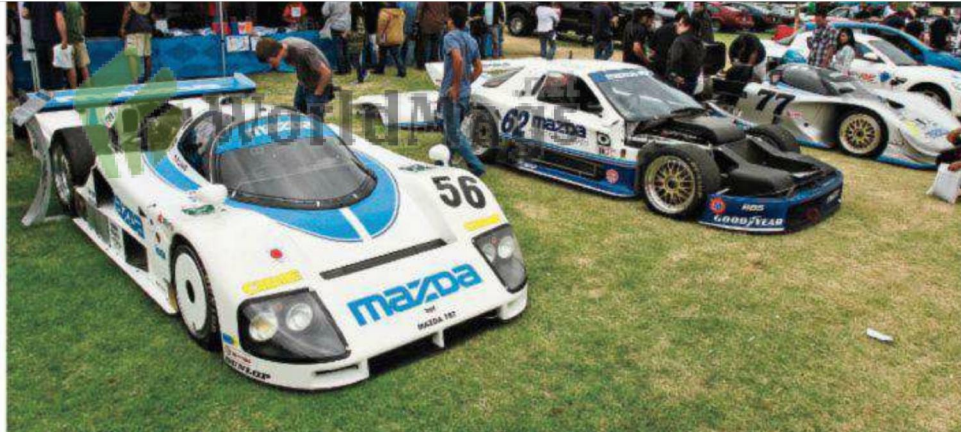
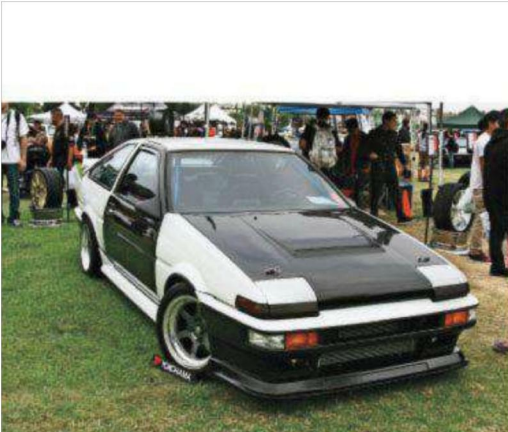
OLD SCHOOL MEETS NEW SCHOOL

TEXT AND PHOTOS BY SCOTT TSUNEISHI

Celebrating its seventh annual event, the Japanese Classic Car Show's eclectic collection of perfectly restored cars and crazy projects was once again held at the Queen Mary in Long Beach, CA. Ranging from rare cars to bikes and "relics" you simply won't find anywhere else, the event offers the largest variety of vehicles and is one of those car shows you really don't want to miss. An early dawn rainstorm greeted the event, but by mid morning the clouds had parted to host ideal show car weather.

Among the numerous award categories (e.g. Best in Show and Farthest Driven Vehicle), JCCS added a new category called Ganso VIP. *Ganso* is Japanese slang for original, but not in the sense of stock. Instead, it's the *original* in "original gangsta", meaning the cars that originated VIP styling in Japan.



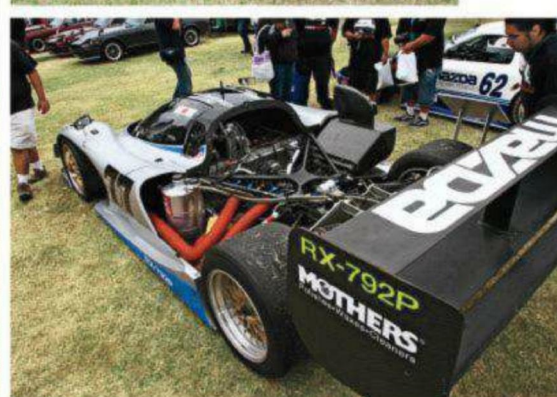
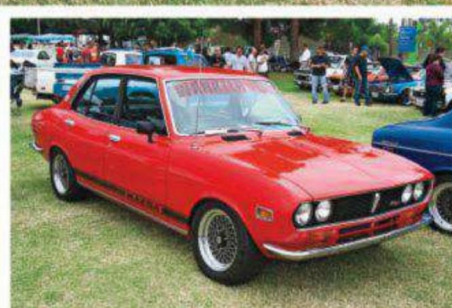
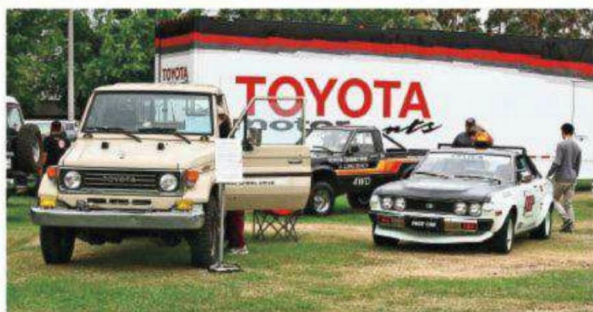
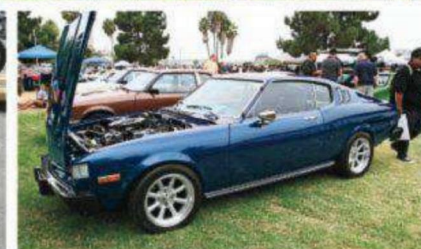




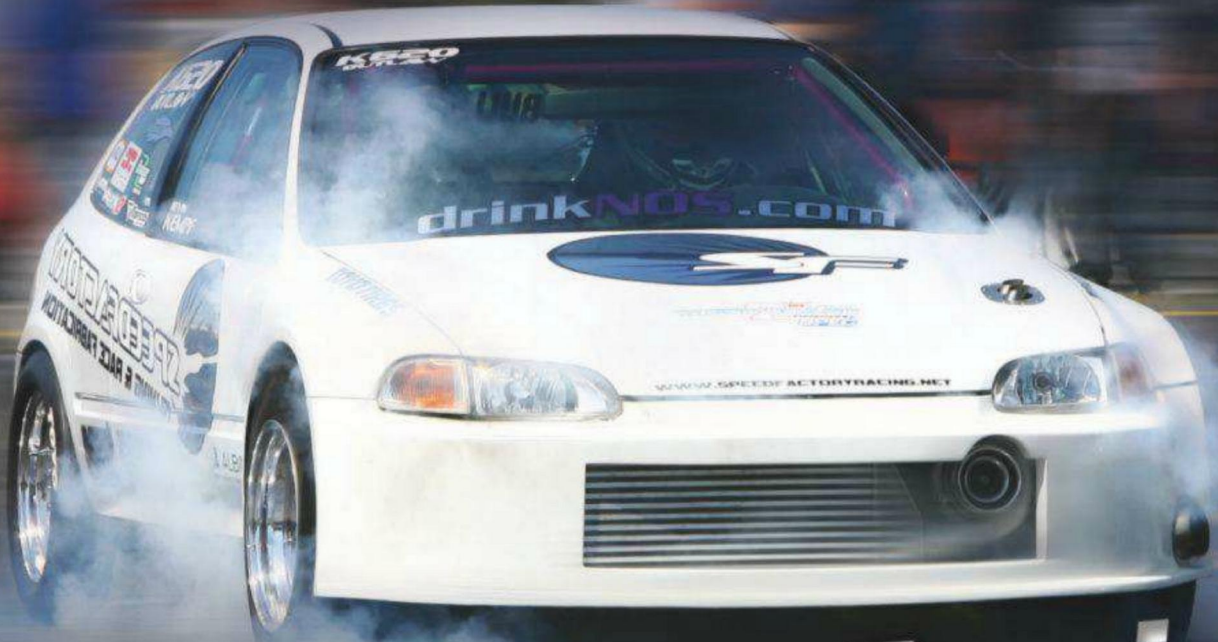
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JCCS

Walking past rows of cars dating back to the '70s and '80s brought back fond memories of my childhood days. Pristine Datsun 510s and 1200s, Mazda RX-2/3/4s, Toyota Carinas, and even an old Subaru 360 dating back to early 1958 offered me, as well as attendees, a valuable lesson in automotive history on how these vehicles' evolvement impacted their modern-day counterparts. If you missed out on this show, be sure to visit www.japaneseclassiccarshow.com for the event, including additional event coverage at www.importtuner.com.



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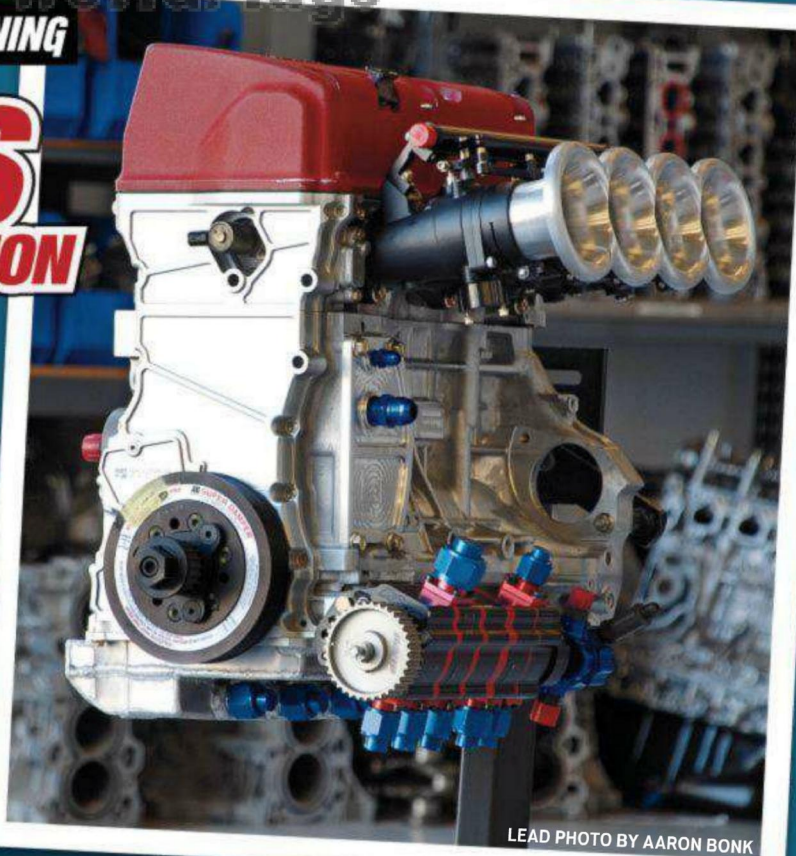
IMPORT TUNER & HONDA TUNING PRESENT

K-SERIES ENGINE COLLABORATION

BUYER'S GUIDE PART 2

TEXT BY SCOTT TSUNEISHI

If you don't already have Part 1 of this guide go pick up the latest *Honda Tuning* on newsstands now. In Part 1, our office coworkers gave you a guide of K-Series swap parts, so you could drop a K20 or K24 in just about any Honda. With the swap out of the way, we are here to supply you with Part 2, a guide that takes it a step further and helps you build up your K-Series. We didn't forget about you guys who already have cars with K-Series engines either. You obviously don't need Part 1, but Part 2 is going to get everyone's K-Series going balls the wall.



LEAD PHOTO BY AARON BONK

01



01 FULL-RACE PROSTREET TURBO KIT

Based around Full-Race's legendary turbo manifold design, this kit is engineered to offer the ultimate in performance and reliability. Full-Race uses proprietary robotically welded stainless steel along with low entry angle merge collectors to create a free flowing and highly efficient exhaust path into the turbocharger. The K-Series ProStreet turbo kit can support power levels from 300 whp up to an over 700 whp monster while retaining all accessories, such as P/S and A/C. This kit comes standard with a 44mm Tial wastegate and 50mm Tial BOV. Every turbo kit is hand-fabricated in the United States from forged eight-gauge stainless steel, robotically TIG welded, and comes with a limited lifetime warranty.

APPLICATION: Honda Civic Si FG/FA '06-and-up K20, '02-and-up RSX, '01-05 Civic, '06-and-up Civic, and K-swapped Honda Civic (EF/EG/EK) and DC2 Integra

MSRP: \$4,947

CONTACT: www.full-race.com / 602.437.2101

02 HONDATA FLASHPRO

The FlashPro allows full user tuning and data logging of late-model performance Hondas and Acuras. The unit includes Windows-based software called FlashProManager. The FlashPro connects from your laptop's USB port to your vehicle's diagnostic port to provide live tuning with a variety of calibrations, extensive real time, and stored data logging capabilities.

APPLICATION: '06-11 Honda Civic Si

MSRP: \$695

CONTACT: www.hondadata.com / 310.782.8278

03 FUEL INJECTOR CLINIC INJECTORS

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APPLICATION: Honda/Acura K-Series

MSRP: \$495 set

CONTACT: www.fuelinjectorclinic.com / 561.427.0082

02



03





K-Series Valves
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04



05



04 SKUNK2 PRO SERIES INTAKE MANIFOLDS

Skunk2's Pro Series intake manifolds for Honda's K-Series engines feature larger plenums and shorter, oversized runners when compared to the RBC, and are cast with thicker wall material, leaving room for further porting for high-horsepower applications. Pro Series manifolds were designed for the "street enthusiast" who wants more power, but doesn't want to sacrifice midrange performance to get it. The results are improved airflow, an enhanced venturi effect, and both midrange and top end power gains. Skunk2 offers applications for all K-Series engines, which are compatible with OEM throttle bodies as well as those as large as 76mm.

APPLICATION: Honda/Acura K20/K24

MSRP: \$655.99 - \$719.99

CONTACT: www.skunk2.com / 951.808.9888

05 DC SPORTS STREET LEGAL HEADER

DC Sports 4-2-1 one-piece header systems deliver incredible low to midrange power gains, while improving ground clearance and reducing weight by eliminating the middle flanges. DC Sports 4-2-1 one-piece headers are much lighter than stock systems (an average 2 pounds lighter than our two-piece systems) and are 50-state legal.

APPLICATION: Honda/Acura: '02-05 Civic Si, '02-06 RSX;

MSRP: \$455.73

CONTACT: www.dcsports.com / 626.968.5147

06 TODA RACING ANTI G-FORCE OIL PAN

Toda Racing's Anti G-Force pan was designed to help prevent oil from moving around under extreme conditions, which could cause a drop in engine oil pressure. The Toda oil pan's design also keeps air from mixing with the oil, and for ease of serviceability, the main baffle plate is removable, making it easy to clean when overhauling. An extra service hole is provided to simply install an additional oil temp sensor and more.

APPLICATION: Honda/Acura K20A (DC5/EP3), K20A (FD2), K20Z (FN2)

MSRP: \$660 to \$750

CONTACT: www.todaracingusa.com / 949.336.6299

07 BLUEPRINT RACING K-SERIES OILING MODIFICATION KIT

The BPR cam cap oiling modification kit eliminates oil starvation and camshaft seizure by routing oil externally to the number four and five cam towers. Seizure has been known to occur on stock engines due to lack of proper oiling and is becoming more common with use of aftermarket valvesprings with greater seat pressure or engines that see high rpm use.

APPLICATION: Honda/Acura K-Series engines

MSRP: \$300

CONTACT: www.blueprintracing.com / 626.575.8866

08 HASPORT ENGINE MOUNT KIT

Even if you already have a factory K-Series, Hasport offers stiffer, stronger, and lighter mounts for you.

APPLICATION: Honda/Acura: '01-plus Civic and RSX

MSRP: \$399

CONTACT: www.hasport.com / 602.470.0065

09 BLOX RACING BILLET THROTTLE BODIES

Each throttle body is precision machined from 6061 and features new brass throttle plates, stiffer throttle springs, and sealed bearings for quick responses and smooth operation. These high-performance throttle bodies are designed as direct-fit replacements on the K-Series RBC manifold.

APPLICATION: For use with an RBC intake manifold, must use BLOX Racing throttle body adapter. Sold separately.

MSRP: \$425

CONTACT: www.bloxracing.com / 510.440.1605

06



07



08



09





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10



10 OS GIKEN SUPERLOCK LSD

OS Giken's ultra durable, smooth, progressive 100 percent lock capability LSD requires no break-in or rebuild. The unique, patented design outperforms and outlasts the competition, while maintaining a quiet operation for street driving and superb performance on track—ideal for drag, autocross, circuit, rally, and drift.

APPLICATION: Honda/Acura K20

MSRP: \$1,600

CONTACT: www.osgiken.net / 310.243.1349

11 BLUEPRINT RACING HIGH PERFORMANCE CYLINDER HEADS

BPR offers stage one, two, and three cylinder head packages. Both stage two and three heads receive new intake seats and cylinder chamber work. A full stage three head package comes with a competition multi-angle valve job, resurfacing, seals, seats, valvesprings, retainers, valves, and keepers.

APPLICATION: Honda/Acura K-Series engines

MSRP: \$1,200 and up

CONTACT: www.blueprinttracing.com / 626.575.8866

11



12



12 KARCEPTS A/C & P/S ELIMINATION KIT

The Karcepts removal kit eliminates the K-Series A/C compressor and P/S pump with ease. This kit simplifies Civic, CRX, and Integra K-swaps, eliminates hood interference issues, and reduces parasitic drag for any K-Series application.

APPLICATION: Honda/Acura K-Series

MSRP: \$200 shipped anywhere in the continental United States

CONTACT: www.karcepts.com / 240.490.7173

13



13 AEM SERIES 2 PROGRAMMABLE EMS

AEM's Series 2 EMS for the K-Series Honda engine plugs directly into a vehicle's factory ECU harness and requires no additional wiring or hardware. The AEM EMS's adjustable software allows you to program virtually any combination of engine control, power adders, and auxiliary devices, and accurately delivers proper amounts of fuel and correct ignition timing for any boost level or operating condition.

APPLICATION: Honda/Acura K-Series engines

MSRP: \$1,450

CONTACT: www.aemelectronics.com / 310.484.2322

14



14 AEROMOTIVE FUEL PRESSURE REGULATOR

Aeromotive's fuel pressure regulator encompasses features and benefits found on all Aeromotive regulators, yet in a new smaller and lighter package. Capable of supporting applications up to 1,000 hp, this FPR can handle the most aggressive street machines, but is docile enough for your daily driver.

APPLICATION: Honda/Acura K-Series engines

MSRP: \$127.50

CONTACT: www.aeromotiveinc.com / 913.647.7300

15



15 CSF RACING RADIATOR

CSF is an all-aluminum racing radiator manufacturer for the Honda K-Series engine using an exclusive deep drawn tank and B-tube technology for superior cooling.

APPLICATION: Honda/Acura K-Series engines

MSRP: starting at \$200

CONTACT: www.csfradiators.com / 800.827.1991

FLASHPRO

WorldMags

FOR CR-Z

The Hondata FlashPro for CR-Z offers the unbeatable combination of simplicity and tuning flexibility by allowing the CR-Z to be tuned for maximum performance and economy, whether naturally aspirated or with forced induction.

Some of the features of this product are:

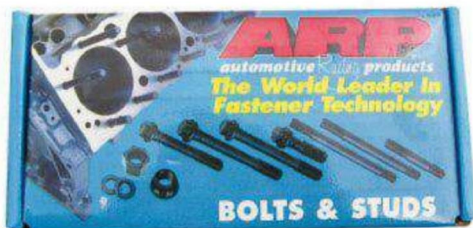
- Live Tuning - save on tuning time.
- Programmable ECU interface.
- Connects via OBDII diagnostic port.
- No ECU modification necessary.
- 20 hours on board datalogging memory.
- FlashPro Manager Windows software.
- Check and clear diagnostic codes.
- Custom laptop gauges.



Tuning features:

- Starting calibrations
- Support for forced induction.
- Support for large injectors.
- Ignition & fuel editing.
- Rev, launch limiters.
- Race vehicle sensor disabling.
- Sport and normal throttle tables.
- MAP tuning, VTEC window.
- Plus many other compensation and trim tables.
- Price \$695





16



17

16 ARP HEAD STUD KIT

Top professional engine builders rely on ARP head studs for their all-out competition powerplants. ARP uses a premium-grade 8740 alloy that is rated far superior to "aircraft" quality. Each stud is precisely heat-treated to 200,000 psi for improved fatigue resistance and strength.

APPLICATION: Honda/Acura K20A/A2/A3

MSRP: \$173.70

CONTACT: www.arp-bolts.com / 800.826.3045

17 HYBRID RACING 70/74MM THROTTLE BODY

The Hybrid Racing big-bore K-Series throttle bodies incorporate two bolt patterns, allowing it to be able to bolt directly to a PRB or RBC intake manifold. By eliminating the need for an adapter when upgrading from a PRB to RBC intake manifold, this throttle body saves you as much as \$75. Another great feature on this throttle body is the ability to delete or retain your factory cruise control.

APPLICATION: Honda/Acura K-Series engines

MSRP: \$410

CONTACT: www.hybrid-racing.com / 225.755.8211



18 FULL-RACE EXHAUST SYSTEM

Full-Race has engineered the optimum '06-and-newer Civic Si K-Series exhaust system. Designed to work equally well with all NA, supercharged, or turbocharged applications, this 3-inch mandrel-bent exhaust is handcrafted from stainless steel and designed for maximum horsepower at desirable sound levels. The Full-Race exhaust system uses less bends for minimal restriction while maintaining an enthusiast's exhaust note.

APPLICATION: Honda Civic Si FG/FA '06-09

MSRP: \$699.99

CONTACT: www.full-race.com / 602.437.2101

19 DARTON PHOSPHATE MID SLEEVE KIT

The newest Darton MID wet sleeve is now phosphate coated for extra anticorrosion and antirust in the compression area. The sleeve can still easily handle 50-plus pounds of boost at their max bore sizes for NA or turbo applications. Bore sizes go from stock 86mm to 90mm max. The sleeves are a wet-sleeve design so they can be replaced individually or all four can be replaced in the same block without additional machining, with the exception of re-decking the block surface.

APPLICATION: Honda/Acura K20/K24

MSRP: K20 \$587/K24 \$687

CONTACT: www.dartonsleeves.com / 888.877.8484

20 DEATSCHWERKS FUEL PUMP

The DW65c in-tank fuel pump has a compact 65mm design that will fit directly into your K-Series pump assembly as a true drop-in solution with no Dremel or zip ties required. The pump is E85 compatible, fitment kit is included, and it comes with a three-year warranty.

APPLICATION: '06-plus Honda Civic

MSRP: \$129

CONTACT: www.deatschwerks.com / 405.217.0701

21 DC SPORTS EXHAUST SYSTEM

DC Sports exhaust systems are mandrel-bent from T304 stainless steel, hand-welded and feature a straight-through muffler design for maximum flow. Each exhaust includes solid hangers that utilize the factory mounting locations and complete hardware for ease of installation.

APPLICATION: '02-06 Acura RSX

MSRP: \$663.16

CONTACT: www.dcsports.com / 626.968.5147



19



20



21

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Our Level 2.9 axles can take the power.

Are you ready for the next major level? These axles are designed to fit the standard 26 spline size of the Honda/Acura platforms and come with removable ABS rings. Ideal for lowered vehicles.

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THE DRIVESHAFT SHOP 800.564.2244

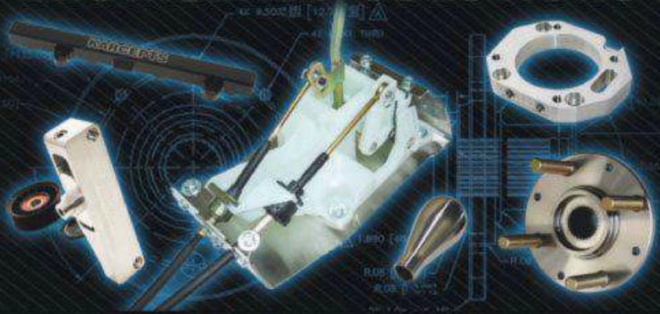
Level 2.9 Honda Axles, starting at \$799.99 per pair.

Designed for 475 horsepower, at the wheels.



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COMBINED CLUTCH AND FLYWHEEL PACKAGE
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CONSTRUCTED FROM THE HIGHEST-GRADE MATERIALS
SINGLE AND MULTI PLATE CLUTCHES AVAILABLE FOR B16, B18C, AND K20A

SUPER LOCK LSD

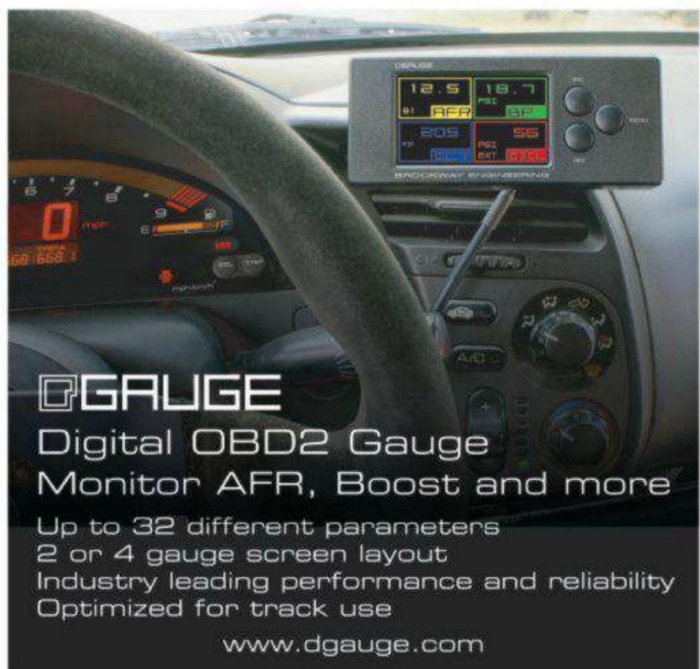
ZERO BREAK-IN REQUIRED
PATENTED DESIGN FOR SMOOTH & QUIET ENGAGEMENT
TRUE 100% PROGRESSIVE LOCKING CAPABILITY
FULLY TUNABLE CLUTCH TYPE LSD
AVAILABLE FOR B16B, B18C, AND K20A

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HONDA CHALLENGE
2010 AND 2011 CHAMPION
EQUIPPED WITH:
SUPER LOCK LSD



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You Tube



Check out the **K-series Buyer's Guide** at importtuner.com and a video at www.youtube.com/importtuner for the vital pieces needed to swap your K motor.

K-K-TUNED

RACE PROVEN



Industry leader in K-Swap parts

Offering the widest range of quality K-Swap parts in the industry. Put our slogan-Race Proven to the test

22



22 GOLDEN EAGLE VACUUM MANIFOLD

The Golden Eagle vacuum manifold was specifically designed for turbocharged engines that require multiple vacuum sources. The unit has six usable 1/8 NPT ports for items such as fuel pressure regulator, blow-off valve, MAP sensor, boost controller, boost gauge, and any other engine components that require a vacuum source. Vacuum manifolds come in seven different colors: black, blue, red, polished, titanium, gold, and purple.

APPLICATION: Honda/Acura engines

MSRP: \$42

CONTACT: www.goldeneaglemfq.com / 909.592.4311

23



23 BLUEPRINT RACING OIL PAN BAFFLE

The BPR oil pan baffle was designed with the benefits of trapdoor baffling at a fraction of the cost of a complete oil pan. The BP oil pan baffle extends deep inside the oil pan, essentially dividing the pan into thirds, keeping oil from moving from one side of the pan to the other during hard cornering. The larger of the two cells is centered around the oil pump pickup, keeping it fully submerged during hard cornering and/or aggressive driving.

APPLICATION: Honda/Acura K-Series engines using K20 aluminum oil pan

MSRP: \$239.99

CONTACT: www.blueprintracing.com / 626.575.8866



24

24 HASPORT K-SERIES ADAPTER HARNESS

Hasport Performance offers complete wiring solutions for most popular K-Series swaps. From stand-alone race harnesses to simple sub-harnesses, Hasport has what you need.

APPLICATION: Honda/Acura: '88-05 Civic, '90-01 Integra, '92-96 Prelude, and '90-97 Accord

MSRP: \$299

CONTACT: www.hasport.com / 602.470.0065



25



26

25 HONDATA K-PRO

The K-Series Programmable ECU (K-Pro) consists of a hardware modification to certain '02-04 K-Series ECUs, plus Windows XP-based software, which allows you to reprogram the ECU and data-log sensors, adjust timing tables, fuel tables, VTEC engagement point, rev limit, cam angles, add nitrous controls, timing, and fuel control under boost conditions.

APPLICATION: Honda/Acura: '02-04 RSX and '01-06 Integra (DC5) Type R

MSRP: \$995

CONTACT: www.hondata.com / 310.782.8278

26 GOLDEN EAGLE INTAKE MANIFOLD

The Golden Eagle billet intake manifold uses precision-tapered runners for optimal flow to produce additional power gains over the stock manifold. The manifold accepts all factory sensors and is available in plain or polished finish.

APPLICATION: Honda/Acura K20 (race only)

MSRP: machined finish \$675/polished \$766

CONTACT: www.goldeneaglemfq.com / 909.592.4311

27 KOYO RACING RADIATOR

Koyo introduces a new series of "V Series" 36mm core radiators for applications with K-Series engine transplants. Koyo's crossflow design improves heat dissipation by lengthening the coolant path from side to side and also features Koyo's N-Flo dual-pass partition. This partition routes coolant through the core twice for improved performance when engine room is limited.

APPLICATION: '94-01 Integra with Honda K-Series engines

MSRP: TBD

CONTACT: www.koyorad.com / 888.557.5696



27

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YouTube



IMPORT & HONDA TUNING
K-SERIES
ENGINE COLLABORATION

Check out the **K-series Buyer's Guide** at importtuner.com
and a video at www.youtube.com/importtuner for the vital
pieces needed to swap your K motor.

28



29



28 KARCEPTS RBC & RRC THROTTLE-BODY ADAPTERS

Honda has engineered many high-performing K-Series intake manifolds; however, not all share similar throttle-body bolt patterns. Karcepts has pioneered adapter offerings to enable true bolt-on throttle-body installation for many combinations.

APPLICATION: Honda/Acura K-Series

MSRP: \$60 shipped anywhere in the continental United States

CONTACT: www.karcepts.com / 240.490.7173

29 JUN AUTO VALVEGUIDES

Tuned engines can get hotter and have a much higher mechanical load over stock valveguides due to high rotations possibly damaging the valveguides. The Jun Auto racing valveguides are manufactured with a raw material, phosphorus-bronze, for increased strength and heat conduction to avoid any damages from the high rotation of tuned engines.

APPLICATION: Honda/Acura K-Series

MSRP: \$328

CONTACT: www.more-japan.com / 310.783.0200

30 KELFORD CAMSHAFTS

Kelford Cams announces their new line of Honda K-Series camshafts. Engineered to complement horsepower levels from 225 to over 450 in naturally aspirated applications. Kelford offers three stages of camshafts to suit your build.

APPLICATION: Honda/Acura K20/K24

MSRP: \$795

CONTACT: www.motovicity.com / 888.SPEED.16

31 DC SPORTS SHORT RAM INTAKE

DC Sports Air Intake Systems provide the best of both worlds in heat protection and improved breathability. Every intake kit includes an oil-free air filter, which prevents contaminating the mass airflow sensor, which can result in loss of power and higher fuel consumption.

APPLICATION: '06-10 Honda Civic Si

MSRP: \$197.29

CONTACT: www.dcsports.com / 626.968.5147

32 OKADA PROJECTS' PLASMA DIRECT

The Plasma Direct ignition coil has a high-power amplifier built into it. These produce four times more spark energy than stock coils and also generate an ultrafast multi-spark discharge of up to 10 sparks at higher rpm. Ignition spark amperage is increased 100 percent, therefore accelerating the ignition and combustion process. This is extremely important in forced-induction applications, but also improves the performance of normally aspirated engines.

APPLICATION: Honda/Acura K20/K24

MSRP: \$785

CONTACT: www.okadaprojects.com / 949.583.7800

33 KARCEPTS SHIFTER MOUNTING KIT

The Karcepts Shifter Mounting Kit provides the solution to mounting a K-Series Acura RSX-S shifter box into the K-powered Civic, CRX, and Integra. It positions the K-Series shift lever in the factory location while maintaining all original interior trim for a clean OEM look.

APPLICATION: Honda/Acura

MSRP: \$125 shipped anywhere in the continental United States

CONTACT: www.karcepts.com / 240.490.7173

34 SKUNK2 TUNER SERIES CAMSHAFTS

Gain up to 30 hp and retain your factory idle and low-speed emissions with Skunk2's Tuner Series Camshafts. Each camshaft is manufactured from high-strength, hollow, iron-alloy cores, ground to exact specifications using state-of-the-art CNC cam grinding equipment, and features hardened, wear-resistant lobes and surfaces. Tuner Series Camshafts also feature Fast Ramp technology and AMAX profiles, the same technology used in Formula One racing, which results in additional cylinder pressure and more torque but without compromising valvetrain longevity.

APPLICATION: Honda/Acura K20/K24

MSRP: \$655.99 - \$719.99

CONTACT: www.skunk2.com / 951.808.9888

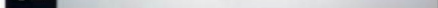
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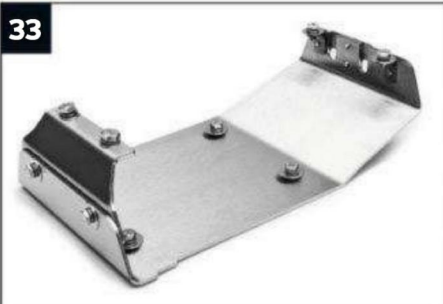
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34



READY FOR A KSWAP?

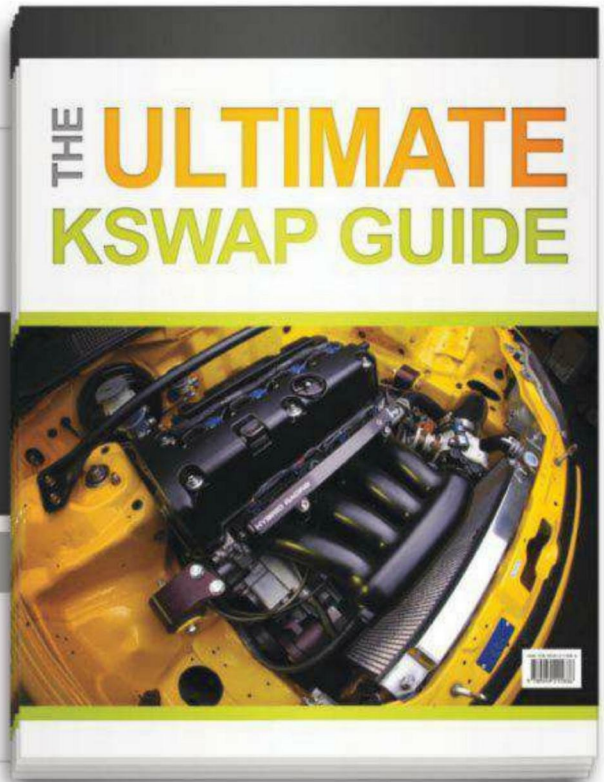
LEARN HOW MUCH IT REALLY COSTS
FIND THE PARTS YOU REALLY NEED

+20 FACTS YOU DON'T
KNOW ABOUT KSWAPS

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WWW.HYBRID-RACING.COM



Check out the **K-series Buyer's Guide**
at importtuner.com and a video at
www.youtube.com/importtuner
for the vital pieces needed to swap
your K motor.

Rywire.com

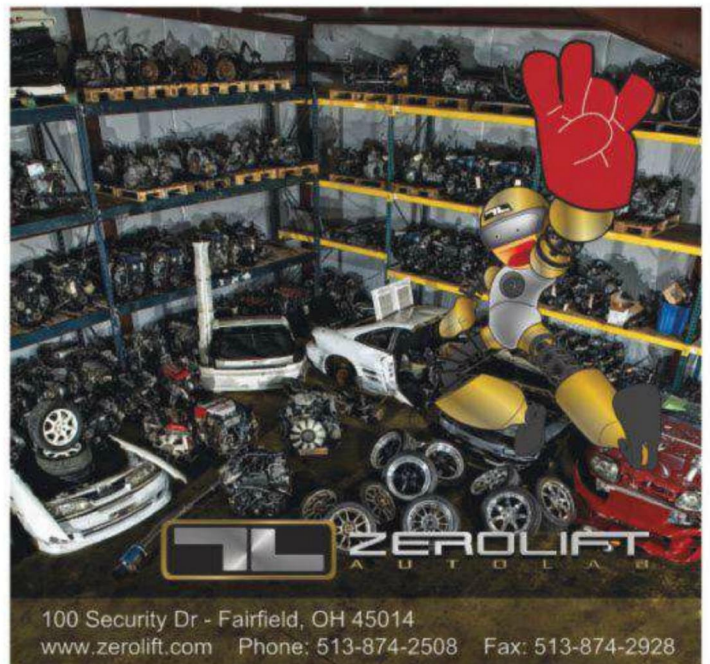
K-SERIES MIL-SPEC WIRE-TUCK STYLE
ENGINE HARNESS
NO CORE REQUIRED

MADE WITH THE
HIGHEST QUALITY
RAYCHEM AND TEFLON
MATERIALS.

QUICK DISCONNECT
FIREWALL PLUG & PLATE

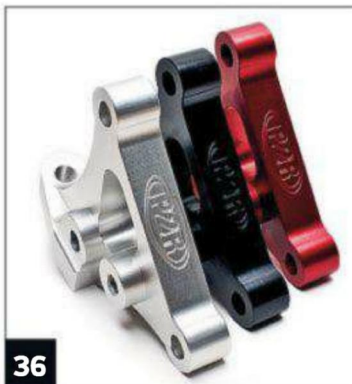
BOTH K-SWAP AND TUCKED
STYLE RADIATORS AVAILABLE

OUR K-SERIES ADAPTERS ALLOW
THE INSTALLATION OF A K-SERIES
ENGINE WITH THE 2002-2004 K20
ENGINE HARNESS.





35



36



37



38



39



40

35 BLOX RACING K-SWAP HEADER

The Blox Racing K-Swap exhaust header is designed to maximize the engine's spent exhaust gas and broaden its powerband, increasing horsepower and torque throughout the engine's rpm range. This 4-2-1 header is constructed out of 16-gauge, T304 stainless steel and features equal-length, mandrel-bent tubing. The CNC-machined flanges and piping are TIG-welded for additional strength and reliability. With K-Series engine swaps becoming more affordable and popular, the Blox Racing K-Swap exhaust header is a must-have upgrade. The header is properly designed to provide the necessary ground, oil pan, and shift box clearances. There is also no need to modify or cut the chassis' front crossmember.

APPLICATION: Honda/Acura K-Series

MSRP: \$829.99

CONTACT: www.bloxracing.com / 510.440.1605

36 P2R MOUNT BRACKET

Doing a K24 swap? No need to go to Honda to get this bracket anymore. P2R now offers you a better motor mount solution for use on vehicles with a K24 swap in order to make the engine compatible with popular swap mounting kits. The P2R bracket weighs in at only 310 grams, while the Honda bracket weighs in at a whopping 805 grams. P2R bracket is made from T6061 aluminum and then anodized clear or black for added strength.

APPLICATION: Honda/Acura K24

MSRP: \$102.89

CONTACT: www.powerrevracing.com / 954.543.5053

37 TANABE TUNER MEDALLION UNIVERSAL MUFFLER

The Tanabe Medallion universal exhaust is the perfect solution for your K-Series-swapped car. The exhaust canister is offered in different styles to suit your personal taste in either a 60mm or an 80mm pipe diameter for NA or forced-induction builds. Each exhaust is made of SUS304 stainless steel for high quality and durability.

APPLICATION: Honda/Acura K-Series

MSRP: starting at \$260

CONTACT: www.tanabe-usa.com / 310.783.0200

38 BLOX RACING CAMSHAFTS

Blox Racing offers enthusiasts high performance both B-Type and racing-spec C-Type camshafts. Both camshafts are designed and manufactured using the latest software and casting technologies, gun-drilled, then CNC-ground to precise tolerances and performance specifications. Each camshaft profile design offers increased horsepower and torque across the entire rpm range.

APPLICATION: Honda/Acura K20/K24

MSRP: \$850

CONTACT: www.bloxracing.com / 510.440.1605

39 QUAIFE TORQUE BIASING DIFFERENTIAL

The Quaife Torque Biasing Differential was designed to improve traction in front-wheel-drive drag-race applications by reducing the torque bias ratio, or the side-to-side torque "difference" between the two axles. By design, the Quaife will never fully lock, making it advantageous for putting equal power to the ground through both axles, which reduces torque steer and speed scrubbing corrections. The Quaife differential uses helical-cut gears, so you can still run it on the street without issue, and is made from high-quality billet gear steel, making it maintenance free, and it's backed with a lifetime warranty.

APPLICATION: Honda/Acura K-Series

MSRP: \$1,011.77

CONTACT: www.quaife.co.uk / www.motovicity.com (distributors) / 888.SPEED.16

40 OS GIKEN RACING CLUTCH SERIES

OS racing clutches offer smooth yet firm engagement, while maintaining a direct clutch feel. Single, twin, triple, and quad-plate options are available in various disc diameters with dampened or solid hubs.

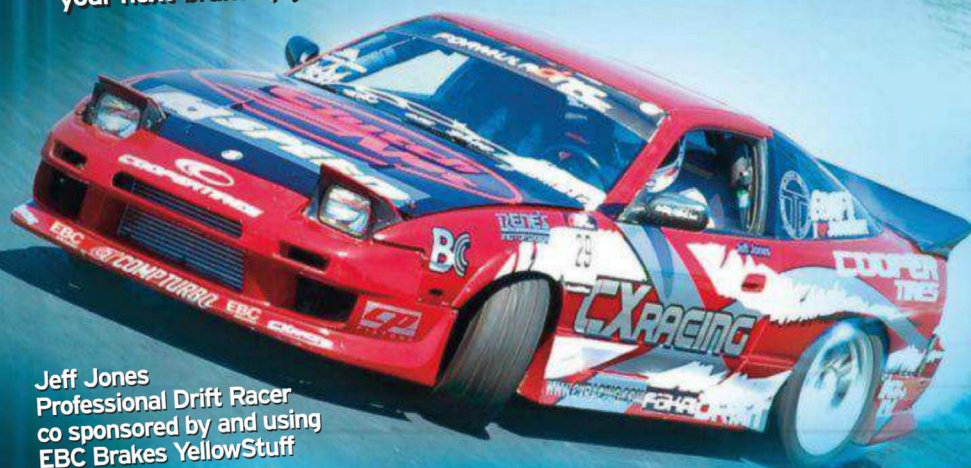
APPLICATION: Honda/Acura K20

MSRP: \$1,200

CONTACT: www.osgiken.net / 310.243.1349

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HIGH FRICTION pads improve your stopping with just a pad change, these babies STOP FAST and do not heat fade. EBC brake pads are offered in a range of compounds from sport thru low dust to trackday and full race plus we have a variety of sport rotors also... check out our website today for your next brake upgrade



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Professional Drift Racer
co sponsored by and using
EBC Brakes YellowStuff



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YellowStuff is perfect for Drift racing but EBC now offer their new long lasting BlueStuff NDX full race pad for heavier cars and longer race applications

EBC BRAKES

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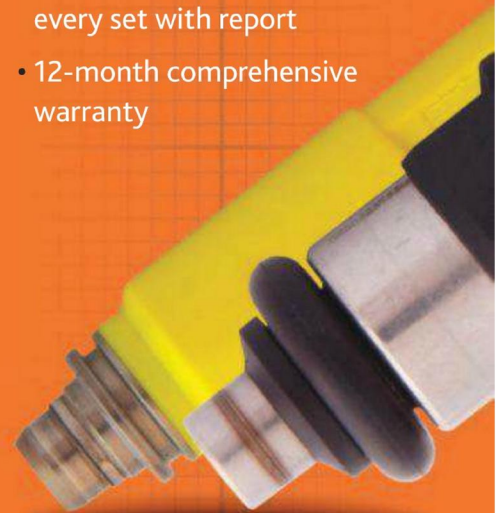
Fuel your Passion for Performance

Offering application specific high flow fuel injectors for your Sport Compact, Modern Muscle or Euro.



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- OE quality
- Reliable performance
- Flow rates up to 1500 cc/min
- Dynamic flow matching on every set with report
- 12-month comprehensive warranty



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2007 HONDA CIVIC SI

DYNAMOMETER MODEL:
SUPERFLOW CHASSIS
DYNAMOMETER TESTING:
CHARLES "DR. CHARLES" MADRID
HONDATA FLASHPRO TUNING:
JEFF GIOVINO

BY SCOTT TSUNEISHI

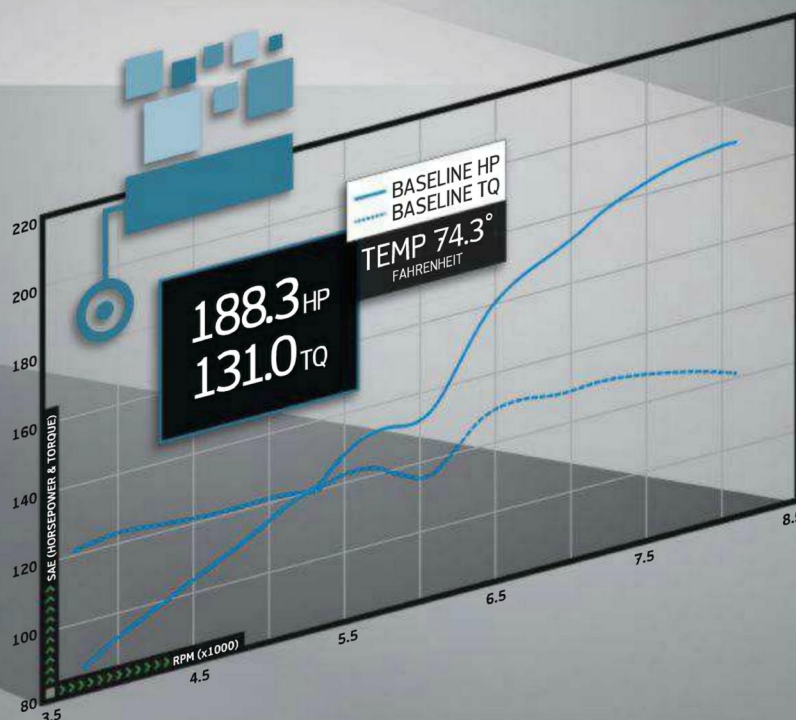
BASELINE

PROS

The eighth-generation Civic has been argued as the best Civic Si to come out of the Honda factory. This model comes equipped with a 2.0L K20Z3 i-VTEC engine that produces 197 hp and 139 lb-ft of torque. Coupled to a six-speed manual transmission with a helical limited-slip differential, the Civic is anything but a practical four-door sedan, and handles more like a sports car than a daily commuter. The K-Series motor was a godsend for tuners across the world, showing potential for tuning applications, making it possible to reach gains over 230 hp with aftermarket bolt-on parts and tuning.

CONS

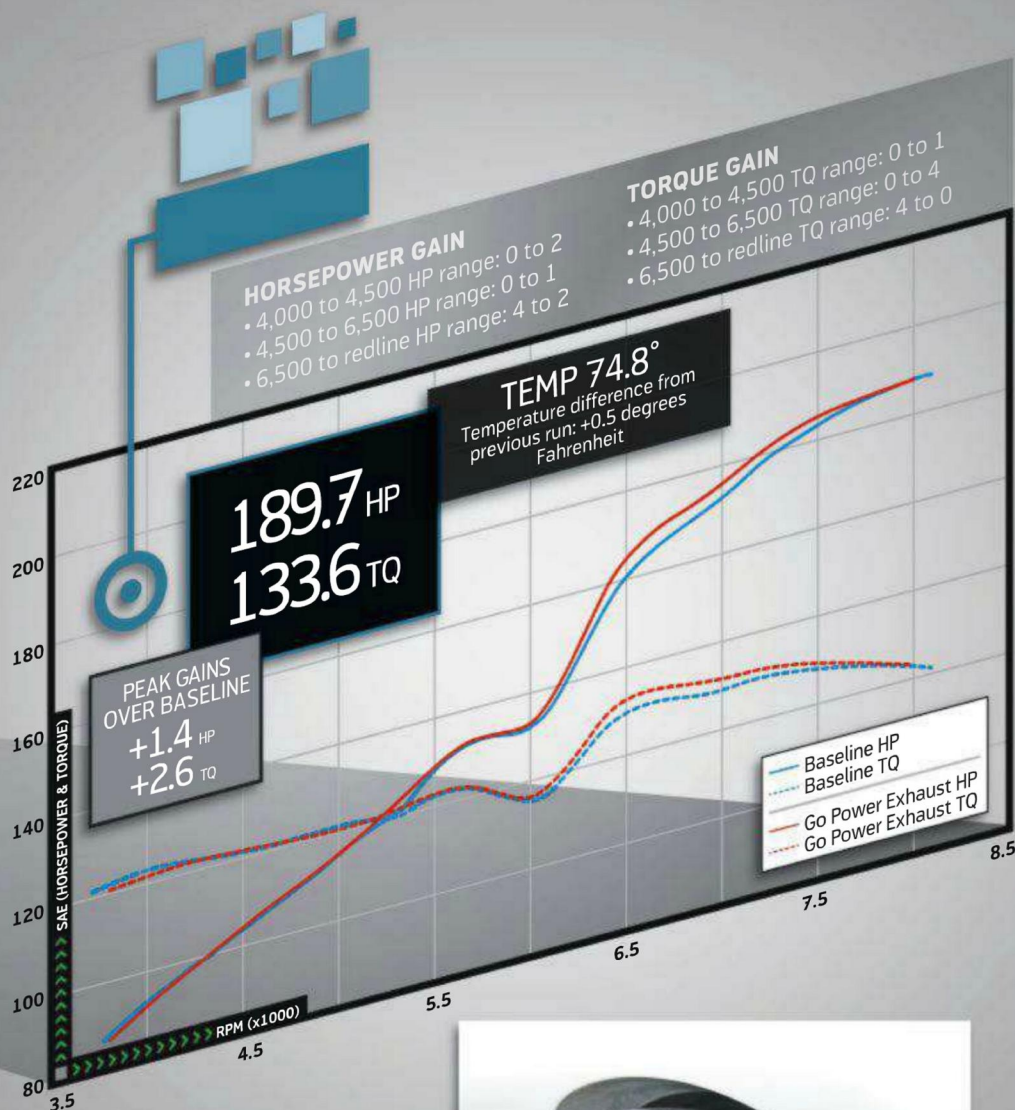
We noticed the factory ECU tuning on the 2.0L engine was less than impressive when spun on the dyno. The baseline graph showed a significant drop in horsepower at 5,800 rpm. Torque figures were also adversely affected before the



low cam to high cam transition of VTEC. A decline of more than 7.4 lb-ft of torque from 123.5 lb-ft to 116 lb-ft was recorded before the high cam engaged, increasing torque once again.

NOTES

Prior to recording a baseline run, we should mention our K20Z3-powered Civic was already equipped with an AEM cold-air intake system. With the intake, the Civic netted baseline power figures of 188.3 hp and 131.0 lb-ft of torque.



GO POWER EXHAUST

PARTS

Exhaust, mid-pipe, hardware, and gaskets

TOOLS

10, 12, 14, and 17mm socket, 10, 12, 14, and 17mm open-end ratchet, extension, crescent wrench, antiseize, and WD-40.

INSTALLATION TIME

60 minutes

PROS

Constructed of 304 stainless steel, the Go Power exhaust system was designed to offer improved exhaust flow and horsepower gains over the factory unit. The Go Power system features large 3-inch diameter piping and a built-in resonator to minimize droning, and comes in an optional stealth black powdercoated appearance for an additional \$60.

CONS

The new exhaust was easy to install, and required a simple spray of WD-40 to all the exhaust hangers to help speed up the installation process. Don't be overzealous and attempt to remove your factory exhaust system under scalding conditions or you might suffer the consequences.

NOTES

The Go Power exhaust delivered an increase in horsepower and torque from 6,200 to redline, with a gain of 4 hp and 5 lb-ft of torque through the top end. You might consider the Go Power's exhaust piping diameter excessive in size, but considering once you start diving into the internal engine work, such as larger cams and higher compression pistons, the exhaust flow demand increases greatly. Thus, benefiting your engine by using a larger exhaust system, even on an NA vehicle such as our Civic. Notice even with our 3-inch exhaust, the vehicle showed no loss in low to midrange power over our factory exhaust.



SKUNK2 ALPHA HEADER

PARTS

Header, adapter flange, gasket, mounting bracket, hardware, stickers, and instructions

TOOLS

12, 14, 16, and 17mm sockets, swivels, ratchet, open-end wrenches, extensions, breaker bar, antiseize, WD-40, screwdriver, and pliers

INSTALLATION TIME

180 minutes

PROS

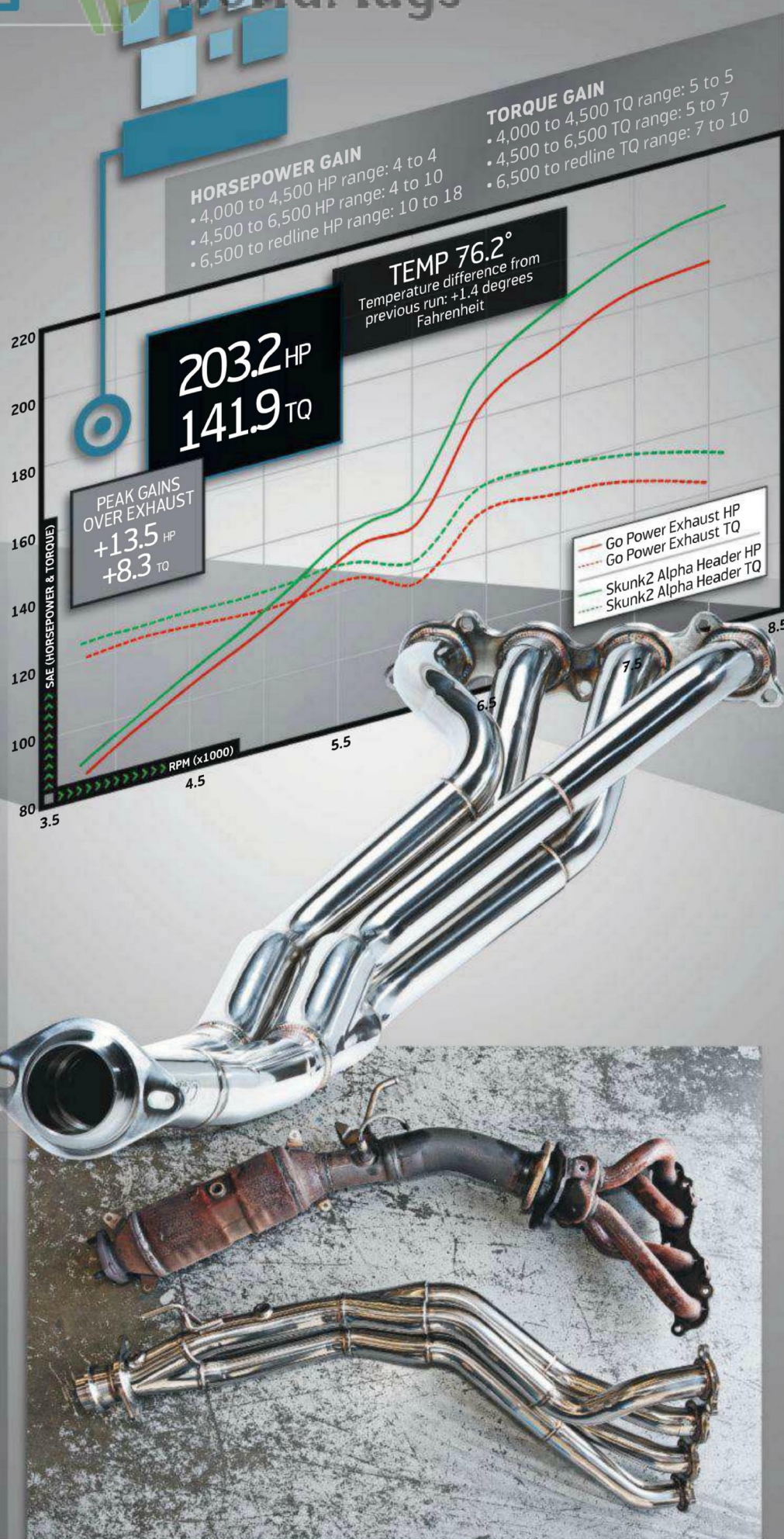
Skunk2 Alpha Series headers feature equal-length, sequentially paired, stepped primaries and a 4-2-1 tri-Y design that terminates into a collector with a 2.5-inch outlet. These features, paired with Skunk2's unique design specs, provide an extremely broad powerband that's applicable to a wide range of engine sizes and configurations. Alpha Series Headers also feature the smallest possible primary tubes required to achieve optimum overall and peak power. By minimizing the primary tubes' diameter, Skunk2 is able to maintain the highest possible exhaust gas speed throughout the header, which improves midrange power and throttle response significantly. Skunk2 representatives claim their Alpha Series header provides the perfect combination of top end power without sacrificing midrange performance or throttle response.

CONS

The Alpha header should only be used for off-road purposes, as it replaces the factory catalytic converter. Removing the OEM two-piece header requires accessing numerous bolts from under the vehicle. A swivel socket and ratchet extensions helps speed up the removal and new header installation process. We found it easier to remove/install the header by unbolting the subframe, which lowers it a few inches to gain easier access.

NOTES

Dyno testing the header revealed an increase in power and torque throughout the powerband, with peak gains of 13.5 hp and 8.3 lb-ft of torque. The Alpha header made an impressive 14 hp and 10 lb-ft of torque at 6,900 rpm over our previous run, with plenty of gains in the midrange to top end from 3,800 rpm to redline.



HONDATA FLASHPRO

PARTS

Hondata unit/ECU, USB cable, stickers, instructions, and CD-ROM

TOOLS

Laptop and tuning experience

INSTALLATION TIME

140 minutes

PROS

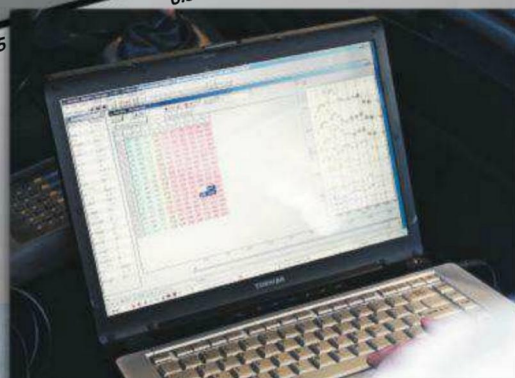
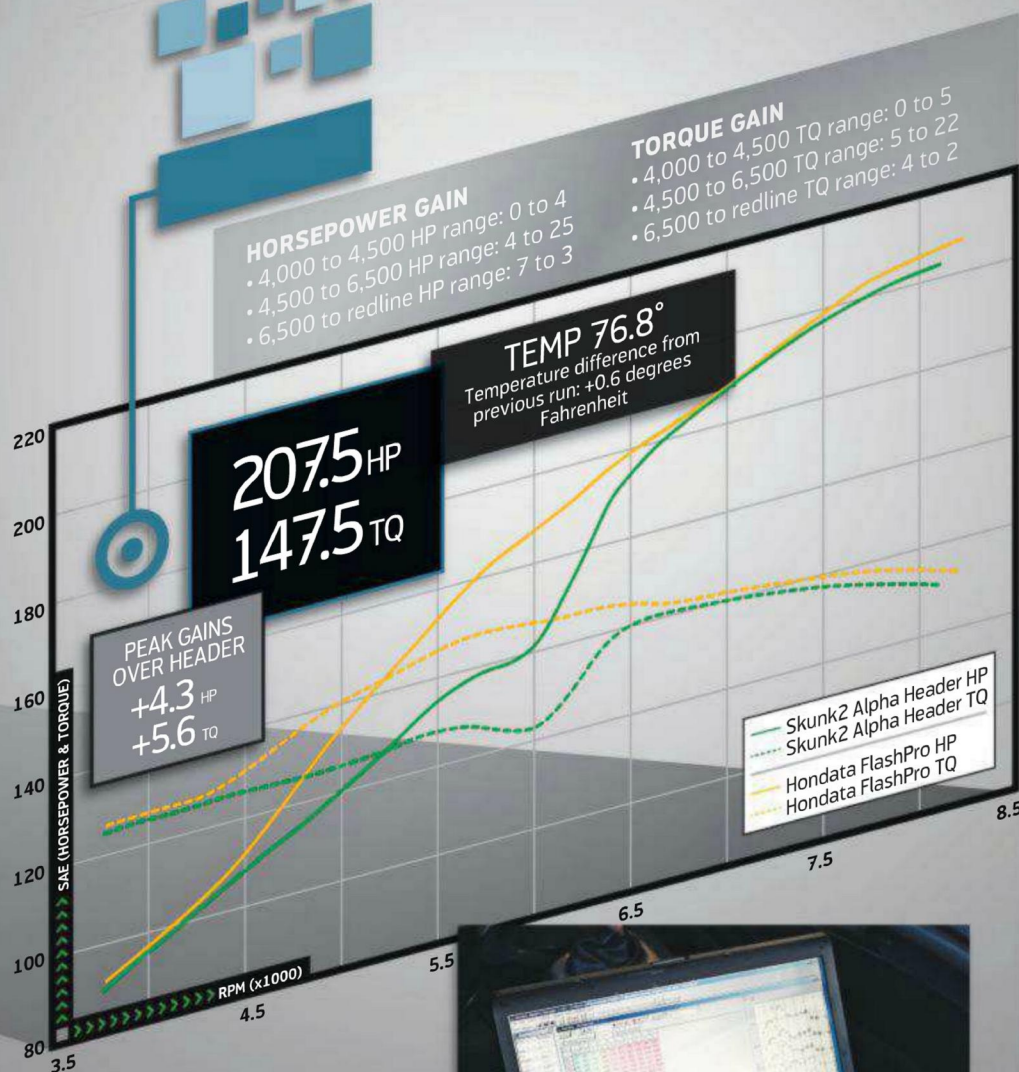
Hondata's FlashPro for the '06-11 Civic Si offers comprehensive tuning solutions to late-model Hondas. The Hondata FlashPro enables the user to quickly and accurately tune the Civic's engine computer parameters through the OBD-II diagnostic port for maximum performance and economy, whether naturally aspirated or with forced induction. Using the FlashPro manager software enables multiple features including 20 hours of onboard data logging capability, support for larger injectors, race vehicle sensor disabling, individual cylinder knock data logging, fuel trim and ignition trim tuning, along with a bevy of additional parameters.

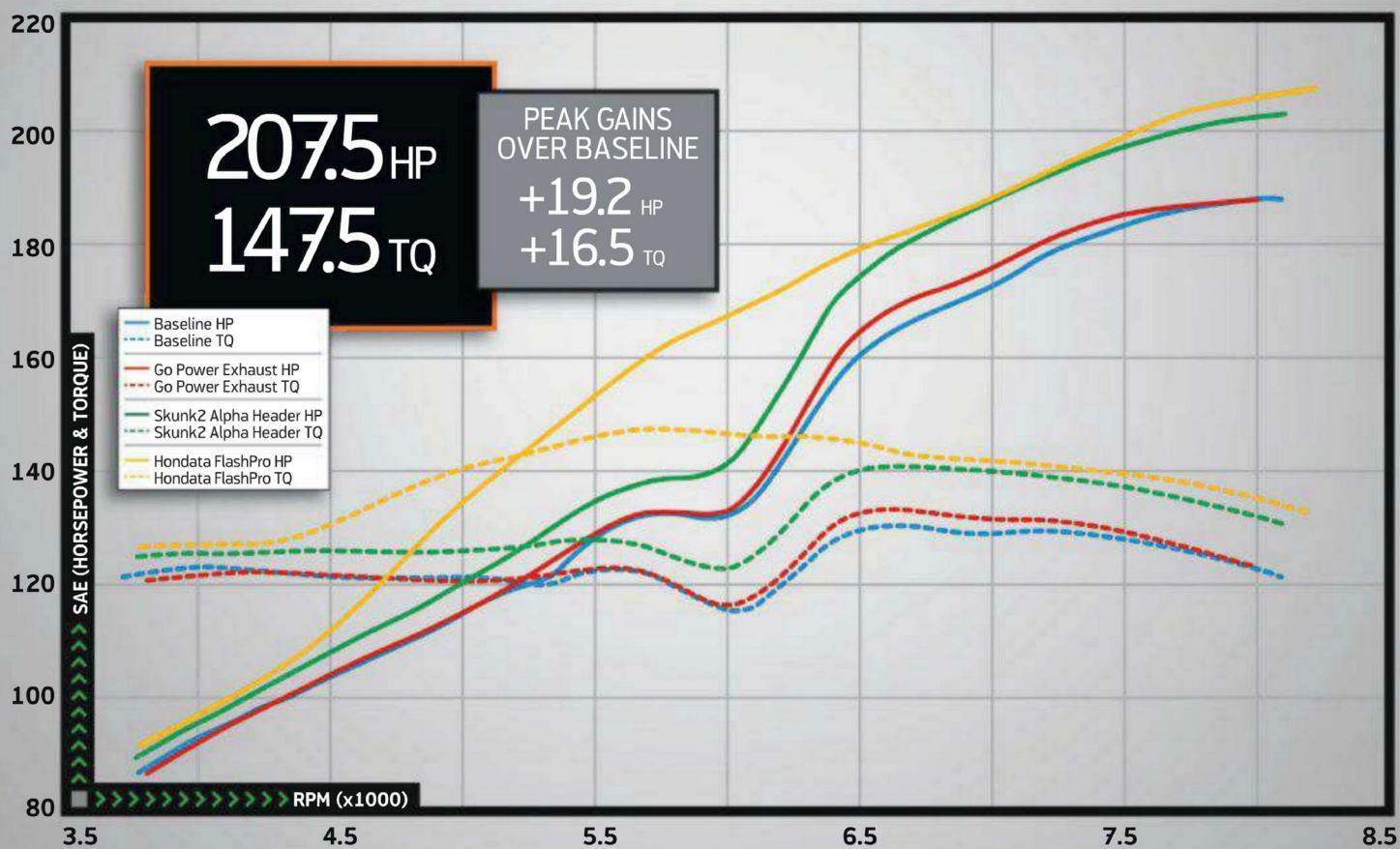
CONS

Any time you alter/manipulate the ECU for additional fuel/timing or ignition, we advise contacting experienced Hondata dealers to create a custom tune for any bolt-ons—failure to do so could be catastrophic.

NOTES

Jeff Giovino of Go Power lent us a helping hand in tuning the Civic using the FlashPro. Giovino quickly recalibrated the Hondata map by adding/removing fuel for low cam tuning, and then moved onto high cam tuning before focusing on fine-tuning the cam phasing. Giovino also altered the VTEC crossover point from 5,800 to 4,600 rpm and bumped up the Civic's redline to 8,500 rpm to take full advantage of the new exhaust and header setup. Giovino says that Honda calibrated the factory ECU at a 12.5 to 12.6 to 1 air/fuel ratio in the low to mid-range poweband, and an excessively rich power robbing 11.5 to 1 air/fuel ratio from 7,600 to redline as a means to protect the Honda's K20Z3 engine. With tuning, we achieved a 12.8 to 13.0 air/fuel ratio. Our final dyno run showed a healthy gain of 25 hp and 22 lb-ft of torque in the mid-range at 6,000 rpm over our previous run.






CONCLUSION

	HP	+HP	TQ	+TQ
BASLINE	188.3	—	131.0	—
GO POWER EXHAUST	189.7	1.4	133.6	2.6
SKUNK2 ALPHA HEADER	203.2	13.5	141.9	8.3
HONDATA FLASHPRO	207.5	4.3	147.5	5.6
FINAL	207.5	19.2	147.5	16.5

BANKROLL

GO POWER EXHAUST	\$595.00
SKUNK2 ALPHA HEADER	\$449.99
HONDATA FLASHPRO	\$695.00
TOTAL	\$1,739.99

CONCLUSION

Just one day's work installing two bolt-on parts, along with a Hondata FlashPro tune, improved output by 19.2 hp and 16.5 lb-ft of torque over our baseline numbers, as our K20Z3 now churns out an impressive 207.5 hp and 147.5 lb-ft of torque. With future modifications calling for a set of camshafts, intake manifold, larger diameter throttle body, and additional tuning, we're betting this unassuming four-door "commuter" has what it takes to eclipse the 250hp marker. 

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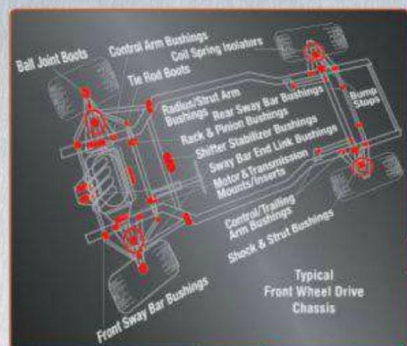
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04

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05

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06

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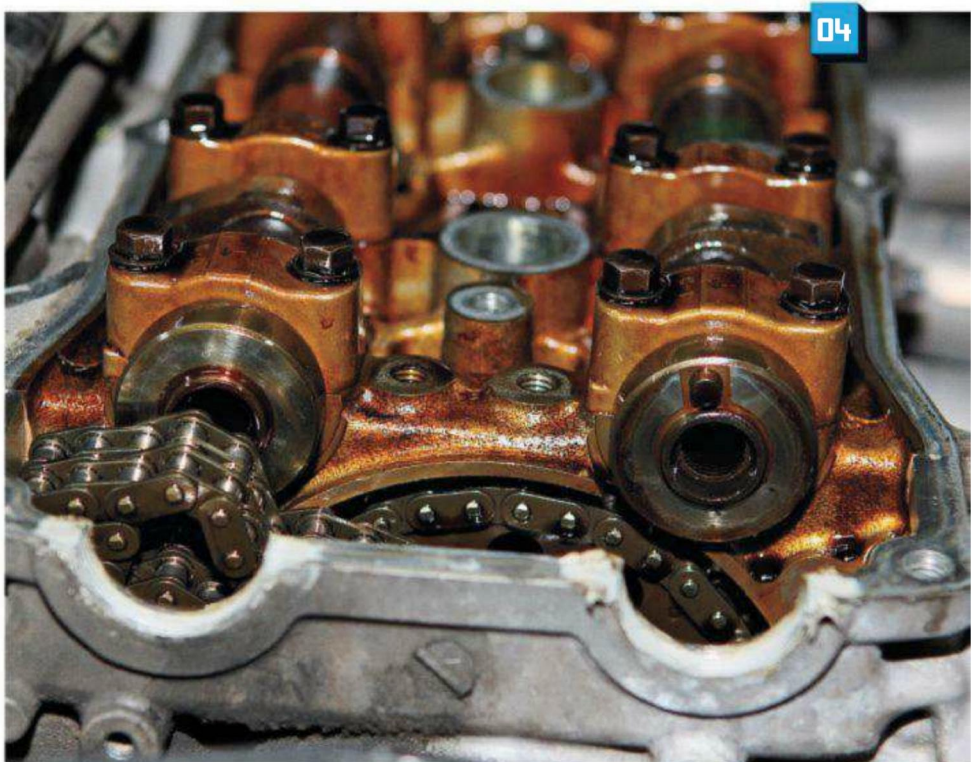
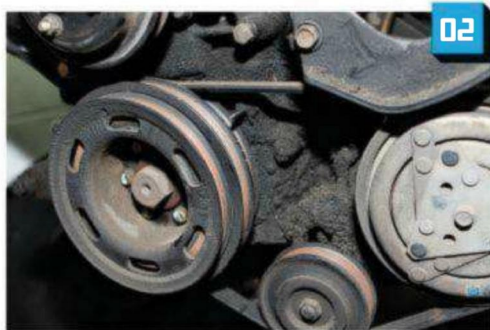
JIM WOLF TECHNOLOGY S1 CAMS WITH ADJUSTABLE CAM SPROCKETS

01

My Project S14 has been in its “build” process for the past six years of ownership and I have—for the equivalent number of years—said my next step was motor work. It wasn’t until recently that I was able to retire the car from daily duty and put some serious thought into the direction I want to go with the car. The decision to turn the car into a fully race-prepped one allowed me to consider more serious engine modifications.

Jim Wolf Technology (JWT) offers a variety of cams available for the Nissan KA24DE motor. The S1 cams were chosen, as they were not too mild and not too aggressive. I took the car over to Corner 3 Garage in Lake Forest,

CA, to install the JWT S1 cams and degree them with their adjustable cam sprockets. To see the power gains from this mod plus a few other goodies, check out Power Pages (Dec. ’11 issue).



01 Remove the valve cover to start the process of swapping the cams. To begin, the engine must be set to top dead center (TDC) for cylinder number one. Here you can see that the cam lobes on cylinder number one are showing that both valves are closed—the exhaust valves are closed but the intake valves are open. With this, we know the engine is not set at TDC on this cylinder.

02 Set the engine to TDC. TDC is when the piston is at the very top of its stroke. When the crank pulley indicator is at TDC, it will either be for cylinder number one or number four.

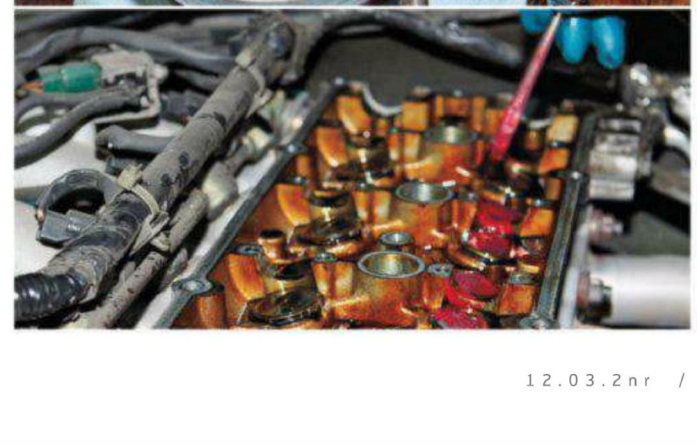
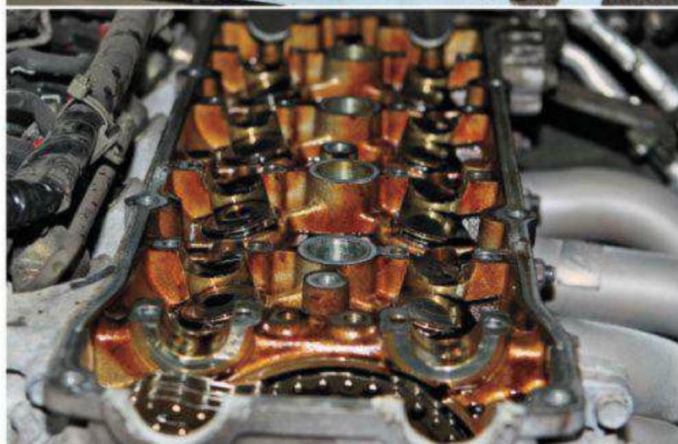
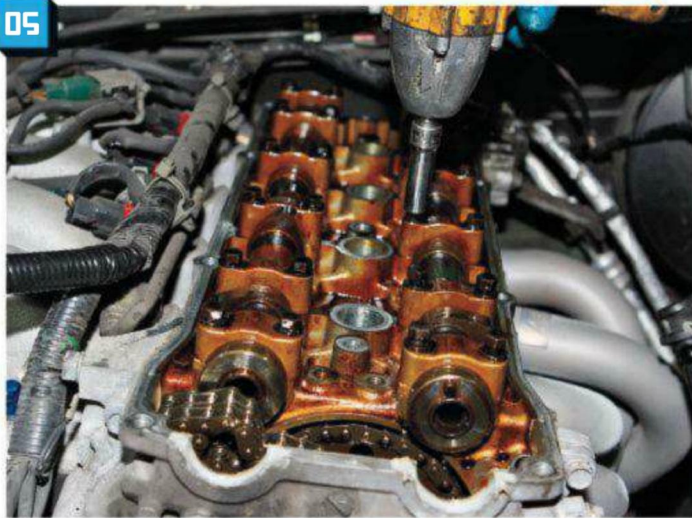
03 Here is a close-up of the crank pulley and the indicator pointing to the TDC mark. In this case, it is the second mark from the left side when facing the engine. Look at the camshafts and make sure that the engine is set to TDC for the number one cylinder and not TDC for the number four cylinder. You can do this by looking at the camshaft and verifying that both camshaft lobes for the number one cylinder are facing outward. After this is done, look at the alignment mark on the cam sprockets and mark the link on the timing chain that it is in line with. Make sure the marking is made without gouging or scoring the chain. One way to do this is by cleaning the oil off the link that you intend to mark and using paint or a marker.

04 In this photo, you can see that the lobes on cylinder number one are facing outward, indicating that the intake and exhaust valves are closed. The next step is to remove the bolts on the front of the cam sprockets by holding the camshaft with a wrench. There are flats on the camshaft where you can place your wrench.

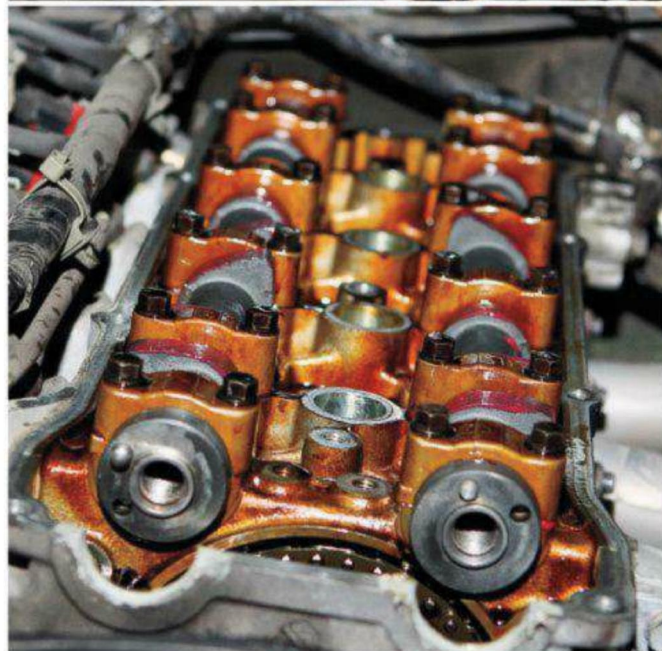
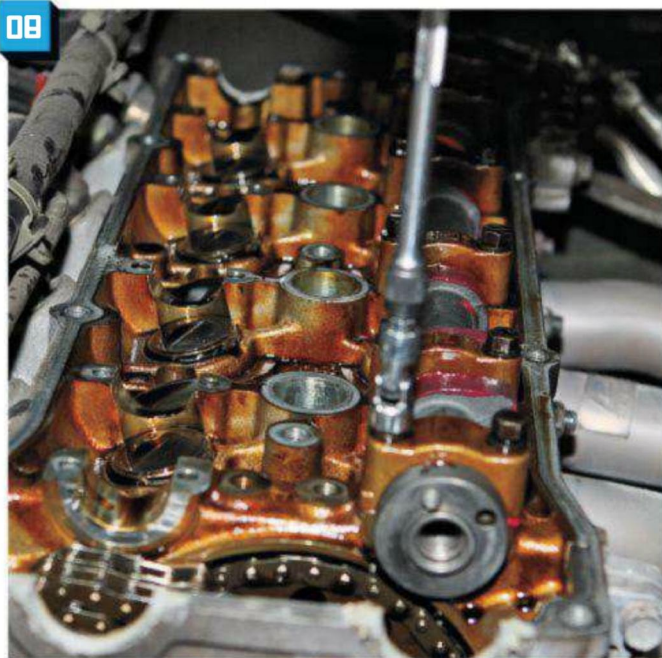
05 Remove the cam caps on the exhaust cam. After removal of the caps of the exhaust cam, arrange them exactly the way they came out of the engine. It's extremely important that they're not mixed or turned around as this could cause binding of the camshafts. At the top of the caps, there is a stamping from the factory indicating its position and direction.

06 The factory intake and exhaust cams (*bottom*) have both been removed and are shown here in a side-by-side comparison with new JWT cams (*top*). If you look carefully, the profile of the lobes on the JWT cams are noticeably bigger.

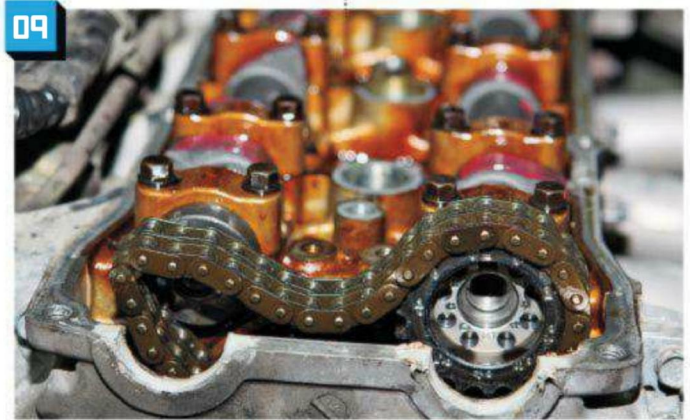
07 Before installing the new camshafts, it is recommended to lube the areas that they will be contacting. We used Redline's Assembly Lube.



08 The new intake and exhaust cams are both settled in, and the cam caps have been torqued down according to spec (80-104.2 in-lb). Be sure to install the cams the same way the stock ones came out. Rotating them to line up after installation would potentially bend the valves. When tightening the caps, thread the bolts in by hand first and then tighten more in small increments. Work evenly from the front to the rear and back and forth toward the middle cam cap. If one cap is tightened all the way down while others are loose, you will place a bending load on the camshaft causing it to potentially break in half.

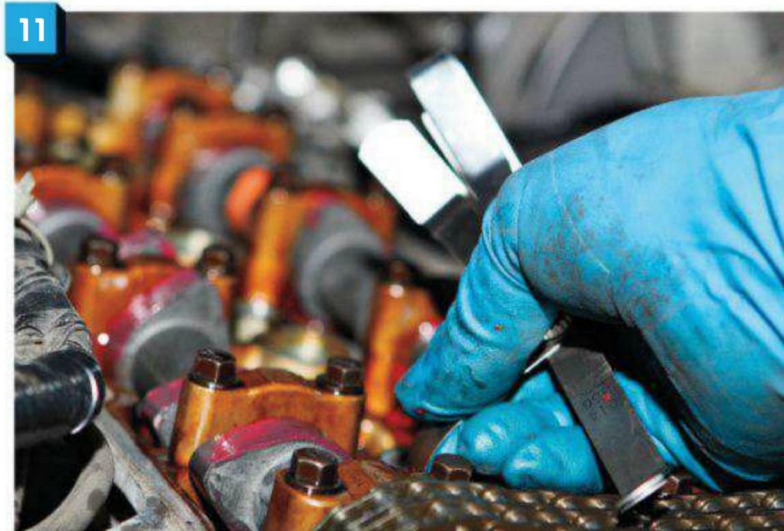


09 With the cams installed, we moved onto installing the JWT adjustable cam sprockets. Here, the newly installed cam sprocket is placed on the exhaust camshaft and indexed correctly on the timing chain by matching the mark you've made on the chain link that corresponds to the hole/mark one on the JWT adjustable cam sprockets. This location is the same as stock.



10 Both cam sprockets are installed and indexed. The bolts have been torqued down to 123-130 ft-lb.

11 With everything installed, the valve clearances must be checked. Fortunately for us, the JWT cams have been manufactured to a very accurate tolerance and the valve lash was still within spec. This saved us from having to adjust valve clearances.





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12 Having adjustable cam sprockets means we can degree them and make sure they're timed exactly to Jim Wolf's recommended specifications. Here is a standard degree wheel that you can purchase to do the job. This particular one is from Summit Racing and is relatively cheap. However, if money is no object, electronic ones are available as well.

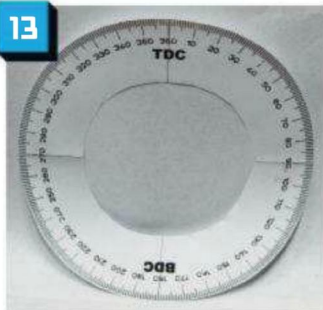
13 Unfortunately for us, there wasn't enough room in the engine bay to install the metal Summit Racing degree wheel. We resorted to searching Google for a printable degree wheel, which we scaled to the size we needed in order to fit onto the crank pulley.



14 Here is our printed degree wheel taped to the crank pulley. It is very important to align the degree wheel as centered as possible to provide an accurate reading. After the degree wheel is placed, a pointer must be installed. In our case, we used a piece of welding wire clamped to the sway bar pointed at the TDC-0 mark.

15 After making our adjustments, we double-checked the corrections by replotting the intake and exhaust valve opening and closing events and found that the adjustments matched JWT's specifications.

After the installation was completed, we realized that JWT's description of "good idle" was spot on. The motor purred as if it was stock... but sure didn't feel like it! 



HOLE/MARK	CRANK DEGREES ADVANCE / RETARD
5	10 DEG. ADV.
4	7.5 DEG. ADV.
3	5.0 DEG. ADV.
2	2.5 DEG. ADVANCE
1	STOCK NO CHANGE
A	2.5 DEG. RETARD
B	5.0 DEG RET.
C	7.5 DEG RET.
D	10 DEG. RET.

15

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HOW TO DEGREE CAMS

CALIBRATING THE DEGREE WHEEL:

We needed to verify exactly where TDC was so we used a dial indicator to accomplish this. First, remove the spark plug from cylinder number one. Attach the dial indicator to the engine and place the end of the dial indicator onto a 1/4-inch drive extension. Place the extension inside the spark plug hole until the end rests on the piston. Spin the engine slightly clockwise until the dial indicator needle moves approximately a quarter way down (.025 inch) on the dial. Then note where the pointer is located on the degree wheel. Rotate the engine counterclockwise until the needle moves back up and then back down to .025 inch on the gauge. Note the reading on the degree wheel again. Take the two numbers that you've recorded on the wheel and zero should be exactly in the middle. If it isn't, adjust the pointer accordingly.

DEGREEING THE CAMSHAFTS:

Note: There are other ways to degree a camshaft, such as finding the degree that the valve opens to a particular value or the degree at where the cam centerline value is. We degreed the camshafts by using the valves' opening and closing events.

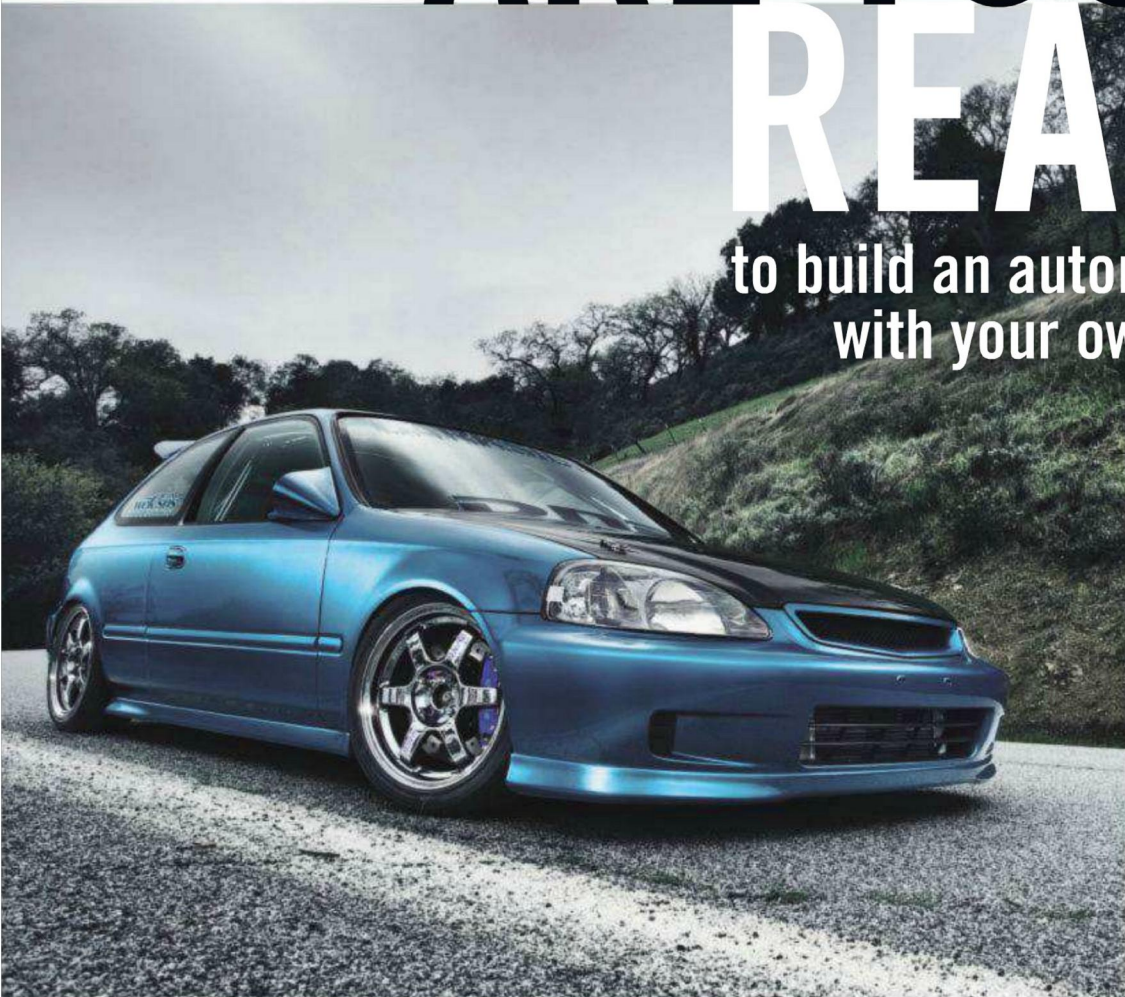
To check the valve events on the intake cam, we moved the dial indicator to the intake valve bucket for cylinder number one and recorded the valve opening and closing events on the degree wheel.

Move the dial indicator to the exhaust cam bucket and repeat the process on the exhaust cam. Spin the engine until the dial indicator needle moves, indicating that the valve is opening and note on the degree wheel where this event happened. Keep spinning it until the needle moves back and note the position on the degree wheel again.

After plotting the intake and exhaust valve opening and closing events, we found that the intake cam was retarded approximately 5 degrees and the exhaust cam approximately 8 degrees. We corrected this by placing the intake cam sprocket into hole/mark three, which advanced the intake cam 5 degrees. We then adjusted the exhaust cam sprocket by placing it in hole/mark four, which advanced the exhaust cam 7.5 degrees.

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