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THE AUTO SHOOTOUT P.22

EVO VS. STI VS. GT-R



MODEL:
ALI KOSSLER

THE EMPEROR'S EVO P.34
808 STATE AE86 COROLLA P.42
J'S RACING SHOP TOUR P.56

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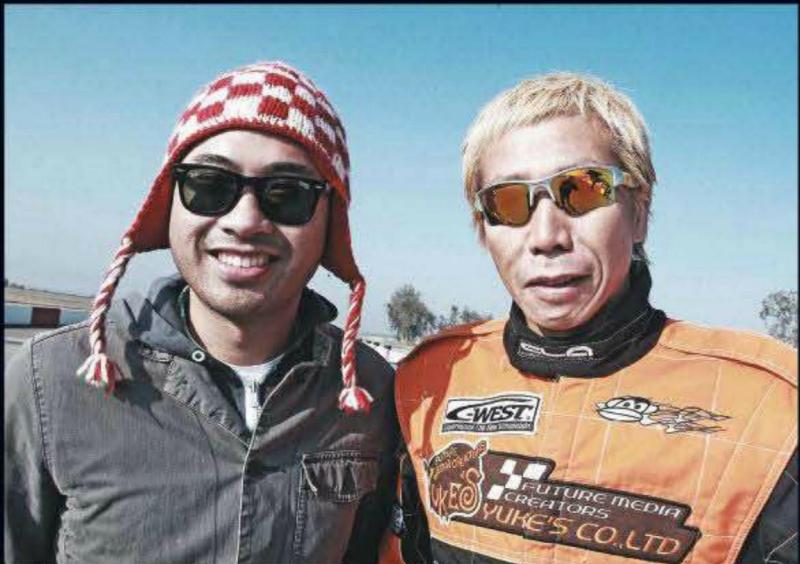
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THE LAST AWD SHOOT- OUT



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If you're wondering what the hell three cars are doing on our cover, let me take a minute and explain. For years now we've held the *Import Tuner* AWD Shootout putting STI and EVO drivers against each other in a demanding competition. The event has always been held at Buttonwillow Springs where cars would compete for the fastest times on the road race course. While that was entertaining for some years, we got a bit bored of it. We decided to throw a monkey wrench into our own party and see what floats up. As the Nissan GT-R got cheaper on the used car market, we started seeing more and more GT-Rs being modified. So for this current AWD Shootout, for the first time ever we've invited GT-R owners into the mix. Let's just say it got rigorous. The race got so intense that some cars didn't even make it to the end. Well, as all good things, this event had to come to an end. In the spirit of changing things up to avoid that monster I call boredom, we won't be doing the *Import Tuner* AWD Shootout

any longer. We've had a lot of awesome moments and seen some of the best teams join the race but it's time to try something new. This was the last AWD Shootout.

This year we'll be doing the first-ever *Import Tuner* FR Shootout. Some of us in the office got bored of seeing AWD cars like the STI and EVO go at it for so long. And I'm sure those who don't even own an AWD car could care less about the event. Now even adding in the GT-R into the competition, we still only got mildly excited. Let's see what we can do this year with the FR Shootout. We're calling out owners of the 350Z, 370Z, S2000, Miata, RX-7, Supra, 240SX, and even MR cars like the NSX and MR2. We want to see a bloodbath of a match.

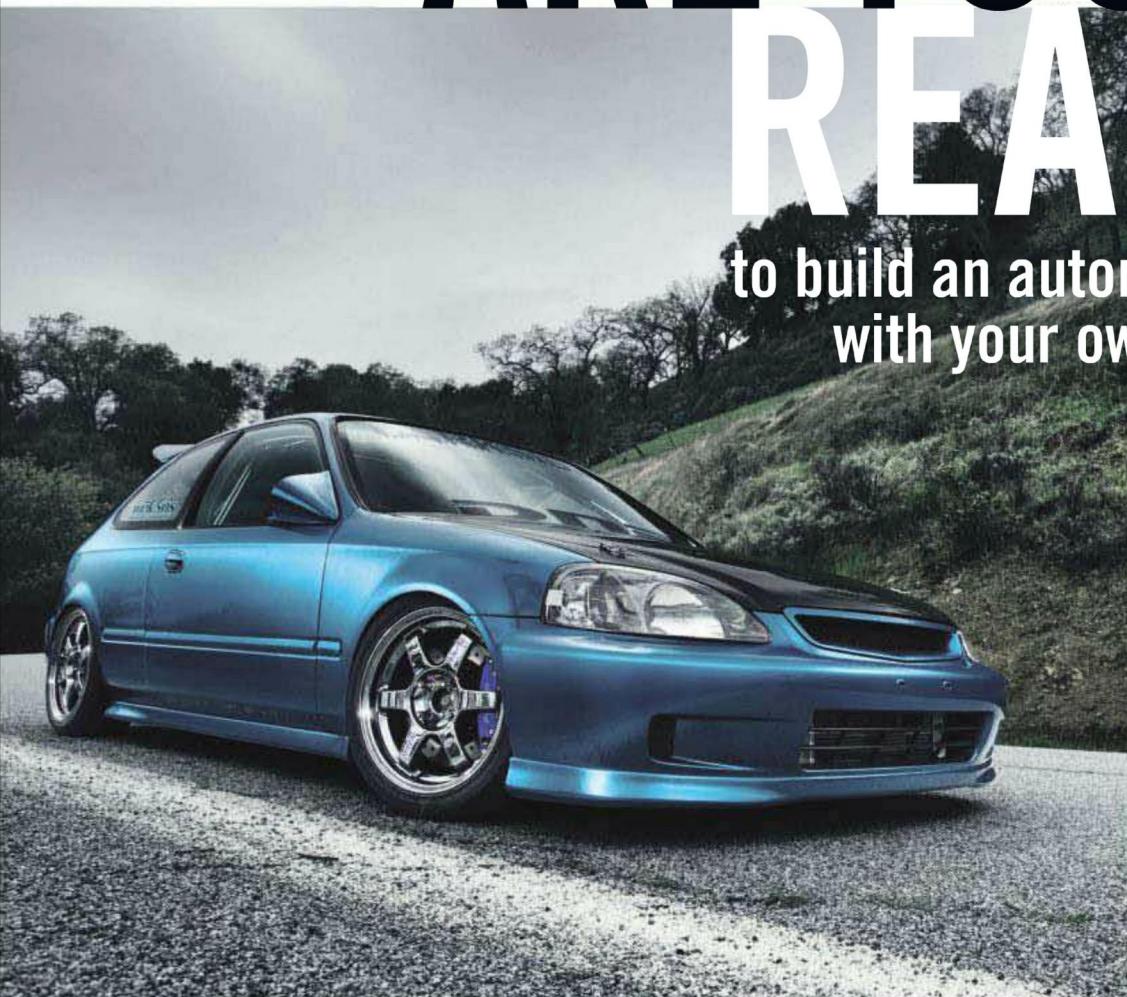
This year we're also changing the date of the event. The competition will be happening at the beginning of summer now, instead of at the beginning of winter. Which means, by the time you're reading this the deadline to submit your car's entry will be coming to a close. If you think your car's got what it takes to be kinged the champion of the first *Import Tuner* FR Shootout? Then you're going to need to send us an email at postal@importtuner.com or email me directly at the address below. Don't forget to send us a couple images of your car as well as a list of modifications. The deadline for submissions is June 1, so email us now and we'll be seeing you at the track very soon.

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MENTOR WORTHY?

AN 18-YEAR-OLD'S EXPERIENCE

BY SCOTT TSUNEISHI

Skyler Pitcher is your typical 18-year-old teenager. Like many kids his age, Skyler finds himself working toward his future as he nears completion of his senior year in high school. Juggling high school and part-time jobs is a tough act but isn't unusual as many of today's youth bear witness, especially with the current state of the economy. Whether these students' fresh-out-of-high-school plans include college, heading straight for the workforce, or taking off a year after graduating, all of them share a common goal: the desire to find a meaningful career.

Less than a month ago, a colleague asked me to participate in a mentorship program for a local high school. Common practice among high schools across the country, the leadership program consists of a student shadowing his/her mentor and their career for a senior class project to expose themselves to various job opportunities. At first, I was hesitant to accept the offer, not knowing what or where to begin. My



initial thoughts were what if my mentorship skills end up corrupting Skyler upon completing the program? Yes, it all seems a bit overdramatic but that's just me. Regardless of the outcome, I gladly accepted the opportunity.

Some students know from an early age exactly what they want to be and how they plan to get there. Not all of us are so sure of our plans, though, and that's OK too. Statistics show that 75 percent of students change their majors after they enter college. School is also not just about careers and getting a high-paying job after graduation—it's a place for learning about yourself and the world.

Although the mentorship program was a short stint that only lasted a month, Skyler experienced first hand a crash course of what an editor at *ITendures* on a daily basis. Skyler's first day on the job placed him knee-deep in learning the ins and outs of basic brake job maintenance for this month's Tricks of the Trade segment. As Gary Castillo of Designcraft Fabrication and I guided Skyler through the procedure, I watched Skyler routinely clean his hands of brake dust and CV boot grease before grabbing his camera to snap a few photos, all the while taking notes of what to write for his very first article. Upon completing the job, he offered his thoughts: "It's not as glorious as I had imagined automotive journalism to be, but going through the whole process taught me a few key pointers that can help me along the way." Welcome to the world of editorial journalism, Skyler, and best of luck in the near future!

6 THINGS WOMEN SHOULD NOT HAVE IN THEIR CARS

BY VANESSA LAM



We've all seen a version of this collage on the Internet—descriptive photos directly comparing the neatness (or lack thereof) between men and women. I'm sure most of you reading this take pride in your car so this might not apply to you. But, unfortunately, the female masses seem to need to listen up.

Here are the Top 6 items that women need to refrain from having in their car:

1. Garbage

Cars are just another form of a trash can, right? There's also more meaning to the phrase "junk in the trunk" than people may think. Just because backpackers and outdoor enthusiasts commonly practice their Leave No Trace rule, "Pack it in, Pack it out", doesn't mean we have to!

2. Your Entire Wardrobe

You never know if tonight might be a spur-of-the-moment clubbing night with your girls. So what do you do? Litter your car with clothes and heels and always be prepared! Everyone should have at least five different outfits, as having options never killed anyone.

3. CDs

Both driver- and passenger-side sunvisors have CD holders that are packed to the brim. The six-disc changer is also at maximum capacity. You don't like using your iPod and don't believe in MP3 CDs because you like showing support for your favorite bands.

4. Stuffed Animals

Piled up on both the dashboard and rear decklid, the stuffed animals are even suctioned to the windows, hanging on for dear life. You can barely see through your windshields when you drive, but that's OK. Heaven forbid you get into a car accident; at least you'll be in a stuffed animal snow globe.

5. Receipts

There's a return policy of a certain store that goes something like: "Buy Now, Think Later". You take this to heart and live by it. And what do you get with this motto? A glovebox or center console full of receipts just in case one day you decide to return/exchange anything.

6. Dingle Dangles

Trinkets are hanging everywhere—from the rearview mirror to seatbelts, there doesn't seem to be a place in the car that can't be converted into something that can hang a cutesy item.

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HISSY FIT

What the hell guys? I thought the January issue was bagged with a calendar? My excitement turned to utter disappointment when I opened my mailbox to find only the magazine. Why didn't your loyal subscriber get one with their January issue? Do I have to go pay you guys a visit and demand my calendar?

-Anonymous

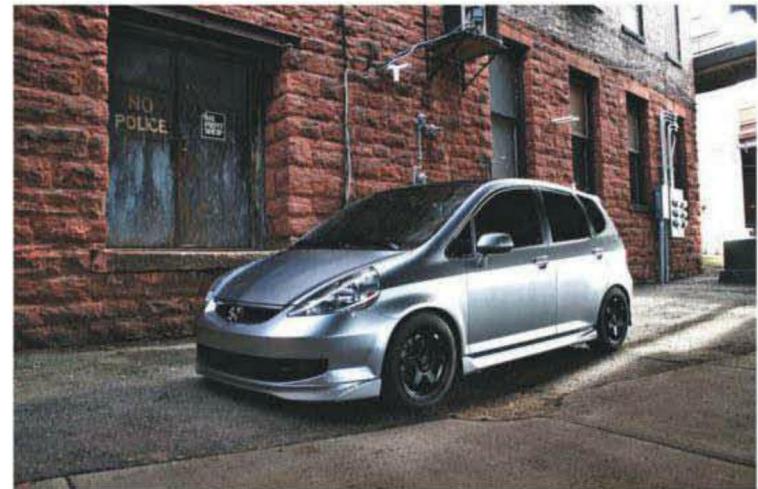
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WHY ASK WHY?

In my car, you can turn the A/C on whether the temperature is set on hot or cold. Is there a difference between "normal" heat and "A/C" heat? I've always wondered why the A/C came on when I hit the defrost button. I was always thinking, "No, stupid car, it is winter; I don't want it cold in here, I want it hot." I was convinced it was electrical problems or something.

-Anonymous

As much as we would like to roast you for asking this question, this might prove to be a beneficial question for any vehicle owner. So here we go! Plenty of newer-model cars have the A/C come on automatically when you turn the fan knob to the circulate option. The idea is that whenever you need the windshield cleared, the air conditioner will come on to help get the job done. The A/C not only provides cool air when it's hot outside, but it also dehumidifies the air. Dehumidified air is much less likely to cause the windshield to fog up and is done out of safety considerations in order to provide the maximum dehumidification possible so that the windshield may clear as quickly as possible. Many cars have this feature without their drivers even knowing about it. Some people even contend that the primary purpose of the A/C is to dehumidify the air, and cooling is a happy side effect. In any case, if the conditioned air is too cold for you, just add a little heat by sliding the temperature lever to the right a bit.



FIT FOR AUTOCROSS

Here is a shot of my Honda Fit stanced and HDR'ed in Houghton, MI. Mind you this Fit has a knack for taking the podium at autocrosses.

**-Evald Liaugudas
Houghton, MI**

It's hard to imagine your Fit as the dominant autocross machine you claim it to be, but regardless of its cone-handling prowess, we offer you much props on keeping the theme of your ride simple and clean.

AUTO NEWB

This may be a stupid question, but when my low coolant light comes on in my car, does that mean that I need to add antifreeze? It's happened on more than one occasion but the car seems to drive fine for the most part.

-Anonymous

Seriously? The big question is how long do you plan to keep driving your overheating car before it finally craps out on the side of the road? You seem to lack any automotive knowledge or common sense, so our advice would be to take your car to a local mechanic to inspect your car before something minor becomes a major repair job. Don't wait for that ticking time bomb to go off!

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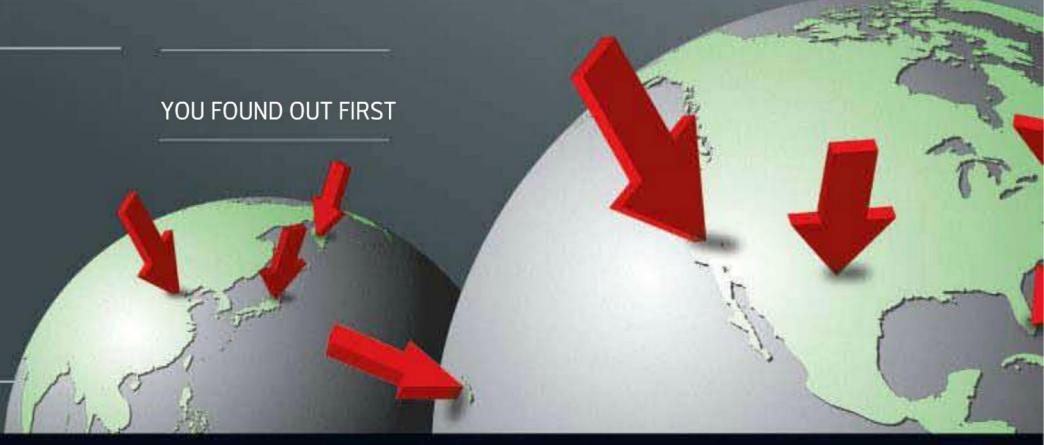


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TOYOTA SPEEDWAY AT IRWINDALE: CLOSED

February 13 marked a sad day for the entire SoCal racing community. Irwindale Speedway, a paved half-mile oval that first opened in 1999 officially closed. In a dramatic twist of events, Irwindale Speedway officials sent out a one-sentence statement that afternoon, saying that the 2012 season had been cancelled. The last of the remaining racetracks in SoCal and the site of Formula Drift's final race each year, dubbed the "House of Drift", has seen its last smoke-filled event.

Upon hearing of the closure, rumors quickly ran rampant of Irwindale Speedway's demise, ranging from money mismanagement, to Toyota choosing not to renew its multimillion-dollar contract as a title sponsor, to speculation of poor attendance, to a number of reasons why the management company could have decided to quickly pull the trigger. On the bright side, we're told that the facility won't be demolished, and there are talks of new ownership potentials. Lucas Oil Products and Tony Stewart of famed NASCAR, who owns tracks including famed Eldora Speedway in Rossburg, Ohio, were rumored to be interested in buying the facility. We're crossing our fingers and hope they quickly reopen the track before drifters and drag racers decide on taking their racing to the streets.

DRIFTING FROM ACROSS THE GLOBE

Former 2008 D1GP champion Daigo Saito will be running in Formula D for the 2012 season. Daigo has taken the 2011 Formula Drift Asia Series by storm by winning three consecutive events and will be joining Robbie Nishida and the Bridges Racing Team for this season's run at the championship. But the big question remains: Will Saito remain competitive in his soon-to-be-campaigned SC430 rumored to make over 1,000 hp? Stay tuned as the ninth season of Formula Drift officially kicks off with round one at The Streets of Long Beach.



The latest drifting news from Japan also includes Toyota-backed JGTC/D1 Driver Orido "Max" Manabu and his nearly completed Toyota 86 D1 car. But wait . . . that's no boxer engine in there! That's a 2UR-GSE 5L V-8 out of a Lexus IS-F that's currently being built to make over 550 whp . . . naturally aspirated, of course! Working alongside his sponsors who include M7, Yokomo, Advan, NATS, Digicam, and Drive, rest assured this will be one eight-cylinder monster that's sure to have his fellow drift competitors shaking in their helmets!



ARK BNR32: AMERICA'S RETURN TO WTAC IN AUSTRALIA

With news of the Sierra Sierra Enterprises' EVO VIII retiring after last year's WTAC in Australia, it seemed all hopes were dashed for the American red, white, and blue. That was, until an unlikely hero emerged to represent America once again, and he goes by the name of Eric Hsu. You know Eric as the driving force behind his popular monthly *IT* column, Question It. During a recent phone call, he divulged some exciting details. He is heading up his own dream team of skilled mechanics/engineers to build and compete at this year's WTAC in a BNR32 Skyline GT-R—the same car that was initially built by Eric and the XS Engineering crew to compete in Speed TV's "Street Tuner Challenge" back in 2004. The car reemerged in 2008 to win First Place in the IDRC GT-R challenge, only to be decommissioned once again underneath a car cover for the last five years.

Eric's current plans call for the removal of the RB26DETT engine in favor of a VQ35HR mated to a single BorgWarner EFR9180 turbocharger with a G35X middle sump and a R35 GT-R front diff unit. The rest of the drivetrain will be RB26DETT. "Using a Cosworth Pectel SQ6 ECU with the anti-lag strategy on, spool will be even less of an issue," Eric says. With a goal of making over 900 whp, we asked Eric if he would make the June deadline to ship the car in time to make the event. He simply smiled and said: "Even though this car is being built on our free time in the evenings and on weekends that's our intentions. Obviously, there's no point in shooting for any less" [typical Eric response—Ed.]. We wish Eric and his crew the best of luck. Be sure to check for build updates, including an in-depth story from Eric's blow-by-blow perspective following the event.

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TEXT AND PHOTOS BY SKYLER PITCHER



GENERAL BRAKE MAINTENANCE

Every once in a while your brakes need to be tended to. We made a step-by-step guide on how to do general brake maintenance for just the occasion. We addressed the issue of brakes, knowing how important it is to keep them at a safe and operating level to avoid any serious accidents or malfunctions/ breakdowns. This guide will ensure that you will be able to figure out how to maintain your brakes without having to spend hundreds of dollars by bringing your vehicle into a repair shop.

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1. To begin the brake pad removal process, you will need a 14mm socket and a ratchet.

Following the format of "righty tighty, lefty loosey", loosen the 14mm bolt holding the brake caliper



2. Flip the centersection of caliper open to expose the brake pads.



3. Proceed by removing the brake springs.



4. Remove both brake pads and inspect them for any cracks or worn material.



5. Remove brake pad shims from old pads.



6. Install shims onto the new pads.



7. Measure the brake rotor thickness using a micrometer to ensure they are within their proper specifications. Always refer to your factory service manual to ensure your brake rotors are within specifications. If they aren't, new rotors are recommended.



8. Measure brake rotor runout with a dial indicator to ensure the rotor is reusable. When using the dial indicator, slowly turn the rotor and observe the needle on the indicator to get your runout reading. Once again, refer to your factory service manual to ensure your rotors are within specifications. If the rotors are not within specifications, replace them with a new set.



9. Use a C-clamp to compress the pistons back into the floating caliper for the new pads.

10. Install the new brake pads, and then reinstall the brake pad springs.

11. Flip the centersection of the caliper back up (closed) with new brake pads installed.

12. Reinstall the 14mm bolt and you're done!

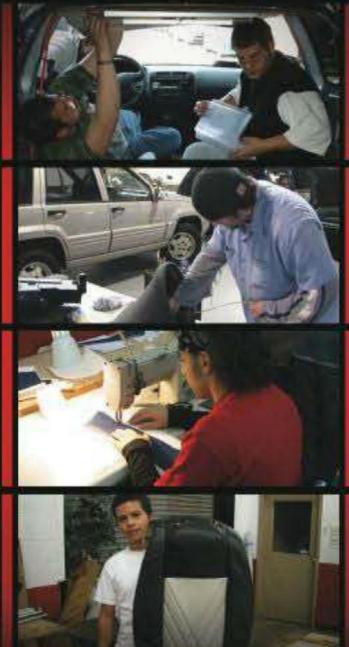
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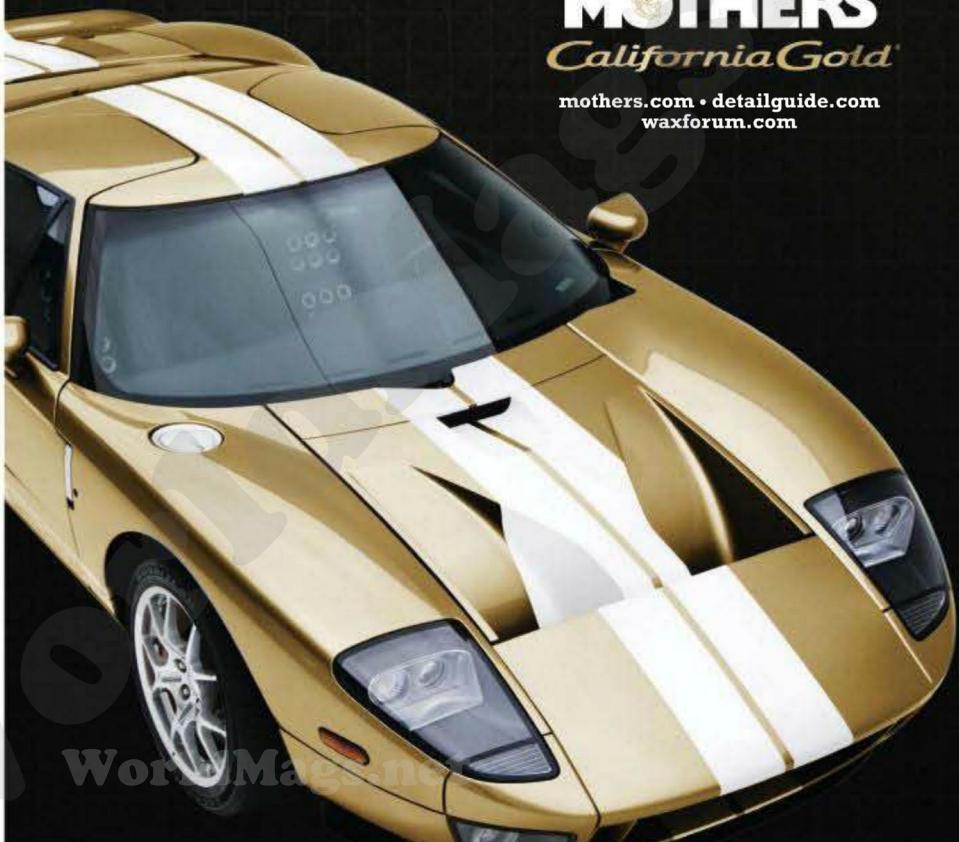
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FUEL SELECTION

Eric, if I remember correctly, you said the Sierra Sierra EVO switched from VP MS109 to E85 fuel at



one point in time. You also mentioned that the switch to E85 generated an extra 42 whp and quicker boost response over the unleaded race gas at the expense of hotter exhausted gas temperatures. At 60 degrees F the latent heat of vaporization in Btu/pound of gas, ethanol, and methanol is 150, 396, and 506, according to afdc.energy.gov. Since E85 is closer to C16 race gas why haven't you made the full-time switch? Is it because methanol isn't allowed in time-attack outside the United States? I would assume since you are a close distance to Bentley fuels you wouldn't be getting seasonal blends. It seems too logical an option to pass up. You always say if it's good enough for Sierra Sierra it's more than good enough for us. So, in this case, why isn't it good enough for the SSE EVO? Furthermore considering the ferocity of the exhaust gases with E85 couldn't you create a blown diffuser effect? Or would the added heat of E85 be too much for the rearward vehicle components?

-Henry, via importtuner.com

The switch occurred in early 2010, and it stayed on E85 until the end of the program. I'm not sure where you got the impression that the switch wasn't permanent. As for the blown diffuser effect, I would have needed Sierra Sierra to develop the aero part of it first before implementing the ECU strategy. I was just the engine guy.

ENGINE SWAPS

I've wanted to build a drift car and for obvious reasons, the 240SX is at the top of my list of possibilities. I love the look of them, so that's probably what I'd go with. I want to be unique. I'm getting tired of seeing SR20, RB, and V-8 swaps, and I don't really see as much tuning potential in the KA24 so I'm looking at oddball engine swaps. I really like the idea of a built 3S-GTE in an S13. I realize this would take lots of custom fabrication (which I can do) but what do you guys think? What are some of the drawbacks of the 3S-GTE and what issues might I run into if I do go this route? Would I be able to use a motor that was previously transversely mounted like an MR2 or Celica motor with a Beams or Supra transmission? Or would I only be able to use a Beams 3S-GE since it's longitudinally mounted?

-Evan Forney
Auburn, WA

I completely agree with you about the boring common swaps, but they are common for a reason. Those swaps are popular because the engines are plentiful, there are swap kits, and there's a ton of aftermarket support for those engines. While I see your point about trying to be different, I'm not sure if the 3SGT beats out even an SR20. So before you go and spend your hard-earned money swapping a 3S into a 240SX, let's make a quick

Got a burning question or simply need some advice with problems you've encountered while wrenching on your current/future projects? Ask our automotive guru Eric Hsu anything—literally, he's going to answer every single question, as long as it's automotive related.

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chart and see which engine actually looks better on paper:

| | 3SGTE | SR20DET | Advantage? |
|------------------------------------|----------------------------|---------------------|------------|
| Displacement: | 2.0L | 2.0L | None |
| Block material: | iron | aluminum | SR20 |
| Weight: | a lot, it's iron | less, it's aluminum | SR20 |
| Valvetrain: | direct acting tappet | Rocker arms | 3SGTE |
| # of tuning parts available | not so many | a ton | SR20 |
| Variable cam? | only in later JDM models | NVCS | SR20 |
| Availability | MR2 Turbo; Celica All-Trac | all over the web | SR20 |
| Complexity of swap | Are you a baller? | bolts right in | SR20 |

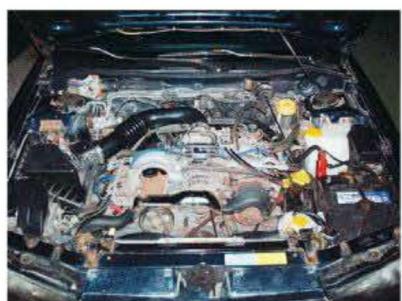
Sure, I'm leaving out a lot of details, but it's plain to see that the SR20DET is a common swap because it is easy, feature rich, powerful, and cost-effective all at the same time. A 3SGTE will be expensive to swap in, you'll need to spend a ton of time, and you'll even have to get a transmission from Japan (from the SXE10 Altezza) to get a longitudinal transmission that will bolt on to the back of a 3S. All in all, the 3SGTE isn't even a better engine than the SR20. You'll be spending more time and money to have an engine that is different, but hardly better than an SR20DET. Considering all this, it sounds like a giant pain in the ass to me. Do you really want to be that different? If so, why don't you drop a 13B-REW from a FD into it? Now that's a controversial swap that will get people talking and one that I personally like better than a SR20DET.

UP A CREEK WITHOUT A PADDLE?

I own a '95 Legacy with a 2.2L motor and an automatic transmission. From what I hear, the 2.2-liter is a remarkably tough motor, however it has no power. Ever since I have owned the car I have done a few modifications, including a Weapon R intake and GFB lightened crank pulley. The only problem I have is that I can't seem to find any other aftermarket parts for my car. I have been reading IT for the past eight years, and it seems you (Eric Hsu) are the man to talk to concerning any and every vehicle. So here are a few questions I hope you can help with. Are there any crossover parts I can use to raise compression? For example, EJ18 heads on my (Phase 1) 2.2L short-block? Are there any alternative intake manifold options? I want to port match and polish if I don't have other avenues. What options are there for upgrading the drivetrain?

I don't really want to make this car a horsepower monster. Simply adding the few parts I did made a difference in response and acceleration, but I want a little more power without trying to put an aftermarket turbo on this 2.2L open-deck block. I don't mind entertaining the concept of a Frankenstein engine but not quite to the extent like the local Honda kids here in the 915 area code.

-Justin Blanco, via importtuner.com



You got me on this one. My knowledge of Subaru engines is limited to the turbo models. Worse yet, my knowledge of Phase 1 EJ engines is limited to the JDM EJ20 turbo versions. But what I do know is that using used cylinder heads from other older engine models to raise compression probably isn't recommended since they are old and have a ton of miles on them. Subaru owners drive their cars to their limit so I'm not sure if using EJ18 heads with 220,000 miles on them would be wise for a high-performance application. Who knows if they've been overheated or machined 15 times? That being said, a set of higher

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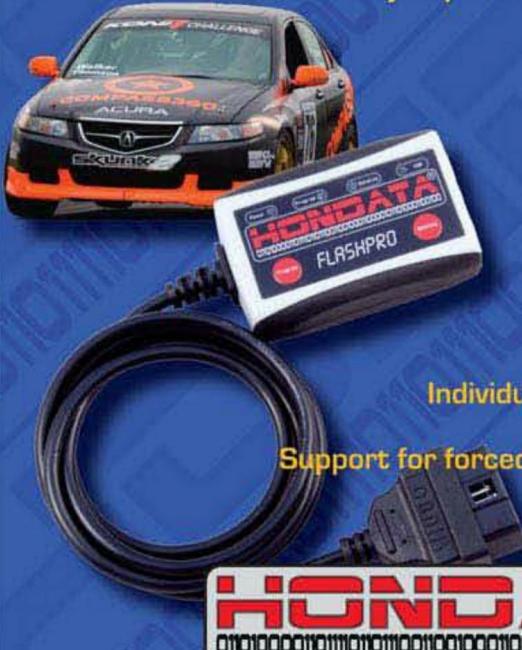
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compression custom-forged pistons from JE or CP would cost a lot less than a brand-new set of EJ18 heads from Subaru if they were even still available. And you could tell them exactly what compression ratio you want.

As for the intake manifold, chances are that there are other intake manifolds that would fit, but like most other EJ intake manifolds of the era, the plenum volumes are minimal. To be honest I don't know enough about the old EJs to point you in the right direction either, but what I can tell you is that chances are you'll find power gains from enlarging the throttle body. My friends at RC Engineering have been doing throttle plate enlarging for years so I'd recommend you give them a call. Typically they can enlarge the throttle plates 3 to 5mm in diameter depending on the amount of material in the throttle-body casting.

As for upgrading the drivetrain, this is where you're in luck. Subaru used pretty much the same basic transmission, front diff, and rear diff designs since the days of the '89 Impreza on most of their all-wheel-drive four-cylinder cars. All of the ring-and-pinnions and differentials are nearly interchangeable. Some years had a different transfer ratio (either 1.0 or 1.1:1) so you'll need to verify the final drive ratios you choose will work with your transfer case. Since you are running an automatic transmission, you can also get a healthy boost in engine response by having your torque converter modified for a higher stall speed. I would recommend contacting JMO Performance in Fullerton, CA, for a trick torque converter. They are the masters of the Japanese torque converter.

A few more modifications that you didn't mention, but will offer good gains in power are a 4-2-1 header and a high-flow exhaust system. The Subaru ECUs of the '90s were closely related to their Nissan counterparts so there's a chance somebody is out there doing EEPROMs, but if not, A'PEXi AFC-NEO can do the job on the fuel side. If you can find an old-school A'PEXi ITC (basically an equalizer for your ignition curve), it can also give you some power and economy gains.

OIL/FILTER LONGEVITY

I drive a '05 Altima 2.5-liter and was wondering about engine oils and filters. Are the more popular manufacturers' claims about their "extended performance" oil really legitimate for up to 15,000 between oil changes? If so, what oil filter could I use to match that length of time?

Longer interval synthetic oils are made of a higher-grade base stock that allows the oils to be used for extended intervals. Oil filters don't usually get excessively dirty or clogged so any original factory brand or other high-quality oil filter should be able to do the job. But what does fail sometimes in the cheaper oil filters is the drain-back valve. Have you ever heard that knocking or tapping that happens right after starting your engine? That's the drain-back valve on your oil filter not working. A drain-back valve is supposed to keep the oil from draining back into the engine when the engine is stopped. This way when the engine starts the next time, the oil filter is already filled and oil pressure is created sooner preventing the knocking or tapping noises.

Keep in mind that these extended interval engine oils are not designed for extended intervals in high-performance, high-power turbo or racing engines. A high-performance, high-power turbo or race engine sees more blow-by in the crankcase and the fuel in the blow-by gases will break down any engine oil over time. This makes the oil less effective over time. Oil should be changed at shorter service intervals in high-performance, high-powered turbo and race engines.



SW20 REBUILD OR ENGINE SWAP?

To rebuild or replace, that is the question. I have a California-registered '91 MR2 Turbo with 121,000 miles on the odometer and when the trans heats up, the needle starts slipping. Needless to say, the engine has a lot more miles on it than previously stated. Being the 10th owner, I have no idea what

has been done to the car. It is my daily driver and the engine leaks/burns oil to the tune of 1 quart per 1,000 miles give or take, the transmission grinds from First to Second when it heats up (syncros), and the exhaust manifold is cracked and has come to the point where I need to have it fixed. The only mods on the car that I know of are a Greddy exhaust, BOV, and a turbo timer that was never installed

correctly. I have saved about \$10K for engine/trans work, spoiler lip replacement, paint and new wheels, and wanted to get your opinion on the engine part of this build, which includes a rebuild or purchase of a third-gen engine and Full-Race turbo manifold. If I go this route, what do I have to do to the ECU? Do I need to change the fuel rail/pump/injectors? I read on a forum that some guy blew his engine because of fuel starvation. Thanks for your wisdom.

-Jose D, via importtuner.com

The most reasonable swap option would be a Toyota V-6. There doesn't seem to be a total kit available, but doing a quick Google search, it appears a mix of factory Toyota V-6 parts, some elbow grease, plenty of time, some fabrication, some electrical, and some mechanical ability can get a Toyota V-6 running in your MR2. MR2.com seems to have the most complete resource. Theoretically the V-6 swap can be done legally too, as long as you use a newer-model year engine and transmission than your car. You would have to preserve all of the smog equipment, catalytic converters, and ECU to have a remote chance of conversion being legal and the conversion would have to be approved at a California smog referee station. Visit the California Air Resource Board website for more details on a legal conversion. The Toyota V-6 is a logical swap too with the aluminum V-6 weighing less than the 3S and being larger in displacement at the same time. Add a supercharger or turbo to the mix and you'll have one hell of a ride if you can keep that short-ass wheelbase car straight.

But if you want to keep it simple, then rebuilding the 3S-GTE would be the way to go. The 3S isn't the monster that most Toyota enthusiasts think it is. It is not related to the multi-championship winning, all-dominating Toyota 503E IMSA GTP like most SW20 enthusiasts would like to think, but it is a stout engine when built and tuned correctly. A set of CP or JE forged pistons, forged rods (or even stock if you're on a budget), an A'PEXi metal head gasket, a pair of HKS 272 degree cams, basic port cleanup, and a good valve job would do the job on the engine side. An upgraded CT26 turbo and a Greddy side-mount intercooler kit would round off the mechanical modifications nicely. Whether you follow my suggestions or not, you'll need to upgrade the factory fuel pump and injectors even with the stock turbo. I'd recommend a set of RC 720cc injectors, a stock Supra Twin-Turbo fuel pump, and an A'PEXi Power FC ECU to handle just about anything you use on the engine and turbo side.

WHAT ARE YOU THINKING?

Question 1:

I'm looking into buying a '99 Honda Prelude. I was wondering, is it front-wheel drive or rear-wheel drive, and what should be the first mod I get for it?

-Kyle, via importtuner.com

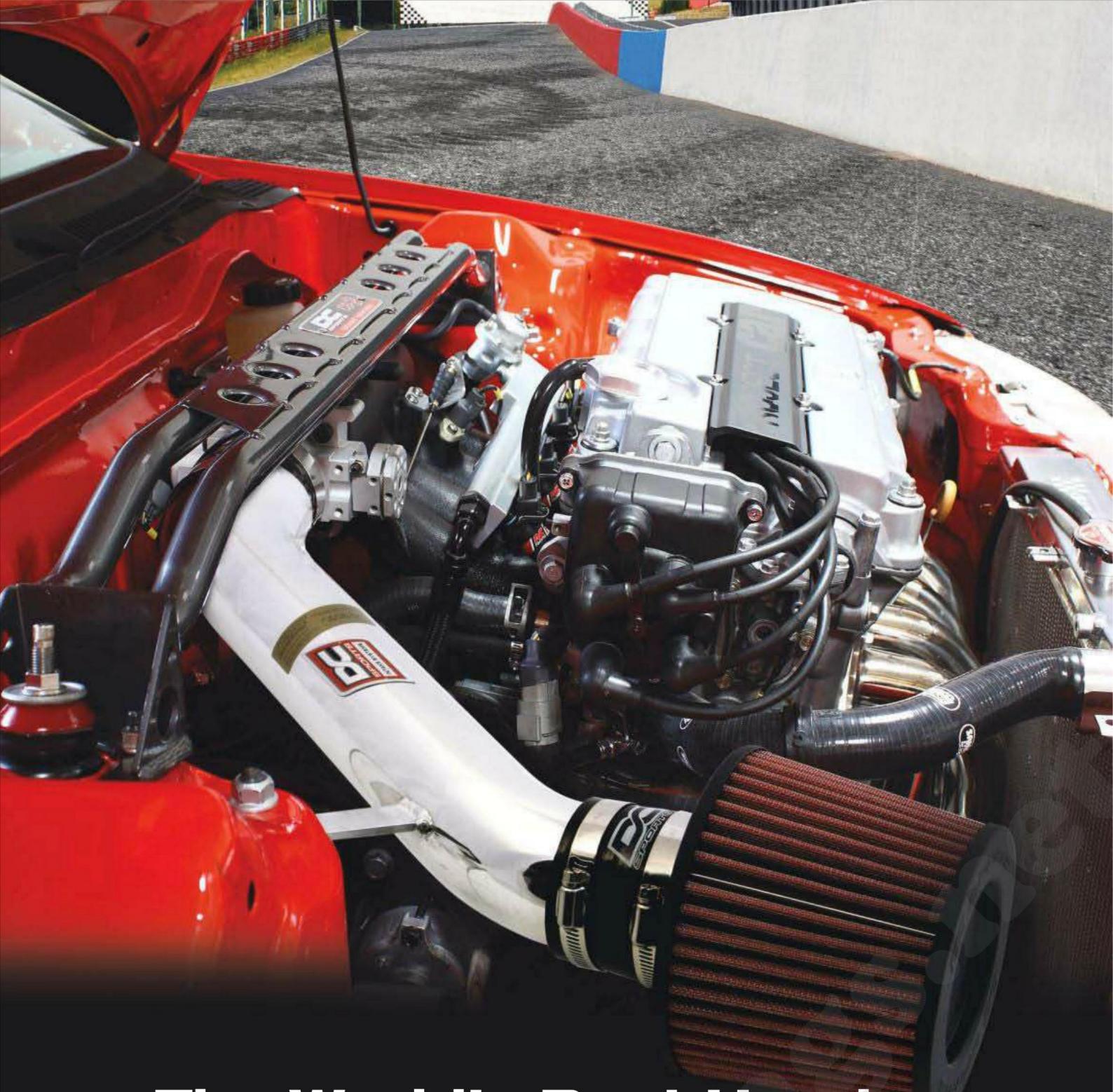
Question 2:

I own a '00 Honda Civic EX that recently spun a rod bearing. I pulled the engine with the intention of installing a better engine in it. Can I swap in a '99 Mitsubishi Eclipse DOHC engine into the Civic along with the tranny? I am also open to suggestions if you have any better swaps I should look into. I am looking for more horsepower.

-Ben, via importtuner.com

Thankfully Eric hasn't seen these emails or he would have gone ape crazy on the senders, so let us go ahead and answer both question: WTF Kyle and Ben!

As a courtesy warning to Kyle, Ben, and anyone else considering sending in a question to Eric, let's try to ask some intelligent questions.



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Aside from the typical STI versus EVO shootout you've witnessed over the years, the Mitsubishi camp has been dominant, winning three out of the last four events and hardly been challenged by their boxer-powered rivals. This event marked the fifth consecutive year of competition but before the green flag dropped, we made some dramatic changes to the event that would take an interesting turn. To bring back the event's competitiveness, we threw a monkey wrench into the works and introduced Nissan GT-Rs as the newest competitors to join the epic battle. That's right. We pitted Nissan GT-Rs against AWD Mitsubishi EVOs and Subaru STIs to see which vehicle was the performance king.

This event consists of 10 (special invite) vehicles, which includes three GT-Rs, three STIs, and four EVOs in a head-to-head challenge to prove who is the best, or at least amongst the best. At last year's STI versus EVO Shootout, we witnessed the Subaru camp take its first victory. The epic battle filtered down to the last event as team Subaru took home their first five-lap battle competition, albeit it

was handed to them due to two DNFs within the Mitsubishi camp. With the GT-Rs now in the mix, things were about to get pretty interesting.

Among the invited competitors was Ryan Gates and his 311RS EVO X. Gates is no stranger to our annual event as he's competed in the EVO versus STI event in the past with his infamous 600-plus horsepower blue EVO X. Curious onlookers immediately caught glimpse of the white EVO X with blue livery rolling through the entrance gates as this was the first time anyone in the industry had a chance to see the 311RS firsthand. Gates mentioned before the competition that the car is still in its track development phase and the AWD Shootout would be the first opportunity to time the car around the track. "It would be fun to get it out to a real competition to see where the car currently stood," Gates says.

Gates knew coming into the event that his car was underpowered in comparison to his competitors, yet that didn't seem to bother him. When asked about his EVO and expectations, he simply smiled as he peered through his sunglasses and said, "My biggest competitor is the track. The goal for the 311RS from the start was to drive to the track and run a sub-2:00 lap time on Buttonwillow's CW13 configuration. During the first session, the Continental Contact Extreme DW (official AWD Shootout spec tire) equipped machine ran its fastest lap time of 2:00.484 with a 2:00.675 in the second session. Just as Gates was coming back into the pits, we noticed the Fontana Nissan



GT-R with its hood popped and both doors ajar. Fearing the worst, we came upon the vehicle for a closer inspection, only to receive word that the car was bowing out from competition due to transmission problems. With only two GT-Rs remaining in the competition, it was Ricky Guan who set the pace for the entire AWD Shootout, running a 1:58.003 during his first qualifying lap in the ACG '09 R35 GT-R. The satin gray GT-R put on quite a show for spectators and competitors alike as Guan manhandled the car into numerous four-wheel drifts for the majority of the course.

Matt Dennison returned to competition from the previous year, this time as a hired gun for the Road Race Engineering/Robispec's 637hp EVO VIII RS. Watchful eyes, including both GT-R competitors carefully monitored the bright red EVO roar past the start/finish line in neck-breaking speeds during morning practice. When things seemed to finally fall into place for a team who experienced amazing adversity to compete in the event, suddenly saw their hopes go up in a hail of smoke after 10 laps. The team quickly went into action and began tearing down the engine, only to find irreversible engine failure caused from running a bad batch of E85 fuel.

The second session rolled off the grid just past lunch at 12:40, and temps began to peak at 63 degrees. With over 640 hp on tap, John Hsu's '98 EVO VI GSR was one of two authentic JDM vehicles to compete at the event. Hsu's race credentials included competing in touring car racing, Grand Am, club racing, endurance racing,

rally racing, and Baja 500 and 1000. The seasoned race veteran was more than capable of driving his righthand-drive machine to the podium, but after a mere three laps during an early afternoon run the EVO's aftermarket crank pulley ripped itself loose, causing massive engine failure, ending his day with a DNF. The Subaru team also wasn't without casualties as the Renner Motorsport '98 RS experienced turbo (compressor wheel) failure during the later part of competition. With no replacement parts at hand, the RS was also forced to retire for the day with a DNF.

The Fuji Auto BNR34 GT-R V-Spec driven by Eiji "Tarzan" Yamada looked strong throughout the day. "Godzilla" went quicker than anyone expected, running only one lap with a time of 1:58.522—a few tenths behind the ACG R35 GT-R. It's been five years since Yamada last drove the R34 but recalls the memories just like it happened yesterday. "This car brings back some fond memories when I first came to the United States to compete at SLB. The Fuji Auto R34 offers amazing performance and is only comparable to the Mines

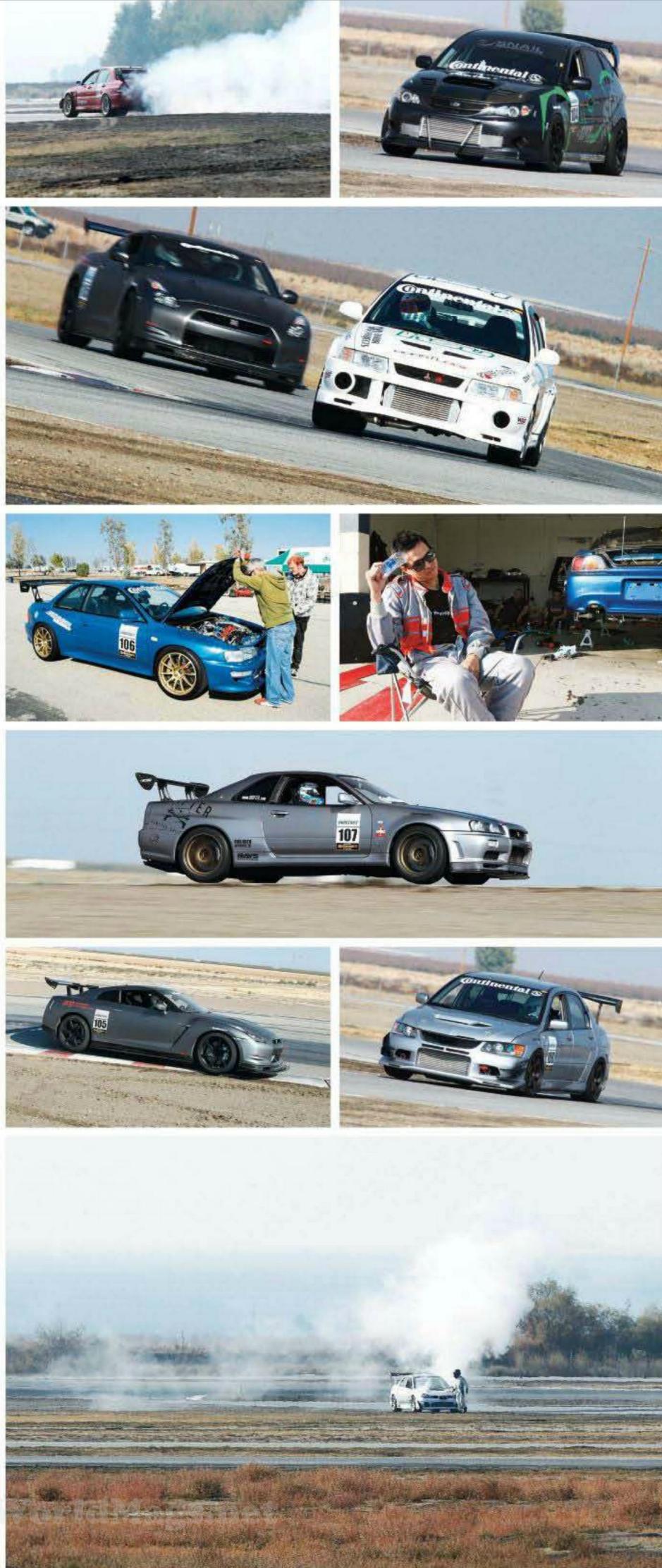
GT-R of Japan—it's that good. I was surprised to see the car hasn't changed one bit since I last drove it, yet even today. It performs flawlessly, just as well as it did back then," Yamada says. During the early morning tech inspection a minor seat harness issue prevented him from running in both practice and the first session. With only the second session left to record a time, it was important as ever to make every lap count. In typical Yamada fashion he just smiled and simply replied, "Don't worry" (such a bad ass! -Ed.). Just as the R34 completed its warm-up lap and begin its hot lap, the course was red flagged due to Team Crawford's STI catching fire. Fire crews immediately rushed to the scene to extinguish the flames before towing it back into the pits. The dramatic fire show caused a 20-minute delay, which wasted just enough to end the final session and the R34's hopes of improving their previous lap in an unfortunate what could have been scenario.

The Final Round: EVO vs. GT-R Battle

The five-lap battle was the final competition for the day, and once again pitted the remaining five competitors to an endurance race. With so much carnage and cars dropping like flies throughout the day, the staff decided to make some last-minute modifications to the event and turn it into an individual five-lap endurance race. As the cars made their way through their initial laps, the competition began to heat up as the ACG R35 and Kontrabands/Evasive Motorsports EVO were jockeying in a back-and-forth battle with less than a tenth of a second separating their lap times. While the battle continued, we overheard an Evasive Motorsports crewmember mention that only driver error would separate the two to determine the final outcome. At that instant, the R35 nearly lost control coming out of the final turn into the straights, costing the GT-R more than 5 seconds. The EVO was now within striking distance and looked to capitalize on the R35's critical error. The initial lap times were looking good for the EVO as the team recorded times of (Lap 1) 2:00.465, (Lap 2) 2:00.135, (Lap 3) 2:00.057, (Lap 4) 2:01.351 and a final lap of ... Now you might be asking what happened to Lap 5? As it happened, a driver miscalculation on the number of laps brought him into the pits after completing only four, which automatically turned his session of glory into a heart-wrenching DNF.

After a long day's event of grueling racing the final numbers were tabulated and the awards handed out. Taking home both the day's fastest lap and Five-Lap Battle category honors was ACG's 625 hp, satin gray '09 R35 GT-R with a best time of 1:58.003 seconds. Yamada took Second Place honors in the fastest one-lap session with a 1:58.522 in the Fuji Auto '00 R34 GT-R V-Spec. Team Mitsubishi stood toe to toe with the GT-R family as the camp's top contender was Michael Chang who recorded a 1:58.891 lap time in the Kontrabands/Evasive Motorsports '06 EVO IX SE, which ended up rounding out the top three positions. Congratulations to all the winners, and Continental Tires as our official-spec tires for the event.

For our sixth event taking place later this year, we're changing things up once again by transforming it into a Rear-Wheel-Drive Shootout. Do you own a RWD car and think you have what it takes to take home the top prize at this year's shootout? Submit your vehicle photo along with specs to features@importtuner.com with "FR Shootout" in the subject line, or post it onto our Facebook page no later than October. We'll be waiting for you!



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ACG RACE TEAM 2009 NISSAN R35 GT-R

BEST LAP: 1:58.003

FIVE-LAP BATTLE: 9:24.704

OWNER: Ricky Guan

DRIVER: Ricky Guan

OUTPUT: 625 hp/532 lb-ft

ENGINE: Switzer P800 turbo kit, cooling upgrade; HKS DCT Cooler, resonated mid-pipe; ACG secondary oil cooler; Akrapovic slip-on exhaust; Cobb Accessport tuned by Switzer (P800 multi-fuel calibration)

DRIVETRAIN: stock

SUSPENSION: KW sleeve-over kit; Swift Spring (custom) spring rates; Stiffen sway bars; SPL rear toe arm

AERO: APR carbon front airdam, full under tray; Aero-Motion S2 rear wing, carbon trunk; Titek side extension; Wald carbon rear diffuser; Satin-Guard paint protection

BRAKES: Endless N35S race pads, E-slit rotors; ACG brake ducts

WHEELS: 20x10 (front) 20x11 (rear) Volk G2

TIRES: 275/35-20 Continental Extreme Contact DW

VEHICLE HISTORY: The GT-R offered the perfect drive to and from the track with no need for additional preparation. We simply filled up a full tank of gas, grabbed our helmet, and spent the while day enjoying ourselves at the track without a single problem. Spending significant time at numerous tracks, we found ourselves basking in the luxury of not needing to bring extra wheels, brake pads, or a trailer. Upon purchasing the car, we began modifying the car with simple bolt-ons, which included an exhaust and an intake. A few months passed and additional mods quickly followed with suspension, brakes, and aero upgrades. The rest you can say is history.



TEAM FUJI AUTO 2000 NISSAN R34 GT-R U-SPEC

BEST LAP: 1:58.522

FIVE-LAP BATTLE: 10:14.43

OWNER: Kim Johnson

DRIVER: Eiji "Tarzan" Yamada

OUTPUT: 560 hp/480 lb-ft

ENGINE: XS Engineering Twin GT25/30 Ball-Bearing Turbochargers, custom port and polished, power pack ignition amplifier; Cosworth machined, balanced and blueprinted Nissan N1 spec block; HKS SPL billet camshafts, exhaust manifold head gasket, oil cooler; Veilside downpipe, Ti "teardrop" 90mm exhaust; Tomei Powered adjustable cam sprockets, valve lifters, oil pan, timing belt; APEXi valvesprings, super suction intake; Nissan N1 racing valves, N1 oil pump; Mines baffle plates; Jecs Racing N1 fuel pump, mass airflow sensors; Denso 720cc fuel injectors; JUN billet fuel rail; SX performance adjustable fuel regulator; Hyper-ground wiring system, Koyo racing aluminum radiator, ARC oil/fluid catch can; APEXi PowerFC tuned by Eric Hsu

DRIVETRAIN: Nismo front LSD, G-max twin-plate, clutch slave cylinder, flywheel; Kaaz two-way rear solid LSD

SUSPENSION: Ohlins Nismo R-tune (reservoir type/ double adjustable) coilovers; Cusco front adjustable negative upper link; Nismo rear adjustable upper A-arms, rear lower arms, motorsport rubber bushing kit, Nagisa Auto (NAMS) front lower control arms, tension rods, Hicas eliminator bars, solid mounts

AERO: Seibon carbon hood; Mines canards, front shroud; Nismo lip spoiler, door trim; V-Spec carbon rear diffuser; C-West wing

BRAKES: Brembo Gran Turismo two-piece rotors with four-piston calipers; Performance Friction pads

WHEELS: 18x10.5 Volk Racing CE28

TIRES: 275/35-18 Continental Extreme Contact DW

VEHICLE HISTORY: I fell in love with the Skyline for the first time while helping APEXi out with their Apex V-Max R-33 drag car, which broke the world import record back at the first Battle of the Imports. I knew then that if given the chance, I would own one someday. While touring in Japan many years later, playing golf professionally on tour, I purchased my GT-R and had Motorex bring it over. It was completely stock and a pure virgin. After bashing on it on a daily basis while going to the golf courses, Costco, and street races, it finally developed some rod knock (my fault). I sat down with Eric Hsu, then from XS-Engineering, to figure out my options. We decided to keep it a "true" street car: reliable, daily driven, comfortable, good power for the street, wide powerband, and low-key (for a GT-R). Soon after, the car was campaigned in numerous events including the USCC, American Touge Challenge and Car versus Bike, all the while keeping the real street-ability and low-keyness. This car has never been changed or altered since the rebuild after the rod knock. It truly is a reliable, daily driven, comfortable, good power for the street, wide powerband, and low-key (for a GT-R) vehicle; and it is everything I thought it would and could be when I first witnessed the APEXi V-Max R-33 breaking the world record, many years ago.





FONTANA NISSAN/ NISSANRACESHOP.COM 2009 NISSAN R35 GT-R

BEST LAP: DNF

FIVE-LAP BATTLE: DNF

OWNER: Mike Cronin Jr.

DRIVER: Mike Cronin Jr.

OUTPUT: 620 hp/600 lb-ft

ENGINE: Synapse BOV, intake, intercooler piping kit; Titek race mid-pipe, 90mm Ti exhaust; Cobb Accessport tuned by Jon Drenas of Cobb Tuning SoCal

DRIVETRAIN: stock

SUSPENSION: JRZ three-way adjustable coilovers; Whiteline sway bars

AERO: Aeromotions R2 Static wing; Stilen side skirts, front lip

Brakes: Fontana Nissan Racing slotted rotors; Endless race brake pads

WHEELS: 18x11 (front) 18x12 (rear) CCW

Tires: 295/35-18 Continental Extreme Contact DW

Vehicle History: The Fontana Nissan R35 GT-R was purchased by our company to primarily showcase the products we sell here in-house at NissanRaceShop.com. We've managed to campaign the vehicle at numerous track events with great success. Over the years, we have learned that the R35 is one of the best all-around vehicles that offer performance both on and off the track.



KONTRABRANDS/EVASIVE MOTORSPORTS 2006 MITSUBISHI EVO IX SE

BEST LAP: 1:58.891

FIVE-LAP BATTLE: DNF

OWNER: Philip Chase

DRIVER: Michael Chang

OUTPUT: 390 hp/329 lb-ft

ENGINE: AMS 750R V-band turbo kit, intake kit; Cosworth big-bore cylinder head, 272 cams, head gasket/studs; XS Engineering FMIC; M1 Fabrication custom charge pipes; Koyo radiator; Okada Projects Plasma Direct Ignition Coils; Injector Clinic 1,100cc High Z injectors; Tomei Powered fuel rail, fuel pressure regulator, oil pan baffle, oil thermostat; Fujitsubo Super Ti exhaust; HKS V-Pro/AFK tuned by Kuroyama Tuning

DRIVETRAIN: Carbonetic Carbon LSD, triple plate clutch; T-Assist tuned ACD controller

SUSPENSION: TEIN Super Racing coilovers, dual EDFC; SuperPro polyurethane bushings; Evasive Motorsports track alignment

AERO: Voltex front bumper, widebody kit, Type-3 carbon wing; C-West hood

Brakes: Performance Friction two-piece front rotors, O1 compound pads; AMS brake cooling kit

WHEELS: 18x10.5 Volk RE30 +18 offset

Tires: 275/35-18 Continental Extreme Contact DW

Vehicle History: I bought the car new in early '07 with the intention of adding coilovers, wheels, and a few bolt-ons. A couple of weeks after purchasing the car, the filters in my brain shut off and I built my ultimate street car in a matter of months. The major difference between then and now is the turbo setup, which was making close to 360 whp. A month before the shootout I decided a little more power was needed (plus I wanted more potential) so I installed an AMS 750R V-band turbo kit, HKS V-Pro ECU tuned by Kuroyama Tuning, Injector Clinic 1,100cc injectors, and a new Koyo radiator setup. Things came down to the wire as we finished the car the night before the competition. The new turbo setup was dyno tuned on low boost a week prior but never tested on track until the morning of the shootout. Big thanks to Jon Kuroyama for the perfect engine tune, which makes about 400 whp and more importantly, ultrasmooth throughout the powerband.



ROAD RACE ENGINEERING/ ROBISPEC 2005 MITSUBISHI EVO VIII RS

BEST LAP: DNF

FIVE-LAP BATTLE: 2:01.642

OWNER: Ben Denkers

DRIVER: Matt Dennison

OUTPUT: 637hp/588 lb-ft

ENGINE: Buschur Racing 2.3 rpm Stage 3 short-block, Stage-1 cylinder head, BR spec 10.0:1 pistons, FMIC, baffled oil pan pickup, catback exhaust double pumper fuel system, two-piece aluminum driveshaft; BorgWarner EFR 7670; Full-Race twin scroll long tube exhaust manifold, downpipe; RC Engineering 1,600cc injectors; Tial MVR 44mm (dual) wastegates, BOV; Extrude Honed JDM EVO VII; mil-spec throttle body; Manley 100mm Billet steel crankshaft; HKS 280 camshafts; PWR 57mm radiator; Non CDI Sparktech ignition; AEM Series 1 EMS tuned by Road Race Engineering

DRIVETRAIN: Tilton twin ceramic clutch; Sheptrans custom transmission (EVO VII First-Gear/Fourth/EVO IX Fifth); Robispec custom rear differential, M200 gun-drilled axles

SUSPENSION: Robispec tuned KW Group N 3-Way Tarmac Dampers, hard bearing kit, chromoly trailing arms, anti-lift kit, roll center/camber adjuster; Hypercoil springs (90 lb/in, 100 lb/in); ceramic wheel bearings

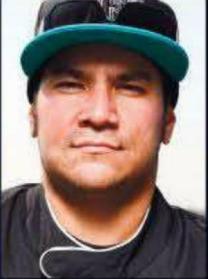
AERO: C-West front bumper with Voltex canards; Robispec 3D splitter; AIT wide front fenders; APR rear diffuser, mirrors; DHP Composites spoiler

BRAKES: 325mm two-piece rotors (front), factory (rear); Essex CL8/CL6 pads; Brake Man stainless-steel lines

WHEELS: 18x10 Enkei RPF1 18x10 +38 offset

TIRES: 295/35-18 Continental Extreme Contact DW

VEHICLE HISTORY: I purchased my '05 Evolution RS in April of 2011 from Robi of Robispec. This car was destined to become my track car from day one. The first addition was a Buschur Racing 2.0, which was eventually replaced with a Buschur Racing 2.3 RPM after a track day failure. While prepping for the AWD Shootout, we had another motor failure due to an oil pump sizing. Three weeks before the event, I towed the car 2,600 miles to Buschur Racing. With the help of Ben Siu and David Buschur, I had a new motor machined and installed within five days. The week before the event, we shook the car at Streets of Willow only to have our turbo fail. Geoff from Full-Race stepped up and gave us his personal BorgWarner EFR Turbo off his car. At this point, finding an EFR turbo was about as easy as finding a leprechaun. Thanks to Geoff's generosity, Matt Dennison from Road Race Engineering and I drove all night a day before the event to pick up the turbo from Full-race in Arizona. The Road Race Engineering team worked effortlessly to reassemble the car, once we returned.



HSU RACING 1998 MITSUBISHI EVO VI GSR

BEST LAP: DNF

FIVE-LAP BATTLE: DNF

OWNER: John Hsu

DRIVER: John Hsu

OUTPUT: 640 hp/540 lb-ft

ENGINE: GSR CNC machined head, cams, short-block; WPC treated; COMP 67mm turbo, EMS Power FMIC, Boost Logic 4-inch exhaust, exhaust manifold; Haltech ECU; Okada Ignition system; E85 conversion; tuned by Sky of Hsu Racing

DRIVETRAIN: Dogbox; Carbonetic front/rear diffs, triple plate carbon clutch

SUSPENSION: Robispec tuned KW coilovers

BRAKES: Performance; Friction brake kit

WHEELS: EVO X MR BBS

TIRES: 265/35-18 Continental Extreme Contact DW

VEHICLE HISTORY: Some might call it fate, but a year ago while browsing through random magazines, I came across a '98 EVO IV GSR in a local AutoTrader. I immediately purchased the car but left it untouched as it remained in a dormant state until a few weeks before the AWD Shootout. With little time to waste, I jumped into action with my crew to begin modifying the car using parts from my EVO IX as a donor vehicle to make the event. Preparations came down to the wire, but we banded together to make the event—just in time to make the first practice session for the AWD Shootout. I managed to drive the EVO at Buttonwillow Raceway the day before the event for a quick shakedown. The car handled well, and we were confident it was fast enough to be competitive.





GATES 311RS 2009 MITSUBISHI EVO X GSR

BEST LAP: 2:00.485

FIVE-LAP BATTLE: 10:15.00

OWNER: Ryan Gates

DRIVER: Ryan Gates

OUTPUT: 350 whp/350 lb-ft

ENGINE: AMS Performance intake, intercooler hard pipe kit, FMIC, downpipe, high flow-cat pipe, exhaust, tuned by AMS Performance

DRIVETRAIN: stock

SUSPENSION: JRZ RS1 coilovers, solid top mounts, Evasive Motorsports track alignment

AERO: JDP front lip; Voltex carbon-fiber rear wing

BRAKES: Girodisc two-piece rotors, 311RS pads, Ti pad heat shields, stainless brake lines

WHEELS: 18x10.5 Volk CE28 +18 offset

TIRES: 265/35-18 Continental Extreme Contact DW

VEHICLE HISTORY: The 311RS is the product of everything we've developed, tested, and proven over the past three seasons with the Gates311 EVO X. The car is equipped with AMS bolt-ons producing 350 whp and 350 torque and tuned for maximum enjoyment under any driving condition. Building a car is about balance, so there was more invested into the 311RS than just power alone. We installed a JRZ RS1 suspension to improve handling and upgraded the OEM braking components with a slew of Girodisc components, which provided relentless braking force.



TEAM CRAWFORD 2004 SUBARU STI

BEST LAP: 2:01.721

FIVE-LAP BATTLE: 11:55.027

OWNER: Scott Crawford

DRIVER: Scott Crawford

OUTPUT: 450 hp/425 lb-ft

ENGINE: Crawford 2.8L long-block, CP35R twin scroll turbo kit; Garrett GT37R; E85 fuel system upgrade, turbo-back exhaust, air/oil separator, water tank; K&N intake; Deatschwerks 1,000cc injectors; Motul 300V oil; Ecutek ECU tuned by i-Speed Tuning

DRIVETRAIN: Cusco 1.5-way diff (front/rear); Rocket Rally center diff controller; Motul Gear 300LS transmission/diff oil

SUSPENSION: Tein Super Racing coilovers, EDFC controller; Whiteline sway bars

AERO: C-West front bumper with Voltex canards; Robispec 3D splitter; AIT wide front fenders; APR rear diffuser, mirrors; DHP Composites spoiler

BRAKES: Brembo Gran Turismo two-piece rotors with four-piston calipers

WHEELS: 18x10 Enkei RPF1 18x10 + 38 offset

TIRES: 295/35-18 Continental Extreme Contact DW

VEHICLE HISTORY: In 2008 my life totally changed when I had an opportunity to testdrive the '06 500hp STI Crawford Performance race car for the first time, I immediately fell in love with the car and decided to purchase a '04 STI. Being the perfectionist that I am, I immediately went to the drawing board to make the car even better. In the end it proved to be challenging but was more than up to the task. The first order of business was to place the car on a diet. A carbon hood, doors, roof, and trunk... basically anything with weight or OEM was removed or replaced including hoses, bushings, and bolts. With William Knose of Crawford Performance in charge of tuning and a dry carbon diet regimen to the car, we began campaigning the car at multiple track events with much success.



RENNER MOTORSPORT 1998 SUBARU RS

BEST LAP: DNF

FIVE-LAP BATTLE: DNF

OWNER: Ivo Mitkov

DRIVER: Ivo Mitkov

OUTPUT: 500 hp/482 lb-ft

ENGINE: Garret GTX3076R; Renner Motorsport Custom Rotated Kit with External Turbosmart wastegate, custom 2.5-inch up-pipe/exhaust, custom intake with 3.5-inch MAF housing, 4-Bar MAP sensor, 2.5L motor; Mahle pistons; Cosworth big-bore cylinder heads with oversized +1mm valves, valvesprings/retainers, cams, TGV deletes, rods, bearings, high-volume 12mm oil pump; Tomei Powered equal-length header; Deatschwerks

950cc injectors, DW + 300-lph fuel pump; Aquamist HFS-6 methanol injection kit.

SUSPENSION: Stance coilovers 3-way adjustable (custom race Spec), race camber plates; Whiteline sway bars, anti-lift/bushing kit; Renner Motorsport custom strut tower bars

AERO: Aerosim WRC widebody kit, WRC wing, and carbon roof

BRAKES: AP Racing six-piston (front) calipers with 355mm rotors, two-piston (rear) calipers; Brembo 330mm rotors; Ferodo DS3000 race pads

WHEELS: 18x10 ADVAN RS +38mm offset

TIRES: 275/35-18 Continental Extreme Contact DW

VEHICLE HISTORY: The car was purchased in 2000 with a blown motor and sat in the shop for five years waiting for the right swap. In 2005, we were able to find an '05 STI donor car from which we swapped everything but the chassis, put on a bigger turbo, and made over 400 whp. In 2008 we decided to update the exterior with a WRC widebody kit from Aerostar Research. Fast-forward a few months prior to the shootout, we refreshed the engine and installed a Renner Motorsport turbo setup which made over 500 whp.





SNAIL PERFORMANCE/FORCED AIR TECHNOLOGIES

2009 SUBARU WRX

BEST LAP: 2:03.836

FIVE-LAP BATTLE: DNF

OWNER: Taylor Wilson

DRIVER: Taylor Wilson

OUTPUT: 348 hp / 378 lb-ft

ENGINE: FA20 race motor; Grimm Speed up-pipe; TD06-20G turbo; Turbosmart 45mm Hypergate, Race Port BOV, fuel pressure regulator; Invidia exhaust with catted downpipe; Perrin fuel rails, lightweight crank pulley; Injector Dynamics 2,000cc injectors; Turbo XS FMIC; Killer B Motorsports oil system; Mishimoto radiator; LIC Motorsports adjustable timing idlers; Perrin intake; Samco air inlet; Cusco motor mounts; AFI pitch mount; Setrab oil cooler; Gruppe-S air/oil separator

DRIVETRAIN: Kartboy short shifter; Gruppe-S shifter bushing

SUSPENSION: KW Variant 3 coilovers with optional race springs; Whiteline 24mm sway bars, roll center kit, race ALK, heavy duty endlinks, H-brace, Max-C camber plates; Cusco rear lateral arms, strut bars

AERO: CS custom lip spoiler, custom splitter; BlackTop aero double deck carbon wing

BRAKES: Stoptech ST-40 caliper with 355x32mm two-piece slotted (front) rotor, ST-22 caliper with 45x28mm two piece slotted (rear) rotor, stainless braided lines; Hawk Performance DTC-70 (front) pads, DTC-60 (rear) pads; Grimm Speed MCB

WHEELS: 18x10 Wheeldude Rota Grids +30mm offset

TIRES: 275/35-18 Continental Extreme Contact DW

VEHICLE HISTORY: My car was purchased in August of 2009 with every intention of making it a streetable track car. I started simple with an exhaust and tune, followed by all suspension mods. Even for the shootout, I was limited to 350 hp and 370 torque because of last-minute mechanical issues leading to a borrowed turbo. It's always fun to be the low-horsepower guy that surprises people! Thanks to Forced Air Technologies and my Snail Performance Crew for making it happen.



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TEXT BY RHETT BARUCH
PHOTOS BY PATRICK LAUDER

2005 MITSUBISHI EVOLUTION IX



EMPEROR OF EVOLUTIONS

ALGIER REDOLOZA'S WICKED WHITE EVO

Grocery getter is a very loose term, especially in the case of this wicked white EVO, gracing the pages before you and terrorizing the streets of San Jose, CA. Rolling hard with the boys of Emperor Motorsports USA, a division of the original Philippines-based car crew, is Algier Redoloza. He is the builder and the brains behind this all-wheel-drive menace with flush fitment, usable power, and an always progressive look.





Algier's story, however, didn't start with Mitsubishi. Instead, his first chapter began with Integra Type-R engines with Jun valvetrains and about every bit of JDM accessory that could be had. For most, the Honda scene can wear thin. Among the risk of theft, nut riding, and saturation of cheap parts allowing non-purists to fake the funk, Algier chose to sell his '92 Honda Civic. The 200 hp in the early days of serious engine builds and owning the streets of NorCal just weren't enough. After moving on from the ever so popular and common stomping grounds of the Honda scene, the \$10,000 selling price of the hatch made for a hefty down payment for the EVO IX you're drooling over right now.

Most people know that the Philippines breeds many fast and stylish cars. Regardless of the deemed Rotoland you think of, their originality and method of modifying is up there with the big dogs, as you can see with this EVO. Since high school Algier's uncle had a very big role in influencing his builds. While Redoloza senior was more of a Toyota/Mazda, lightweight all-motor drag guy, it didn't stop him from lending his two cents when it came to contemporary import auto parts and install options. Algier's Honda build could be said to have followed the footsteps of his uncle, just with the natural power being delivered to the wrong wheels. This is part of the reasoning Algier decided to switch to what he calls his grocery getter. "I wanted something I could really drive, with no serious turbo lag and a car that didn't break every other time I drove it," he says. His day job as a Mercedes-Benz tech was certainly the large motivating factor for this mentality. Who really wants gobs of power when it can't be used half the time? Many lose sight of this when modifying cars, and it's refreshing to see enthusiasts like Algier.

The factory-upgraded Tommi Makinen 6.5 turbine is one of the best bolt-on turbos for the power goals—all while requiring literally no modification. An interesting tidbit: This turbo



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is equipped with a titanium wheel—nice bragging rights for those EVO owners who most commonly have engine bays riddled with titanium add-ons. Along with the factory exhaust manifold and BOV, a precise port job was performed on both to keep up with the slightly increased ingestion and exhaustion of gases. To add to the remembrance of his once hot hatch days, reliability was retained through choice aftermarket upgrades. Cusco, HKS, and many other small-time shops were chosen, ensuring longevity and power while keeping up with added track time abuse. Adversely on the spectrum, every point changed up for off-the-shelf key parts that work together. What's the point of having a car built for the street that can only do one of three very important things really well?

This said, you can see this Japan tuner-esque philosophy applied here. The supporting mods put in place do just enough to allow for nearly 400 whp, running on pump gas, winning “Best Of . . .”, and still having the ability to maul the competitors on track. A few hang-ups at customs prevented an immediate change of display—although, Weksos came through for most of the top-tier parts found on the EVO today. “I always try new looks for the car and every time that people copy it I’m inspired to be even more different,” Algier says. From Do-Luck to Chargespeed to Cwest and to currently settle for an Ings+1 front bumper, which makes for long, combined wait times from Japan. This patience is something to be taken from the years it takes to complete a project like this. Algier will be first to tell you the lesson he learned. You think love hurts? Try the waiting game from Voltex.

Final contemporary touches were made to this car that were enough to take the car to a bit of a different level. “I wanted something mild, but that kind of got out of hand,” Algier says. I think way too many of us have a similar story. He took this fine machine under the knife, nearly literally. The rear fenders needed some more beef after cowering the Touge Factory front wide fenders. Algier and a close friend of

his proceeded to cut off the factory rear flares, extend, and smooth her right back up. This subtle, yet effective, change allows for him to squeeze the ultraserious Advan RG-Ds on in Shaq-like sizing—18x10.5 +15 all around. Unnecessary movement is restricted due to the Buddy Club dampers, and on-the-dime stops are provided by Endless race pads and StopTech braided lines, topped off with Motul fluid.

“I like that I mismatched these parts and still made it flow,” he says. Algier did not take one style and go with it, replicating others and infamous shop builds. Instead, his build is one to be remembered for its simple, clean style amongst a sea of absolute mayhem. When Algier isn’t swiping Air Jordans on eBay you might catch him dipping out of your local show with trophies, thinking about his next build to shame the rest. A full track car dedication is in the mix or maybe a Japanese Integra Type R? While he misses some of rawness he had with his Honda, he created a whole different beast capable of catering to many needs. ■

“I LIKE THAT I MISMATCHED THESE PARTS AND STILL MADE IT FLOW.”



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Championships:

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Records:

Firebird International 1:01.660 Track Record

Las Vegas Motor Speedway 1:39.657 Track Record

Auto Club Speedway Royal 1:35.548 Track Record

WillowSprings Raceway 1:19.397 AWD Track Record

New Jersey Motorsports Park 1:02.460 Track Record

Autobahn Country Club 1:23.594 – Track Record



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Modified Class

750whp Garrett® GTx3582R 2.7L

Championships:

2011 Modified Tunershootout Champion

2011 Global Time Attack Limited Champion

2010 Super Lap Limited Champion

Records:

Buttonwillow Raceway 1:48.550 Modified Record

WillowSprings Int'l Raceway 1:23.141 Modified Record

Firebird Int'l Raceway 1:04.279 Modified Record

Las Vegas Motor Speedway 1:43.030 Modified Record



APOLLO PERFORMANCE

Street Class

554whp Garrett® GTx3582R 2.5L

Championships:

2011 Redline Street AWD Champion

Records:

Firebird Int'l Raceway 1:07.482 Street AWD Record

Podiums:

Redline WillowSprings Raceway 2011 1st Place

Redline Firebird Int'l Raceway 2011 1st Place

Redline CA Speedway 2011 1st Place

Redline WillowSprings Raceway 2011(2) 2nd Place

Global TimeAttack WillowSprings Raceway 1st Place



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GTX3582R

Garrett
by Honeywell



2005 MITSUBISHI EVOLUTION IX

BEHIND THE BUILD

NAME
ALGIER REDOLOZA

AGE
31

LOCATION
SAN JOSE, CA

OCCUPATION
MERCEDES-BENZ TECHNICIAN

HOBBIES
PLAYING BASKETBALL, WORKING OUT, PLAYING PS3, WORKING ON CARS, COLLECTING JORDANS, AND TRAVELING

BUILD TIME
FIVE YEARS

FEEDBACK
AREDOLOZA@GMAIL.COM

MOTIVATION
I WANTED A CAR THAT CAN BE A "GROCERY GETTER" AND A CRAZY STREET/TRACK CAR.

ENGINE Stock-block and head; Tommi Mäkinen EVO 6.5 turbo; custom ported exhaust manifold, BOV, and O2 housing; HKS 272/272 camshafts, head gasket, 770cc injectors, turbo elbow, downpipe, ground kit, oil cap, and radiator cap; ARP head studs; Toda timing belt; A'PEXi air intake, SAFC fuel controller; Greddy V-Spec intercooler, electronic boost controller; Cusco exhaust shield, CF radiator shroud; Samco turbo hoses, radiator hoses; Koyo race radiator; custom slim fan; water wetter; Mobil 1 10W40 oil; Walbro 255-lph fuel pump; Garage HRS titanium catback exhaust; RRE rally catalytic convertor; NGK iridium spark plugs; Ralliart spark plug wires, low temp thermostat; Splitfire ignition coils, grounding kit; Hyper Voltage ignition amplifier; custom powdercoated gold; Odyssey race battery

DRIVETRAIN Cusco twin-plate clutch and flywheel; Works short shifter; Redline trans fluid

SUSPENSION Buddy Club racing-spec dampers; Cusco rear sway bar, titanium front strut bar, carbon-fiber rear strut bar with V-brace, front bumper bar, front lower type half-bars, rear trunk bar; Perrin rear endlinks; alignment by Robispec

WHEELS/TIRES 18x10.5 +15 (all around) Advan RG-D in gold; Nitto Invo 255/35/18; 18x9.5 +12 (all around); Volk Racing TE37 in black (for track); Project Kics R40 Neo chrome lug nuts

BRAKES Custom powdercoated OEM Brembo calipers in Porsche Yellow; Endless race compound pads; StopTech front/rear two-piece rotors, brake lines; Motul DOT5 race fluid

EXTERIOR Ings+1 front bumper with custom CF canards; Rexpeed CF side skirts; Voltex rear diffuser, V-mount

1,500mm wing; Touge Factory front fenders +10mm; custom rear wide fenders; Seibon CF hood and trunk; CF-wrapped roof; JDM OEM rear bumper, headlights; 20 percent tint all around

INTERIOR Bride Zeta III driver, Ergo II passenger, seat rails, wrapped rear seats, armrest, and door panels; Takata harnesses; Cusco six-point 'cage welded in; MOMO suede racing steering wheel; NRG hub and quick release; A'PEXi boost gauge, exhaust temp gauge; Zeitronix wideband meter; Greddy counterweight shift knob; Sparco pedals; Pioneer speakers, DVD, GPS, and AVIC-N4 head unit

GRATITUDE Before everything I would like to thank my wife, Regina Nguyen-Redoloza, for always being there for me no matter what: "I'm done babe, here's the feature I wanted. LOL."; Adam Luong, founder of Weksos Industries, "thanks for everything buddy ... wanna run?"; Devin Hui of Speed Element, "thanks, bro"; my teammates from Emperor Motorsports, "thanks for all the support guys"; and I want to say hi to the Emperor guys at the Philippines ... "Mabuhay!"

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TEXT BY JOEY LEE
PHOTOS BY PATRICK LAUDER

1986 TOYOTA COROLLA



BOUGHT NOT BUILT

DON'T PANIC, YOU READ THAT CORRECTLY

We are going to take a departure from the norm today. It's good to try something new every now and then, so sit back and try to take what you're about to read in context. When we stumbled upon this beauty in Waipahu, HI, a while back, we knew that we had to have it. It's an amazingly well-thought-out AE86 build that almost any enthusiast can appreciate. As you can tell from just glancing over the photos, there isn't a stone that's been left unturned. It has the aggressive styling that we love to see out of these older Toyotas; the motor definitely isn't stock, and the way it sits on the ground just gives it some serious road presence. By all accounts, this '86 Toyota Corolla is one of the best-built AE86s that we have ever seen—what we didn't know, however, was that this Corolla wasn't built by its current owner. This Hachi-Roku was purchased as is.



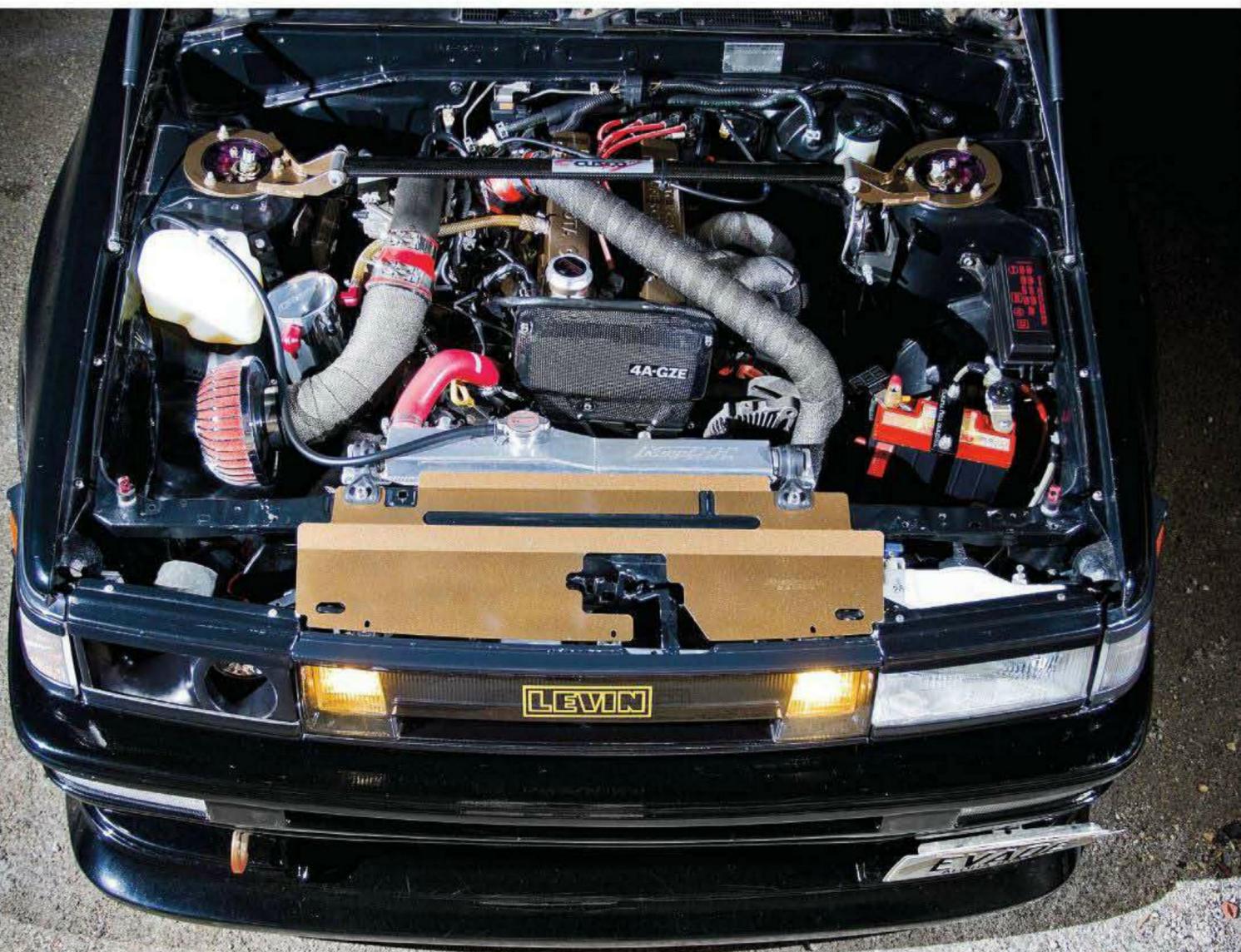
Before you shout obscenities and scream blasphemy, bear with us. While it isn't your conventional backstory on how the owner cried, bled, and starved to get this Corolla to this point in its automotive existence, there is still quite an interesting tale to tell. The current owner, Efren Guillermo, has had his own share of trials and tribulations working on cars. While he didn't piece this build together, he's always had the AE86 chassis in his heart. Along with his brother, the duo helped to build another 8-6 and used it regularly for weekend drift sessions. That particular car was his brother's though, so he found himself wanting one of his own. Being a loving husband and father didn't leave him with very much time to devote to starting a whole new project though, so the only other option was to purchase one that was already complete.

"My wife was pissed!" Efren says. "I mean, she wasn't even slightly mad; she was just completely pissed about the idea of me buying this car. She knew that I had always been into cars so it shouldn't really have been that big of a surprise. When I first met her, she had a Civic coupe too, and we were always involved in the Maui car scene. I guess it just didn't make sense to her to spend that kind of money on a car when I have a home and family to maintain. I saw it, though, as the best of both worlds. I could have a modified car that

I could enjoy, and not have to worry about all the downtime and issues that go into building a new project. I've worked on enough cars in the past to know how much time needs to be invested, and I really would rather spend that time with my family."

You would imagine that Efren spent a large chunk of time searching for his perfect car, but it actually fell into his lap pretty easily. During his time with his brother in the Hawaiian Toyota enthusiast community, he met a lot of great people; one of them, in particular, was his friend and neighbor Russell "Rawsoul" Ramboa. Russell was a pretty well-known figure within their community and was known for having some pretty amazing Toyota builds. He had recently completed the Corolla that you see here, but was ready to move on (he had the itch to start on a new MKIII Supra project). The AE86 was basically in the same condition as you see it in now, other than some very minor changes. Origin Lab's "Stylish" aero kit was installed and painted, along with the J-Blood Type 3 hood and widened fenders, and unpainted carbon-fiber doors. Giving it a very distinct look over the U.S.-market Corollas was a JDM factory Corolla Levin frontend conversion. Adding to its unique face is a Silk Road headlight intake and eight-piece eyeliner kit. Seated under the widened fenders are Greddy Type-S coilovers and aggressively sized 15-inch Work Meister S1 two-piece wheels.

"Russell wasn't the type of guy to just build a car and get rid of it to make money. Honestly, if we all had the chance to build a MKIII Supra, we would do whatever it takes to get it. The Corolla was perfect in every way, but it still doesn't compare to the potential of a Toyota Supra, you know? The Supra was one of the dream cars of our generation and Russell was presented with the opportunity to own one. He wanted to sell the Corolla but not just to a random person who wouldn't appreciate





“DID I MENTION THAT MY WIFE WAS PISSED?”



it. There are people out there who would probably try to cash in on this car and part it out—I definitely wasn’t that guy,” Efren says.

Efren had already developed a deep appreciation for Russell’s work. He had watched him piece this Corolla project together for the last two years, and he too wanted to see that this project didn’t end up in the wrong hands. Word had spread around town that he was selling it, and Efren made the decision to jump on the deal. “I kept talking to my wife about buying the car, but she just wasn’t having it,” he says. “I told her that it was a great deal, and I couldn’t pass it up. He didn’t even know that I wanted to buy his car. I showed up at his door with an envelope full of money, and it caught him off guard. In fact, he was still working on it when I got there.”

Russell had just dropped a 4A-GZE engine into the AE86. A 4A-GZE, for those unfamiliar, is the newer, supercharged version of the original 4A-GE motor found in the Corolla. The GZE motor going into Efren’s future ride was once found in a Japanese domestic market AE101 Corolla. Everything was basically done when he got to Russell’s house; there were just a couple loose ends that had to be tied up. The motor had yet to be started, and it lacked an exhaust and intercooler piping. Though surprised, Russell agreed to the deal and gladly accepted the money that Efren’s wife was not happy to let go of. The Corolla spent a couple more days at

its builder’s home until the motor was primed and Exhaust Systems Hawaii was able to fabricate the necessary components to finish the build.

“Did I mention that my wife was pissed?” Efren says. “She was angry even after I brought the car home. It’s understandable, though; she just didn’t like the fact that I spent the money on myself. I tell her every day that it was a good deal, so I hope one day she won’t be upset about it anymore. I know that I didn’t build this car, and I will never claim that I did. I was honestly a little reluctant to agree to this feature, but I think the world needs to see this car and appreciate the work that Russell put into it. I would like to do more to this car and change it up, but my wife and kids come first above all else. I am simply the caretaker of this Corolla in the meantime. There’s no rush to change anything on it anyway, because it’s perfect the way it is. I have the rest of my life to enjoy this car, and eventually I will switch some things up here and there. Bought, not built, but it is in good hands!” **It**



1986 TOYOTA COROLLA

POWER EST. 170 HP/155 LB-FT OF TORQUE

BEHIND THE BUILD

NAME
EFREN GUILLERMO JR.

AGE
29

HOMETOWN
WAIPAHU, HI

OCCUPATION
LEAD WAREHOUSEMAN

BUILD TIME
ABOUT TWO YEARS

FEEDBACK
TEAMPRO5@HOTMAIL.COM

HOBBIES
CARS; SCHWINN VINTAGE/
LOWRIDER BICYCLES; GRAFFITI;
BREAK-DANCING

MOTIVATION
MY FIRST TIME PICKING UP AN
ISSUE OF IMPORT TUNER

ENGINE '91 Toyota 1.6L 4A-GZE; Cusco engine mounts; HKS Super Megaflow intake; Silk Road high-rise 4-1 header; ESH custom exhaust, intercooler, intercooler piping; Magnecor Competition KV85 spark plug wires; NGK spark plugs; Odyssey PC680 battery; OEM Toyota SC12 supercharger; Koyo aluminum radiator; FAL dual radiator fans; Greddy oil catch can; TRD oil cap, radiator cap

DRIVETRAIN Cusco transmission mounts; Techno Pro Spirit 4.7 Final Drive; KAAZ two-way limited-slip differential; Illegal Garage one-piece driveshaft; ACT three-puck clutch; TODA Racing lightweight flywheel; C's short shifter assembly

SUSPENSION Greddy Type-S coilovers; Tanabe Sustec sway bar, carbon-fiber strut tower bar; T3 tension rods, roll center adjuster, four-links, Panhard bar, traction brackets; Energy Suspension urethane bushings; Prothane bushing kit with rack bushings; manual steering rack conversion; Ultra Racing fender braces

BRAKES Wilwood front big-brake kit; Goodridge stainless brake lines

WHEELS/TIRES 15x9-15 Work Meister S1 two-piece; 195/50-15 Bridgestone Potenza RE-11 (Front); 15x10-28 Work Meister S1 two-piece; 205/50-15 Bridgestone Potenza RE-11; Muteki SR35 closed-end lug nuts; 10mm rear-wheel spacer with extended wheel studs

EXTERIOR Origin Lab Stylish aero kit (front, side skirts, rear); J-Blood carbon-fiber doors, Blister fenders; Type 3 carbon-fiber hood, FRP rear hatch; Top Secret hoodpins; Section-D graphics; JDM OEM Toyota Levin Kouki frontend conversion, "red lines" rear taillights; window visors; East Bear side mirrors; Cusco license plate holder, towhooks;

Run-Free eight-piece eyeliners; Solex door locks; Silk Road (Section) headlight intake

INTERIOR Safety21 eight-point rollcage with Cusco add-on bars; Chargespeed driver seat; Nagisa Auto seat rail; Teamtech safety harness; Sparco Deep Corn steering wheel; MOMO steering hub; NRG steering wheel quick release; TRD shift knob; OEM Toyota Celica GTS pedals; Bee-R carbon-fiber door panels; Run-Free floor bars; custom C-pillar bar; Beat Rush rear trunk brace

ELECTRONICS JDM AE101 Corolla ECU; Auto Meter carbon-fiber series tachometer, oil pressure, fuel pressure, boost, and voltmeter gauges

GRATITUDE Jehovah God; my wife, son, and daughter; Russell; Al Ramiscal; my bro; Section-D; Sean F at Munki Works Garage; Exhaust Systems Hawaii; all of the Hawaii Toyota enthusiasts; Hachi Outlaws; and all of the AE86 owners around the world living the AE86 life!

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FINISH LINE

AFTER A FEW BUMPS IN THE
ROAD, CHRIS BISHOP'S LIVING
LIFE IN THE FAST LANE.

What should have been a short jog turned into a hurdle race. Chris Bishop of Richmond started a business and set out to build a one-of-a-kind VIP car to showcase the products that his company offered. That was the motivation behind this build and although it sounds simple enough, some things are easier said than done. This project would truly exemplify that old saying.

At a young age, Chris developed not only a love for cars but also a love for working on them. "My father was a huge influence ... I was in the garage helping him work on his restoration projects since I can remember," he says. Since then, Chris has owned a whole heck of a lot of cars—an S15 Nissan Silvia, every 240SX chassis (minus the convertible), a 2JZ-swapped 300ZX, an '01 Infiniti Q45, a Lexus GS300, a '96 Toyota Soarer, a '73 Mercedes-Benz 280, and a '66 Datsun Roadster 1600—to name just a few of the 50 or so he's had in his possession at one time or another. This love for all things car-related coupled with a business-oriented mind led Chris to start Dressupbolts.com, a company designed to specialize in providing the most complete automotive fastener replacement kits on the market today. And what better way to show the world what your company has to offer than by building a car that utilizes those products? So he did just that, deciding on the ever-so-popular VIP theme to do it.

As more and more VIP builds come out every year, the proverbial envelope keeps getting pushed further and further. Body kits, insane wheel sizing and fitment (or lack thereof),



and interior accessories made from anything ranging from wood to crystal are essentially the norm these days. But Chris had already developed the picture of what this stage of his build would look like, and he went more for simplicity and subtlety to be the cornerstones of the vehicle's presence at this time. Additionally, he opted to use a relatively unorthodox chassis. Lexus chassis dominate the VIP scene here Stateside, but Chris not only chose an Infiniti Q45, he chose the least popular of its iterations—the first-generation G50. "I've always had a love for G50s. It's usually one of those chassis that people either love or hate," he says. "I have always loved it. I prefer Infiniti's low roof line and wide stance over Lexus' taller and narrower lines."

Ranging from small to large, the hurdles began for Chris right from the beginning. And not just with the modifications and aftermarket parts, instead it was the chassis itself. After searching for and finding a stock vehicle that looked to be in good shape, the purchase was made and the tear-down began. It just so happened that the previous owner

"I WAS IN THE GARAGE HELPING [MY FATHER] WORK ON HIS RESTORATION PROJECTS SINCE I CAN REMEMBER."

neglected to mention that the vehicle had been in a front end accident at some point and, whether he knew or it or not, the repair work that had been done was far less than perfect. For some this would have been an unacceptable factor, but Chris had a plan and didn't allow the discovery to deter him from proceeding. The guys at Unique Motors were responsible for fixing the shoddily repaired core support and repaint the engine bay in preparation for the heart transplant the vehicle would experience.



Next came the heart and soul of the build: the engine and engine bay. Chris had decided from the get-go that he was going to swap in the beloved 2JZ-GTE, so he contacted the guys at J-Spec Auto in nearby Ashland, VA, to source the Toyota Aristo powerplant. Now that the motor was in his possession, Chris purchased the upgrades needed to achieve as much power as he could without putting the automatic transmission at too much risk. A Precision 67mm turbo with polished compressor housing, Tial wastegate and blow-off valve, and a Greddy intercooler were chosen. Fuel needs were being taken care of by a combination of a twin-turbo 300ZX fuel pump and a U.S.-spec twin-turbo Supra fuel rail and 550cc injectors. Chris then contacted Ben at Freed Engineering to tackle some of the most technically difficult aspects of the build. A custom set of motor mounts was needed to nestle the motor into the Infiniti's bay, with special care needed in the fabrication of the transmission mount (its angle needed to be spot on for the driveshaft to line up and work perfectly). Additionally, Ben handled all of the necessary wiring needed to get the mixture of Toyota and Nissan parts to work in congruence with one another. Chris then finalized the beautiful underhood setup with his company's full Q45 Titanium Engine Bay Bolt Kit as well as for the 2JZ-GTE.

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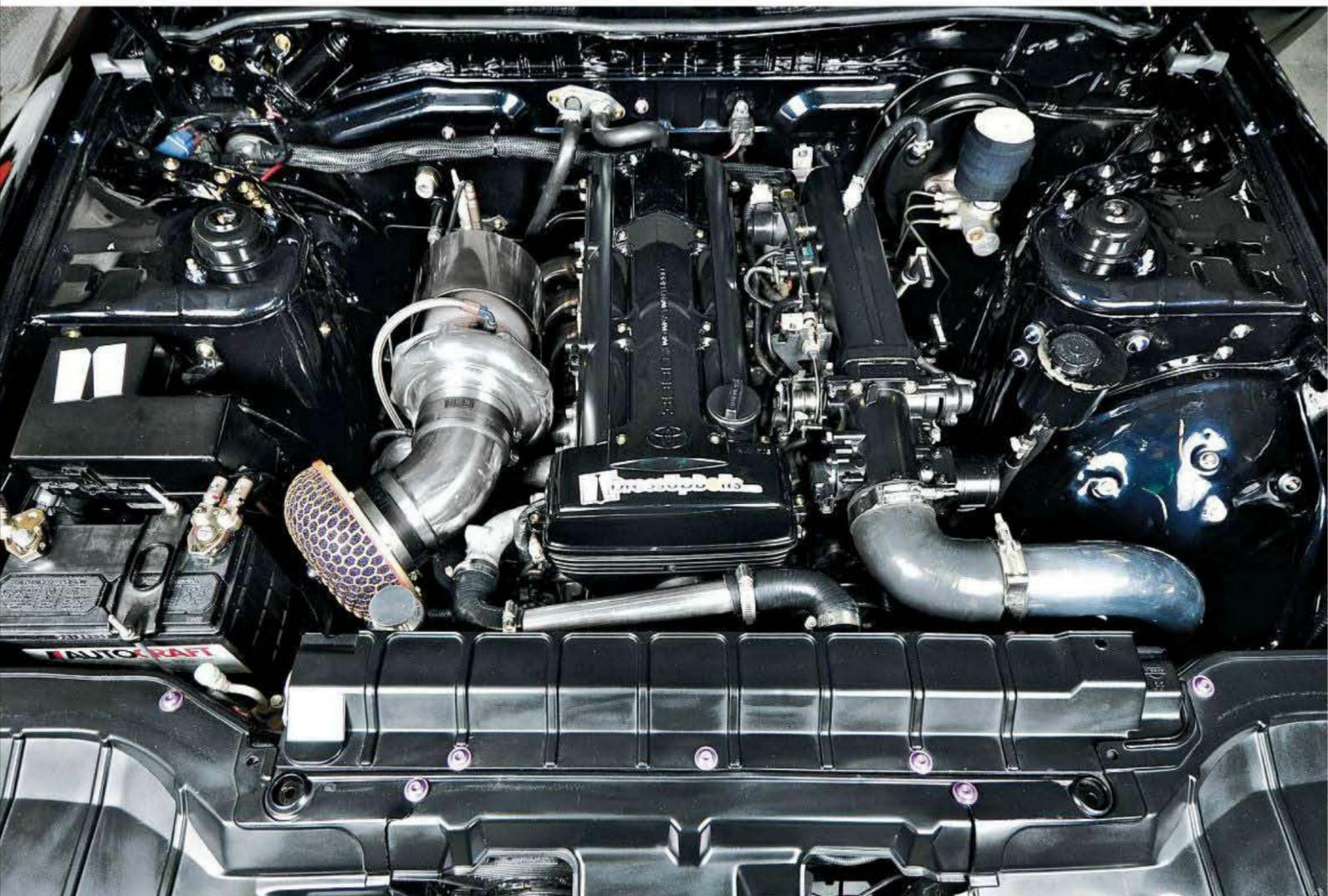
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With the motor and technical aspects addressed, the time came to choose what suspension setup would provide the stance Chris was looking for as well as what wheels the car would sit on. Chris chose an air suspension setup by former One Ton Garage and had them modify it to sit as low as possible, as well as have only $\frac{1}{2}$ inch of fender gap when aired all the way up. Chris then took a set of 19-inch Work Euroline SL wheels and had the faces and lips powdercoated in black and then reassembled, replacing all of the original bolts with Dressupbolts.com Signature Series gold and purple titanium fasteners.



There would be just one more hurdle that Chris would have to clear, and this one turned out to be a doozy. Chris noticed that vehicle's original radiator needed some TLC, so he had it cleaned up and reused it. Unfortunately, he experienced cooling problems, so Chris took a spare OEM radiator he had and put that in. The spare turned out to be bad too, as the cooling issues continued. Since no one made a Q45-specific aftermarket radiator, Chris took a Supra application Mishimoto radiator and created the necessary brackets and hoses. Everything seemed to be perfect at that point, and Chris thought he was on the homestretch, but he was unaware that the core was touching the A/C condenser fitting. The next thing he knew it had rubbed a hole in to the core, rendering the third radiator useless. Finally, a new Mishimoto radiator was put in place properly, correcting the problem and finalizing the swap. When it was all said and done Chris called his friend Mike Poore, and they headed out to Atlantic Motorsports in Maryland to tune the setup, making a rock-solid 449 whp and 421 lb-ft of torque.

With a 2JZ-powered, murdered-out Q sitting on customized 19-inch Work wheels, many people would be more than satisfied—not Chris. “Stage one of the build is now complete. Stage two will include an exterior makeover with Japanese aero, radiused fenders, new wheels, and new paint.” There goes simplicity and subtlety, and we can’t wait to see it. **It**



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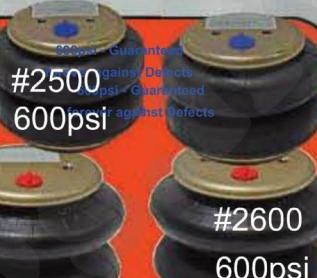
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BEHIND THE BUILD

NAME
CHRIS BISHOP

AGE
28

LOCATION
RICHMOND, VA

OCCUPATION
SELF-EMPLOYED

HOBBIES
CARS AND BUSINESS

BUILD TIME
THREE MONTHS

FEEDBACK
SALES@DRESSUPBOLTS.COM

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1996 INFINITI Q45

ENGINE JDM 2JZ-GTE; Freed Engineering custom motor mounts, custom intercooler piping, custom 3-inch downpipe, custom oval exhaust, custom wire harness; Precision 67mm turbo with polished compressor housing; Tial blow-off valve, wastegate; Greddy intercooler, boost gauge; Driftmotion V2 pulleys; HKS air intake; 300ZX Twin Turbo fuel pump; USDM Supra Twin Turbo fuel rail, 550cc injectors; Mishimoto MK4 Supra radiator; custom radiator hoses; custom stainless overflow tank; Setrab oil cooler; K&N oil filter; NGK spark plugs; ARP head studs; valve cover powder-coated flat black; coil cover painted BMW Carbon Black; Dressupbolts.com full Q45 titanium engine bay bolt kit, full 2JZ-GTE titanium bolt kit including titanium fasteners for the spark plug cover, intake manifold, exhaust manifold, valve cover, timing cover, throttle body, fuel rail, turbo-to-manifold bolts, and heat shield fasteners; OEM Aristo ECU; A'PEXi S-AFC

DRIVETRAIN Toyota Aristo automatic transmission; stock Infiniti LSD; customized Infiniti shift lever to fit Toyota transmission

SUSPENSION One Ton Garage air suspension; Fortune Auto front and rear camber control arms, rear toe control arms, rear upper control arms, rear traction rod; Energy Suspension bushings

WHEELS/TIRES customized Work Euroline SL wheels, black face and black lip, bolts replaced with Dressupbolts.com Signature Titanium Series purple and gold fasteners (19x9 +15mm front; 19x10 +15mm rear); Neken tires (235/35-19 front, 245/35-19 rear)

BRAKES 300ZX Twin Turbo master cylinder; custom hardlines; ATE Super Blue brake fluid; ABS and traction control removed

EXTERIOR Engine bay painted BMW Carbon Black; rolled front and rear fenders; JDM Infiniti Q45 headlights; custom LED taillights; 20 percent tint

INTERIOR Nardi steering wheel; 300ZX steering hub

GRATITUDE The staff at Dressupbolts.com for all of your hard work; Been Freed at Freed Engineering; Sam and Wali at J-Spec Auto Sports for the great engine; Terry at Fortune Auto; Corey at AMS in Maryland



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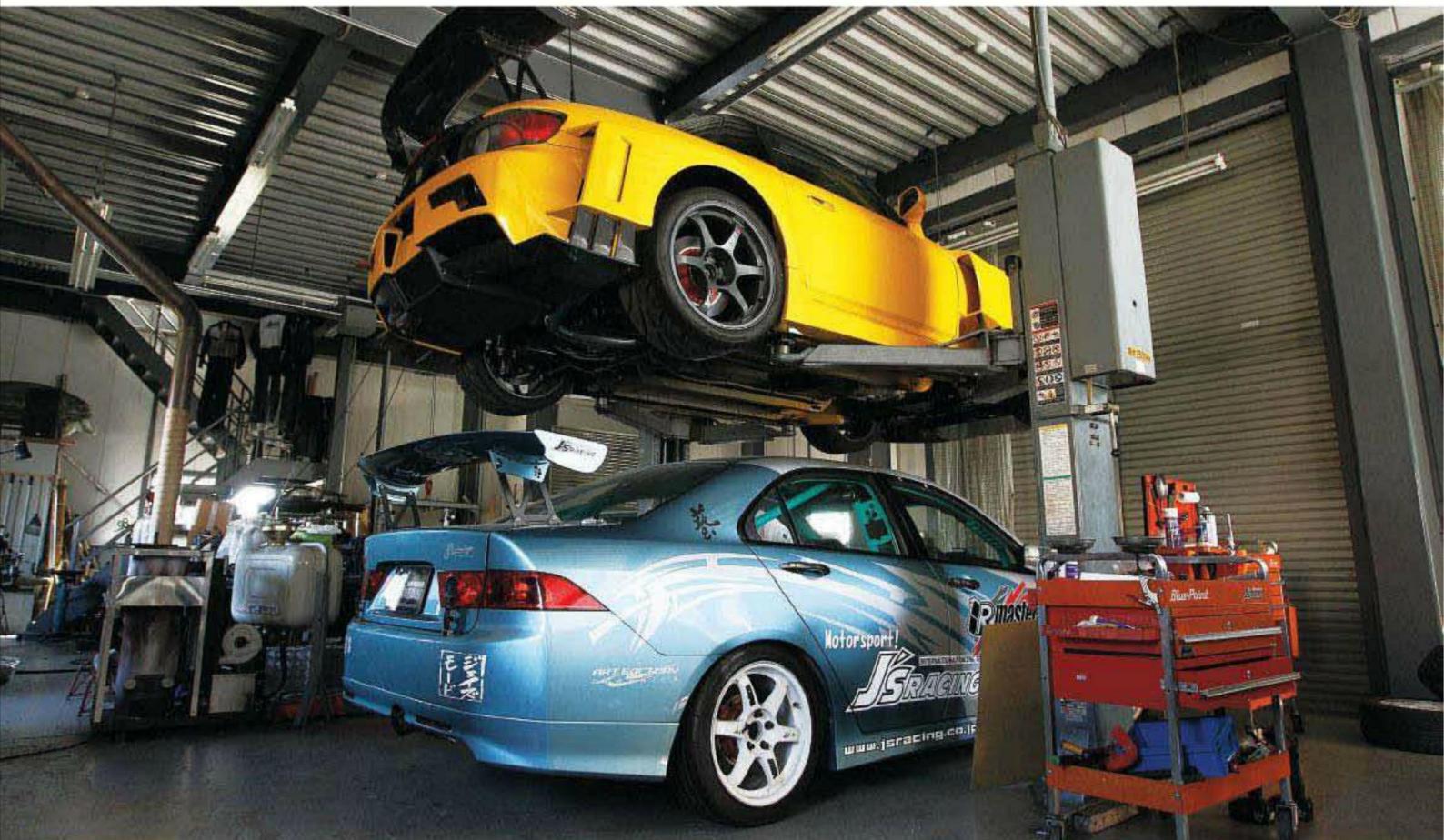
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INDUSTRY INSIDER:

J'S RACING

TEXT AND PHOTOS BY DINO DALLE CARBONARE



When it comes to extracting performance out of a Honda, J's Racing certainly knows a thing or two. They have created some of the most powerful naturally aspirated engines to come out of Japan, as well as having had countless successful stints in the motorsports world. Their shop is literally filled to the brim with all sorts of Hondas. There is no specific car they limit themselves on; they like to offer the enthusiast a broad choice of original products as well as an endless possibility of custom-made solutions.

One step into their workshop, walking by a couple of mouthwatering full-tune S2000 project cars, and it's evident that some of their customers really like to go all out. An ex-Super Taikyu FD2 Civic Type R race car sits on the far side of the garage, gutted down to the bare chassis for a few minor upgrades, ready to be shipped off for an endurance race somewhere in Southeast Asia. Two more S2000s take





the rest of the available space, one particular 300hp widebody version you may have seen blasting around the touge course at Gunsai on some *Hot Version* DVDs.

While most of their business is centered around the AP1 and various generations of Integra and Civic Type Rs, the latest crop of affordable Honda cars have exploded an all-new and unexpected popularity. As Umehara-san of J's tells us, "We have never ignored the small and affordable car, starting years ago with the Fit." The smaller and more eco-friendly package is something that J's customers have come to appreciate—the Fit and new CR-Z, grabbing an ever-increasing slice of the Honda enthusiast market.



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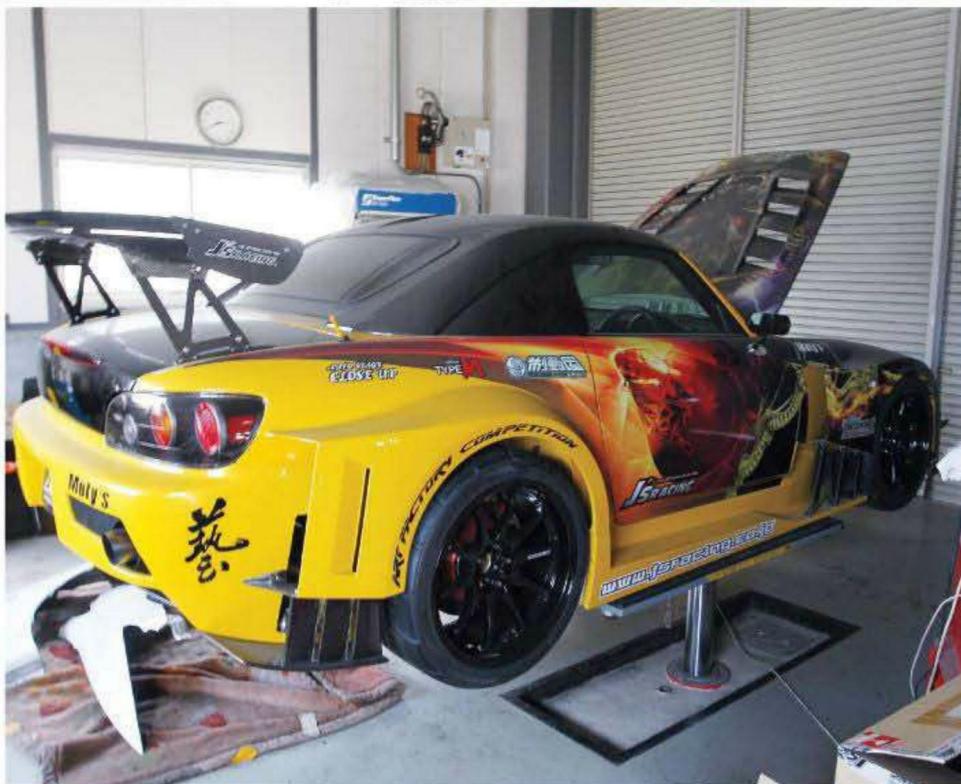


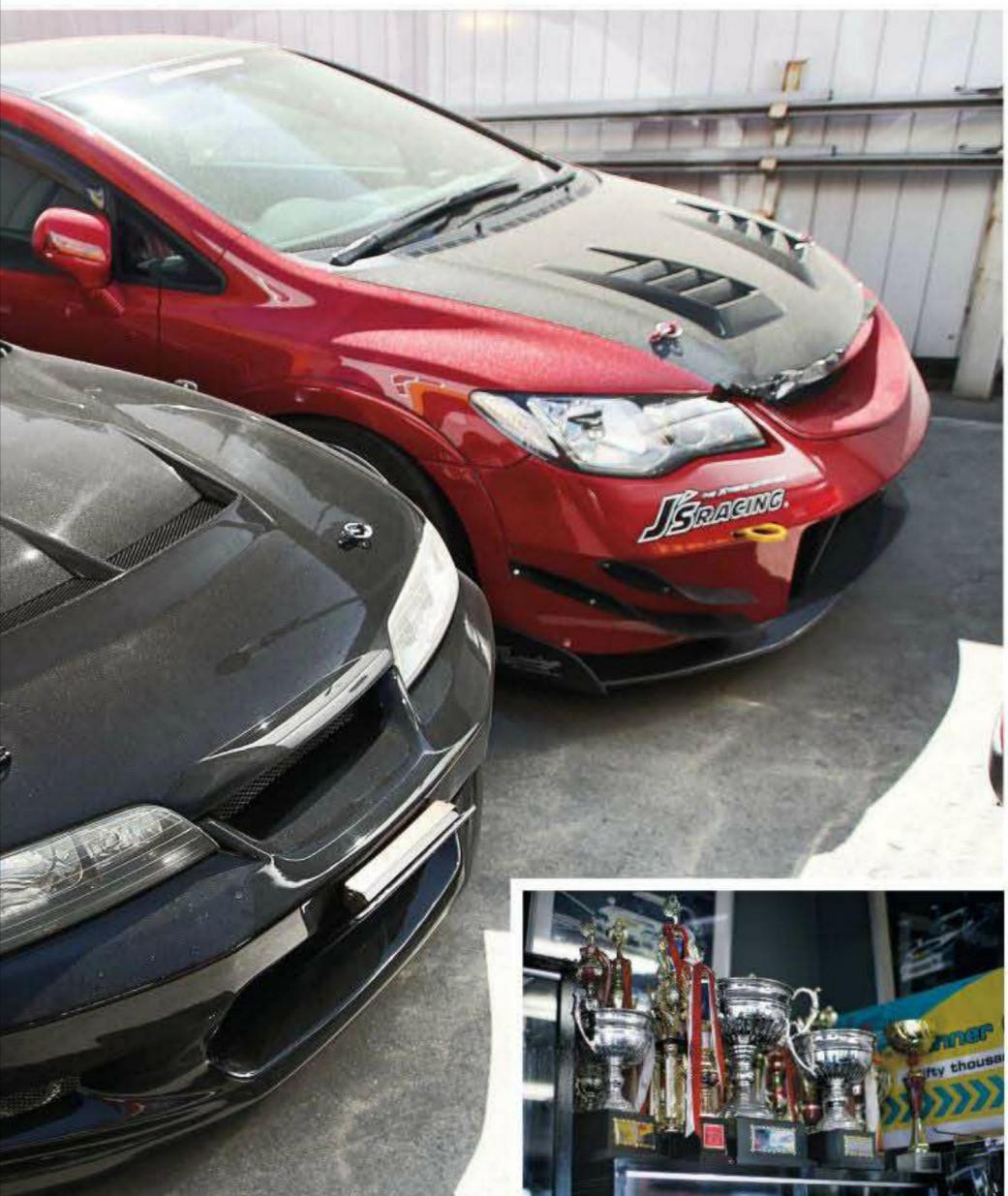
INDUSTRY
INSIDER:

J's RACING

One look inside their shop and on top of the intricate exhaust systems for TypeRs there is a vast lineup of exciting parts for both the Fit and CR-Z. J's has just finished putting the final touches to their CR-Z demo car, a first round of modifications that have injected much-needed aggression into the car thanks to an original aero package, as well as adjustable suspension and numerous dress-up parts. With Japan currently going crazy over the CR-Z, J's Racing plans to extract much more performance from the little sports hybrid, but will obviously never stop the development of cars and engines that over the last two decades have made Honda such a loved and recognized sports car brand.

www.jsracing.co.jp





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A photograph of a woman's legs and feet. She is sitting on a light-colored floor, with her legs bent and feet resting against a white baseboard. Her skin is a light tan color. A faint, diagonal watermark reading "orlaniimages.net" is visible across the image.

AI KOSSE

PHOTOS BY REY TRAJANO

Nicknames:

Albals

Your first kiss:

I never kiss and tell.

Biggest turn-on:

Sweet things.

Biggest turn-off:

Where should I start . . .

Worst date:

How much time do you have?

Favorite food:

Crab legs and creamed spinach

Favorite TV show:

Friends and *Pretty Little Liars*

Celebrity crush:

None, but I do have to listen to Ryan Seacrest every morning.

Guilty pleasure:

Fries and chocolate shakes.

Childhood:

I was definitely a geek!

Any tattoos or piercings?

None

Where have you always wanted to live?

Somewhere I can smell the ocean.

Your style:

Classy

Best pickup line that's worked on you?

"I hate pickup lines, so I'm just gonna ask . . ."

Sports:

Softball

I'm totally addicted to . . .

Iced green tea lattes

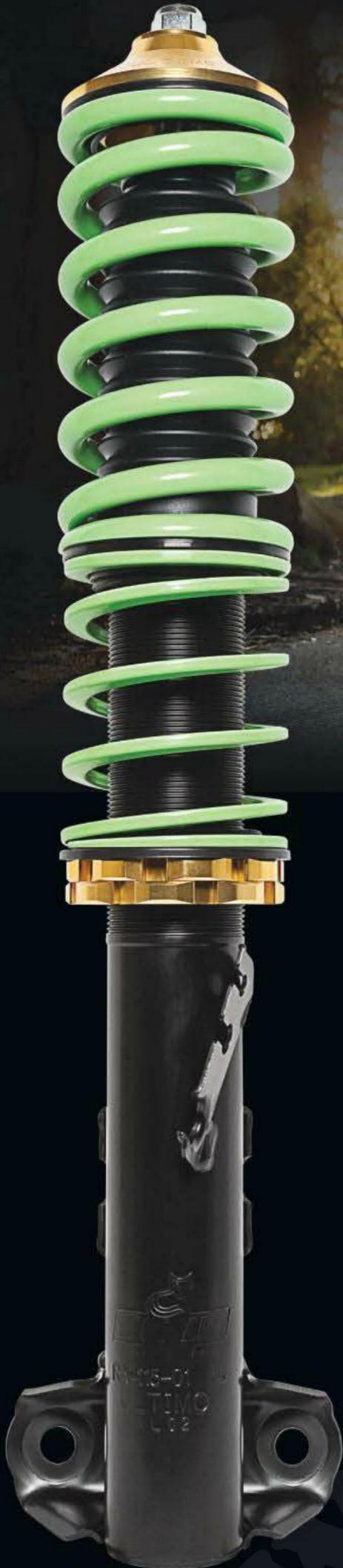
My favorite body part on myself is:

Eyes

Yourself in three words:

Smart, honest, and reliable





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ALI KOSSLER

Height: 5'7"

Measurements: 32D-24-36

Ethnicity: Caucasian

Sign: Libra

Age: 24

Hometown: Orange County, CA

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TOKYO AUTO SALON

TEXT AND PHOTOS BY AARON MAI



In the global aftermarket tuning scene of who's who, America has SEMA, Europe has ESSEN, and Japan has the Tokyo Auto Salon. Three days of stunning cars, women, and pure JDM bliss are the order of the day for mid January every year; this is the one motor show in Japan you don't want to miss.

TAS is the show where old meets new, elegant cars mix in with purebreds, and every single aspect of Japanese tuning can be seen under one roof. Four hundred companies were on hand to showcase their stuff, and with a much more lively TAS than previous years it seemed that it was finally back to its glory days. This TAS, in particular, had a few surprises for us too.

All the big tuners—HKS, Top Secret, Greddy, Re-Amemiya—and the manufacturers were present. With 250,000 people visiting the show over its three days, there was something to suit everyone: static show cars, D1GP drifting, and booths full of race queens.

They say a photo is worth a thousand words so, without further ado, here is the best of Tokyo Auto Salon 2012.

For more pics, check us out at www.importtuner.com.





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ROUND 4 | JUNE 22-23
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THE AUTO COMBINE 2012

TEXT AND PHOTOS BY MATTHEW JONES

It's undeniable that the East Coast's import scene has been bubbling more and more each year. With huge must-attend events like Import Alliance's spring and summer gatherings in the heart of the Southeast, surrounding locals have finally been given the opportunity to showcase their pride and joy to the rest of the world with ease. Whereas the majority of the country has their cars tucked away throughout the winter months or "off season", the folks in the Deep South have been keeping their hands dirty, diligently preparing for an early kick off with the Auto Combine of North Florida.

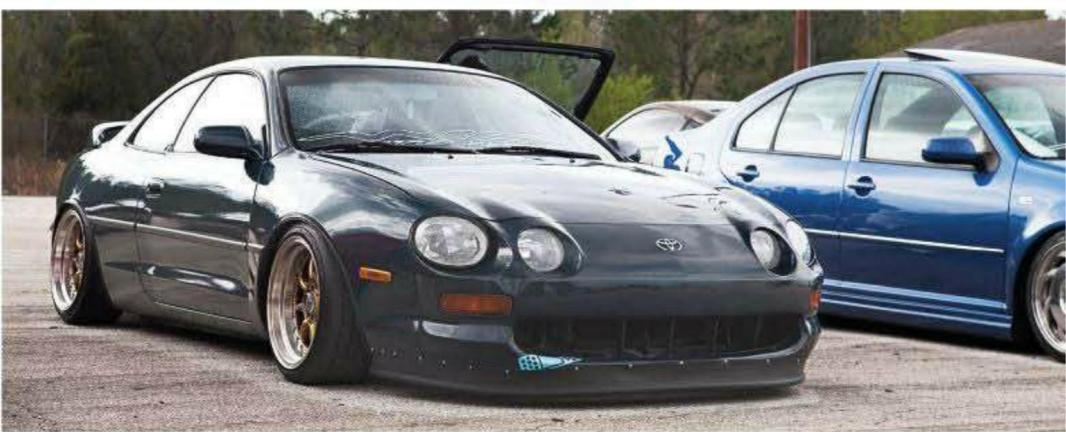
The meet was held at a secured, remote location just outside of Jacksonville, FL, in Green Cove Springs. The location could not have facilitated a better gathering. No giant stadium lots, authoritative problems, or endless entry lines. No noise violations, trashy fistfights, or trunk searches—just a massive slab of concrete surrounded by an abandoned factory with a small, accessible warehouse to accommodate the meet's most gracious builds.

With absolutely no discrimination involved, the lot quickly filled up with everything from ground-up Honda builds, functioning drift cars, and immaculate engine bays, all the way to luxurious VIP'd out Lexus, Junction Produce interiors, and hard-parked air riders of all classes. Once the gates opened to the public, attendees of all ages were let loose to sift through the lot of some 600-plus cars and carefully survey the vast





THE AUTO COMBINE 2012



concentration of the hidden Floridian treasures that came out to shine. Needless to say, this grassroots meet turned out to be greater and more diverse than anyone could have expected.

Aside from the amazing attendance, the atmosphere and overall vibe of the meet was nothing short of exceptional. Once attendees finished checking out the talent, they easily found their way to some cheap food vendors, live music, and even a little bit of dodgeball, all courtesy of the meet's gracious hosts, Funk Fashion and Springrates.com.

With an unexpected 900 attendees, 658 cars, and immense blasts of Internet recognition and national coverage, it's clear that The Auto Combine has officially put North Florida on the map as a definite must attend event for the beginning of each season. **It**

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*Translation: a HUGE pain in the @\$. It can, and often does, result in a requirement to address other modifications or mechanical issues beyond those listed in the original citation.

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EVO IX AMS TURBO UPGRADE

BUILT TO PERFORM ON THE STREET/TRACK

Considering purchasing a turbo kit for your car can become a daunting task, let alone installing and tuning afterward. It can be done right, with rewarding results, but if you are too ambitious or inexperienced, purchasing that kit can result in a huge headache and most likely one or more blown engines.

So when a colleague of ours informed us that he was deciding to build his EVO IX to compete in the annual AWD Shootout and Super Lap Battle at Buttonwillow Raceway, we offered to lend a helping hand as well as document the buildup. Besides purchasing a quality turbo kit that offered long-term reliability, the most important factor was choosing the right turbo for his intended power level and the vehicle's goals. The Voltex-clad EVO IX machine served as his daily driver as well as a weekend warrior at the track. After weeks of research and weighing all options, we decided to go with the AMS Performance V-band 750R turbo kit, along with purchasing a plethora of proper support modifications required for the engine to safely handle the increase in power.

The AMS EVO VII-IX Turbo Tuner kit is considered one of the most comprehensive kits sold on the market today. Keep in mind that boosted performance does not come cheap, and if the setup you are considering is surprisingly cheap, you should be wary of its quality. Unlike many turbo kits that require authorized dealers for installation, AMS designed this kit to be an easy install. The Precision Turbocharged kit comes with everything needed including stainless steel V-band clamps, heat shield wrap, five-ply silicone coupler hoses, water/oil lines, step-by-step instructions, and even zip ties to make the installation process as painless and simple as possible.

Prior to installing the new AMS turbo kit, our EVO IX was equipped with a 20G turbo (.77A/R ratio); Tomei Powered



Extreme stainless exhaust manifold, turbine outlet, downpipe; 1,000cc injectors; XS Engineering FMIC; Cosworth CNC big bore head, 272/272 duration camshafts; Fujitsubo Super Ti exhaust and Open Source ECU tuning. At 24 psi of boost, the EVO produced 330 whp on Greddy USA's "heartbreaker" Mustang dyno. Interestingly enough, the same setup was making 370 whp on another dyno. Regardless of our disappointing baseline horsepower number, we decided to stick with our 330 whp baseline to monitor how much horsepower the new setup would make, once we installed the AMS turbo kit and properly tuned the car.





Precision 58/58 Turbo (750R)

RATED HP: 750 hp capable (with supporting mods)

TURBO SPOOL: 3,600-4,400 rpm

VEHICLE APPLICATIONS: street/road course

Precision 62/66 Turbo (900X)

RATED HP: 900 hp capable (with supporting mods)

TURBO SPOOL: 4,200-4,700 rpm

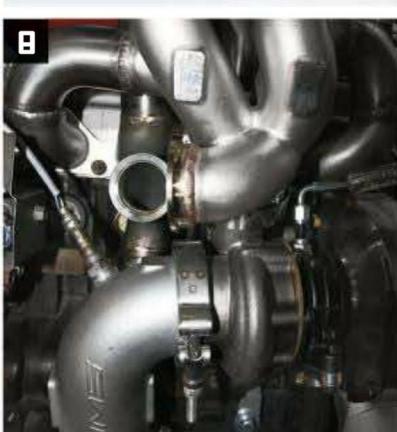
VEHICLE APPLICATIONS: street/road course

Precision 67/66 Turbo (950R)

RATED HP: 950 hp capable (with supporting mods)

TURBO SPOOL: 5,000-5,500 rpm

VEHICLE APPLICATIONS: street/dragstrip



1 The AMS turbo kit provides you the key components essential to improving exhaust flow and maximizing the performance of your Precision Turbo V-band turbocharger, which includes a cast exhaust manifold, O2 housing, and downpipe.

2 At the heart of our turbo kit sits an AM-spec 750R turbocharger manufactured by Precision Turbo. The AMS 750R is the perfect choice for street, road race, and drag racing and the best all-around turbo on pump gas. This turbo uses an extremely durable ceramic dual ball bearing centersection with a modified billet compressor wheel. The AMS 750R turbo is a GT30R variant, capable of making 100 whp more than typical GT30R-framed turbos that have an older, less efficient design. The 750R has been proven to show minimal spool latency that's about 100 to 200 rpm later than the GT30R, making this an ideal setup for both street- and track-driven vehicles. AMS claims to have seen as much as 500 whp on 93-octane pump gas and over 580 whp on race gas with this turbo, which happens to be the same turbo setup running on their time-attack EVO X.

3 Precision Turbo's new ultrahigh-flow turbine wheel's design increases horsepower over comparably sized standard designs, aids in improving initial turbo spool-up time and reduces turbo lag by having a lighter billet aluminum compressor wheel. Each compressor wheel is machined from a 2618-aluminum forging for added strength, higher efficiency, faster transient response, and maximum performance. The newest Precision Turbos use an "anti-surge" housing design, which machines holes into the compressor housing to help keep the air entering into the compressor inlet remain stable at higher speeds, limit the effects of surge, as well as provide additional airflow to make maximum horsepower at high boost pressure levels and across the entire rpm range.

4 Each V-band turbo kit is available with your choice of three different AMS-spec Precision Turbochargers (750R, 900X, and 950R) and incorporates the latest V-band exhaust housings with options for .64 or .82 A/R depending on your type of driving and target horsepower output.

5 Here's a close-up of the AMS stainless steel cast O2 housing with recirculated wastegate dump. AMS offers an optional dump to atmosphere for additional cost. We decided to use the recirculated setup for our build... after all, this is our street car.

6 Although the AMS V-band kit comes with a Tial MV-R 44mm wastegate in your color of choice, we decided to swap the unit with a Turbosmart Hyper-Gate 45. The Hyper-Gate45 is a 45mm external wastegate that is compact in design, yet able to maintain proper boost control for our EVO. The Hyper-Gate45 features a unique locking collar design for reduced size and quicker spring changes. It also includes both inlet and outlet weld flanges and V-band clamps; the valve seat will directly bolt on to the new AMS turbo manifold.

7 The AMS exhaust manifold is a masterpiece of artwork in itself, but regardless of how badass it looks, it was designed not only for performance but longevity. Using CAD and casting designs, the manifold utilizes cast stainless steel construction, thus eliminating the possibility of cracking, a problem commonly associated with hand-fabricated tubular headers. By casting the main components of the manifold, AMS was able to maximize exhaust flow and efficiency through their enormous 2-inch runners to help spin the turbine wheel faster while promoting maximum power potential. The stainless steel, thick-walled header is 100 percent hand TIG-welded from the collector to the head flange as gas exits the turbo through a 3-inch cast O2 housing.

8 The cast head flange was designed extra thick for even sealing and big enough to accommodate large exhaust ports found on our AMS CNC-ported Cylinder Head and other ported heads on the market. AMS designed their turbo kits using V-band flanges to allow for easier fitment with no gaskets and easier maintenance when installing/removing parts on a regular basis. Every V-band is manufactured from heat-treated 431 stainless steel for superior strength, even under extreme temperatures.

9 The only problem we encountered when installing the kit was an issue with the oil return line being too short. A quick run to the local Earl's Performance shop to pick up a new line quickly resolved the problem.

10 Koyorad Half-Radiator

The Koyorad performance half-length radiator for the '03-07 Mitsubishi Evolution was designed by Koyorad engineers as an alternative cooling system for the growing number of Mitsubishi race vehicles with upgraded front-facing turbo systems. The double core, half-length radiator was designed for Sprint racing, small track, and gymkhana-type courses. The radiator uses an ultrahigh density 48mm "Hyper" performance core for superior cooling, while its reduced length allows for an off-center mounting position, which keeps radiant turbo/manifold heat away from its core.



Collector Style vs. Log Style Manifold

The main purposes of an exhaust manifold on a turbocharged engine is to act as an exhaust gas delivery device from the cylinder head to the turbine side of the turbo. The exhaust gases expelled from the engine's combustion chamber is known as an exhaust pulse. The turbo uses the energy present in the exhaust pulse to produce boost, so the faster and more efficiently the manifold can deliver exhaust pulses from each cylinder to the turbo, the quicker the turbo will spool up and produce boost.

There are two basic styles used when designing an exhaust manifold: collector style and log style. The exhaust flow, pressure, and runner length are all very important in deciding the many characteristics that make up a turbocharged car.

The stock 2.0L 4G63 exhaust manifold is classified as a "log style" because of the way that each exhaust port in the cylinder head discharges its exhaust pulse through the length of the manifold. A log-style manifold design works much differently than a collector-style design and is known to exhibit multiple performance disadvantages.

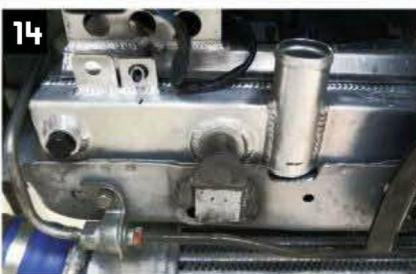
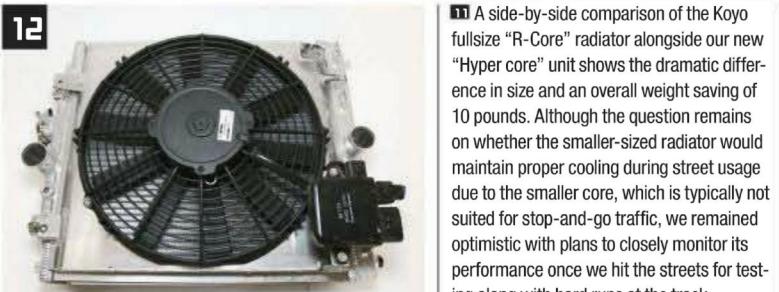
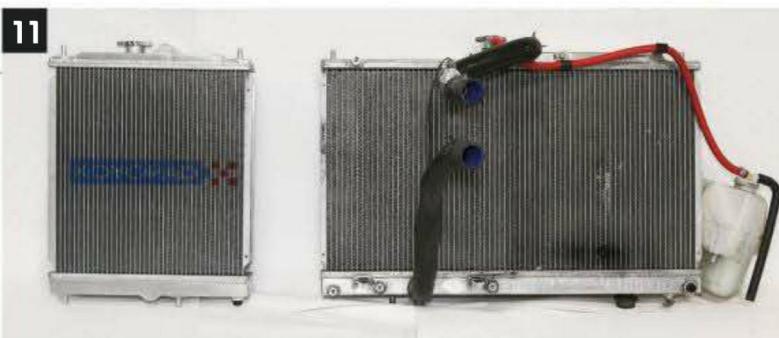
If you look at an EVO log manifold it's pretty simple to see how the exhaust gases would fight against each other almost trying to cancel each other out. There is a divider on stock manifolds that splits cylinders 1, 4 and 2, 3. This pattern is the same with many aftermarket/custom tubular manifolds for 4G63Ts, with the primaries 1, 4 merging into a secondary and the same with primary runners 2, 3. The only real advantage to a log is being compact in size to clear power steering, AC, or radiator and economical manufacturing in mass quantities.

A tubular/collector-type manifold is usually custom made for that particular user's goal for the car. Tubular manifolds are very efficient when compared to a log manifold. A collector-style manifold keeps each cylinder's exhaust pulse separate until they merge at a single point called a "collector". The basic idea behind keeping each exhaust pulse separate to the collector is to control and minimize the turbulence created when the exhaust pulses merge.

A less turbulent exhaust path means less work the engine has to do to "expel" the exhaust gases from the combustion chamber, which results in more energy going to the creation of power. A properly designed collector-style exhaust can help an engine in its job of evacuating exhaust gases from the combustion chamber, minimizing the potential power energy that is normally lost in this process. This also means more of the exhaust gas is expelled on each exhaust stroke of the crankshaft, which is known as cylinder scavenging.

The runner length is arguably one of the most important factors with a collector-style manifold. First would be to make sure that the runners are as equal length as possible. The idea being that the exhaust pulses will be spaced out evenly and arriving at the turbine wheel on the turbo at their own time in the firing order. If they arrive sooner or later, they may interfere with the exhaust pulses from the next firing cylinder. Next, a longer-runner manifold will have better flow up top, while a shorter manifold can yield a faster spool, with also less transient lag.

Regardless of the type of manifold design you choose, never buy a generic manifold. You are asking for trouble. These are cheaply made, probably won't support the weight of your turbo, and have a higher chance of cracking. Why take the risk of spending more money replacing that part later, instead of doing it right the first time?



11 A side-by-side comparison of the Koyo fullsize "R-Core" radiator alongside our new "Hyper core" unit shows the dramatic difference in size and an overall weight saving of 10 pounds. Although the question remains on whether the smaller-sized radiator would maintain proper cooling during street usage due to the smaller core, which is typically not suited for stop-and-go traffic, we remained optimistic with plans to closely monitor its performance once we hit the streets for testing along with hard runs at the track.

12 Although the AMS Performance V-band turbo kit was designed to clear the OEM fullsize radiator and AMS provided electric fan without issues, we opted to use the Koyo half-size unit along with a custom fan shroud we pulled from the previous radiator setup. AMS Performance reps state due to turbo-to-radiator clearance, a solid front motor mount or insert kit that AMS offers must be used to reduce engine movement when using a fullsize core.

13 A quick mockup of the Koyo radiator using the factory mounting points revealed the custom fan shroud was sitting less than an inch away from the turbine compressor housing. This was sure to be of concern if the engine experienced any torquing, which would cause rubbing.

14 To remedy the problem, Design Craft Fabrication of Westminster, CA, custom-fabricated a set of brackets to push the unit toward the driver headlight and finished things off by fabricating a custom-cooling shroud.

15 Koyorad integrates a $\frac{1}{8}$ -inch NPT female accessory fitting (supplied with a threaded plug) to accept temperature sensors typically supplied with most aftermarket temperature gauges.

16 We removed the factory air-conditioning core and compressor while installing our new turbo kit. Both were permanently removed from the car to save weight (40 pounds), while allowing increased airflow to our new radiator and to keep the engine bay clean.

17 Here's a close-up of our turbo kit and half-core Koyo radiator installed. Looks pretty intimidating!

18



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28



18 When horsepower demand increases, fuel consumption increases. To help feed our machine, we replaced our 255-lph fuel pump with an Aeromotive 340 Stealth fuel pump. This high-output, in-tank fuel pump is to work with OE fuel systems and is more than capable of handling our EVO's horsepower level. At 40 psi, the Aeromotive 340 is rated to flow more than 340 lph, an increase of over 30 percent more flow than the factory fuel pump.

19 FIC 1,100cc Mitsubishi Injector Set

The Fuel Injector Clinic 1,100cc injector is the perfect solution for those looking for an injector that fills the gap between 900 and 1,000cc injector applications. The FIC 1,100s is a saturated/high-impedance ball and seat injector. Each injector flows 20 percent more fuel than 1,000cc Bosch EV14 injectors, but also provided a perfect cold start and idle on our daily driven EVO. Upon startup, we noticed the car idling much smoother and more responsive to throttle. The FIC 1,100cc injectors are both E85 and high-performance fuel compatible. When upgrading to a saturated/high-impedance injector type, the removal of the factory resistor pack is required.

20 AMS Brake Cooling Kit

The AMS Brake Cooling Kit was the perfect addition to our EVO as we were preparing to encounter some heavy braking during competition in the upcoming AWD Shootout. Although the kit is simple in design, the main purpose is to force airflow directly through the rotor vents to reduce the temperature of the rotors, brake pads, and calipers. Reducing the temperature of your brakes defends against brake fade and provides longer pad life.

21 This kit replaces the factory dust shields with 304 stainless steel caliper ducts and dust shields, which were designed specifically to force more air to exit through the rotor vents. The AMS Brake Cooling Kit was the perfect addition to our EVO as we were preparing to encounter some heavy braking during competition in the upcoming AWD Shootout. Although the kit is simple in design, the main purpose is to force airflow directly through the rotor vents to reduce the temperature of the rotors, brake pads, and calipers. Reducing the temperature of your brakes defends against brake fade and provides longer pad life.

22 The AMS Cooling kit includes 2-inch diameter high-temperature silicon tubing that is both lightweight and extremely flexible, and designed to withstand temps up to 500 degrees F. Also included is a pair of aluminum air inlet scoops that fit in just about any bumper or front grille opening. The kit is compatible on all Mitsubishi EVO VII, VIII, and IX with stock Brembo brakes.

23 AMS Performance Intake Pipe

With plans to use an HKS F-Con V Pro fuel management system that converts the factory MAF to speed density, we purchased an optional AMS Performance speed density intake pipe/K&N air filter kit to accommodate our new Precision Turbo.

24 Golden Eagle Thermal Shield Intake Manifold Gasket

The Golden Eagle Thermal Shield Gasket was another product we opted to use in preparation for the upcoming race event. The gasket uses a phenolic material that acts as a barrier to reduce heat soak between your intake manifold and your head. Stopping heat transfer results in a cooler inlet charge temperature, which translates to increased horsepower.

25 Golden Eagle Vacuum Manifold

Anyone who's installed aftermarket boost controller lines and accessories knows how cluttered an engine bay can become with vacuum lines. To remedy this problem, we purchased a Golden Eagle Vacuum Manifold that's specifically designed for turbocharged engines that require multiple vacuum sources. The distribution block is CNC machined from 6061 billet aluminum and designed with six usable $\frac{1}{8}$ NPT (pipe thread) 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.

26 We replaced the factory spark plugs with a set of HKS M-Series Super Fire Racing spark plugs. The HKS M40iL plugs are high-performance iridium plugs designed to deliver proper spark over our factory plugs while being rated one-step colder in heat range.

27 AMS Performance Downpipe

The 3-inch stainless steel downpipe included in every kit is fully TIG-welded with 100 percent stainless components, including the flanges and the hangers. The downpipe is designed with a built-in flex pipe to minimize cracking the manifold or header, and comes with a welded O2 bung. The downpipe was designed to bolt up to the AMS 3-inch cat-back system and the AMS high-flow cat or AMS test pipe.

28 Turbosmart E-Boost Street Boost Controller

The E-Boost Street electronic boost controller and its easy-to-use setup and intuitive operation make it a popular unit among forced-induction car owners. The E-Boost Controller features an adjustable gate pressure feature, which minimizes wastegate creep and can improve turbo response. The E-Boost controllers allow the user to control three different aspects of the boost curve: the maximum boost pressure (set point), the spool-up rate of the turbocharger (gate pressure), and the reaction time of the controller (sensitivity). The boost correction factor feature eliminates boost drop off at high rpm and boost warning, which automatically flashes at a preset level when warning of over-boost shutdown or rev limit, allowing the unit to be used as a boost gauge, tachometer, or a shift light.

TECH-KNOWLEDGE

29 The E-Boost features 40-psi max boost operating pressure and two boost settings, easily selected via the “turn-and-push” button. An external switch can also be used to change between boost groups, which require you to simply wire-up a two-way toggle switch as shown in the photo.

HKS F-CON V Pro Engine Management

The HKS F-CON V Pro is a full-featured standalone engine management system that connects easily to the factory ECU as a “piggyback” fuel and timing controller. As modifications to a vehicle are made, the need for fuel and timing adjustments becomes critical for performance and safety. The V Pro offers up to four selectable trim maps for different fuel octane ratings for custom street and race tuning options and can accommodate inputs from both MAP sensors and airflow meters.

30 The HKS AFK is an electronic monitoring device that displays two of the most vital engine conditions: engine knocks and air/fuel ratio. Knock occurs when there is abnormal engine combustion, known as detonation, caused by a combination of improper A/F ratios and ignition spark. This can rob power, reduce engine longevity, and even lead to catastrophic failure. The A/F Knock Amp utilizes the factory knock sensor, allowing you to monitor, in real time, engine knock visually and audibly via headphones (not included). A warning function can be set for both engine knock and air/fuel ratio where an audible alert sounds if the preset warning is reached. The main advantage of using a standalone system like the V Pro with the AFK in comparison to a reflashed ECU is the ability to protect the engine in an event of overboosting, overheating water temp, or dangerously lean air/fuel ratios, which can be set by the tuner to pull back the vehicle’s ignition timing to protect the engine to see another day.

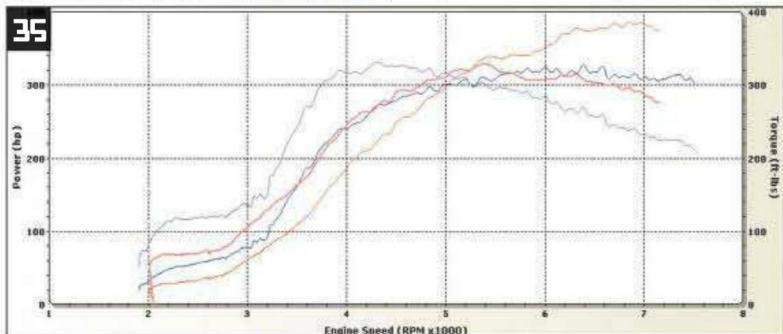
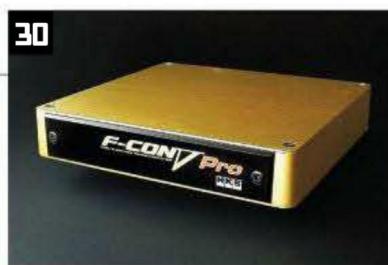
31 Before attempting to fire up the vehicle, we wired up the V Pro using a Kuroyama Tuning V Pro adapter harness and installed both HKS air temp and pressure sensors to the engine.

32 The only downfall of owning an HKS V Pro is that you need a tuner in the HKS Pro Dealer network, which requires you to locate a pro dealer in your area to tune it. Luckily for us, we knew of one particular fellow by the name of Jon Kuroyama of Kuroyama Tuning. Kuroyama has been building and tuning cars since before you and I were conceived . . . Well, maybe that’s pushing it a bit too far, but as a former head engineer at HKS USA, he’s plenty knowledgeable with installing and tuning both the HKS V Pro and A/F knock amp. “We’ve all seen vehicle owners who demand 500 to 600hp tunes on pump gas. Sure, it’s been done before, but how safe is that tune? For a street car it’s about possessing a usable power curve.” Kuroyama says that our EVO tune was more on the conservative side while boost levels were kept to a minimum. “We’re not trying to break any dyno records on this EVO, I kept the tune within reasonable levels so it will last for more than two days of hard driving on the track.”

33 Here’s a final shot of our engine as we heat shielded both charge pipes and the intake pipe while making final preparations before we began our long drive to Buttonwillow Raceway to compete in both the AWD Shootout and Super Lap Battle. The two-day event was a true testament on how well both the car and new turbo kit would handle the physical punishment expected on the track.

34 With our Turbosmart boost controller set to 19 psi, the EVO made 390 whp and 329 lb-ft of torque—a peak gain of 64 whp over our previous setup. We could have easily risen up the boost for additional gains but as we mentioned previously, reliability and longevity was the key to our build. As expected with our new setup, we lost some low to midrange horsepower, which is a typical scenario among larger-sized turbos as our powerband shifted to the right on the graph. Kuroyama says more tuning time at the dyno could help recover the bottom end loss. At 7,000 rpm the new turbo setup gained 77 hp and 55 lb-ft of torque. The AMS turbo kit showed no signs of losing horsepower even at redline. This was a good indication that our Precision Turbo 750R is capable of flowing well beyond what our 2.0L engine could muster.

35 With Mike Chang of Evasive Motorsports behind the wheel for both days of competition, he offered some constructive criticism on how the EVO felt with the new modifications. “The AMS kit is impressive in terms of power and driveability in comparison to the previous setup on the car. The turbo has a very linear boost curve throughout the powerband and has good boost response considering the larger-sized turbo.” He continues, “One issue I had was the lack of rpm while exiting the corner through ‘bus stop’ but that was more attributed with the EVO’s five-speed transmission, which wasn’t suited for this particular track.” Chang made the most of his driving experience in the AWD Shootout. His quickest time of the day—1:58.891—was over a second faster than the EVO using the old turbo setup and third fastest in competition with only the Nissan R35 and R34 a few tenths quicker. The EVO remained competitive the following day at SLB, dominating the Street class category—2 seconds separated his closest competitor. All in all it was a successful two days for the EVO. Future plans call for a built bottom end to handle additional horsepower.



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02



03

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04

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06

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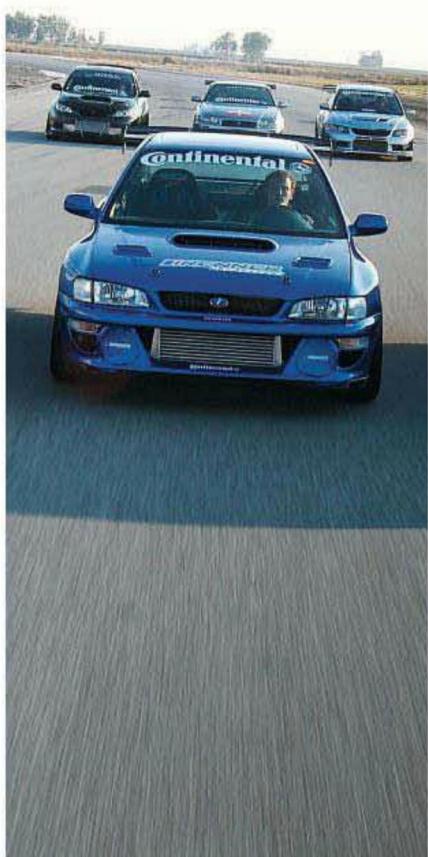
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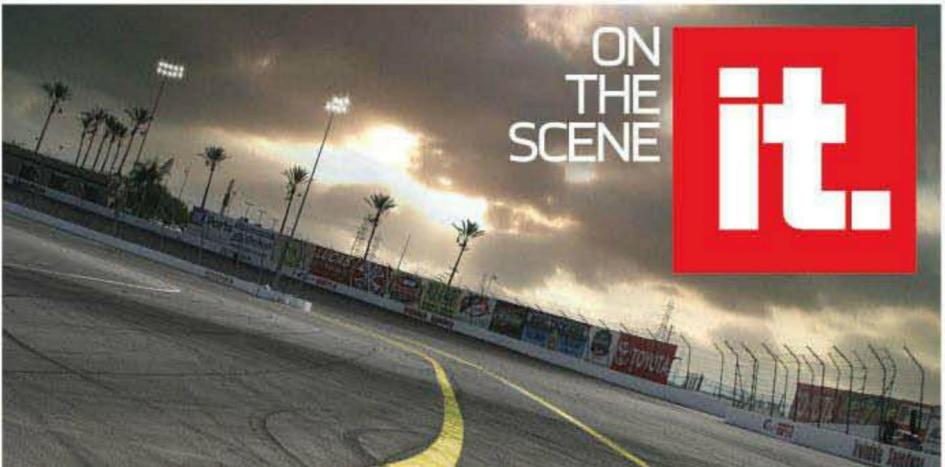

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TEXT AND PHOTOS BY SCOTT TSUNEISHI

BASELINE

PROS

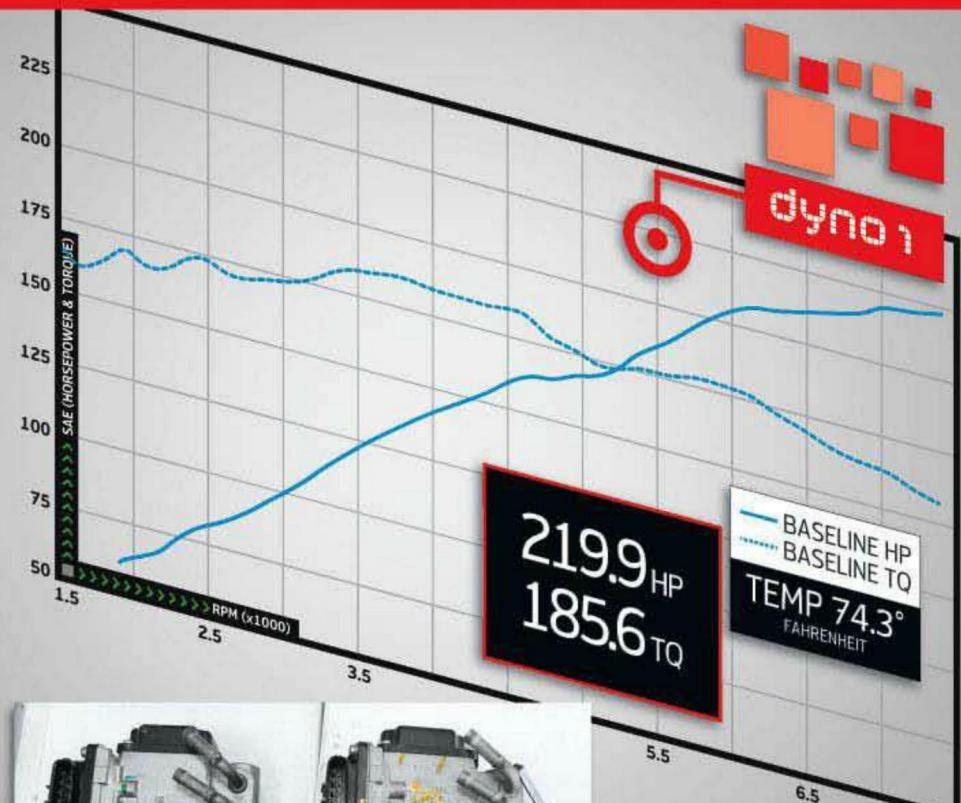
Given this is the second part in our two-part Power Pages series for our TSX, we've found that there are many different routes you can follow when building your TSX. This time around we were able to increase power by enabling the engine to breathe using a Hytech header, high-flow cat, and exhaust system; RBC intake manifold; Honda TL 64mm TB; Acura '06 TSX intake camshaft; and VTC Cam timing mechanism mod.

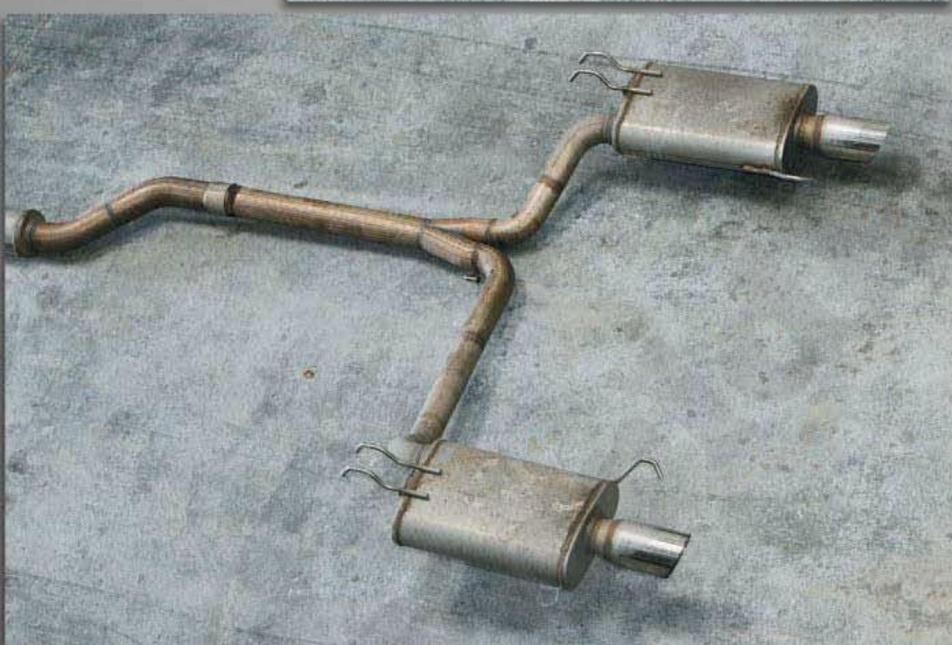
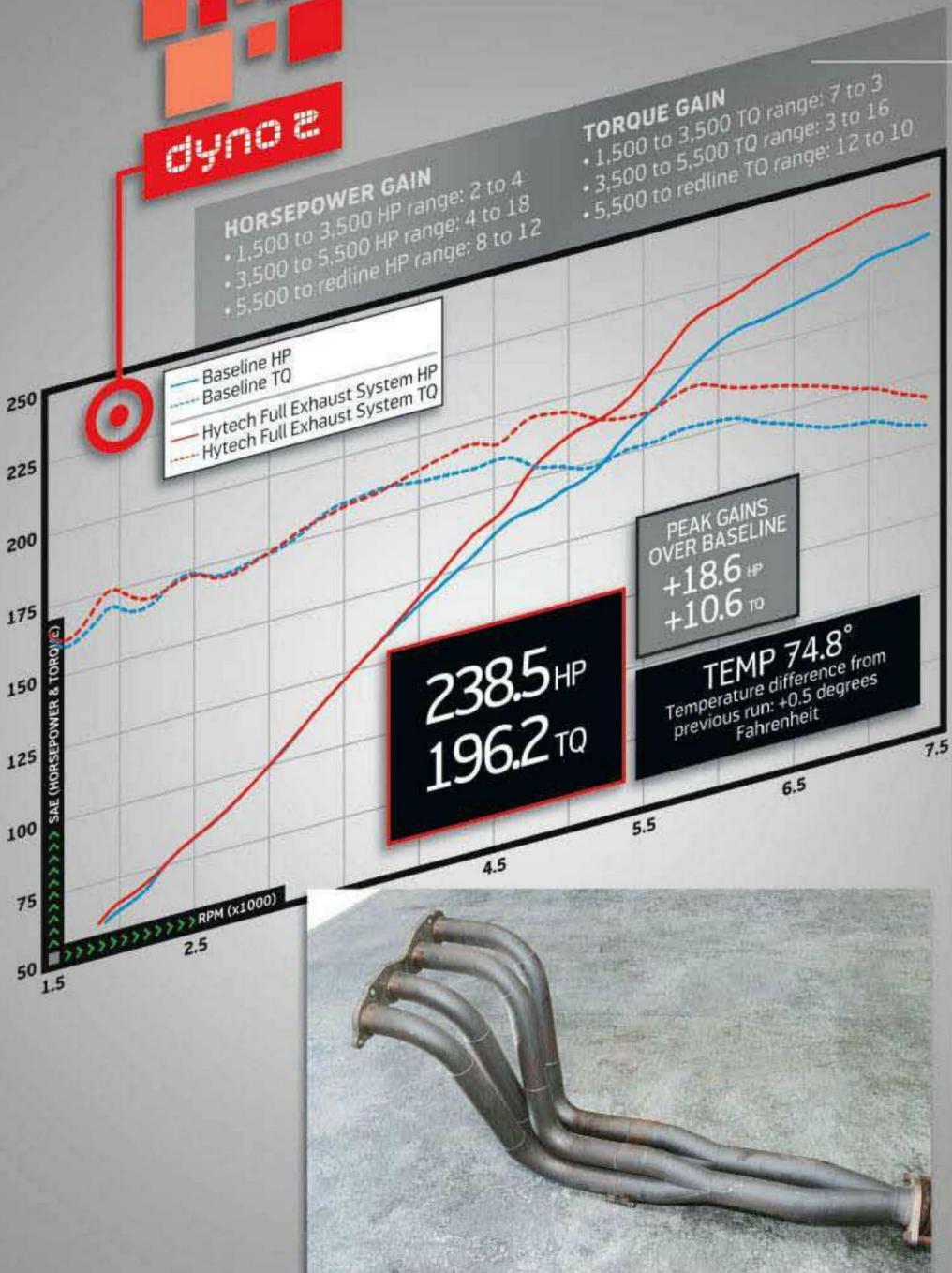
CONS

None: Unless you don't appreciate bolt-on parts that help develop additional horsepower and torque!

NOTES

Before we began the second part of our testing, we concluded our previous test to the tune of 187.7 hp and 213 lb·ft of torque by outfitting our TSX with a Honda intake head shield gasket, FlashPro; '07 TSX ECU; Injen cold air intake; and OEM TB coolant mod. We began our initial baseline for part two with the previously mentioned mods, including an Acura '06 TSX intake camshaft and Honda TL 64mm TB.





HYTECH EXHAUST FULL-SETUP SYSTEM (HONDATA FLASHPRO TUNED)

PARTS

Header, piping, brackets catalytic, and exhaust

TOOLS

10, 12, and 14mm sockets; 10, 12, and 14mm open-end wrenches; ratchet; extension; crescent wrench; and WD-40

INSTALLATION TIME

100 minutes

PROS

The Hytech Full exhaust system we tested consists of a header, high-flow catalytic, and exhaust system. The Hytech header is designed as a long-tube tri-Y 4-2-1 header and made of 304 stainless steel. Using a 2.5-inch collector, the headers are designed using their patented anti-reversion chambers. Anti-reversion chambers are placed at strategic locations in the primary pipe to tune the arrival of the exhaust wave and to diminish the effects of the high pressure in the pipes. The results are higher volumetric efficiency and increased power. Coupled to a Renault high-flow catalytic converter placed approximately 40cm further back and 2.5-inch straight-through cat-back exhaust that's been marketed as one of the most horsepower-friendly exhaust systems sold for the TSX.

CONS

Due to the length of the header, which is longer than the standard OEM-style header, the oxygen sensor wires need to be lengthened 18 inches while also taking note that you cannot mix and match it along with a standard cat-back system. The Hytech header requires either purchasing their exhaust or customizing to fit off-the-shelf OEM-sized cat-back exhaust systems.

NOTES

The Hytech header lowered the VTEC point to 4,000 rpm from the factory 6,000 rpm, which enabled us to give the new intake cam full advance timing. This gave us 10 to 15 hp throughout the powerband on the high cam with the largest gains of 18 hp and 16 lb-ft of torque taking place at 5,200 rpm.

RBC INTAKE MANIFOLD (HONDATA FLASH-PRO TUNED)

PARTS

Intake manifold, intake/TB gasket (required)

TOOLS

10, 12, and 14mm socket, 10, 12, and 14mm open-end, ratchet, extension, screwdriver and Hondabond

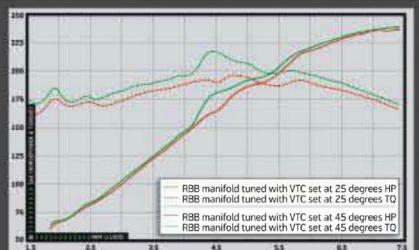
INSTALLATION TIME

120 minutes

PROS

The factory RBB is a two-piece, long runner intake manifold found on the TSX. In comparison, the RBC found on the Euro Accord Type R and '06-and-newer Civic Si is more compact due to shorter, fatter runners with less curvature and a larger plenum design. The stock RBB manifold uses long narrow runners, which is good for torque, whereas the RBC intake from the Accord Euro R uses shorter, fatter runners optimized for high-rpm breathing. The RBC intake is a direct replacement for the RBB.

Interestingly enough, we noticed the RBB manifold tuned with VTC set at 45 degrees showed a significant gain in top end peak torque versus the RBB at 25 degrees (210 versus 203 lb-ft of torque).

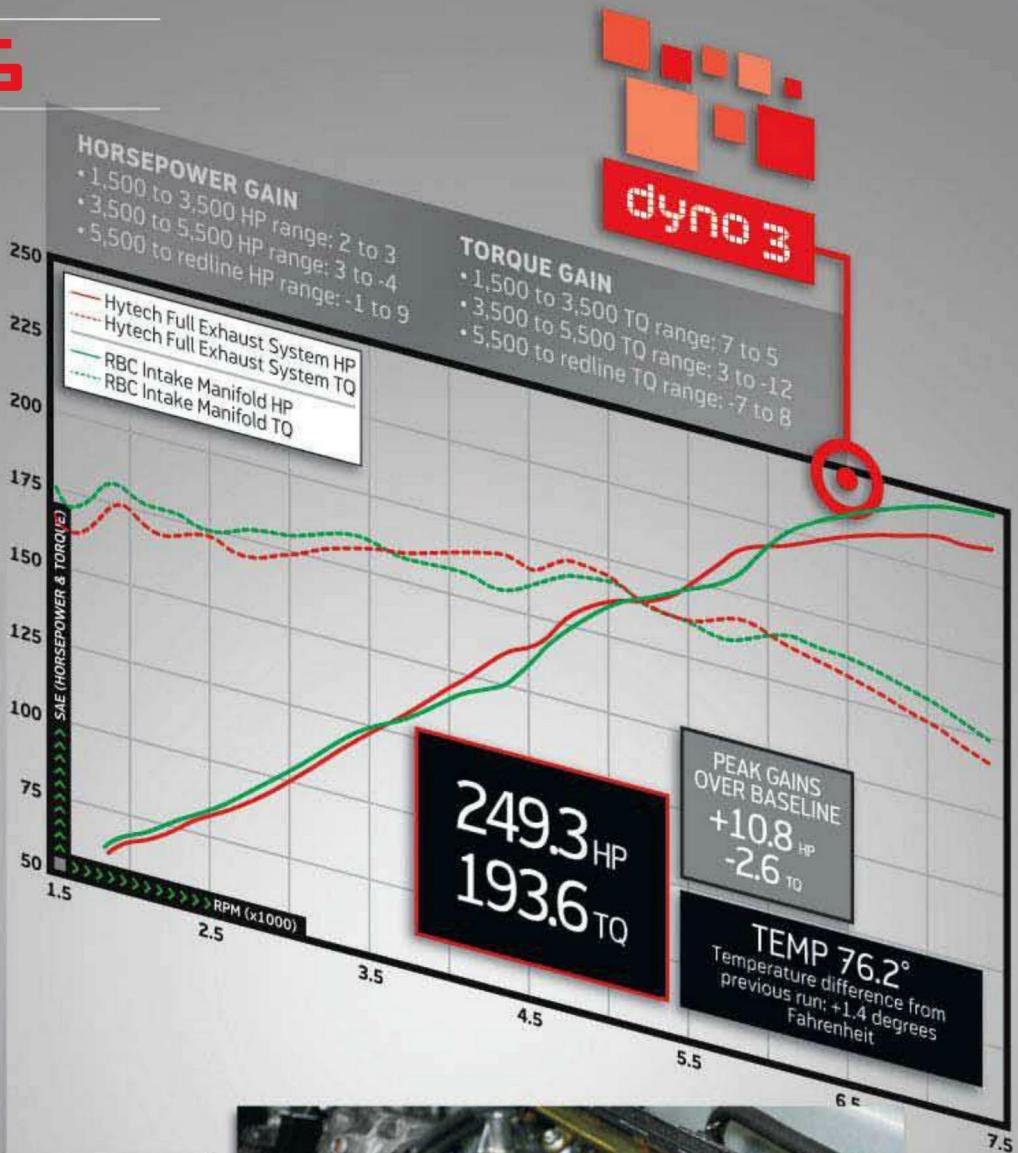


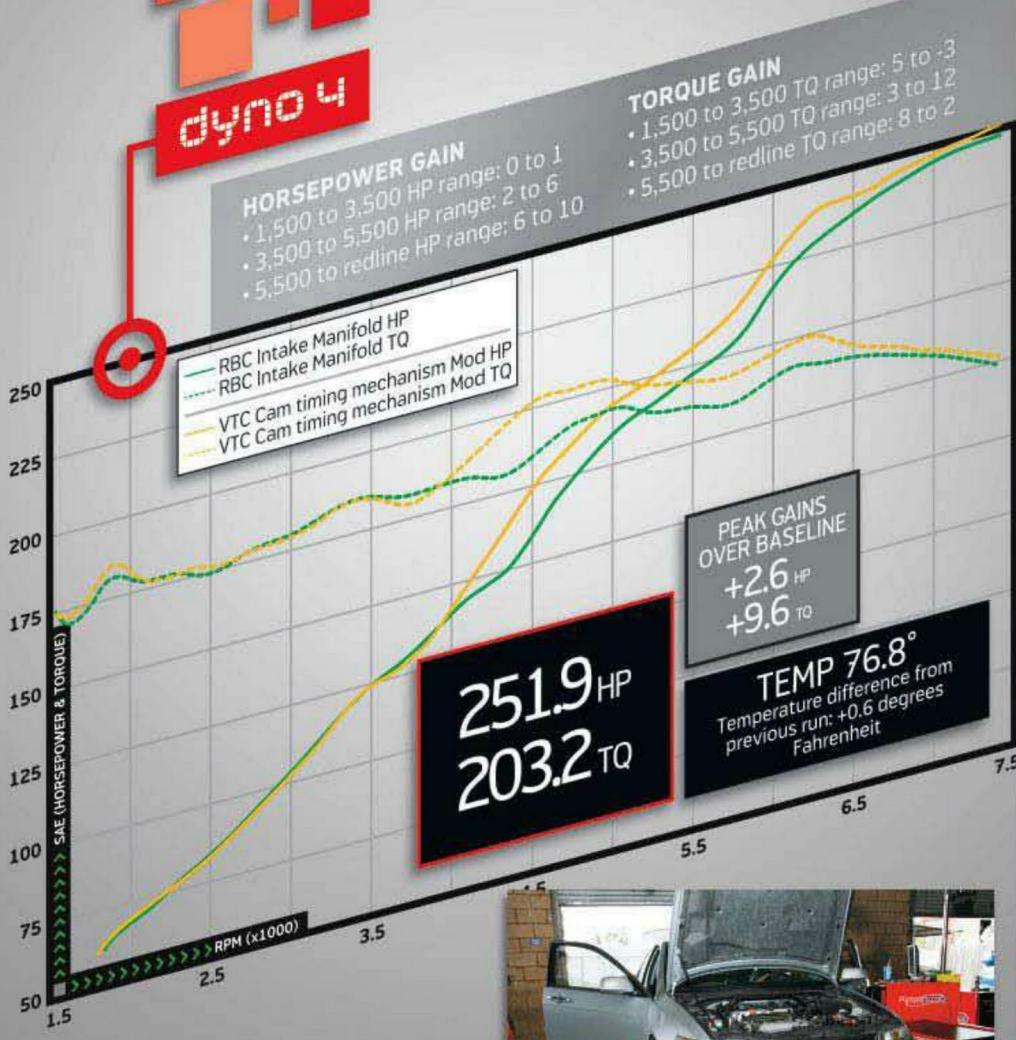
CONS

Don't expect power gains by simply installing the new intake without tuning. The RBC intake manifold with its runner design is improved for higher rpm breathing but forfeits some horsepower and torque throughout the midrange powerband compared to the RBB without proper tuning.

NOTES

The newly installed RBC manifold was tuned with a Hondata FlashPro and made 249.3 hp and 193.6 lb-ft of torque—a gain of 10.8 hp but lost 2.6 lb-ft of torque over our factory manifold. The RBC manifold gained 7 hp and torque under 3,000 rpm, but showed a significant loss in torque from 3,500-5,000 rpm. The manifold showed its worth up top with its largest gains of 9 hp and 7 lb-ft of torque from 6,000 rpm to redline.





VTC CAM TIMING MECHANISM (HONDA FLASHPRO TUNED)

PARTS

VTC Cam Gear Modification

TOOLS

Reputable machinist or tuner shop for modifications

INSTALLATION TIME

Two days including removal/installation

PROS

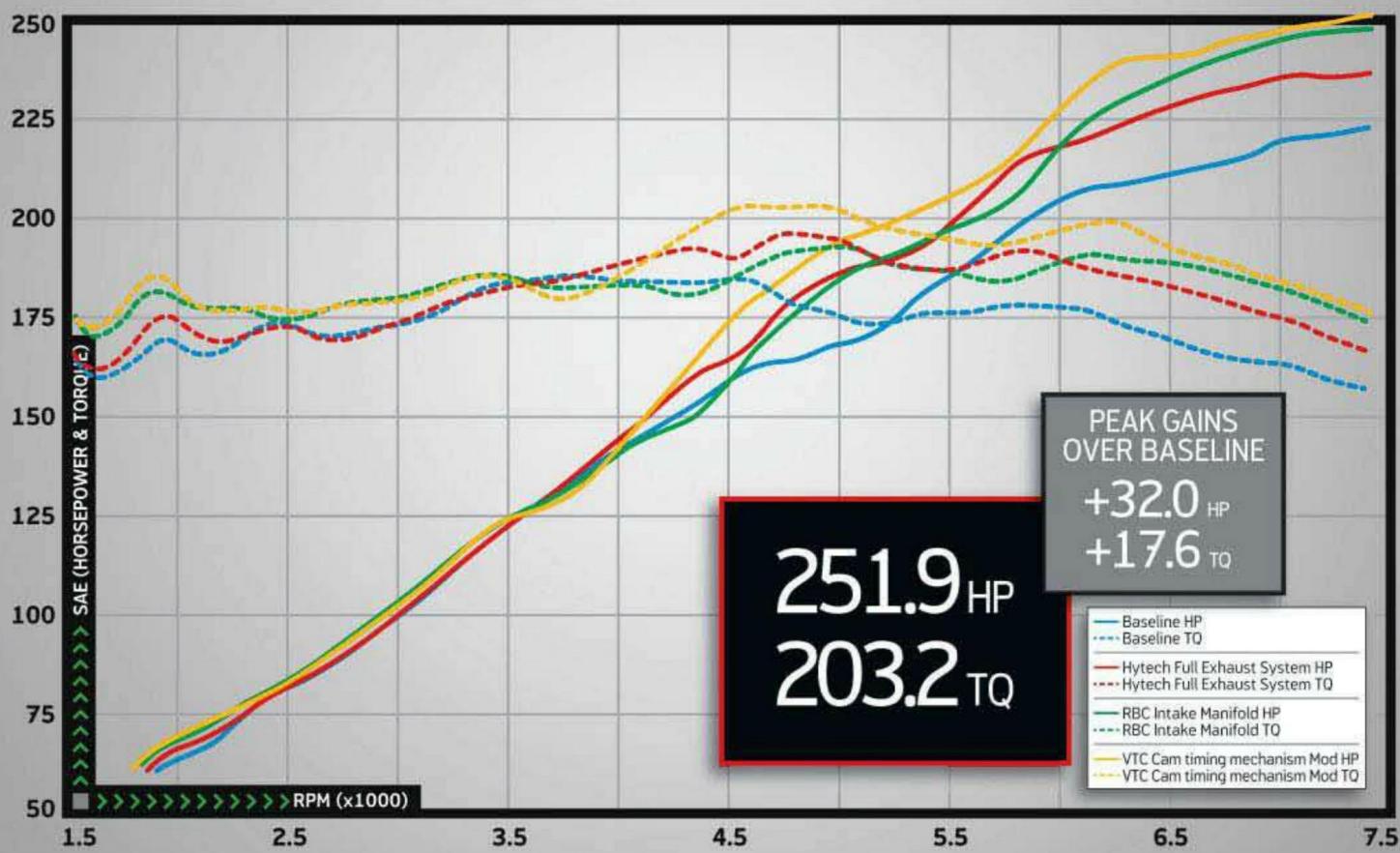
The Honda/Acura K-Series engine uses VTC (Variable Timing Control) as it continually adjusts camshaft timing with Variable Valve Timing and Lift Electronic Control (VTEC). Located on the end of the intake camshaft, the VTC mechanism, via hydraulics allows 25 (crank) degrees of continuous movement on the TSX and 50 degrees on the RSX. Engine tuners have found that 25 degrees of cam movement is fine for a stock TSX engine but completely inadequate for a modified engine with as little as race headers and intake. Modifying the factory VTC mechanism has been proven to net big horsepower gains. Advancing the camshaft to increase valve overlap allows us to use the header's reversion pulses to draw more intake air resulting in gains everywhere above 4,000 rpm. We used a VTC mechanism machined to 45 degrees to limit the valve overlap and valve-to-piston clearance. Due to popular belief, the valves do not make piston contact at 50 degrees, but we wanted a little extra safety margin in case of accidents like a mis-shift.

CONS

Although you could probably purchase and bolt on an RSX VTC mechanism for 50 degrees cam travel, there is the danger of less valve-to-piston clearance on the TSX pistons compared to the RSX. Our measurements suggest 45 degrees maximum cam movement is much safer. Although modifying the factory VTC at home is possible, we recommend a qualified machinist or shop with prior experience to machine and remove material to increase the cam advance from 25 to 45 degrees.

NOTES

The Hondata FlashPro allows you to tune up to 25 degrees with the stock cam wheel and up to 50 degrees with a replacement VTC cam pulley to take full advantage of the TSX now equipped with a larger-profile intake camshaft, RBC intake, and Hytech race headers and exhaust system. At this power level, the injectors were maxed out at 100 percent duty cycle, so upgrading to larger-sized RDX (410cc) injectors are highly recommended. Overall these changes netted 12 lb-ft of torque increase and 10 peak horsepower over our previous dyno.



CONCLUSION

| | HP | +HP | TQ | +TQ |
|------------------------------|--------------|-------------|--------------|-------------|
| BASELINE | 219.9 | | 185.6 | |
| HYTECH FULL EXHAUST SYSTEM | 238.5 | 18.6 | 196.2 | 10.6 |
| RBC INTAKE MANIFOLD | 249.3 | 10.8 | 193.6 | -2.6 |
| VTC CAM TIMING MECHANISM MOD | 251.9 | 2.7 | 203.2 | 9.6 |
| FINAL | 251.9 | 32.0 | 203.2 | 17.6 |



CONCLUSION

What began as a two-part engine build, finished with promising results for this daily driven TSX. We began the second part of our two-part series of testing with a baseline run of 219.9 hp and 185.6 lb-ft torque and ended off with 251.9 hp and 203.2 lb-ft torque, an increase of 32 hp and 17.6 lb-ft of torque. Not only did we manage to eclipse the 250-whp marker in the end, we made an impressive 60.5 hp and 30.7 lb-ft of torque over factory baseline. 

BANKROLL

| | |
|---|----------------|
| ACURA '06 TSX INTAKE CAM (\$346)/ TL 64MM TB (\$490) | \$836 |
| HYTECH HEADER (\$1,300)/ CAT (\$395)/EXHAUST (\$899) | \$2,594 |
| RBC INTAKE MANIFOLD | \$210 |
| VTC CAM TIMING MECHANISM MODIFICATION | \$200 |
| TOTAL | \$3,840 |

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| SIZES | WEIGHT | WEIGHT |
|-------------|------------|-------------|
| DIA x WIDTH | INTERLAGOS | NURBURGRING |
| 17x7.5 | 16.85 | 17.55 |
| 17x8 | 17.1 | 17.95 |
| 17x9 | 17.95 | 19.2 |
| 18x7.5 | 18 | 18.35 |
| 18x8 | 18.85 | 18.6 |
| 18x8.5 | 19.45 | 19.5 |
| 18x9 | 18.3 | 19.4 |
| 18x9.5 | 19.9 | 21.05 |
| 18x10.5 | 21.05 | 21.25 |
| 19x8 | 20.9 | 20.55 |
| 19x8.5 | 21.15 | 21.4 |
| 19x9 | 21.45 | 21.9 |
| 19x9.5 | 22.55 | 22.5 |
| 19x10.5 | 23.9 | 22.4 |
| 20x8.5 | 22.25 | 23 |
| 20x9 | 23.85 | 23.3 |
| 20x9.5 | 23.6 | 24.7 |
| 20x10 | 24.65 | 24.45 |
| 20x10.5 | 26.45 | 24.45 |
| 22x9 | 32.25 | 31.25 |
| 22x10 | 32.7 | 32.65 |
| 22x10.5 | 32.85 | 33.25 |
| 22x11 | 34.2 | 34.8 |

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