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WILDSIDE

RX-7 DRIFT MACHINE



DECEMBER 2009 - \$5.99



INSIDE:
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TIRE REVIEW »



2004 SCION XA

PROJECT EXHIBITED BY: Injen Technology

WEBSITE: www.injen.com

POWERTRAIN/DRIVETRAIN TYPE AND

MODIFICATIONS: Injen intake

CHASSIS TYPE AND MODIFICATIONS: XXR wheels;

Cooper tires

SEMA BOOTH: 23359



1931 FORD MODEL A

PROJECT EXHIBITED BY: Rocket Racing Wheels

WEBSITE: www.rocketracingwheels.com

POWERTRAIN/DRIVETRAIN TYPE AND MODIFICATIONS: GM

Performance Z24 crate engine; MSD ignition; Holley carburetor

CHASSIS TYPE AND MODIFICATIONS: Rocket Racing Wheels Rocket

Launcher wheels front and Rocket Igniter wheels rear; Coker Tire vintage

whitewall tires; Air Ride Technologies air-ride systems

EXTERIOR MODIFICATIONS: Henry Ford black with perfect patina

INTERIOR MODIFICATIONS: Vintage Air air conditioning

SEMA BOOTH: 22794



2006 BMW M3

PROJECT EXHIBITED BY: Injen Technology

WEBSITE: www.m2-motoring.com

POWERTRAIN/DRIVETRAIN TYPE AND MODIFICATIONS: Hertzpower

Freaks Stage 2 turbo system; Precision T87 billet turbo; VRS twin blow-off valves; Tial

44mm V-band waste gate; HPF ceramic-coated turbo manifold; 4x24-inch polished

intercooler; polished intercooler piping; silicon couplers with T-bolt clamps; polished

intake manifold; Stage 4 CF intake; methanol tank; fuel system; fuel filter; Stage 5

high-impedance fuel injectors; remote oil pump; stainless high temp oil feed and return

lines; Stage 2 down pipe; Stage 2 waste gate dump tube; engine management system;

plug-and-play wiring harness; factory OMC connector; race fuel switch; motor mounts;

Stage 1 Feramic clutch; Mishimoto aluminum high-capacity radiator; stainless-chrome

oil cap; FJO methanol fogger; methanol pump; Stage 2 methanol solenoid; solenoid

harness; Walbro pump; Demco InMotion sparkplugs; AEM 3.5-bar map sensor; JC Crow

stainless-steel exhaust piping; Agency Power muffler with 30mm quad titanium tips;

Rogue Engineering oil cap with senders; VRS two-tone CF engine cover

CHASSIS TYPE AND MODIFICATIONS: SSR 801 20x9 front; 20x10.5 rear

wheels; Hankook Ventus S1 Evo 245/30-20, 295/25-20 tires; B&G coil-overs; Dats

Titanium front strut tower bar; JBT six-piston front calipers; two-piece 355mm drilled

rotors front; four-piston rear calipers; two-piece 355mm drilled rear rotors; Stainless

Steel brake lines; Hawk brake pads

EXTERIOR MODIFICATIONS: OEM Euro NC front bumper; front reflectors deleted;

VRS GTS 3 front lip; Hamann brake ducts custom installed to front bumper; Selbom CF

GTR hood; carbonfiber side skirts; trunk lid; VRS CSL rear diffuser; Daps smoked corner

lenses; black matte front

kidney grilles; side grilles; ACS

roof spoiler

INTERIOR MODIFICATIONS: Memphis Audio

M-Class 6.5 front speakers

and rear speakers; tweeters,

M-Class subwoofers and

amplifiers, one-Farad capacitor;

custom fiberglass subwoofer

enclosure; custom plexiglass

amp rack; white LED lights to

illuminate amp rack and sub

SEMA BOOTH: 23359



2010 MUSTANG

PROJECT EXHIBITED BY: 3d Carbon

EXTERIOR MODIFICATIONS: Boy Racer Body Kit (front

bumper replacement, two side skirts, rear lower skirt, 3d

300 rear spoiler, window louvers, rear black out panel,

22-inch NC forged, three-piece aluminum, Pirelli Tires, H&R

Springs, Magnaflow stainless steel exhaust

SEMA BOOTH: 12033



2007 SCION TC

PROJECT EXHIBITED BY: Eleven International USA Inc.

POWERTRAIN/DRIVETRAIN TYPE AND

MODIFICATIONS: DC Sports exhaust

CHASSIS TYPE AND MODIFICATIONS: Cooper tires;

B&G suspension; DC Sports strut bar

INTERIOR MODIFICATIONS: Clazzio seat covers,

SEMA BOOTH: 11047





★ FOOTWORK

At 17x7-inches, these WORK Emotion CR Kai are fairly big for the car and were cloaked in Toyo R888 measuring 205/40R17 all around. Behind the spokes are blazing red Rotora 4-piston brakes gripping 330mm cross-drilled and slotted rotors.

The outside of the car has that shoot first, ask questions later kinda look. Then again it is also adorned with loads of functional gear. The aerokit is a custom fabrication and the roadster has been fitted with a custom fiberglass hard-top. The rear wing, diffusers and side skirts are all custom as well. NRG stepped in to add a damper kit for the carbon fiber hood and hood locks to keep it planted.

When it came to wheels, the owner turned to WORK for a set that would rock people on the streets. At 17x7-inches, these WORK Emotion CR Kai are fairly big for the car and were cloaked in Toyo R888 measuring 205/40R17 all around. Behind the spokes are blazing red Rotora 4-piston brakes gripping 330mm cross-drilled and slotted rotors. The suspension is ramped up with a set of TEIN Super Street coilovers for a high degree of adjustability. **03**

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Whether you're a daily driver searching for a dependable quality upgrade from your current OEM radiator, or you're a devoted racer who needs a **high-performance** radiator that will last run after run, Mishimoto has just what you're looking for.

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MAGNIFIC TRIX

Text by Dave Pashley, Photos by Andrew Jennings



If you ask pro driver Kyle Mohan how to get (and keep) a car sideways, his equation will always include rotary somewhere in it. Mazda is the only automaker still pumping out engines that are based on the quirky trochoidal design. With high RPMs and instant on throttle, Mohan will tell you the twin-rotary powerplant is the key to success.

A resident of Anaheim, CA, Mohan has not only made the Rotary his hobby and passion but also his profession. He is employed at Mazdatrix, one of the leaders in rotary technology in the country and his position there is predictably Engine Builder. Mazdatrix management thought it was a good idea to back Mohan in his foray into Formula D, not only to help their employee, but to build their brand in the process.

"Everyone helped build this car together over a tight four-month time period," says Mohan. "My friends, my co-workers, my family and then the corporate help of Mazdatrix and even Mazda USA!"

With that team assembled, it was expected the car would be a top performer. Now that we finally have a close-up look at the car, the build quality is definitely there and the power is more than adequate. At the heart of the project is not the Renesis motor you'd expect, but rather the stout 13B twin-rotor. Displacing only 1.3L, the rotary components were given a street/strip port at Mazdatrix and machined at K&B. The rotary assembly was milled, balanced and WPC treated for strength before being built back up with hardened fasteners. The rotors themselves were fitted with expensive (as in \$1 piece ceramic) seals. To keep the lubrication system on-point a Mazda competition oil pump [32]



was added with oil regulators and a GReddy catch can to keep it out of the combustion chamber. The cooling duties are delegated to Mishimoto where an aluminum racing rad and a pair of 14" fans pull air. The oil is cooled with twin Mishimoto oil coolers with Nomex braided lines by Blur Industries.

The forced induction system comes in the form of a Turbonetics GTK-550 Drift-Special turbo hanging off a custom stainless manifold manufactured by JSP. The spent gases push on the Turbonetics wastegate eventually ending up in 3-inch Racing Beat exhaust shaped like a rotor. On the cool side, the compressed air heads into custom piping connected to a lay-flat Sparco intercooler. The 105 octane fuel is drawn in with an Aeromotive A1000 pump and managed by an Aeromotive fuel pressure regulator. The injectors firing into the rotary consist of 1000cc primaries and 1800cc secondaries.

The ensemble is all orchestrated by a Haltech Platinum Sport 2000 standalone. Well known for the efficiency at perfecting rotaries, the Haltech was installed by Ash and Jason at Blur Industries in Long Beach, CA, and tuned by Nelson Silverio. When the rubber settled, the numbers did not disappoint. Out of a tiny displacement 13B, the rotary churned out 470whp with 348lb-ft of twist!

The only way to get that kind of power to ground was to rethink the driveline. A Jerico 4-speed box was fitted up to the raging rotary with custom mounts. A twin-disc Exedy clutch was also added with an integrated Chronoly flywheel to save weight. The clutch spins up a custom Mazdatrix driveshaft with a KAAZ 2-way LSD on the other end.

The attention turned to the suspension (dial'd in and tuned by EF1 Motorsports) where JIC Magic was selected to bless the RX-8 with unnatural abilities. JIC fitted the car with a set of FL7-TAR coilovers featuring custom valving and 15-way adjustability. JIC Magic also supplied camber links, toe links and traction bars in addition to strut tower bars. The anti-sway bars are Racing Beat with Mazdatrix adjustable end-links. **23**

MOTIVATION

The forced induction system comes in the form of a Turbonetics GTK-550 Drift-Special turbo hanging off a custom stainless manifold manufactured by JSP. The spent gases push on the Turbonetics wastegate eventually ending up in 3-inch Racing Beat exhaust shaped like a rotor.



ROLLERS

The RX-8 currently runs, XXR_006 wheels, 18x8.5 and 18x9.5-inches wrapped in Cooper 2XS tires, 235/40R18 fronts and 265/40R18 meats to spin.



RACING BEAT MAZDA PERFORMANCE

RX-8



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- All Model Years - including MX-5
- Bolt-on installation



Power Pulse Exhaust Components

- 304 stainless steel
- Bolt-on installation
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The wheel and tire package was only fitting for an unorthodox drift car. Mohan is one of the few drifters sponsored by XDR Racing and Cooper tires. The RX-8 currently runs, XDR 006 wheels, 18x8.5 and 18x9.5-inches wrapped in Cooper ZKS tires, 235/40R18 fronts and 265/40R18 rears to spin. Lurking behind the 2-piece wheels are stock brakes but the car has been fitted with an SSBc bias-adjuster and a custom hydraulic e-brake.

The body and chassis got a make-over by KMR and Mazdatrix too. The entire car was seam welded and a TC Sportline under-brace was added to stiffen the car. The Formula D-spec cage was welded in by Henry Schelley. After the custom bodywork was fitted to the car, it was taken to Signal Hill Autobody where it received some fresh paint. Finally, the graphics were applied by KMR and it certainly looked the part of a pro drift car.

Inside the cockpit, it's all business. KMR fabricated some carbon Kevlar interior panels to lighten the weight of the car which stands at 2,580lbs with Mohan. Sparco Corsa racing seats were added in addition to 6-point cam lock harnesses. A Race Pack IQ3 digital dash and data

logger interfaces with the Haltech computer to keep an eye on all the engine functions.

After a slow start to the '09 season, the potential of the car has yet to be realized. We're sure Mohan and his rotary rocket have a few Mazdatrix left up their sleeve. The hardware is certainly there and for Mohan he'll keep pushing the rotary as long as he's alive because it's his thing before, during and after work. **PHOTOS**



OWNER: KYLE MOHAN
LOCATION: ANAHEIM, CA
VEHICLE: 2009 MAZDA RX-8
POWER: 470WHP WITH 349LB-FT
WEIGHT: 2,580LBS WITH DRIVER

ENGINE

Mazda 1.3L 13B-REW 2-Rotor

ENGINE MODIFICATIONS

Mazdatrix REW 13B Ported
Polished, Milled, Slotted WPC
Treatment

Rotating assembly: Race
Balance, REW shaft, polished
& WPC treated, REW rotors
side cut with race bearings
wpc treated, REW hardened
stationary gears with 3 window
race bearing mod, WPC treated
Mazda competition oil pump
WPC treated, Mazda race front
and rear oil regulators, Iaretti
T-piece ceramic apex seats
Griddy oil catchcan, GReddy
water/air separator tank,
Mishimoto aluminum universal
radiator, Mishimoto 14-inch
fans, Mishimoto radiator hoses.
Oil cooler: Mishimoto twin
racing oil coolers, braided
Norrax lines by Blur Industries
Aeromotive a1000,
Aeromotive FPR
Turbonetics GTX 550 Drift
Special

Sparco Style V-mat

Blow-off valve: Turbonetics
JSP fab, custom tubular manifold
(www.jspfab.com)
Size 2 1/4" stainless

EXHAUST SYSTEM/MUFFLER

Racing Beat, Size 3" stainless
rotor shaped
Other exh. all stainless Tip Size
3" turn down

ENGINE MANAGEMENT

Haltech platinum sport 2000,
installed by Ash and Jason at
Blur Industries, Long beach, CA
Tuned by: Nelson Siverio.

DRIVELINE

Jerico 4 speed
Exedy Carbon Twin disc
KAAZ, 2-way LSD
Custom driveshaft by Mazdatrix

SUSPENSION

JC FLT-1AR custom dampening
JC camber links
JC toe links
JC traction bars
Racing Beat with Mazdatrix
adjustable end links

WHEELS & TIRES

XDR 006 2-piece wheels with
Cooper ZKS tires
F: 18x8.5-inch with 235/40R18
R: 18x9.5-inch with 265/40R18

EXTERIOR

KMR / Mazdatrix Chassis work
Seam welded by KMR
TC Sportline Chassis undercar
brace
JC strut lower brace,
Graphics by KMR
Paint by Jose at Signal Hill
Autobody

INTERIOR

Carbon Kevlar interior panels
by KMR
Sparco Corsa
Sparco 6 point cam lock belts
Race Pack IQ3 data logger dash

SPECIAL THANKS

EF1 Motorsports
JC



QUICK STEP

Text by Dave Perdue
Photos by Mike Cziko and Jeremy Glover



In competition anything can happen. Sometimes the big budget teams disappoint even after event and then pull out altogether or you can have more grassroots entries with no sponsorship, taking down the big guns. That is the case with Matt Waldin in his near-stock Nissan 350Z. As the owner of Import Intelligence, a speed shop in West Chester, PA, he wanted to accomplish two very important goals: get the shop name out there and have fun! Waldin never expected to be a contender for the DMCC championship, but that is exactly what's happened. "I don't have the big money that other teams have," states Waldin "but it didn't seem to matter because our hard work has put us in first place and with a legitimate shot at the title," he added.

When we quizzed Waldin on how the car has been built to be competitive, we were surprised there is still a lot of OEM Nissan gear in the car that it came with from the factory. However, 305HP at the flywheel wasn't going to cut it, so the team looked at forced induction options. They kept arriving at the same conclusion over and over - APS from Australia. This twin turbo kit has proven gains, superior reliability and required minimal modification to work with the HPI engine. The turbo kit was fitted with a TIAL blow-off valve at the throttle body and dual 38mm wastegate to regulate the boost. They added twin 3.5-inch downpipes that branch off into external dump pipes before meeting a custom stainless system. Twin Walbro pumps feed the fire of 14psi in the chamber that is lit up by NGK Iridium plugs. Surprisingly this is all pumped through a VGZ engine that is 110% stock. **33**

"I don't have the big money that other teams have," states Waldin "but it didn't seem to matter because our hard work has put us in first place and with a legitimate shot at the title,"

However, Waldin turned to the helpful and very supportive team at Mishimoto to supply the coolers. They supplied an aluminum radiator and electric fans in addition to two oil coolers. Mishimoto also covers all of Waldin's fuel costs too which helps the bottom line. When it came to engine management Waldin turned to Haltech to oversee operations with their Platinum unit. The final numbers were very respectable, netting 464whp with "more than enough torque" according to Waldin. In order to hold it all down, Waldin opted to install a Competition Clutch 6-puck, lightweight flywheel and capped it all off with a Carbonetic 1.5-way LSD.

The focus turned to the suspension where Waldin went with a new player on the scene. BC Racing suspension Type BR coilovers were added for increased adjustability and control. The factory suspension arms were pulled to make way for SPL links including front camber arms, rear toe arms, rear trailing arms, tie rods and subframe bushings. The chassis itself was stiffened with a 6-point safety cage built by MA Motorsports in Baltimore, MD. From there the rear firewall was cut out to reduce weight in addition to all Speed Glass Lexan windows.



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POWERPLANT

When it came to engine management Waldin turned to Haltech to oversee operations with their Platinum unit. The final numbers were respectable, netting 464whp with "more than enough torque" according to Waldin.



Mazda RX8 Coilovers

Part #: ETC-MRX800

Mazda RX8 SE3P Chassis

Spring Rates: Front 445 lbs./in., Rear 260 lbs./in.

- Front coilovers feature adjustable camber plates and pillow ball upper mounts.
- Rear coilovers utilizes a progressive rate rear spring and gas strut without rear upper mount (use the OEM factory upper mount).
- Nitrogen gas enclosed twin tube damper with 30 levels of rebound dampening adjustment. Rear shocks come with an extension knob for easy access to dampening.
- Lower bracket height adjustability prevents the need to adjust the spring seat offering maximum suspension travel.
- Twin Tube damper offers 4.8" of effective stroke in front and 5.2" in the rear.

The intent of the Endura-Tech Mazda RX8 coilovers is for use with a Daily Driven RX8 and occasional track event. They will satisfy your spirited driving demands and allow for a comfortable and improved driving experience.

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DRIVER: MATT WALDIN
LOCATION: WEST CHESTER, PA
VEHICLE: 2008 NISSAN 350Z
NISMO EDITION
POWER: 404WHP

ENGINE
Nissan 3.5L VQ35HR V6

ENGINE MODIFICATIONS
APS Extreme twin turbo kit
APS systems dual intakes
TIAL slow off valve
TIAL 30mm wastegates
Mishimoto radiators
Mishimoto oil coolers
Import Intelligences BL oil pan
3.5-inch downpipes with catouts
Walbro 255gph pumps

ENGINE MANAGEMENT
Haltech Platinum standalone ECU

DRIVELINE
Carbonetics 1.5-way LSD
Competition Clutch spring 8-puck clutch
Competition Clutch Flywheel

WHEELS & TIRES
Ti 18x9.5-inch wheels
Need a tire sponsor?

SUSPENSION
BC Racing BR Type coilovers
SPL arms: front camber, rear toe, rear trailing
SPL tie rods
SPL subframe bushings

EXTERIOR
Nismo Bodykit
Import Intelligence bodywork and paint
Cay Optics headlight film
Speed Glass Lexan windows

INTERIOR
G-Force Harness
Sparco EVO 8 seats
Import Intelligence gauges
Momo steering wheel
NRG quick release
K-Sport e-brake
Summit fuel cell (for Chevy Nova)

SUBTITLES
Tony Martin
Mike at Mishimoto
Drift Mania



FOOTWORK

BC Racing suspension Type BR coilovers were added for increased adjustability and control. The factory suspension arms were pulled to make way for SPL links including front camber arms, rear toe arms, rear trailing arms, tie rods and subframe bushings.

Getting the right amount of control and side is all about the wheels and tires. Ti wheels stepped in to provide a set of 18x9.5-inch wheels on all four corners but as for the rubber no one has come forward. "What tires do I run?" asked Waldin "Anything that I can find really. Kumho, Falken, BFG, where are you at?" hope you are reading," he laughs.

From the outside, the car is wearing all of the stock Nismo bodywork, but with paint and graphics by Import Intelligence. The inside however has undergone extensive modifications. First the interior was gutted out and a cage was added. Sparco EVO 8 seats were added along with G-Force 5-point harnesses.

Import Intelligence gauges were added to keep an eye on all of the engine functions. A MOMO wheel and NRG quick release was bolted up along with a K-Sport e-brake for the monster slides.

For now Waldin is doing some damage in the DMCC series and has big plans for the future. "We do love to be involved in Formula D, but that series is too Western focused," Waldin admitted. "The DMCC is awesome, great competition, great fans and all of the events are within a 10 hour drive, it's perfect and cost effective. Plus if I take the championship, I'm headed to the Red Bull World Championship, which would be a dream come true." With that kind of attitude, sounds like we'll be hearing a lot more of Waldin in the future. **PBS**

14-114-44



SEMA HOT PRODUCTS

Text by Mark Perini

ENKEI Falcon Performance Wheel

The ENKEI Falcon has a strong, classic five-spoke design and comes in stylish Hyper Silver with a shiny machined lip or in an able-bodied Matte Gunmetal color with a subtle machined lip. The Falcon is perfect for both import and domestic car enthusiasts. Available in 16x7, 17x7, 17x8, 18x7.5, 18x8, 20x8.5, and 20x10, the ENKEI Falcon Performance Wheel is just one of the many new designs in Enkei's 2010 line-up. For more visit www.enkei.com or stop by SEMA Booth 46045



Mishimoto Silicone Hose Kits

Mishimoto is proud to announce the release of two new silicone hose kits for the 2004-2007 Scion xB and the 2006+ Scion xD. All Mishimoto silicone radiator hose kits are hand made using four layers of high grade silicone and heat-resistant embedded fibers. They are designed to withstand high heat and increased pressure. Every application is engineered for a direct OEM replacement fit. Mishimoto hose kits are offered in several colors, including black, blue and red to fit your style and personalize your engine bay. For more visit www.mishimoto.com or call (877) GO-MISH



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Takeda USA Short Ram Dual Intake

Takeda USA is pleased to announce the release of their new Takeda Retain Short Ram dual intake for the 2009 Nissan 370Z (part number TR-3009P). The Takeda Retain Short Ram air intake replaces the bulky and inefficient factory intake increasing air volume and improving air velocity for increased horsepower, torque and improved throttle response. TR-3009P utilizes specially designed 1-piece polished aluminum intake tubes to guide the air into the motor and provide an aggressive style. Takeda air intakes use the brand new Pro Dry 5 filter from aFe, which uses a progressive synthetic media, requiring no oil to re-charge for maximum convenience and filtration. The Pro Dry 5 filter is 99.2% efficient so it prevents all the dirt and debris from entering the motor. TR-3009P comes with a lifetime warranty and come complete with two polished aluminum tubes, two Pro Dry 5 performance air filters, Unibase couplers, clamps and all hardware necessary for a simple installation. This system also comes with an wrinkle black finished air deflector which shields hot air coming from the radiator hose which keeps the air intake charge cool. In recent testing, part number TR-3009P produced an astonishing 18hp and 20ft. lbs. of torque over the factory vehicle while outflowing the factory intake by 90%. To view a video of the dyno runs or for more information on this or any other Takeda product, visit www.takedausa.com or call (951) 493-7155



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