

REVEALED: TOP 20 NEW PRODUCTS FROM SEMA

& HIGH-TECH PERFORMANCE

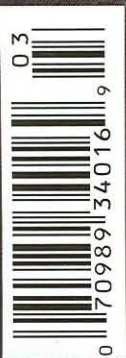
# TURBO

TWIN 1250+ HORSEPOWER STREET SUPRA DUO

# BAD BOYS



MARCH 2007 • V23 #003  
DISPLAY UNTIL 02/06/2007  
\$4.99 US/\$5.99 CAN



## DOUBLE TAKE

1033 HP OF SUBIE FURY

## MEGA MORPHER

500+ HP OF PURE EVOLUTION

## OBD2 DIAGNOSTIC

THE 411 ON ENGINE CODES

## JUST CHILL

DO COOLING ADDITIVES WORK?

## NUMBERS CRUNCH

USING MATH FOR HORSEPOWER

## NIGHT HAWK

400+ HP GT-R POWERED S13



**TURBONETICS GT-K TURBOCHARGER**

You might think there's not much you can do to improve upon today's turbochargers, but Turbonetics would disagree. Their new GT-K turbos feature their new HP compressor wheels and F1 turbine wheels. The HP wheels perform better than older wheels at high pressure ratios without sacrificing intake charge temperatures, while the F1 wheels, made of 713C Inconel, allow for a far more efficient turbine side through reduced backpressure. The GT-K compressor housings feature Map Enhancement Porting, which are basically bleed slots machined into the housing to help limit surge and increase airflow.

**EAGLE ESP 4G63 STROKER KIT**

Eagle offers its new displacement increasing internals for 4G63 Mitsubishi fans – both for those with the older six-bolt engines and those with the newer seven-bolt engines. Strokes are offered at 94mm and include Eagle's own forged 4340 chrome-moly crankshaft, H-beam connecting rods and JE pistons and rings, as well as Clevite engine bearings.

**TURBO XS UTEC DELTA ENGINE MANAGEMENT**

The Utec Delta is a piggyback computer that controls fuel, ignition and boost. It's offered in specific packages for the WRX, STi, EVO and 350Z. The cool thing about the Utec Delta is its compact size and simple installation process. There's no wiring involved; all that's required is a firmware flash and a plug-in harness. The unit performs data-logging functions, knock control and offers a total of five stored maps in addition to stock mode and security mode.

**NOS DRIVE-BY-WIRE SWITCH**

Nitrous Oxide Systems' new drive-by-wire switch eliminates the need for a traditional throttle-activated micro switch commonly used on linkage-type throttle systems using nitrous oxide. That's good, because if you've got a drive-by-wire vehicle, you can't do it that way. The unit features dial adjustment, which tailors it to specific vehicles and applications; and it has two separate dials for rpm activation and deactivation of the nitrous. This means two things: you can get this to work on your car, and you won't have to buy a separate rpm window switch to make it all work.

**GREDDY COROLLA GTS TYPE-S PERFORMANCE SUSPENSION**

With drifting on the rise, we've seen the popularity of Toyota's AE86 take off like no other. Despite the vehicle being older than many of our readers, GReddy has just introduced its coilovers featuring integral spindles up front specifically for the AE86 Corolla. The dampers feature 32-way adjustability, adjustable base and spring perches and 46mm diameter pistons. The Type-S coils are relatively soft in comparison to other competitors' systems and feature a longer stroke for a good compromise between maximum traction and ride comfort on the streets.

**CUSCO COROLLA STRUT BARS**

Even the older Corolla's popularity is on the rise. Cusco recently introduced some promising suspension and chassis components for the TE27 and TE37 models, like these retro strut tower braces. It won't surprise us if we start to see more old-school Corolla products headed our way.

**PROGRESS FIT COILOVERS**

Anyone worried about the aftermarket's unwillingness to support the latest B market cars can rest easy. Especially when it comes to the Fit, there's no shortage of parts available. Progress has recently introduced its Series 1 coilover suspension designed exclusively for Honda's Fit. Progress' Fit coilovers are electroless nickel plated for durability and feature a twin-tube design and 35mm bore. As is the case with all Progress coilovers, these are a take-apart design, which means they can be serviced, re-valved and rebuilt if necessary.

**NANO NITROUS ASSIST**

The good thing about nitrous oxide is that it's an easy way to add horsepower. Duh. The bad thing about nitrous oxide is that its performance is often unpredictable. Variations in bottle temperatures and pressures are usually the culprit. NANO (Nitrogen Assisted Nitrous Oxide) solves these problems by consistently forcing the nitrous oxide out of the bottle by means of either high-pressure air or high-pressure Nitrogen stored in the NANO tank, despite bottle temperatures or pressures. As an added benefit, every last drop of nitrous oxide can be squeezed out of the tank meaning more runs in between fill-ups.