

All up and running and a dyno pull on both the OE exhaust and the S-Line Motorsport XXX-Pipe is complete.

Firstly a little background. I did research for a year and a half, of all the exhaust systems that were available around the world for the Scuderia as I was not happy with the OE system.

My requirements where:

- a) A better start up sound.
- b) A better tone and pitch at higher rpm i.e. F1 characteristics.
- c) Reduced heat.
- d) Weight reduction.
- e) No drone or resonance at 2800 to 3200 rpm as is the case with valves permanently open in the OE.
- f) Quality of product i.e. Welds and materials.
- g) Acceptable price.

On all these point the XXX-pipe has not only measured up, but has exceeded / I am just blown away.

The sound is stunning but not offensive.

Heat is dramatically reduced as the OE can soaks and stores heat.

Huge weight reduction. (30+ kg to 8 kg)

No drone or resonance to speak of.

Workmanship and materials are first class.

The polished system heats evenly so colour remains uniform. ie. No cool spots.

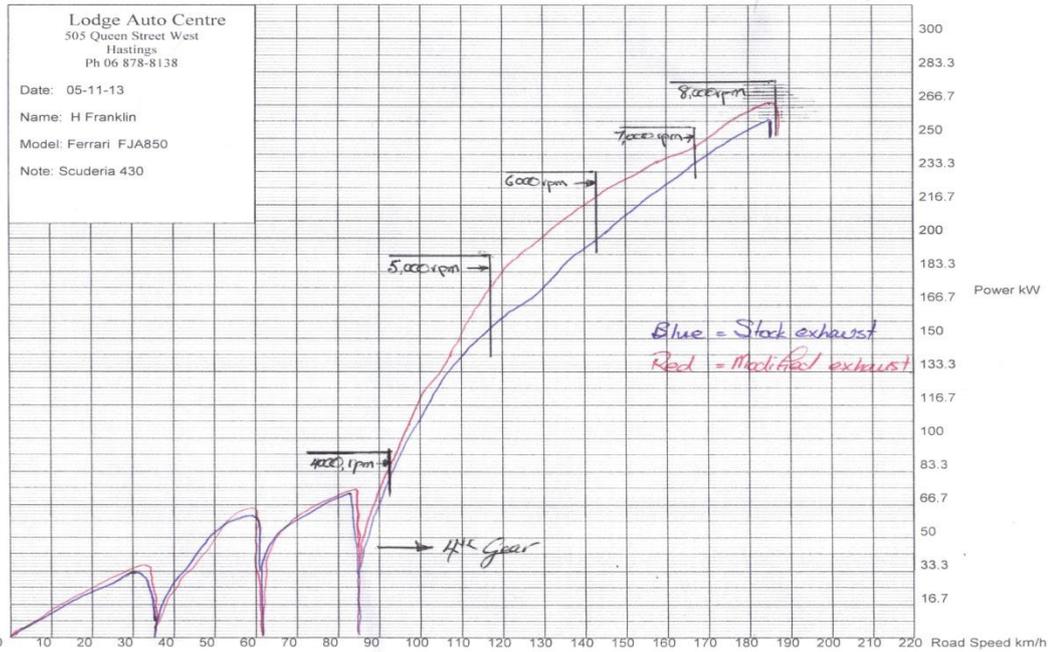
The real bonus, though is the dyno data/This has exceeded all expectations.

At 6000 rpm a 21 kW (28 hp) increase over the OE at the wheels and keeping in mind that the torque curve is relative to the power curve.

The throttle response has gone up a notch, and the mid range torque is at another level/ you can feel it in your seat.

We didn't run to the red line i.e. only to 8000 rpm and the dyno has a 10% correction factor, but the main exercise was the correlation between the OE and the XXX-pipe, which we have achieved.

The kw produced are at the rear wheels. An industry rule of thumb is that a driving lose is in the range of 16 to 20 % i.e. Flywheel kw is approx 18% higher.



I would like to acknowledge Richard and Craig Field at Lodge Auto Centre, Hastings, New Zealand, (motorsport, turbo charging engineers and Cosworth specialist repairers and parts supplier) www.lodgeautocentre.co.nz as these were not easy dyno pulls for the fact that with all the complicated and interlinked electronic systems in the Scuderia and the front wheels stationary, a range of all sorts of check lights appeared. With their extensive motorsport and electronic experience, problems were solved.