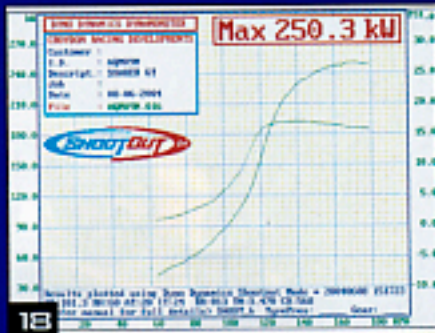


17) 3in vs 4in – on Matt's Celica the dyno told the story

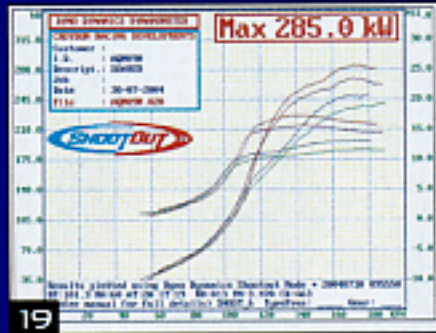
18) This run was with the standard cat in the Soarer. Note how boost drops off? That's a clear sign of a restriction

19) A 30kW-at-the-wheels gain from freeing up the exhaust flow is a serious improvement

From these results, we can conclude that any backpressure will limit peak power on a turbocharged engine. In the case of both Matt's GT35 1J2 and my Blitz K27-equipped



7M, reducing the backpressure proved to unlock a heap of power. This will also be the case on less-modified engines with larger-diameter exhausts fitted with restrictive cats. However, it must be noted that the percentage gain will not be as great as these two test cases have shown. According to Matt, there is no need to go any larger than 3in in exhaust pipe diameter if you intend to use a 4in Magic cat. If you were using a 4in exhaust, you would have to run no cat to get the maximum benefit anyway.



So, how much does the Magic cat cost? Matt estimates the price to be around \$500 plus fitting, which only takes on average one hour. When you think about it in terms of kilowatts per dollar, it is awesome value. **Z**

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**THE 4IN MAGIC CAT SIGNIFICANTLY REDUCED BACKPRESSURE,
 UNLOCKING A MASSIVE 30KW GAIN AT THE WHEELS**