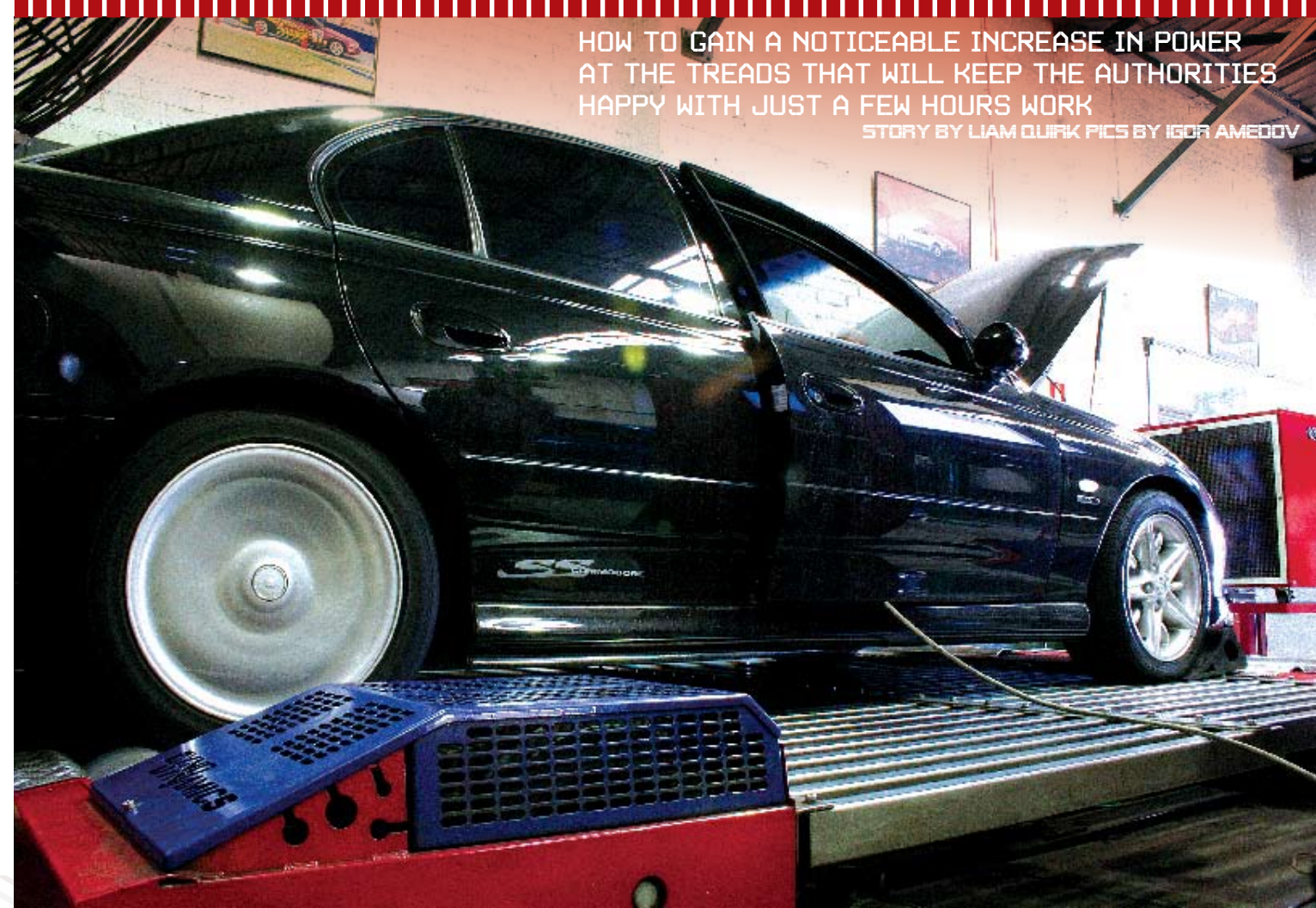


EMISSIONS CONTROL

HOW TO GAIN A NOTICEABLE INCREASE IN POWER AT THE TREADS THAT WILL KEEP THE AUTHORITIES HAPPY WITH JUST A FEW HOURS WORK

STORY BY LIAM QUIRK PICS BY IGOR AMEDOV



4. A flange is tacked on to one end of the cat and stainless steel piping into the other so the boys can measure up the custom plumbing that needs to be made.

5. The work is mirrored on the other side and both pipes are tacked in place before being unbolted for the final time.

6. With the section now out of the car, the welds can be finalised and tidied up. It's important that the welds properly seal the sections, as a leak will affect back pressure and thus performance. If nothing else, it would smell pretty rotten.

7. Placing the old cat and middle pipe section next to the custom fabricated one with the new cat in place, we can see that the new pipe is complete and ready to go in. It becomes even clearer just how the factory cats are so restrictive.

8. The new cats and pipes are bolted in place, which allbut completes the install.

9. To accompany the new cats, the car was loaded onto the dyno and given a custom retune to offset the new free-flowing exhaust. We took the opportunity to optimise the tune and take advantage of the new-found air. With a baseline of 185kW, a gain of 21kW was pretty impressive.

With the new cats installed, the car was noticeably nicer to drive, with better throttle response, a nicer exhaust note and even better fuel economy plus the pick up on power is great.

If you're in need of some new cats, call SXD and they'll sort you out. *SC*

Dodgy cats won't just hamper performance, they will land you on the wrong side of the EPA. This, in turn, will impact on just how weighty your wallet is. As a matter of fact, we can draw direct links between the amount of material taken from a cat and the amount of money removed from your back pocket – for a mod that doesn't offer any performance gains, it's really not worth it.

Gutted cats, rattly cats or even no cats at all can herald fines of up to \$15,000, which is a hell of a lot more than a decent high-flow cat (a legitimate one, not a broomstick high flow) or two will set you back.

When the cats went on Igor's VT, we thought we would take a trip to see Spiro at Autotech Engineering and have a chat about replacing the standard cats with some decent cats.

The cats promise more flow than any competing cat of the same size on the market, and the flow figures are attributed to the stainless steel

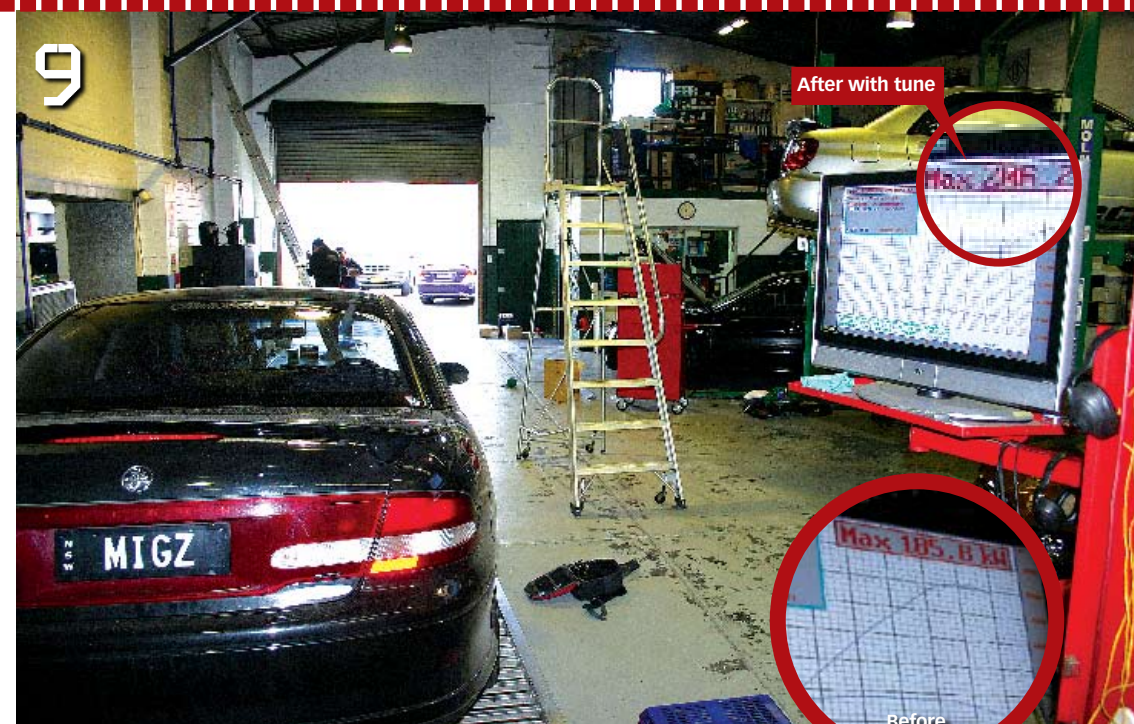
construction and 200-cell-per-square-inch centre.

Best of all, the cats are easily interchangeable with the standard items and totally legal, so while you're making power, there's nothing the authorities can get you for. Sound too good to be true? Read on and see our results.

1. The car was loaded onto a hoist to allow us to climb under and investigate. You can see the factory cats in all their restrictive glory. They didn't appear to be damaged but were rattly, which is the first sign of a dud cat.

2. The section can be unbolted and dropped out without touching the rest of the exhaust.

3. Here's the new cat next to the standard power thief. Inset you can see the innards of the cat – the 200-cell-per-square-inch stainless steel honeycomb will keep the authorities happy while still allowing a nice free-flowing exhaust system.



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