

1) Following is the requested information:

#### ENGINE MODS - PISTONS

The pistons have been specially made for us (Mahle). They are forged. The valve pockets have been machined by us. The compression is upped by 1 mark. IMPORTANT: They need to be CC'd.

#### VALVES

Standard valves, not especially made.

#### CAMSHAFTS

The camshafts are specially made. The engine reacts very sensibly to camshafts. We recommend 928 GT standard cams.

#### CON. RODS

Connection rods are standard. One could polish and balance them.

#### INTAKE SYSTEM

The intake system has been specially designed for our racing engine. It resembles the Indy engine somewhat. We have shortened the intake distance considerably. This is one of the most important steps to make HP on the 928 engine. We'll show it exactly in the video.

#### EXHAUST SYSTEM

We have designed one special header for each side of the engine. We call it 4-1-System. We use two exhaust pipes, like before, to the exit. See video.

#### SOFTWARE

We have changed the software considerably. This was done on the Dyno and with the modified engine. The software cannot be used on any other engine. We would love to sell it to you, but it will only function on our altered engine.

#### LUBRICATION - OIL PAN

We have, by means of aluminum sheets, altered the oil pan. The reason for this is to smooth down the oil return flow and guide it faster to the suction side. See ~~8mm~~ film VHS. The oil capacity is unchanged and is like in the standard motor.

#### RESTRICT OIL

By using pressure reduction valves in the oil-channels of the cylinder heads have we accomplished that the oil pressure to the heads does not exceed max. 3.0 bar. Therefore the oil circulation is slowed down and more oil, in conjunction with oil pan modification, is available to the oil pump. The reduction valves were used from the 944-2.

11)

#### DRYSUMP - SYSTEM

A drysump system is very complicated and here in Germany prohibitively expensive. Our way of doing it is almost as good and much more affordable.

#### TRANSMISSION & CLUTCH

We have installed an 80% Ltd. slip differential. We also installed an oil cooler in the rear of the car to cool the gear box. The oil circulation is done by a special oil pump. We have found that at very high temperatures the syncro mesh system breaks down. At lower temperatures the gearbox works perfectly.

#### CLUTCH

The clutch has been modified. the pressure plate remains standard, but the disc is of Sinter-metal instead of organic material.

#### SUSPENSION - WHEELS

We use RONAL three piece racing wheels 12" front and 16" in the rear, Goodyear Tires and Titanium springs. Spring rate front 1344 and 784 OS/in.

#### SHOCKS

We use Bilstein shocks specially made for us. (See VHS)

#### SWAYBARS

Modified front & rear. Also adjustable in the rear. (See VHS)

#### BUSHINGS

We have replaced all rubber bushings and connections with special metal connections.

#### ALIGNMENT

All trailing arms were fitted with hyme joints. The pick up points in the rear have been changed considerably. Very important for good handling

#### BRAKES

Calipers stock, pads - PAGID

#### COOLING

We have improved the cooling in the front by means of special airducts. The wheels have blades that suck out the hot air. No problems with the brakes, on the contrary, they are very good.

#### M/CYLINDER Standard

#### BRAKE BOOSTER

We have installed a brake pressure regulator. Since we are using a 120 L Tank, we do have to adjust the brake pressure according to full or empty tank.

III)

ENGINE COOLING

We are not using a fan when racing. We have however installed a small electric fan (VW GOLF) for cooling down the water in the radiator after racing or at a pit stop for a short time. It is important to use a different radiator cap in order to raise the pressure in the cooling system and therefore the boiling point. The radiator is specially made. The cooling surface is larger and without an oil cooler. We have installed a separate oil cooler. The thermostat should not be removed or the engine will heat up quickly. It is equally important to seal the cooler to the body meticulously so the air is forced to go through the cooler.

CYLINDER HEAD

The intake ports have been carefully ported and polished.

We hope to have answered the most important questions for now. Unfortunately we are only able to do this in German. Perhaps you have a way of getting them translated. We will be happy to answer additional questions.

We are currently making a video film with commentary. We are sending you a copy of a newspaper article that contains additional information.

With Sporting Regards,

Arnold Wagner

Video??

