

No Compromises

1994 Mazda RX-7



By MICHAEL DE SOUSA
Contributing Writer

I WAS LOOKING FOR A SPORTS CAR, but could not figure out which one to get. It was clear that I only had three choices: a 300ZX, a Supra, or a RX-7. I did know one thing; I couldn't see myself in a V8. Just as I was about to place a down payment on a 300ZX, I took an RX-7 for a test drive. Immediately after getting out from behind the wheel, the hunt for a suitable RX-7 began. I found my RX-7 at a dealership in North Miami Beach. The car had 24,000 miles on it and it featured all the touring options, including the glass moon roof. The car was in mint condition and still had that new car smell.



As soon as I moved back to my homeland—Willemstad, Curacao, Netherlands Antilles—I started to fiddle with the car and before I knew it, I owned a heavily-modified car. However, I started to see the limitations of the 13B. If squeezed the 13B would produce a lot of power, but at a cost of durability.

I didn't want to compromise; I wanted both power and durability. With that in mind, I spoke with my friend, Rolando "Rolo" Lopez, from Central Florida Turbo. He introduced me to Jesus Padilla from Kilo Racing, who was going to fix me up with a three-rotor. I then called my buddy, Cameron Worth, from Pettit racing. I've know him for years and he had helped me out with the sub frame, which is needed to install the three-rotor. When the 20B arrived it just slipped right in. I then had to custom make an exhaust-manifold to fit the T76 turbo, which was made from 321ss with a tial waste gate.

I then installed a microtech LTX12 for controlling the engine, followed by a set of MSD coils, six in all, plus an upgraded fuel pump with three 1600cc secondary injectors.

The intercooler setup was from the two-rotor days but it was modified to sit all the way in front of the car with brand new piping.

With the engine running well, I wanted the car to look good as well so I decided to put a bodykit on it. After careful snooping around I found the C-West body kit. It's a great body kit as it simply enhances the car's lines without transforming it into a space shuttle. The car was then brought to No Limit body shop, where local legend Jose Costa worked his magic on the car. The body kit was worked into the car carefully to give the appearance of it being one piece and the fenders were slightly widened. The rear wiper was removed and the car was painted.

When the car came back from the body shop I slapped on a set of brand new Blitz Technospeed rims with some Toyo Proxes (255/35zr18 front and 285/35zr18 rear.) After a quick call, Rolo came down to tune the car.

It was worth all the headaches. The car has a lot of power—coming in around 600RWhp@17psi—and the sound of a three-rotor is just plain music to my ears.

I have already been talking to Padilla about a new porting. There is even talk of bringing the car back to the United States.

Modifications:

ENGINE:

- Custom 321ss exhaust manifold
- Tail waste gate, custom SS down pipe, full three-inch SS exhaust with custom muffler
- Pettit Racing sub frame
- HKS BOV, Apexi front mounted intercooler (modified) with custom piping
- MSD blaster coils (6)

- Microtech ECU
- 1600cc secondary injectors
- Fidanza lightweight flywheel
- Act extreme pressure plate
- Six puck copper disc with springs
- Koyo radiator
- Turbonetics T76 turbo, modified throttle body

SUSPENSION:

- Tokico Lumina five-way adjustable shocks with ground control coil-overs
- Pettit racing launch kit
- Custom power plant frame
- Blitz technospeed wheels
- Toyo proxes T1S's (255/35zr18 front, 285/35zr18 rear)
- Bump steer correction kit

INTERIOR AND ELECTRONICS:

- Apexi EGT gauge, boost gauge, and rev speed meter
- Autometer fuel press gauge, NOS gauge, A/F gauge, and steering wheel column gauge mount
- HKS EVC turbo timer
- Microtech It x12 ECU

EXTERIOR:

- Full C-West body kit, integrated into body and widened
- C-West carbon fiber wing
- Re-amemiya sleek lights, 99 spec park lamps, and shaved emblems

Thank You

Rolando Lopez from Central Florida Turbo, Jesus Padilla from Kilo Racing, Cameron Worth from Pettit racing, Jose Costa from No Limit body shop, my father Daniel de Sousa for his incredible support, and my girlfriend for putting up with my crappy moods during this project (Hey! What can I say it wasn't all fun and games.)



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