

# Project FD



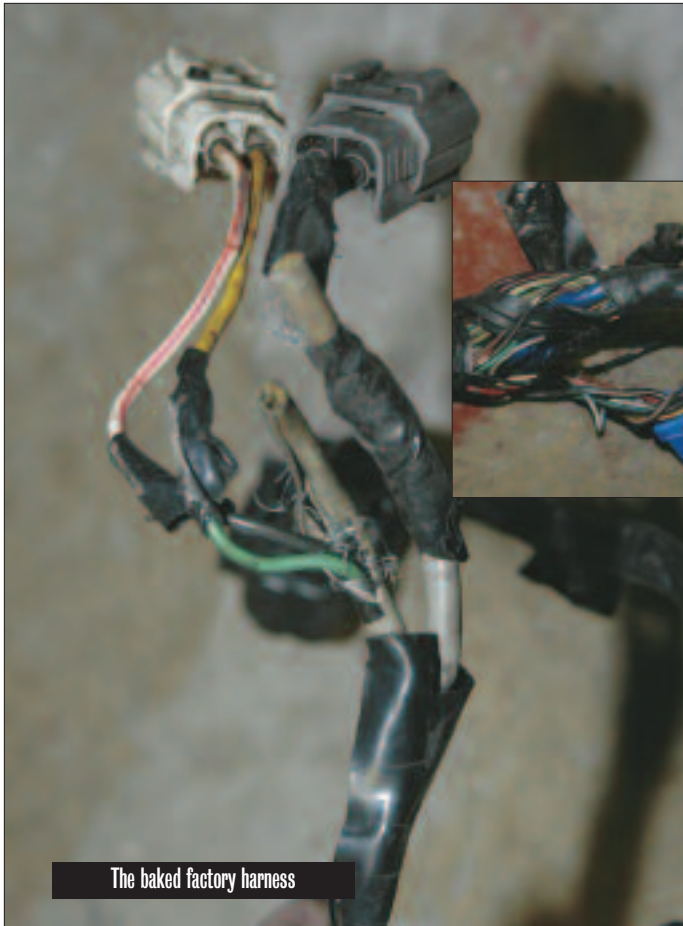
By RYAN SCOTT  
Photos By RYAN SCOTT

REMEMBER IT VERY CLEARLY, the first time I ever saw a 3rd generation RX-7 in person. It was Competition Yellow Mica, driving down Rangeline in Joplin, MO. That car was the most beautiful thing I'd ever seen on four wheels, and it made me even more proud to be an RX-7 owner, mine being a Red '86 GXL. As time went by, I still wanted one, but the combination of price and stubborn FC pride kept me from buying one. It kept me from buying one until now that is.

A good friend of mine, Mike Rung was a fellow 2nd generation RX-7 owner. We had a conversation some years ago where he asked what I thought about him buying a 1993 RX-7. I told him then that he wasn't ready, that it was going to be more of a headache than he realizes. But did he listen? Of course not, so here we are today. Mike is fed up with the headaches of FD ownership, and I'm ready to get my first one. So after striking an irresistible deal, here I am, the new owner. I know ownership of the car will not be trouble-free however, it's been sitting for months collecting dust bunnies and has some outstanding problems. Still, I'm confident the problems aren't anything we can't straighten out.

The car comes with a nice stash of goodies such as a fresh street-ported motor with 3mm Hurley seals, Apexi Power FC, ACT clutch, Defi boost and A/F gauges, Blitz boost controller, PWR radiator, and some nice stereo components. The one problem was that some local yahoo did the motor install



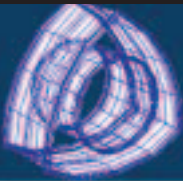


and hacked the wiring harness into an unrecognizable mess. The result was a car that would run, but seems to go into limp mode the instant 4psi of boost is reached. And after working with Ron at DaVinci Motorworks, we decided to get a new wiring harness for the car. That it would be nearly impossible to troubleshoot until that issue was addressed.

My first attempt at getting a harness was a failure. An unnamed source from rx7club.com told me he had a like new JDM wiring harness, and that if I didn't like it once received, I could send it back for a refund. Well, I got it and it was just as brittle as the one I yanked, and you guessed it, no reply when I wrote back asking for a refund. What makes it worse is that it was somebody I had known for years, oh well. Anything less than a

near perfect harness just wouldn't do it for me, so I got ahold of Brian at Trussville Mazda. A few minutes later I had a tracking number!

The harness install is pretty straightforward. The intake manifold and ECU need to be removed, and a few other things like the coil packs are in the way. My particular car has turbos setup for parallel operation, so all the sequential turbo solenoids are not going to be used. Consequently all the harness plugs for those solenoids can be zip-tied back out of the way. After installing the new harness at DaVinci, we charged the battery and after 6+ months of sitting, the car started relatively easily. Unfortunately however, a quick spin around the block revealed that the prior problem of being unable to break 4psi of boost still exists. We believe this is due to the prior mentioned local yahoo welding wastegate actuator doors on the stock twin turbo setup. We'll dig into this more after the Holidays.



## ROTARYWORKS



We only carry the best from the homeland. JDM-RE hand picked and checked in Japan by our associate digital compression check, and leak down checks down prior to shipment. Only the best for the Rotary community. These engines come with a guaranteed to start on arrival with no coolant or compression issues.

We also carry REbuilt engines starting at 1500 with a one year warranty, and the BEST selection of used engine parts on the NET over 30k worth of inventory to suit you Rotary needs.

### SPECIAL!

13BT either S5 or S4  
with Turbo 2 trans for  
**\$1500**

### IN-STOCK PRODUCTS:

• 13bt's 1250 complete long block

• 13b-REW FD engines starting \$2800

• 13b-RE Cosmos engine \$2000

• 20b-REW the almighty triple rotor \$4200

• T2 transmissions \$350

• FD transmissions \$700

RotaryWorks is a JDMI company, any trade route, secret, or patented is owned whole by JDMI and its subsidiaries

**RotaryWorks** • 4109 Lazy Acre Rd • Middleburg, FL 32068  
904-282-6880 • Sales@RotaryWorks.com  
Hours M-F 8:30-2:30- Anytime via email



Fresh, new harness in place

Next month we'll hopefully have the boost bug ironed out so we can move forward with the project. The most pressing need for the car is a bigger intercooler. Since I'll be sticking with the stock twins, I opted for a



The PowerFC

Stock Mount IC that is being provided by Pettit Racing. I believe a big Front Mount will just make the stock twins laggy, and provide little extra benefit other than some bling. I also have some parts from Unorthodox Racing and Gotham Racing in route, and possibly will be here by next months installment. Another future installment will be paint and install of the body kit that is being supplied by Rotary Extreme. I've decided on a RE-Amemiya N1 full body kit, and will be going with a full custom paint job instead of the stock (green looking) Montego Blue. I just want something with more pop, that looks blue.

If I can get my '98 M3 sold, the FD will become my new daily driver. With this in mind, we won't be doing anything too wild with the car. I want it to be relatively reliable, and hopefully it will pass emissions so I won't have to jump through hoops. 380 rear-wheel horsepower in a 2800 pound car is plenty for the street, and with what is planned, the car will turn heads as well. It'll be fun, and amazingly enough, these cars are just as beautiful today as they were over a decade ago. I'm proud to finally have one of my own. **RX**

**Credits:**

**DaVinci Motorworks**

314 North Illinois  
Belleville, IL 62220  
(618) 222-1201

**Trussville Mazda**

1503 Gadsden Hwy  
Birmingham, AL 35235  
(800) 240-2121 • [www.trussvillemazda.com/partsstore](http://www.trussvillemazda.com/partsstore)