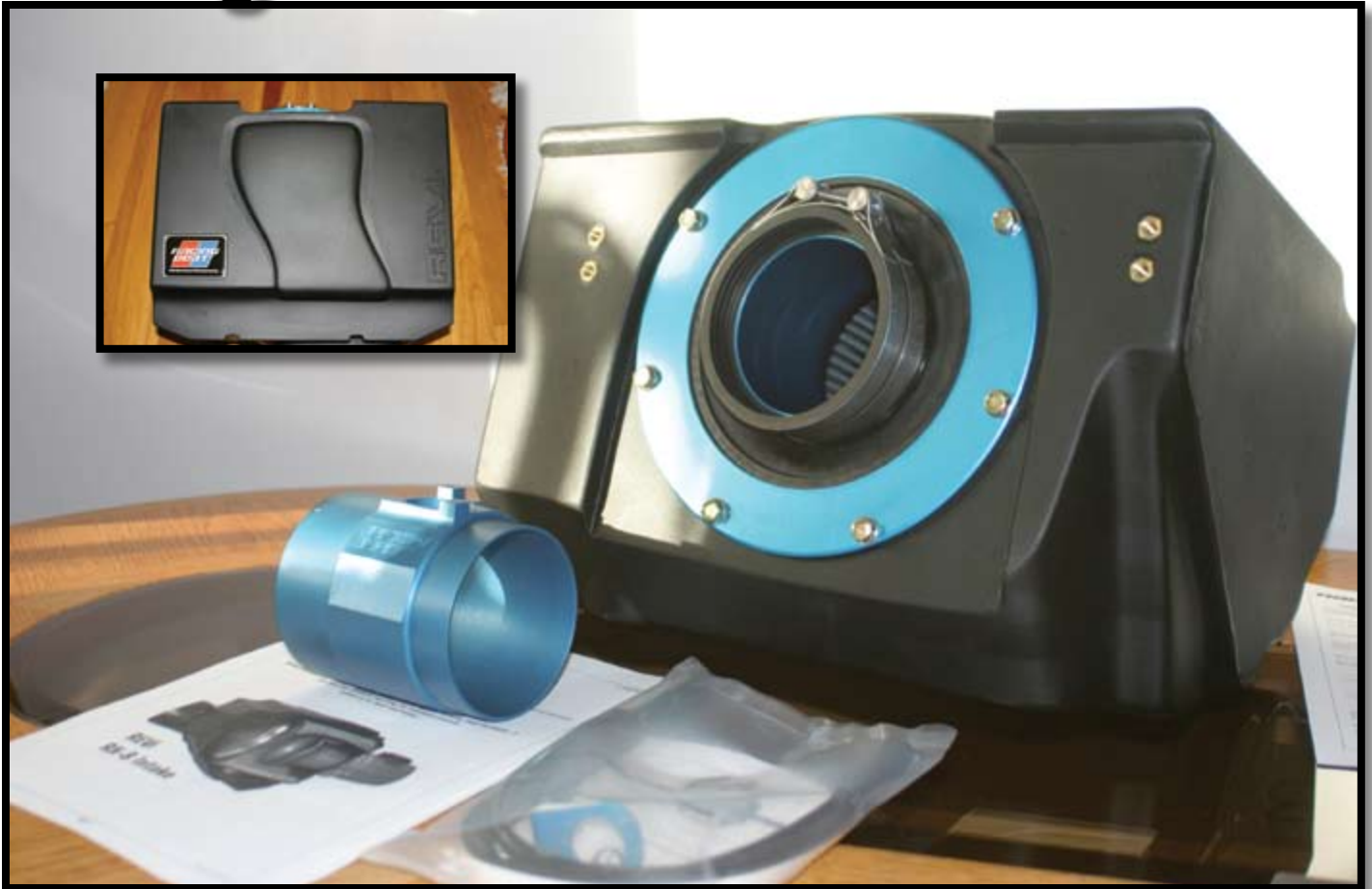


Racing Beat Delivers the Goods



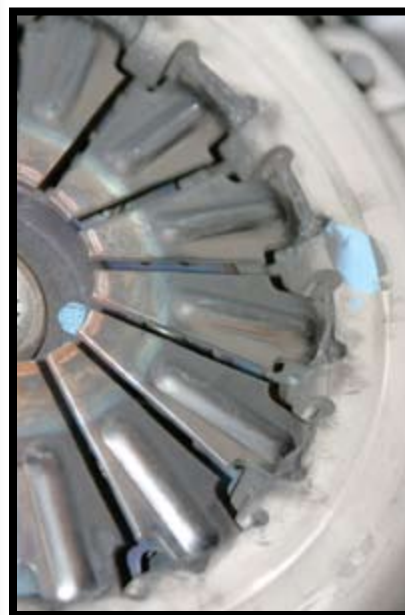
BY MARK GAAL (POLAK)

A BASELINE CHASSIS DYNO WILL BE DONE, most likely at KD Rotary, then the RB intake will be installed in shop and dyno'd again to show any gain followed by driving impressions. Next, we will install the exhaust system and once again redyno to show the gain both systems make, again driving impressions will be done, noting the volume and "feel" of the systems combined. Afterwards I will take the car home, put it on the lift and install The RB flywheel along with a MazdaSpeed clutch and pressure plate, the car will be dyno'd again and comparisons of the power/torque curves will be done.

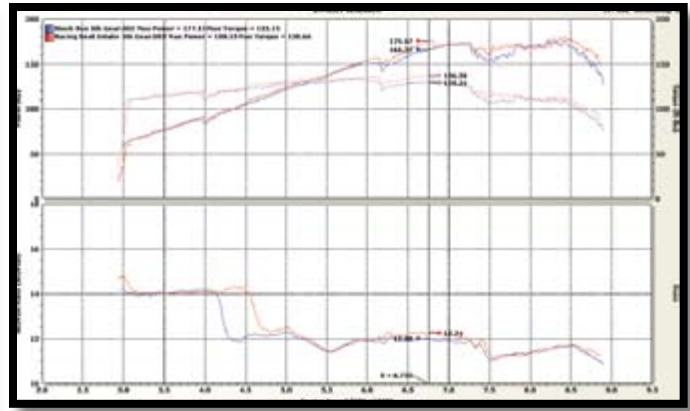
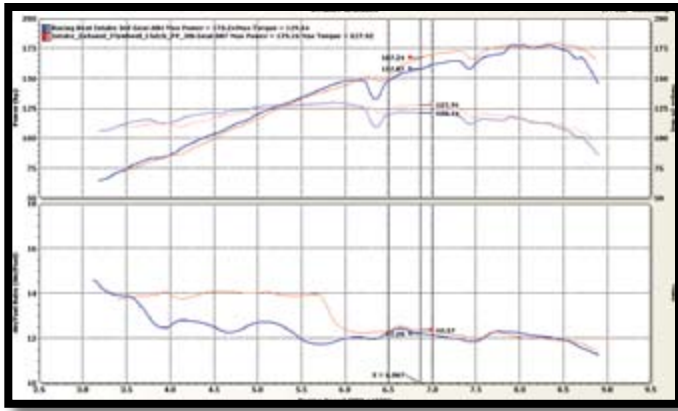
With that sent to Jim Langer at Racing Beat I became lucky enough to be one of the select few to test Racing Beats REVI Intake System for the Rx-8. Now a lot of intake systems have come and gone for the Rx-8 and most have produced less than spectacular results, but seeing how much time and effort the guys at RB put into making this intake system I knew that it wouldn't disappoint. Along with it came RB's Cat-Back Exhaust as well as their lightened flywheel, it felt like Christmas in March when they all showed up. In addition came a very generous donation from Matt at MazdaParts.com, in which he supplied a MazdaSpeed Pressure Plate and Clutch combo, along with all the needed bearings. I didn't want something as harsh as even Racing Beats most streetable clutch, so I was hoping that the MS clutch would provide a happy middle ground for me.

With everything in hand, I scheduled a dyno day with Skip and Dave at

KD Rotary who were nice enough to open their dyno for me on a Saturday and put aside some work they had to do on a 3rotor conversion for one of those "paying customers", great guys. My car was basically the same since the last baseline I had done there, back in July of last year, but since



I wasn't expecting anything more than 3hp gains from the REVI we got a new baseline. I churned out a whopping 177.13RWHP/133.13ft-lbs in 5th gear :-\ , about what I did last year and about what's typical for the 8. I didn't take the car off the dyno while I installed the intake, so that the rear wheels could stay in the same place on the rollers. Install took about an hour, most of its spent removing all of the VDAF ducting and stock intake plastics. With everything buttoned up and the REVI Intake looking very sly



inside my engine bay I warmed up the car for another dyno run.

The dyno curves are attached, and to all of our surprises we made power across the entire curve. Including a huge 10rwhp jump at 6750RPM, with a grin on my face about the size of a horseshoe I took the car out for some driving impressions. The motor just sings with this intake, it's not loud or ricey like your typical K&N or AEM piece, in-fact below 70% throttle it's hardly noticeable. It's the perfect solution to someone who wants more performance but without all of the 16 year old kids going "wow that sounds like my brothers civic". The engine loves the system it felt more responsive and had absolutely no issues with idle nor with high or low rpm performance.

With me still on my high the car was put up on a lift and with the help of Dave the stock exhaust came off and RB's on in a matter of 10 mins, good thing too as my flight out to Rotary Revolutions was leaving in 2 hours, we dyno'd again, but could only reproduce the previous curve not go above it. I wasn't too disappointed, because dynoable gains from an exhaust



are rare and once on my mad dash home and then to the airport, the exhaust just added to the effect, once again not burbuly or overdone like some systems, just deeper, more... manly.

After a weekend of emergency landings and a cold day in Indy, I came back home and put the car up on the lift and with the assistance of my neighbor Rick, and began the task of removing the tranny. As soon as it was off we were amazed at the amount of clutch debris coating the bell housing and stuck in-between the pressure plate springs. Not to mention that stock clutch hub which comes coated in a nice shade of bronze purple was baked to a vibrant nickel blue. We didn't run into any snags with the disassembly until we attempted to take the flywheel off, RB had forgotten to include a flywheel puller assembly for me, after attempting to fashion our own, I ended up taking a trip down to see a buddy of mine who hap-

pened to have one laying around from when he did his flywheel. The next snag came while trying to pop the tranny back into its place, I should have splurged for a tranny jack I guess, it ended up being a 2 hour endeavor holding a 70lb. tranny over our heads, it finally went in once we manage to get it close enough to thread some of the bell housing bolts.

With everything back together again, I was anxious to feel out the new combo. I got a rude awaking when I attempted to slip the clutch into 1st and stalled horribly, this clutch was STIFF! After the first day with it I was really worried that we had screwed something up during the install, but turned out to be a combination of a redesigned thicker throughout bearing, a change in where the clutch engaged and me not used to driving a lighter flywheel. On the bright side this combo really GRABS and as a result shifts are much improved, however I do caution that you do sacrifice a bit of drivability with the lighter fly, most of which I notice trying to slip the clutch up my driveway which is pretty steep. Comparatively, when I brought the car back to KD Rotary to dyno again, I allowed Skip to take it for a spin, he commented that it was one of the harder clutches he's ever driven and allowed me to test out a full ACT setup on one of the Rx-8's in shop which was vastly easier to drive but didn't grab quite as well.

Anyway back to the dyno, using a 3rd gear dyno from a week ago with the RB intake installed, we compared a run with the RB Fly and MS clutch/pp combo, the dyno behaved exactly like I expected it too, we lost minimal amounts of horsepower and torque in the lower RPM range due to less rotational inertial, and gained 10rwhp throughout all of the mid to high range and carried it through to the redline.

When it was all said and done, I couldn't be happier with the dedication that Racing Beat puts into their products, and their philosophy of testing and tuning. It is reflected in all the products tested here and in the pleasure centers of my right foot. Next on the list will be RB's Oil metering pump modification, followed by removal of the CAT, exhaust headers and perhaps some testing of their RAM air ducting as an additional modification to their intake. Hummmmmmmmm!
RX

