

3.2 Carrera to 3.4 conversion 2004

The brief:

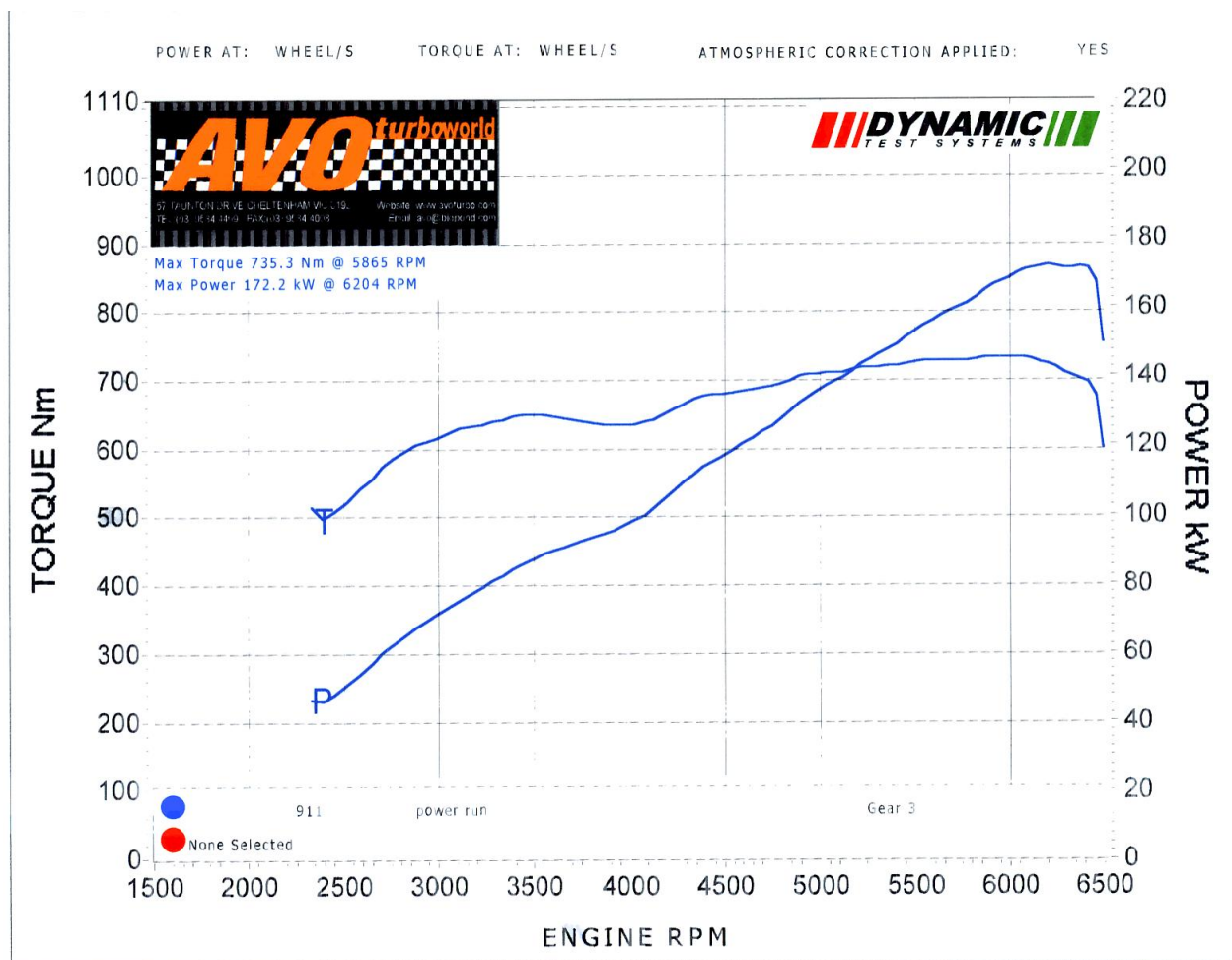
To gain as much torque as possible whilst retaining several standard features in order to comply with specific competition rules.

Specs:

customer supplied 98mm Mahle pistons and cylinders
original inlet manifold (internally modified to improve air flow)
Factory Motronic ECU with custom 911Chips performance chip
Internally polished engine block
Reworked cylinder heads, larger stainless valves, flow-bench tested ports
Carrera Cup Camshafts
Sports exhaust

The result:

Tractable & very drivable high compression engine with loads of torque and good power.



Custom built 2.999L 911 competition engine 2002

The brief:

To build a competition engine for tarmac rallies, retaining single plug ignition & MFI. Based on 2.7 magnesium engine case. Must run on premium pump fuel. Must be under 3.0L. Must be tractable and drivable for transport stages.

General Specs:

Magnesium 2.7 crankcase

Spyder Automobiles custom stroked crankshaft

Customer supplied Mahle Carrera 2.8 pistons & cylinders

GE60 cams

Internally modified and polished engine block

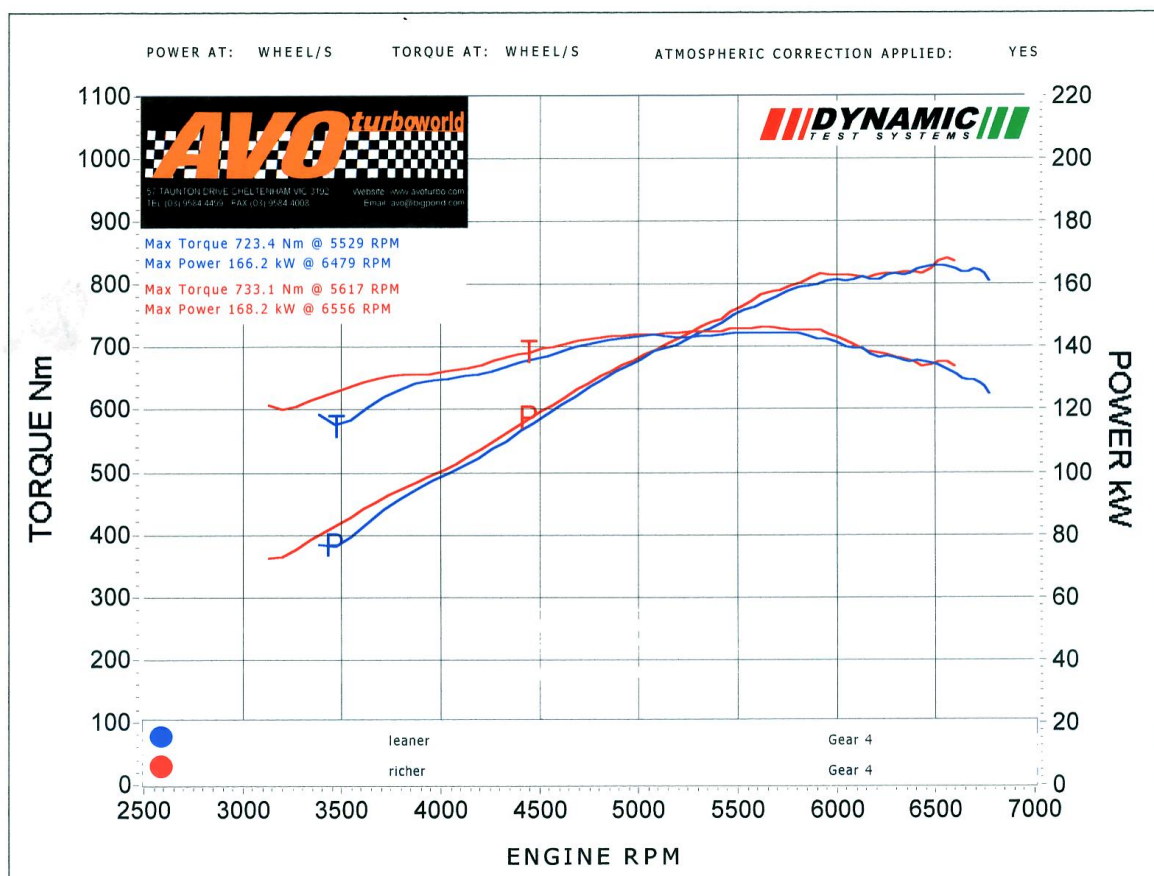
Modified heads

Modified MFI pump

11.5:1 compression

The result:

The dyno sheet speaks for itself. Look at the torque! What a great engine this turned out to be – veteran of several tarmac rallies yielding class wins and major outright placings.



Custom 2.4L engine 2006

The brief:

To build a road engine for daily use and fun runs through the twisties, based on original 2.4E

General Specs:

85mm Nickies with our custom design 10.5:1 JE pistons

GE60 cams

Internally modified and polished engine block

Modified heads, larger valves, bench-flow tested ports

Modified MFI pump

10.5:1 compression



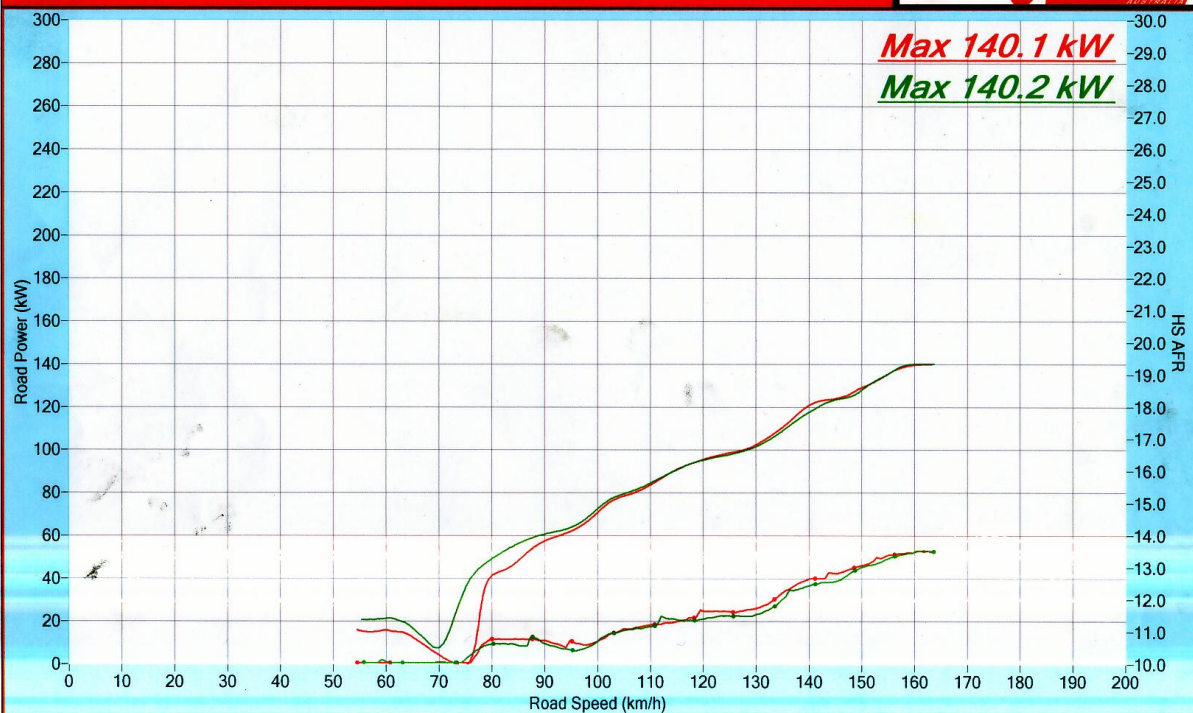
The result:

A fast, torquey engine that will pull from 1500 revs in 4th gear all the way to redline! Like Jeckyl and Hyde, this engine is very docile in traffic and demonic through the twisties.

Speedwell Performance P/L

ID Customer SPYDER, MIKE

#263

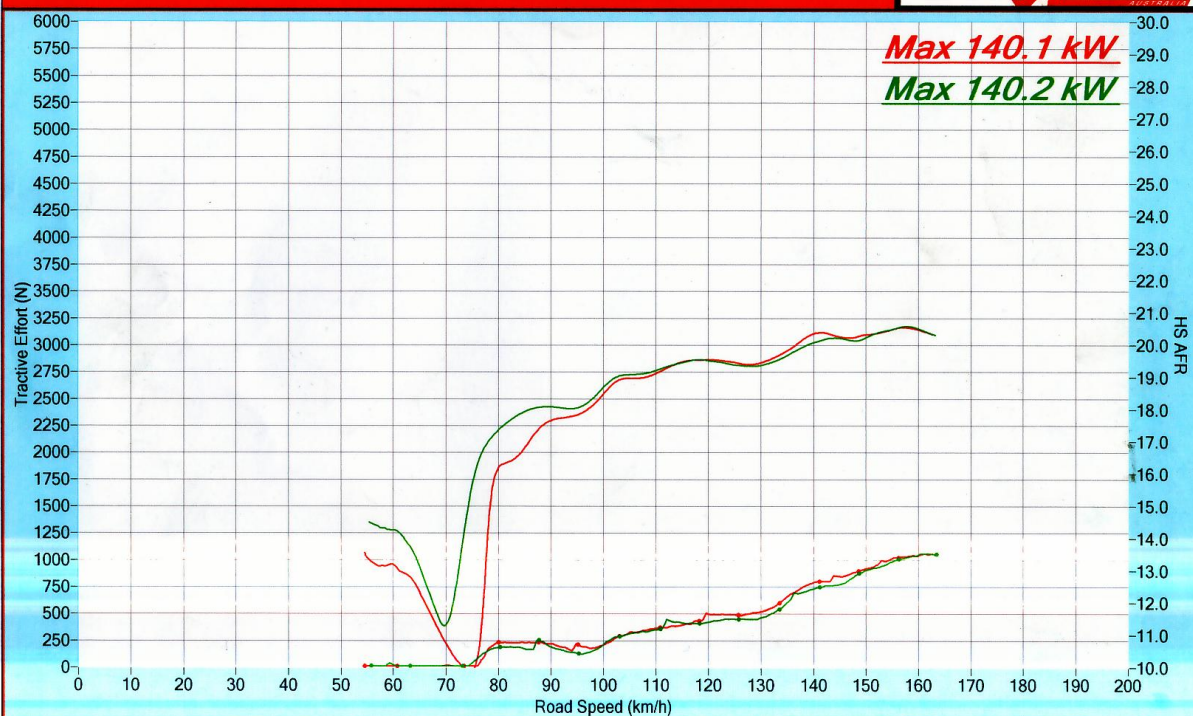
**DYNO
DYNAMICS**

ID	Date	Time	Run	Run Description	ID	Date	Time	Run	Run Description
	07		1						
	07		2						

Speedwell Performance P/L

ID Customer SPYDER, MIKE

#264

**DYNO
DYNAMICS**

ID	Date	Time	Run	Run Description	ID	Date	Time	Run	Run Description
	07		1						
	07		2						

3.2 short stroke engine

July 2011

Our client purchased a damaged 3.0 litre engine which needed a full rebuild.

Due to budget the heads were not touched and the camshaft housings were left intact with the heads. The engine had to be a daily driver and very usable so the cams are also standard, the only real modification is the Wolf V500 and 3.2 Carrera inlet manifold! The result is an engine that is super smooth, drivable and revs at the same time as making very good power and torque this dyno sheet is from a chassis dyno so the power shown is at the wheels!

