

Turbos, Cutouts, Air, and Chargers

The APS twin-turbo kit makes over 630 rear-wheel horsepower and more than 700 at the crank

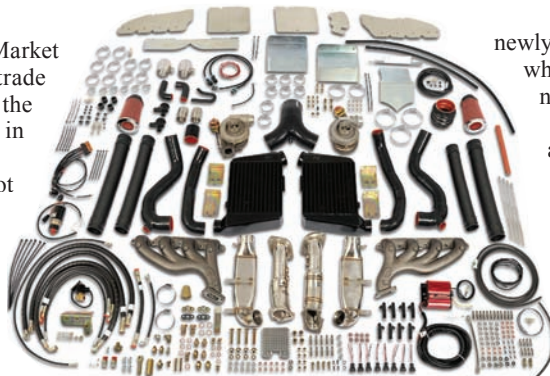
By Colin Comer



SEMA, an automotive candy store

The Specialty Equipment Market Association (SEMA) Show is a trade event that remains *the* place where the rubber meets the road for new ideas in automobile development and accessories.

The annual show draws countless hot products and over 100,000 industry leaders to the Las Vegas Convention Center each November. The equipment covers the automotive, truck and SUV, marine and RV markets. A New Products Showcase features more than 2,000



APS Twin-Turbo kit

newly introduced parts, tools, and components, while attendees can network at educational seminars and product demonstrations.

I visited the November 2007 show and here are some trick items I found.

APS Twin-Turbo kit for C5 and C6

OK, so you bought a 505-hp C6 Z06 and you were the top dog in your neighborhood for a nanosecond. But now the dentist down the street has his new 600-hp Viper and your buddy next door put a smaller super-

charger pulley on his Ford GT and it now makes 625 hp. Fear not, APS (Absolute Power Supremacy, get it?) has a cure for your horsepower deficit. Their new Intercooled Twin-Turbo kit has what you need to regain bragging rights and scare anybody brave enough to take a ride. The bolt-on kit features twin ball-bearing turbochargers, OE-quality cast iron exhaust manifolds, dual intercoolers, an oil cooler, a full 304 stainless steel 1-inch exhaust, and all the necessary components for DIY installation. With an internally stock LS7 motor and low boost, the kit makes over 630 rear-wheel horsepower—that's over 700 hp at the crank.

The manufacturer claims factory-like drivability and crisp performance, and if you want more, the same kit will produce 1,100 rear-wheel horsepower (with recommended internal engine modifications to support higher boost). Right around \$14,000 gets you the complete kit. If you have a C5 Corvette and want more power, APS has a kit for you as well—their Twin-Turbo C5 kit is around \$6,000 and promises 500 hp with stock "guts" and up to 1,000 hp with internal mods. Details at www.corvetteTT.com.

Vintage Air Gen-IV SureFit HVAC kit for 1968–76 C3 Corvettes

Does driving your C3 get you a little hot under the collar? Don't sweat it: Vintage Air has a new kit to make you cool again. Their new Gen-IV kit provides integrated heating and cooling capability with infinite control, OEM quality, and factory "wheel-type" console controls. Better yet, the kit utilizes existing holes and mounting locations. Controlled by electronic servos rather than cables, vacuum hoses, or capillary tubes, the system also uses factory dash vents and features separate heating and cooling coils. Vintage Air supplied the same type of hardware to Ford for its Ford GT supercar. At \$1,299, it's cheaper than a summer's worth of ice to sit on, and a lot less messy. Part Number 964173-PCU for factory-air cars, or 961174-PCU for non-air cars. www.vintageair.com.

Race Ready Performance electric exhaust cutouts for all Corvettes

Do you wish your Corvette was like the cereal with one side for the adult and one side for the kid in you? If you tire of the quiet image your car projects, Race Ready Performance has something to make you feel like a kid again, all with the touch of a button. Much like the chrome lakepipes of yore, or the "header dumps" all the cool kids used to have, modern technology makes it easier than ever to be obnoxious.



Pulsetech Xtreme Charge

With Race Ready's electric exhaust cutouts, you can switch from your current muffled exhaust to a straight unmuffled roar. With an electrically operated stainless steel butterfly driven by a gear-reduction 12V motor, in mere seconds you can offend nearly anyone in earshot. It's easily installed by any muffler shop, and once in place all it takes is a flip of the switch to uncork your exhaust. Available in single or dual exhaust kits and in various sizes for multiple exhaust pipe diameters. Single kits run around \$200, dual exhaust kits predictably about twice that. Being unruly has never been so cheap. Just remember to close the "dumps" before the cops show up. www.racereadypower.com.

Pulsetech Product's Xtreme Charge battery charger

Unfortunately, most of us don't drive our Corvettes as much as we'd like. That isn't good for our batteries, especially on later model cars with on-board computers that put a continuous draw on the battery, or vintage cars with less than stellar reproduction "show" batteries. I've tried just about every battery maintenance charger on the market and while most are great at maintaining a charge, they don't do much to extend battery life. This is where Pulsetech's new Xtreme Charge is different.

Using proprietary testing and charging circuitry, the Xtreme Charge continuously tests and charges your battery and adjusts itself to the optimum charge rate. This, combined with their patented technology that literally electronically scrubs battery-eating sulfation from battery plates, not only extends battery life up to five times but might possibly bring weak batteries back to health. I can vouch for this, as I had a reproduction R59 Delco battery I thought was ready for recycling, but after one week on the Xtreme Charge, it is again healthy and cranking over my 427 like nobody's business.

With reproduction batteries selling for \$200, that's a good thing. Also available from Pulsetech is a 12-bank version for those with multiple cars. The standard Xtreme Charge retails for \$99.00. www.pulsetech.com. ■