

EUROCOMPULSION AIR INTAKE SYSTEM - DODGE DART 1.4L TURBO MULTIAIR

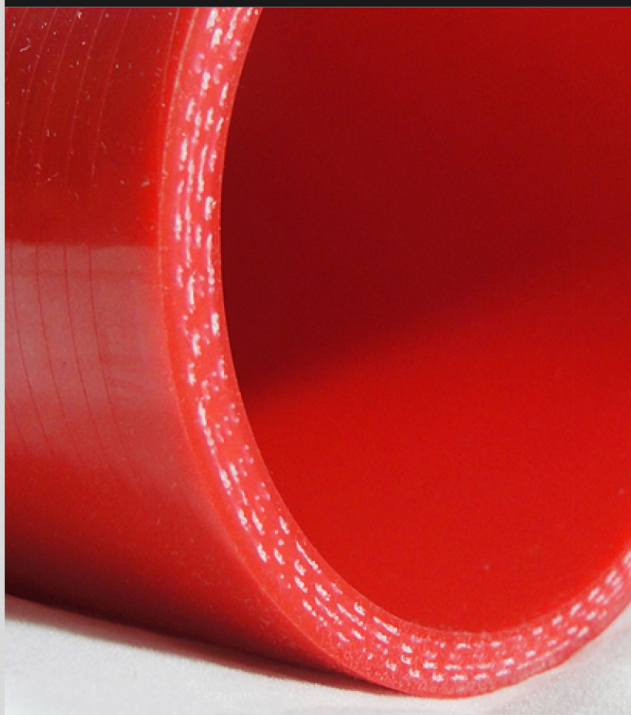


ABOUT OUR INTAKE

EC proudly introduces the first full silicone intake system for the Dodge Dart 1.4L. This intake system is fully bolt on, and utilizes the ultimate thermal and flow qualities of silicone combined with a fully enclosed K&N cone filter for superior temperature and flow qualities.

This intake system offers gains of 16whp and hard hitting 25wtq throughout most of the powerband. Removal of the stock resonators and baffling is recommended for maximum performance, but not mandatory. Our silicone is constructed of a 5 layer reinforced wall that acts as the perfect thermal barrier, keeping heat and high temperatures out of the intake tract, and colder air flow inside. Our intake provides one of the straightest shots to the turbo on the market.

EC also provides the Silicone Ram Air System to accompany this intake as an optional add on, which seals the enclosed filter to direct air flow at the front of the vehicle.



RESEARCH & TESTING

Our silicone is some of the best on the market. **THE ADVANTAGES IN HEAT RESISTANCE OVER ANY ALUMINUM PIPING AND STOCK PLASTIC PIECES ARE SIMPLY ENORMOUS.**

For example, the thermal conductivity factors of both materials:

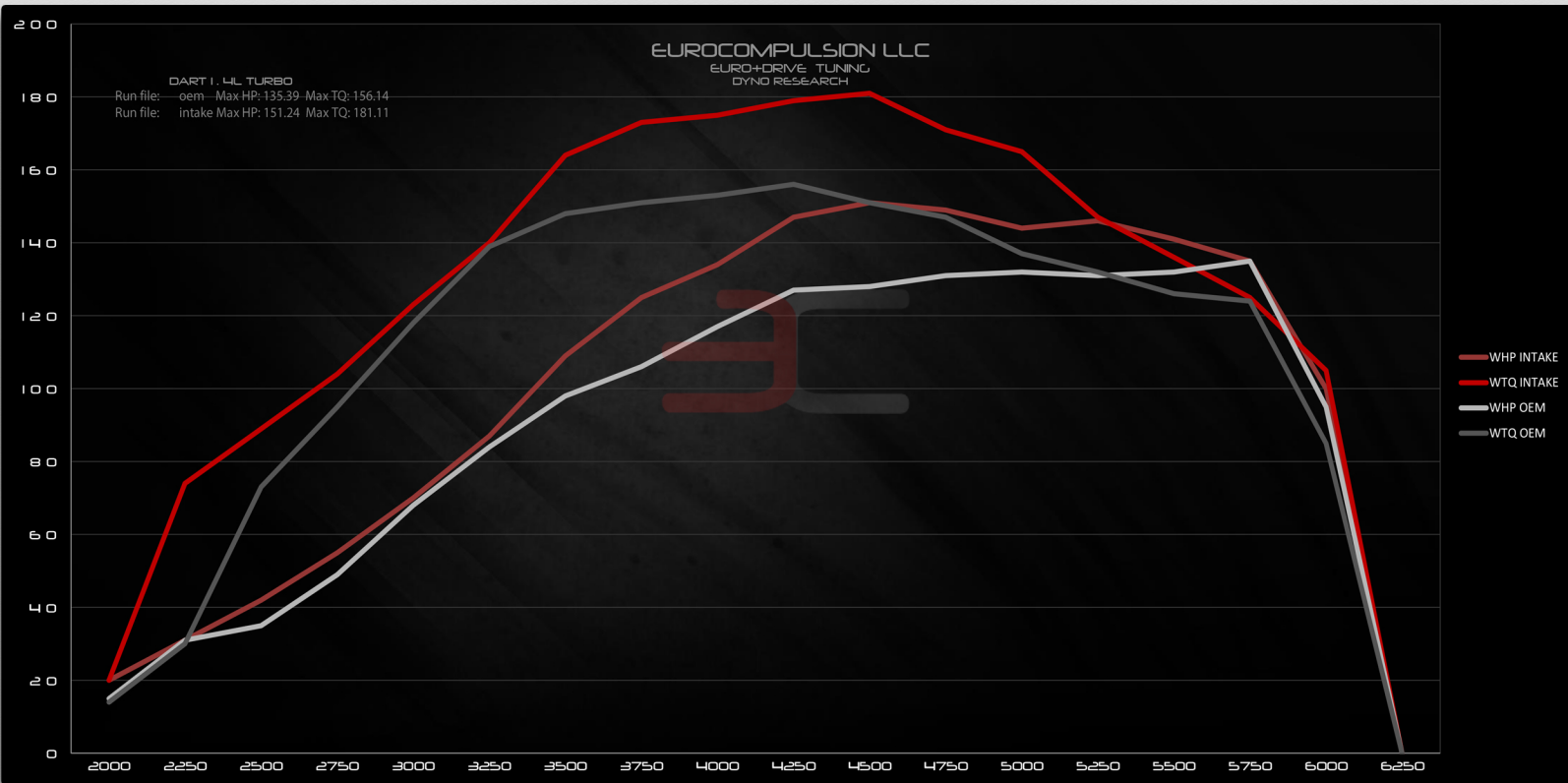
- Aluminum: 237.0 w/mk
- HPSI Silicone: 0.20 w/mk

Silicone resists heat on the outside, and maintains cool intake air temperatures internally. On the contrary, aluminum piping is made to allow heat to pass through it easily, regardless of coated paint or materials. This heats up the cool air within the piping, making any gains from filter placement negligible. Our silicone intake has been bench tested for max flow over the stock piping shape, as well as aluminum piping alternatives, and routes one of the straightest shots to the turbo on the market for the Dart 1.4L.

Lower intake temperatures result in better, more efficient power and sharper throttle response.

EUROCOMPULSION AIR INTAKE SYSTEM - DODGE DART 1.4L TURBO MULTIAIR

DYNO:



-Reported wheel figures measured on DynoJet Dynamometer with a US Spec 2013 Dodge Rallye 1.4L Turbo DDCT, using STD correction and a performing of multiple runs. Results will vary depending upon environmental conditions, vehicle, transmission, vehicle health, operating conditions, temperatures, fuel grade, dyno type, dyno setup, and other modifications.

RAW DATA:

