



EUROCOMPULSION

**MINIMUM REQUIREMENTS**  
 EURODRIVE PHASE 3  
 FIAT 500T / ABARTH MY2012-2013

### Phase 3 (300)

**\*\*This tune requires certain mods. Without the proper accompanying mods, use of this tune will likely result in engine damage.\*\***

-Turbo upgrade. This tune requires a 1752 turbo, or as an alternative a GPop upgraded stock turbo can be used.

-Intake System. For the 1752 a V5 intake is required, for the Gpop, a V4.1 is required. No other intake on the market can be substituted. It's critical that the turbo inlet receives cold high pressure air.

-Upgraded Intercooler. Either the Eurocompulsion intercooler, or as an alternative the ATM intercooler. The other intercoolers on the market either don't have enough cooling area, or lack the smooth flowing end tanks needed.

-Free flowing exhaust from the turbo back. The El Gato system is preferred. The SuperSprint system is also an excellent choice. Other options would be to combine another brand of 3" down pipe with a 2.5" system like Neu-F's.

-Diverter valve. Forge. No other options. In the case of the 1752 use the Euro style Forge valve. For the Gpop, use the standard 1446 type. In either case it must be set up via EC's specific instructions, NOT via the Forge instructions.

-Spark Plugs, Brisk, gapped between .020" and .022". They should be replaced every other oil change.

-Oil change intervals should not exceed 3000 miles with this tune.

**The next mods are strongly recommended, but not strictly required.**

-Camshaft, Eurocompulsion's C&B camshaft.

-Water injection. I suggest our Death Stalker system, but any other quality system will be fine. Just be sure and set it up per our instructions and use a 3gph nozzle most of the year, and a bigger one in the summer.

-Upgraded clutch. The stock clutch, if in good condition and with a skilled driver will hold up fine. However if full power is applied while it's slipping, expect very short clutch life. In either case, you should upgrade the clutch when the original wears out.