

FT-86

FRS / BRZ
TUNE BOX



FEATURES

FRS / BRZ | '12-'15 | 4-CYLINDER

Part #260-10447



PLUG &
PLAY



- Uses proven Sprintex Tune to add power, torque and eliminate Torque Dip.
- Will work with aftermarket parts including exhausts, headers, intakes, etc.
- Will work on 91 octane fuel.
- Plug and play – no need for a custom tune, software license, or any extra hardware.
- CARB certification pending
- Does not currently support E85 ethanol.
- Includes OBD2 cable and Mini-USB cable.
- Works with all Sprintex FT-86 options except 335 race system.
- Works with standard pulley (75mm) or high boost pulley (69mm). Intercooled or Non-Intercooled.

NEW FOR 2016 | SPS BLOWERS



FEATURES

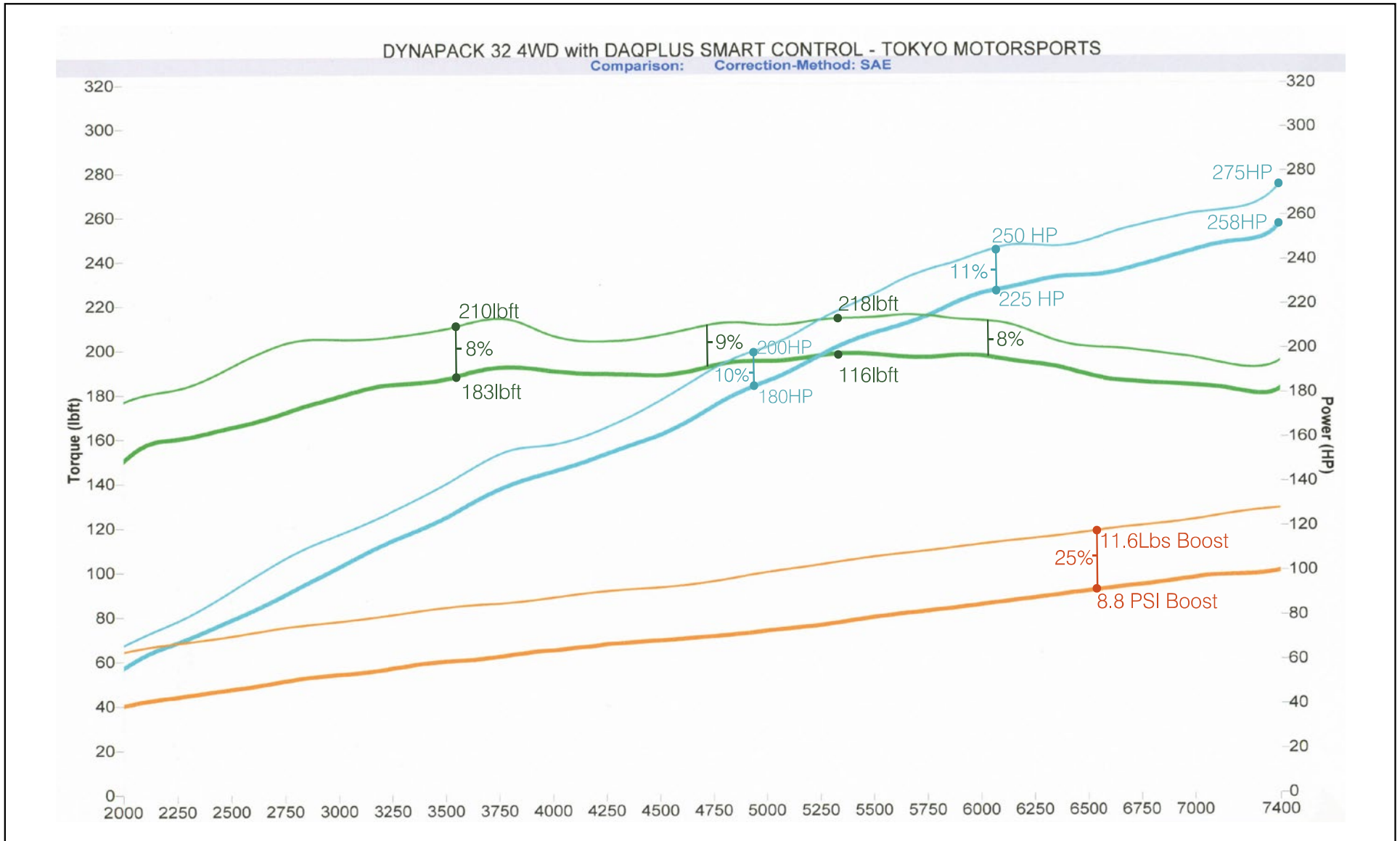
SPS / SPRINTEX PERFORMANCE SERIES

NEW
FOR
2016!



- ▶ New rotor technology for substantially improved performance and efficiency.
- ▶ 25% increase in boost over our standard blower.
- ▶ 10-20% improvement in HP over our standard blower.
- ▶ 5-15% improvement in torque over our standard blower..
- ▶ Same bolt pattern and dimensions as our standard blowers for an easy upgrade path.
- ▶ Will be the basis of our Stage II power packages to be introduced in 2016.
- ▶ Will be available as a complete system or an upgrade package.
- ▶ Manufactured under ISO 9001 oversight in our own state of the art manufacturing facility.

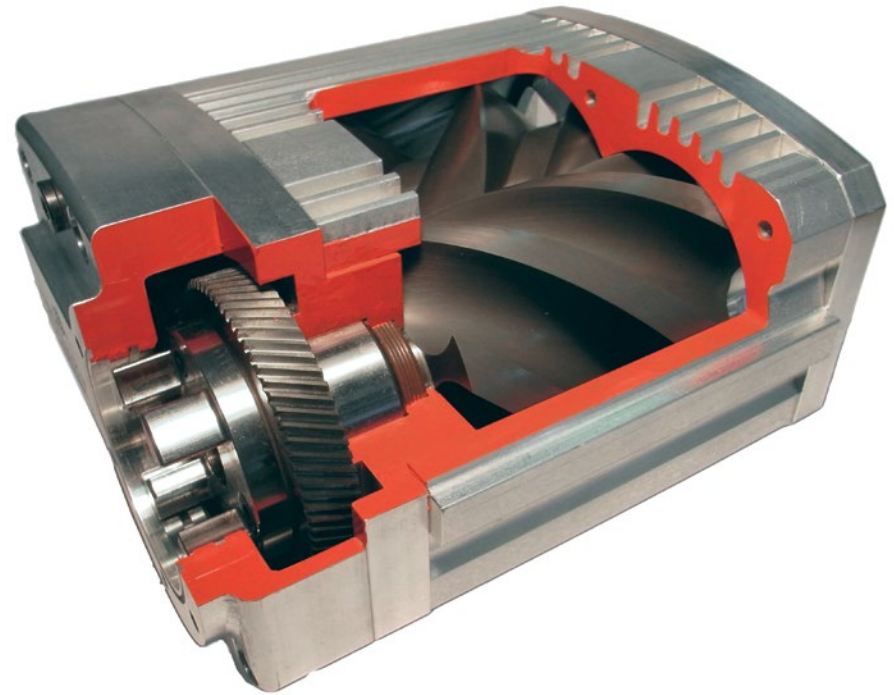
DYNO CHART SPS - SPRINTX PERFORMANCE SERIES ON AN FT-86 VS STANDARD 210 SYSTEM



PLEASE NOTE

All Sprintex WHP levels are measured at the rear wheel, not at the crank. Be careful when comparing HP to WHP. WHP levels vary depending on tire and gear combination as rotational mass comes into play, this affects both Naturally Aspirated (NA) and Forced Induction (FI) total output. Sprintex cannot be responsible for discrepancies between different dyno readings available throughout the industry. Many different dyno's read in different net output. Sprintex advertises SAE HP captured at the rear wheel.

SUPER CHARGED



SPRINTEX SERIES 5

The Sprintex supercharger is a positive displacement, mechanically driven twin screw type compressor. Its unique, patented rotor profile design exhibits minimal internal leakage & has low parasitic losses.

The Sprintex supercharger operates by axially inducing air into the intake ports located at the rear of the unit. This air is compressed internally before being released via the discharge port located on the front side of the supercharger body. Internal compression is achieved by the action of meshing helical lobes reducing the captive volume as the rotors rotate, thus compressing the trapped air. This process simultaneously transfers the air axially from the intake ports to the discharge port.

The patented Sprintex rotor design, coupled with its tight internal clearances provide excellent efficiency and minimal leakage at all operating speeds resulting in superior all round performance & application flexibility.

The power increase on a Sprintex equipped engine is linear, with an instant throttle response & no lag. Significant torque gains are achieved at low engine speed & are maintained throughout the operating range of the engine. Sprintex superchargers are compatible with most fuels and engine cycles.

Every Sprintex twin screw compressor is manufactured to exacting tolerances in accordance with a strict ISO certified quality system. Manufacturing & assembly is conducted at Sprintex's state of the art precision engineering facility utilizing hi-tech CNC machine tools & modern production assembly techniques conducted within a clean & climate controlled working environment.