



CATALOG 2015



ABOUT US

Works Engineering today has its root back in the late '90s when a group of professionals with background in engineering and mechanics came together to work on various project cars and race teams. The foundation was laid and today we have established ourselves as the leading performance parts manufacturer and supplier in the region. Tradition-consciousness to provide good and fair prices while maintaining the highest quality, together with progressive thinking has shaped the company's vision.

Our products today came from our own in-house technical research & development center. Works Engineering products are developed and manufactured to the highest level of quality with exhaustive tests to ensure reliability and durability. Through our innovative methods and consistently upgrading our manufacturing facilities, we are able to constantly improve on existing products and still offer outstanding prices for our new products to our customers.



ENGINEERED TO LEAD...

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HIGH PERFORMANCE SYNTHETIC SAE 5W-40 EURO TUNE

Description

Works High Performance Synthetic SAE 5W-40 Euro Tune is a fully synthetic formulation that uses PAO base oils to provide stable, long-lasting protection and fuel economy for the car.

Meeting a myriad of car manufacturer standards, it is designed specifically for European vehicles, and is especially suitable for cars fitted with turbocharged engines with Exhaust Gas Recirculation (EGR), and Diesel Particulate Filter (DPF).

This product meets or exceeds:

- API SN/CF
- ACEA C3-08
- ACEA A3 / B3-08, A3 / B4-08
- BMW LL-01, LL-04
- MB 229.31 / 229.51
- VW 502 00 / 505 00



HIGH PERFORMANCE SYNTHETIC SAE 5W-40

Description

Works High Performance Synthetic SAE 5W-40 is a fully synthetic formulation that brings the benefits of PAO to Asian cars. Using PAO in its formulation increases its shear-stress resistance, raising the durability of the oil.

It also meets ILSAC's latest GF-5 standards, providing your car with improvements to fuel economy, better protection and a cleaner engine.

This product meets or exceeds:

- API SN/CF
- ACEA GF-5



HIGH PERFORMANCE SEMI SYNTHETIC SAE 10W-40

Description

Works High Performance Semi-Synthetic 10W-40 is a synthetic performance multi-grade engine oil designed for use with modern engines. Its oxidation resistance and low volatility extends oil drainage intervals.

It also meets ILSAC's latest GF-5 standards, providing your car with improvements to fuel economy, better protection and a cleaner engine.

This product meets or exceeds:

- API SN / CF
- ILSAC GF-5



HIGH PERFORMANCE SYNTHETIC SAE 20W-50

Description

This excellent product provides the consistent viscosity needed for precision ET racing. It also stands up to heat and fuel dilution for the longevity required by circle track and off-road racers. Works High Performance Semi-Synthetic 20w-50 is a formulation of only the finest synthetic base oils plus an exclusive additive package that includes lubricity agents and anti-seize agents that control drag like a zero weight oil and protect like a heavy multi-viscosity oil.

It's the perfect non-foaming lubricant for high RPM performance engines, including motorcycle engines. It's also excellent for normal highway use. Very long lasting.



RACING OIL STABILIZER

Description

Use in new equipment which requires lubricants or any equipment that needs enhanced performance. It can also be used to protect new and used Heavy Duty and High Performance transmissions, gear boxes and engines. Controls heat and wear in motorcycles, air-cooled engines and all drive train components. Reduces friction for increased power and MPG.

Key Benefits

- Increase oil life by at least 50%
- Reduces oil consumption
- Eliminates dry starts
- Raises oil pressure
- Increases power and MPG



REPLACEMENT AIR FILTER



BREATH LIFE INTO YOUR ENGINE.

Application List

Part No.	Description of Goods (Replacement Air Filter)	
AUDI		
WS-OA-001	AUDI	A4 / S4 / RS4 B6-B7 L4 / V8 '00-'08
WS-OA-003	AUDI	A4 / A5 / Q5 1.8 / 2.0 L4 '07-'10
BMW		
WS-OB-002	BMW	318 / Z3 1.8 - 1.9 E36 8/16V
WS-OB-003	BMW	325 / 328 / E36 / E39 / E46 / M3 L6
WS-OB-004	BMW	E90 / 320 L4 (ROUND TYPE)
HONDA		
WS-OH-001	HONDA	CIVC 1.5 / 1.6 EG
WS-OH-002	HONDA	CIVIC 1.5 / 1.6 EK/EJ
WS-OH-003	HONDA	CIVIC 1.7 FERIO
WS-OH-015	HONDA	CIVIC FD 1.8 '06 / STREAM
WS-OH-016	HONDA	CIVIC FD 2.0 '06-ON
WS-OH-022	HONDA	CIVIC FB 1.8 / 2.0 '12-ON
WS-OH-008	HONDA	ACCORD 3.0 V6 '03-'07
WS-OH-009	HONDA	ACCORD 2.0 / 2.4 '03-'07
WS-OH-019	HONDA	ACCORD 2.4 '08-'10
WS-OH-020	HONDA	ACCORD 3.5 '08-'10
WS-OH-007	HONDA	JAZZ 1.2 '02-'08 / 1.4 '01-'08 / 1.5 '05-'06
WS-OH-010	HONDA	JAZZ 1.3 / 1.5 '03-'07 / CITY '03-'07
WS-OH-018	HONDA	JAZZ / FIT 1.3 / 1.5 08-ON / CITY '08
WS-OH-006	HONDA	CITY 1.5 '93-'01
WS-OH-012	HONDA	ODYSSEY 2.4 '04-ON
WS-OH-017	HONDA	CRV 2.0 L4 '07-'10
WS-OFR-005	HONDA	CRV 2.0 / 2.4 '02-'06 / STREAM 2.0 '01-'05 / INTEGRA 2.0 TYPE R '01-'05 (ROUND TYPE)
FORD		
WS-OFO-013	FORD	FIESTA VI 1.6L L4 '09-'11
KIA / HYUNDAI		
WS-OHY-007	KIA	CERATO FORTE 1.6 / 2.0L L4 F/I '10-ON
WS-OT-009	KIA	PICANTO 1.0 / 1.1 '04-'09
WS-OHY-010	HYUNDAI	SONATA 2.0 / 2.4L '10-'11 / SANTA FE 2.4 / 3.5 V6 '10-'11
WS-OHY-011	HYUNDAI	ELANTRA 1.8L '11
MAZDA		
WS-OMA-003	MAZDA	MAZDA 2 1.3 / 1.5 '07-'10 / MAZDA 3 1.6 '04-'10
WS-OMA-002	MAZDA	MAZDA 3 2.0 / 2.3 '04-ON / MAZDA 5 2.0 16V '05-'10
MITSUBISHI		
WS-OM-002	MITSUBISHI	LANCER 1.6 / 1.8 / 2.0 / AIRTREK / EVO 4-8 '97-ON
WS-OM-007	MITSUBISHI	TRITON '07-ON
WS-OM-009	MITSUBISHI	LANCER GT 2.0
MERCEDES BENZ		
WS-OMB-003	MERCEDES	C160/180/200/230 & E200 L4 '02-'10

Special PRO Design:

Guarantee horsepower increase & better response

Stainless-steel / Non-woven high flow replacement air filter is its renowned racing air filter element, made of special stainless steel, with a unique EPDM frame and is one-piece extrusion molded, using the most advanced technology. The stainless-steel mesh features 200 x 200 meshes, and is corrugated to form air induction wall with depth of 18-25mm, ensuring a huge sucked air volume from outside quickly and effectively. It increases surface area to promote air flow, and as a result, can increase engine horsepower by 7%.



REPLACEMENT AIR FILTER

Application List

Part No.	Description of Goods (Replacement Air Filter)	
NISSAN		
WS-ON-001	NISSAN	SKYLINE / FAIRLADY / SENTRA / CEFIRO / XTRAIL
WS-ON-004	NISSAN	LATIO 1.5 / 1.6 / GRAND LIVINA 1.8
WS-ON-GTR	NISSAN	SKYLINE GTR R35 (2PCS SET)
PERODUA		
WS-OPE-001	PERODUA	MYVI 1.0 / VIVA
WS-OPE-002	DAIHATSU / PERODUA	BOON / SIRION / MYVI 1.3 / ALZA 1.5
WS-OPE-003	DAIHATSU / PERODUA	MOVE 1.0 / KENARI 1.0 / KELISA 1.0
PROTON		
WS-OM-009	MITSUBISHI / PROTON	LANCER FORTIS 1.8 / 2.0 '08-'10 / LANCER EVOLUTION 2.0 '08-'10 / INSPIRA 1.8 / 2.0 '10-ON
WS-OM-001	MITSUBISHI / PROTON	COLT / LANCER 1.6 / 1.8 '92-'96 / WAJA 1.6 / SATRIA & WIRA 1.6 / 1.8 L4 F/I
WS-OPR-001	PROTON	PERDANA V6 2.0 / PERDANA 2.0 L4
WS-OPR-002	PROTON	GEN-2 1.3 / 1.6 / SATRIA NEO & NEO CPS 1.6 / WAJA CPS
WS-OPR-004	PROTON	SAGA BLM 1.3 '08-ON / PERSONA 1.6
WS-OPR-005	PROTON	SAVVY 1.2 07-ON
WS-OPR-007	PROTON	Preve 1.6 CFE '12-ON
SUZUKI		
WS-OS-004	SUZUKI	SWIFT 1.5 / 1.6 '04-ON
SUBARU		
WS-ON-001	SUBARU	IMPREZA / IMPREZA WRX STI / FORESTER / LEGACY
TOYOTA / LEXUS		
WS-OT-003	TOYOTA	COROLLA 1.6 '93-'02 / 1.8 '93-'01
WS-OT-004	TOYOTA	WISH 1.8 / 2.0 '03 / CAMRY '01-'02 / ALTIS '02 CALDINA '02 NA
WS-OT-007	TOYOTA	CAMRY 2.0 / 3.0 '03-'05 / CALDINA GT TURBO / ALPHARD & ESTIMA 3.0 V6 '01 / HARRIER 2.4 '02
WS-OT-015	TOYOTA	CAMRY 2.0 / 2.4 L4 '06-'10
WS-OT-017	TOYOTA	CAMRY 3.5 V6 '07-'10 & RAV 4 2.0 / 2.4 / 3.5 '06-'10
WS-OT-009	TOYOTA	VIOS 1.5 '03-'06
WS-OT-013	TOYOTA	VIOS 1.5 '07-ON / ALTIS 1.6 / 1.8 07-ON / YARIS
WS-OD-002	TOYOTA	AVANZA 1.3 / 1.5 & CELICA GT 1.8 '00-'05
WS-OT-014	TOYOTA	HILUX 2.5 / 3.0 / INNOVA 2.0 (ROUND TYPE)
WS-OT-016	TOYOTA	MARK X
WS-OT-016	LEXUS	IS220 / 250 / 350 & GS350 / 430
VOLKSWAGON		
WS-OV-001	VW	SCIROCCO 1.4 / GOLF VI 1.4 / PASSAT / JETTA / MK VI GTI
WS-OV-017	VW	GOLF V / SCIROCCO 2.0GTI L4 (early model)

* Kindly send us your enquiry if your vehicle model not in the list.



— WORKS WS-001
— KXX RC3870
— AXX 60-90201

Inches of Water	WORKS WS-001	Brand K RC3870	Brand A 60-90201
1	171	159	153
2	232	217	207
3	281	265	253
4	323	302	293
5	361	336	326
6	393	369	357
7	427	400	386
8	456	427	412
9	484	451	437
10	510	477	459
11	533	499	482
12	559	519	504

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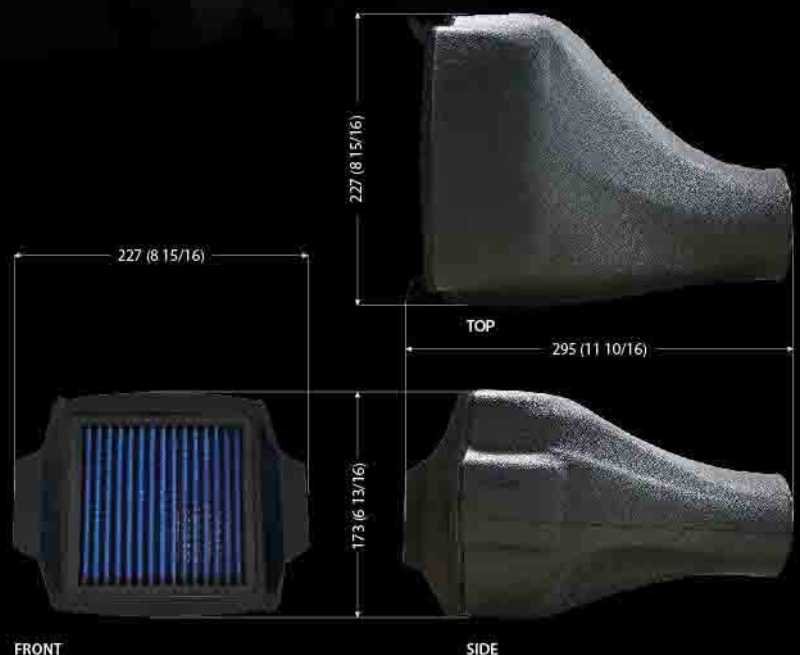
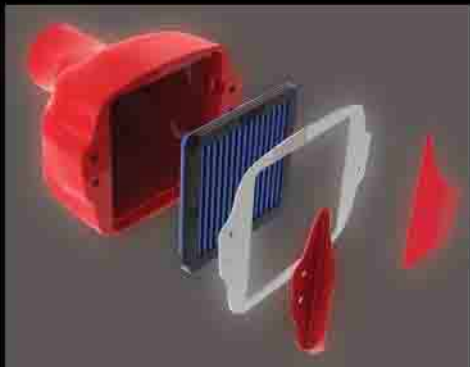
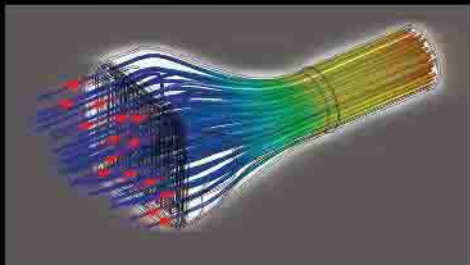
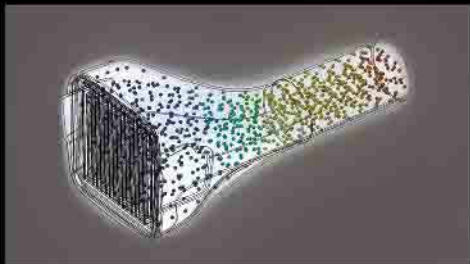
PRO-INDUCTION

Description

- Improved Power Gains
- Improved Throttle Response
- Enhanced Engine Sound
- Washable/Reusable Air Filter
- Incredibly Easy to Clean

To decrease air intake resistance and temperature, inhaling more air through air intake improves combustion efficiency, which leads to a power increase. Temperature can be a burden when it comes to sending as much fresh air as possible into cylinders. "PRO INDUCTION" whole inlet position is optimized as replacement for stock intake system.

PRO INDUCTION is a high performance intake with a stainless steel mesh / non-woven fabric employed as a core part of the filter. Due to the low density non-woven material, the flow resistance of the filter itself decreases by 50%.



WORKS ENGINEERING AIR INTAKE KIT - DIMENSION IN MM (INCHES)

PRO DRG INTAKE KIT

Description

Universal Air Intake System. Available for pipe inlet sizes 65/70/77/80/85mm. EGR Valve Design. Inverted vector cone increases air flow to engine. Increase volumetric efficiency, increase power and performance. Easy to install.



WS-DRG-107

INDIVIDUAL THROTTLE AIR CONTROL VALVE KIT

Description

Ideal for competition use where good mid-range and low end torque will be required. It is the ULTIMATE naturally aspirated engine modification, gives highest power as well as best throttle response you can have. A adjustable valve kit to control the supply of air during idling to multiple throttle bodies or any multiple port manifold with suitable tappings. Part of a Individual Throttle Body kit and Suitable for 4 or 6 cylinder engines.

Product Description

- **Complete kit:** all that is required is a standalone ECU (also offered)
- Installation by a professional is recommended
- Beautiful finish. Made from high quality aluminium
- Maximize the full potential of your Naturally Aspirated engine
- Makes a very aggressive engine sound and throttle response

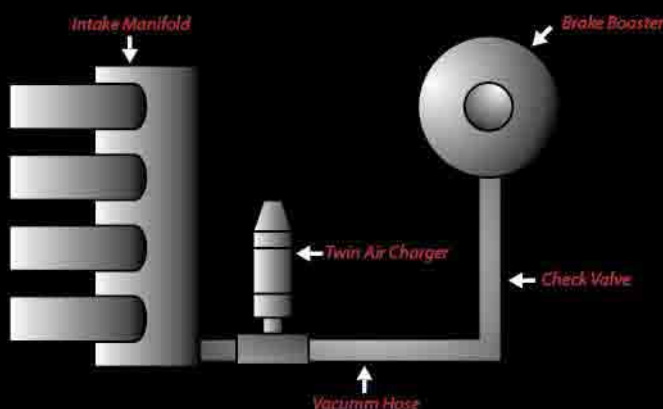


W-ACV

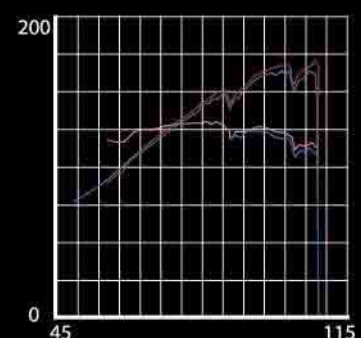
TWIN AIR CHARGER

Description

An effective yet simple device. Utilizing the latest ball bearing technology, Works Engineering air charger device increases charge air into your combustion chamber, allowing better air / fuel mixture hence better combustion. Dyno tested and proven to increase bhp. Fits all cars, but most effective on force induction and auto transmission cars.



W-T-AIRCHARGER



POWER PLUS THROTTLE BODY

Description

Works Power-Plus Throttle Body increases horsepower and torque by optimizing airflow to your engine. On forced induction application, this quick bolt-on has shown gains up to 20-50hp. On high-output naturally aspirated engines, we have seen gains of up to 10+hp. Our larger bore throttle bodies are capable of flowing enough air to support over 500hp.

Works Power-Plus Throttle Bodies are precision CNC-machined from forged AL6061-T6 billet aluminium; vacuum-tested and hard anodized for increased durability.

Application List

Part No.	Description
W-TB-HB1618	Honda B16 - 20, H22 and B18C - 70mm
W-TB-GDB	Subaru Version 7 and 8 including STI - 70mm
W-TB-ME13 / 4G93	Mitsubishi EVO 1 - 3 / 4G93 / 4G93T / 4G92 / Mivec - 70mm
W-TB-ME78	Mitsubishi EVO 4 - 6, Mitsubishi EVO 7 - 8, Mitsubishi EVO 9 - 70mm
W-TB-NS1415	Nissan Silvia S14 / 15 SR20 - 70mm
W-TB-ME13 / 4G93	Proton Campro S4PH / S4PE / CPS - 70mm
W-TB-Q45	Pro Q45 - 85mm / 74 mm



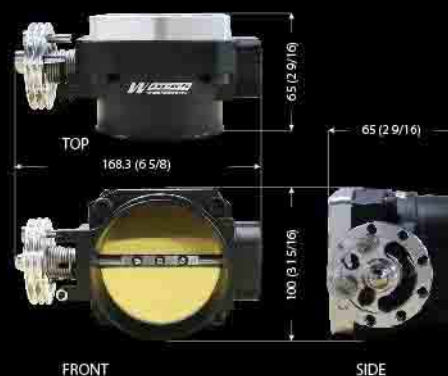
Description

PRO Q45 Throttle Body (85mm)

New 85mm Works Pro Q45 Throttle body (3 in 1 Throttle Position Sensor - For Honda, mitsubishi and Subaru Sensor). This newly designed and built to fit Heavy mod engine. Made of 7075-T7 aluminium for the best quality and throttle plate made of copper for the best reliability. Comes with universal bracket to fit various vehicle.

Nissan SR20 plug & play adaptor are also available (sold separately)

PRO Q45 { 85MM }



WORKS ENGINEERING PRO Q45 THROTTLE BODY (85MM) - DIMENSION IN MM (INCHES)

Description



Proton Campro S4PH

Throttle Body with Tapered Angle Intake Adaptor
Size - 70-64mm / 70-62mm / 70-60mm



FUEL RAIL KIT

Description



W-FR-4B11



W-FR-VR4



W-FR-HB

Larger injector upgrades may not be able to fit onto many factory fuel rails, we offer our Works Engineering performance fuel delivery rail kits for your high performance vehicles. Upgrading to a performance fuel delivery pipe expands injector sizing options for your vehicle as well as reliable fuel delivery. Works Engineering Fuel Rail Kits are high-performance fuel delivery units that are designed to properly supply the additional fuel needed for high boost/performance applications.

All fuel rails are made from CNC billet aluminium, large non-restrictive bore maintains maximum pressure and fuel volume at each injector therefore decreasing the chance of fuel cavitations. They are direct bolt-on replacements of factory fuel rails for specific vehicle applications and allow for larger top-feed injectors to be added. All kits come with all necessary fittings, block off plates and grommets for ease of installation.

Note : Intended for Racing or Fast Street usage only. To be installed by trained professional only. Please ensure all fittings are properly secured and tested.

Application List

Part No.	Description
W-FR-4B11	Mitsubishi 4B11 EVO 10
W-FR-4G63	Mitsubishi 4G63 EVO 4 / 5 / 6 / 7 / 8
W-FR-VR4	Mitsubishi 4G63 EVO 1 - 3 & VR4
W-FR-4G93	Mitsubishi 4G93
W-FR-CAMPRO	Proton Campro Series
W-FR-HB	Honda B Series DOHC
W-FR-HK	Honda K Series DOHC
W-FR-HD	Honda D Series SOHC
W-FR-GDB	Subaru GDB
W-FR-SS	Suzuki Swift 1.5 / 1.6, Solio 1.3
W-FR-2JZ	Toyota Supra 3.0 2JZ
W-FR-L200	Daihatsu L200 12V / Mira Turbo
W-FR-SE3P	Mazda RX-8

* Kindly send us your enquiry if your vehicle model not in the list.



W-FR-CAMPRO



Exclusive for R35



W-FR-GDB

FUEL PRESSURE REGULATOR

Description

Our Universal Adjustable Fuel Pressure Regulator can be remotely mounted on ANY application that utilized a return hose. This unit is capable of supporting enough fuel flow for engines in excess of 1000 horsepower, and is ideal for forced-induction engines since it is boost dependent (1:1 ratio).

- CNC-machined from 6061-T6 billet aluminium
- Interchangeable discharge ports matches regulator output to output of any fuel pump
- Adjustable from 20 psi to maximum fuel pump capacity
- Maintains stable fuel pressure at high-horsepower levels
- Sensitive adjustment allows setting of optimum fuel pressure
- Service hole in regulator perfect for pressure gauge installation or as a feed for nitrous system or additional injector setup
- Mounting bracket included



WORKS ENGINEERING
FUEL PRESSURE REGULATOR -
DIMENSION IN MM (INCHES)



W-FPR-I



W-FPR-II

Application List

Part No.	Description
W-FPR-I	Works Fuel Regulator Stage - 1 (up to 600bhp) ~29 psi - 116 psi
W-FPR-II	Works Fuel Regulator Stage - 2 (up to 1200bhp) ~25 psi - 145 psi

FUEL PRESSURE REGULATOR BRACKET

Description

Fuel regulator adaptor brackets are dedicated adaptors for installing adjustable fuel pressure regulator, it mounts directly onto factory fuel rail.



W-FRB-H



W-FRB-E3



W-FRB-E4

Application List

Part No.	Description
W-FPR-BS	Bracket Set - Honda
W-FPR-BS	Bracket Set (Small) - Toyota, Nissan, Mitsubishi New GSR / New 4G91 / 92 / 93
W-FPR-BS	Bracket Set (Big) - Mitsubishi Evo 1 - 9 / Old GSR
W-FPR-BS	Bracket Set (Campro)



FUEL SURGE TANK

Description

In racing condition, high lateral G-forces can cause the fuel to 'slosh' around the fuel tank, which can lead to a loss of fuel pressure from the fuel pump and hence causing the engine to run lean and damage it. The fuel surge tank can eliminate this effect, and can also offer the option for running two fuel pumps to ensure there is always constant supply of fuel under all conditions.

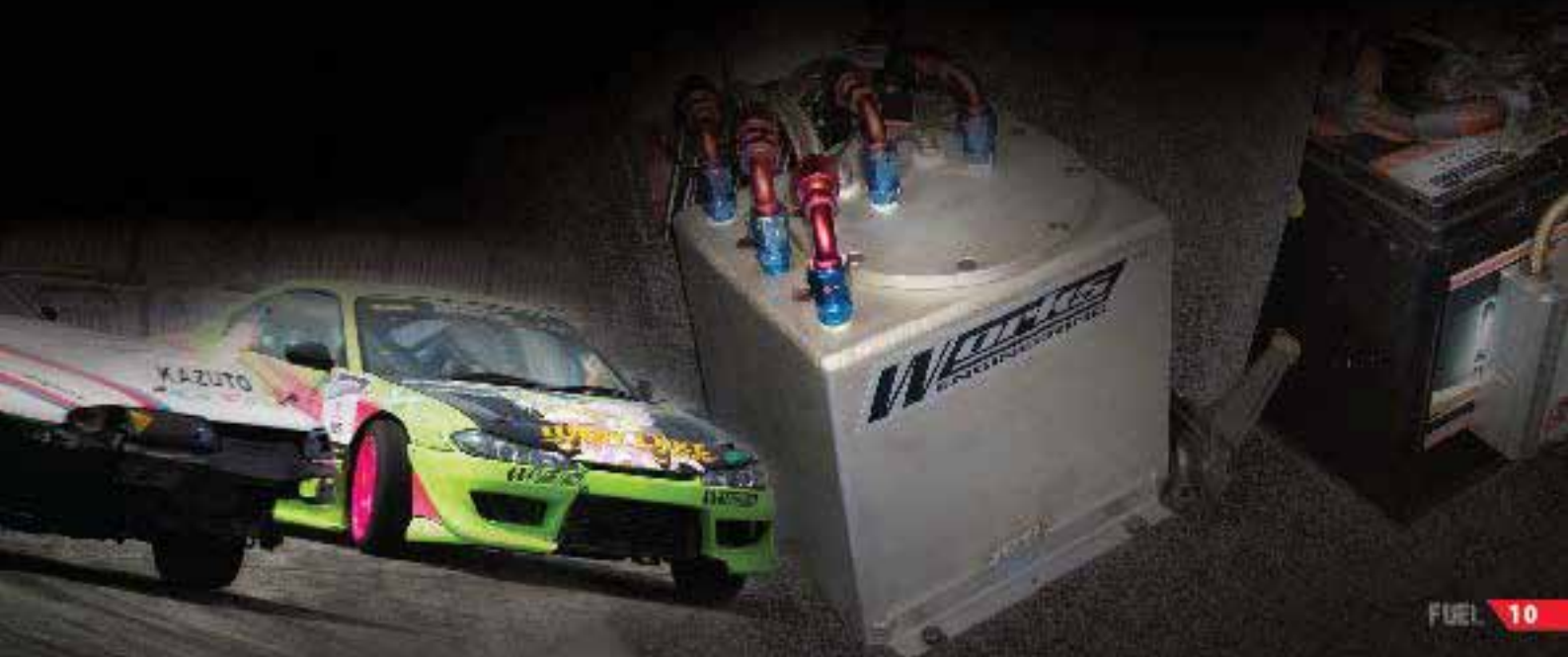
Our fuel surge tank is specially designed for street performance which allows you to have increase fuel pump flow capacity and will reduce lean run conditions while doing high lateral G. Our Fuel Surge Tank holds 2 liters of extra fuel and TIG welded 6061 aluminium.



W-FST



WORKS ENGINEERING RACING FUEL SURGE TANK - DIMENSION IN MM (INCHES)



CAM PULLEY

Description



W-CG-CAMPRO



W-CG-4G63



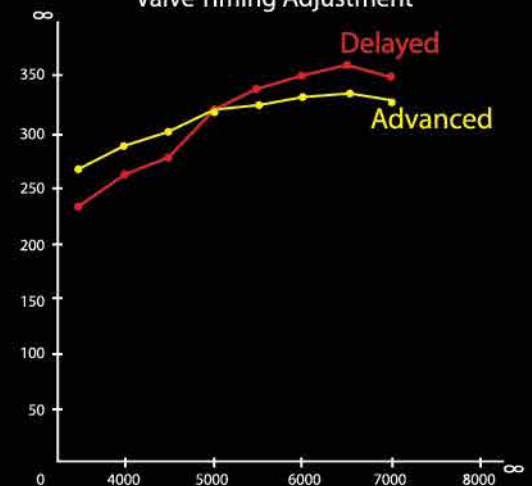
W-CG-4G92/93

Each cam gear is adjustable in 1° increments to a maximum +/- 10°. Our engraved timing marks are accurate to within 1 minute of degree. With the simple design our cam gears are lighter than the stock gears they are replacing.

Our tooth profile matches exactly the OEM specs for each gear we make. The outer cog section of our gears is black hard-anodized to prevent wear from the timing belt. We use black hard coat because of the greater contrast it gives against our engraved timing marks. The 5-bolt locking pattern firmly secures and we use only stainless steel hardware to ensure durability. This design provides a lifetime of worry-free adjustments.

The machining process for optimum component fit is critical for adjustable cam gears. Any free play between the inner and the outer sections will cause the hard-ware to come loose no matter how much is tightened. Our extra care in the machining process guarantees you our cam gears will not come loose when you follow the torque specifications in our instructions.

Improved Performance By Valve Timing Adjustment



Adjustable Cam Pulley Application List

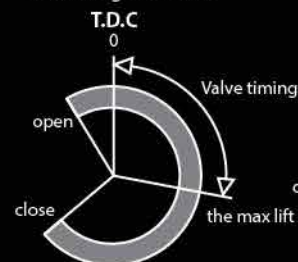
Mitsubishi 4G63 EVO 1 - 8
Mitsubishi 4G92 / 93 DOHC
Mitsubishi Lancer / Proton 4G92 SOHC
Mitsubishi Lancer / Proton 4G13 / 15
Mitsubishi Eterna 6A10 / 12 V6 (4pcs)
Mitsubishi Lancer CS3 / 4G18 / Proton Waja
Proton Campro / Gen2 / Satria Neo / Persona / Saga BLM
Daihatsu L200 12V / Mira Turbo
Nissan SR20DET
Nissan RB20 / 25 / 26

Adjustable Cam Pulley Application List

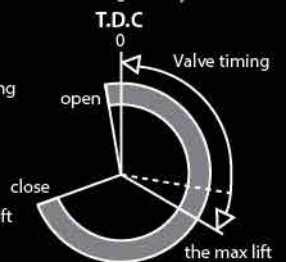
Toyota Supra / Lexus GS300 / 2JZ
Toyota 4A - GE 16V
Toyota 4A - GE 20V
Toyota 3S - GTE MR2 / Celica / Caldina
Honda B Series DOHC
Honda K Series DOHC
Honda H Series DOHC
Honda D Series SOHC
Mazda MX5 / BP6 / BP / NB6 / 8

* Kindly send us your enquiry if your vehicle model not in the list.

Valve timing is advanced



Valve timing is delayed



If everything else maintains the same, when the intake valve timing is advanced then performance gains are achieved at low RPM. If the intake valve timing is retarded then performance gains are achieved at high RPM.



Cam pulley brand X
(weight compare)



Cam pulley Works
(weight compare)



CRANK PULLEY

Description

Weight reduction is how we are able to achieve increased horsepower.

Each pound of weight removes from the crankshaft worth approximately 2.7HP and the gains jump even more dramatically with forced induction, nitrous, VTEC and increased RPM's. Only 15-20% of the gains from our pulleys come from underdriving. The diameter of each of our crank pulley is reduced up to 20%. We tailor the exact amount of underdrive to each vehicle based on factory specified accessory performance. We fully maintain all accessory output minimums like air conditioning efficiency, power steering feel, and even voltage at idling with all electrical switched on in the car. There are no adverse effects from using any of our pulley versions. Bolt them on and forget about them, then just follow your vehicles normal maintenance schedule.

The crank pulley are available in 3 versions:



Crank pulley Original
(weight compare)



Crank pulley Works
(weight compare)

- 1.) Underdrive crank pulley in standard belt layout. They drive all the accessories that were available in the car from the factory. This version is up to 20% smaller in diameter but more important is they are 60-90% lighter then the OEM pulleys they replace. This is a reason why we do all the underdriving at the crankshaft pulley to maximize the reduction in weight on the crank.
- 2.) Stock diameter crank pulley, also in standard belt layout. It is designed to maintain alternator output at stock levels for car owners with big stereos or for audio competitions where system voltage must maintain specified levels. For cars with supercharges it maintains the original level of boost from the aftermarket supercharger kit.
- 3.) Single belt conversions. This version was designed to drive only the alternator or alternator and water pump. It is used for engine swaps or for the racer where only the alternator is being used. This version has the same percentage of under-driving as the first 2 versions but is 90-95% lighter than the OEM pulley it replaces.

Application List

Part No.	Description
W-CP-350Z	Nissan Fairlady Z33 350Z (3-pulley set)
W-CP-S1415	Nissan S14 / S15 (3 - pulley set)
W-CP-HR12DE	Nissan March / Mirca K13 1.2 '13-ON (Pro Balancing)
W-CP-HR16DE	Nissan Tiida Latio 1.6 '07-ON (Pro Balancing)
W-CP-EVO1-3	Mitsubishi Evo 1 - 3 / VR4 / Perdana (Pro Balancing)
W-CP-EVO7-9	Mitsubishi Evo 7 / 8 / 9
W-CP-4G93	Mitsubishi Lancer 1.6 / 1.8 / 4G93 DOHC (Pro Balancing)
W-CP-4G1315	Mitsubishi 4G13 / 4G15 SOHC { Non - VDO } (Pro Balancing)
W-CP-4G18	Mitsubishi Lancer 4G18 SOHC (Pro Balancing)
W-CP-3A92	Mitsubishi Mirage 1.2 '14-ON (Pro Balancing)
W-CP-H22A	Honda Prelude DOHC '93 - '03 (Pro Balancing)
W-CP-HCDOHC	Honda Civic SR-4 Vtec (Pro Balancing)
W-CP-HCDOHC2	Honda B-series - PSteering / Alternator (2pc) (Pro Balancing)
W-CP-R18	Honda Civic FD 1.8 '06-ON (Pro Balancing)
W-CP-K20	Honda K-Series DOHC (Pro Balancing)
W-CP-CRZ	Honda CRZ Hybrid 1.5 '11-ON (Pro Balancing)
W-CP-CITY	Honda City '03 - '07 (Pro Balancing)
W-CP-CITY08	Honda City '08 - '13 (Pro Balancing)
W-CP-F20C	Honda S2000 AP1 (3-Pulley set) (Pro Balancing)

Part No.	Description
W-CP-WRXGC8	Subaru Impreza WRX GC8 ver 1 - 6 (Pro Balancing)
W-CP-WRX	Subaru Impreza WRX ver 7 / 8 / 9 (2 - pulley set)
W-CP-R53	Mini Cooper R53 Supercharger
W-CP-R56	Mini Cooper R56 Turbo
W-CP-CAMPRO	Campro - Gen2 / Satria Neo / Saga BLM / Persona (Pro Balancing)
W-CP-K3-VE	Daihatsu Sirion / Perodua Myvi 1.3 (Pro Balancing)
W-CP-EJ-DE	Daihatsu Move 1.0 / Cuore 1.0 / Gino 1000 / Mira Avy 1.0 / Perodua Kenari / Kelisa / Viva (Pro Balancing)
W-CP-EF-CL	Perodua Kancil 660cc SOHC (Pro Balancing)
W-CP-ED-10	Perodua Kancil 850cc SOHC (Pro Balancing)
W-CP-S5	Suzuki Swift 1.5 / 1.6 (Pro Balancing)
W-CP-K12B	Suzuki Swift 1.2 '13-ON (Pro Balancing)
W-CP-TV	Toyota Vios 1.5 '03 - '06 (Pro Balancing)
W-CP-TV08	Toyota Vios 1.5 '08 - '12 (Pro Balancing)
W-CP-TW	Toyota Wish 1.8 '03 - '08 (Pro Balancing)
W-CP-FT86	Toyota GT86 / Subaru BRZ / Scion FR-S 2.0 (3 - pulley set) (Pro Balancing)
W-CP-4AGE	Toyota Corolla Levin / Sprinter Trueno 4A-GE 16V (Pro Balancing)
W-CP-4AGE20	Toyota Corolla Levin / Sprinter Trueno 4A-GE 20V (Pro Balancing)

* Kindly send us your enquiry if your vehicle model not in the list.



X-84001 Sport Compact Single Nozzle (45psi)



X-84002 Sport Compact Single Nozzle (60psi)

NITROUS OXIDE SYSTEM

Description

Nitrous oxide (N₂O) is a chemical compound used as an oxidizing agent to increase an internal combustion engine's power output by allowing more fuel to be burned than would normally be the case.

Nitrous oxide is stored as a liquid in tanks, but because of its low boiling point it vaporizes easily when released to atmosphere. When injected into an inlet manifold, this characteristic causes a reduction in air/fuel charge temperature with an associated increase in density, thereby increasing the cylinder's volumetric efficiency.

Nitrous systems can increase power by as little as 0.5 hp (0.37 kW) or as much as 3,000 hp (2,200 kW), depending on the engine type and nitrous system type. In many applications torque gains are even greater as increased fuel is burnt at a lower rpm range and is what causes the significant improvement in acceleration.

WORKS Wet nitrous oxide systems

- A wet single-point nitrous system introduces the fuel and nitrous together, filling the upper intake manifold to become wet with fuel
- Provides fuel enrichment by teeing off of the engine fuel rail and feeding it into the injection nozzle
- The system with most complete atomization of enrichment fuel
- Super-fine atomization of enrichment fuel to ensure maximum horsepower and prevent fuel puddling that causes intake backfires
- Easy to install and easy to tune
- Complete control over the fuel system. Works with standard fuel pump and injectors
- Outstanding Value for Money for horsepower gain

Import Nitrous System

Works Import EFI single nozzle systems cost effective, reliable, and simple way to get spraying on the popular import platforms. Nozzle systems will add the extra power to get you down the track.

They come with all needed components for install, 10lb bottles, and a pair of great solenoids.

These systems can handle 200hp and are even better when paired with a accessory package.

- Works Nitrous Systems are designed for the budget enthusiast.
- Works Nitrous Systems come complete with high flow 45 degree bottle valve, 16ft 4 AN main feed line, 200 horse power solenoids, hoses, nozzle, electrical connectors, all fittings and hardware.
- Designed to work with todays fuels.
- Jetting from 35-75 HP.
- Upgradable for HP levels up to 200 HP.
- Made in the USA!



CAM SEAL COVER

Description

Works Engineering cam seal features 3 O-rings for a superior fit and seal. Factory plastic seal don't have O-ring and are prone to leaks.



W-CSC-HB

HONDA VTEC SOLENOID COVER

Description

Works Engineering VTEC Solenoid Cover is precision CNC machined from aircraft quality AL6061 billet aluminium and features a durable gun metal anodized finish. A laser-etched Works logo on top will accent your engine along with other Works accessories.



W-SC-HB

TIMING BELT TENSIONER FOR MITSUBISHI EVO 4-8

Description

- Mitsubishi 4G63 EVO engines are notorious for timing belt slippage, especially if you modify or run high revs.
- Works Engineering timing belt tensioner replaces the original metal piece and helps in prevent belt slip.
- Simply replace the original tensioner with this when you are replacing your timing belt or upgrading your engine, no other modification needed.
- Precision CNC engineered, made of high grade aluminium
- A must-have item even for stock engine. Easy to install
- Spend a little save a lot.



W-8TD



4G63 OIL THERMO KILLER

Description

One of the common weak points of both the 4G63 & the 4B11 is the rise of oil temperature. It is seen more often during hard driving at closed tracks and other events. The EVO uses a thermo switch that will activate when the temperature gets around 85 °C. Yet when the oil temperature is low, it won't activate thus restricting oil flow to the oil cooler which then consequently raises the oil temperature to unwanted levels. Our Works oil thermo killer allows oil to flow into the oil cooler constantly regardless of the oils temperature. It is still easy to revert back to the stock thermo switch during winter periods to prevent over cooling as well.



OIL FILTER

Description

It can effectively raise 2-5% horsepower and also increase engine oil pressure by at least 0.4kg/cm. Oil Booster Filter works on the principle of adding 8 special baffles inside the oil filter core, which increases flow rate of the filtered oil back into the engine by Eddy Conduction. Increased volumetric oil flow and pressure lubricates engine more effectively & increases horsepower.

Each product undergoes extensive testing to measure flow and maximize gains, which are represented in performance charts that highlight the benefits of Works models over stock models. As demonstrated by these performance charts, this Works Oil Filter offers improved filtration and decreased flow restriction compared with stock filters.



+ PLUS 2-5% HP
HIGH PERFORMANCE OIL BOOSTER FILTER



JPM20

Application List:
FORD, HONDA,
MITSUBISHI
MAZDA,
SUBARU IMPREZA,
KIA, NISSAN

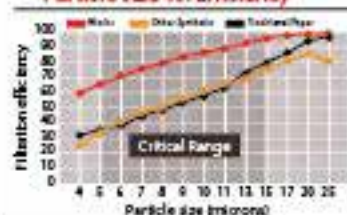
JP3/4

Application List:
TOYOTA, SUZUKI,
DAIHATSU
NISSAN: CEFIRO,
X-TRAIL

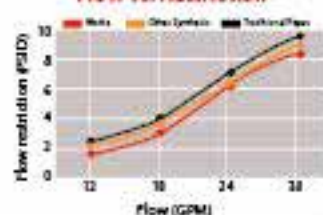
FILTER LIFE

Under normal usage, it is recommended that the filter change every 10,000km. For Sports driving, the recommended distance is approximately 1/3 - 1/2 of the previously mentioned figure (as the engine revolutions are several times of normal driving). However, to maintain optimum low pressure loss properties, it is recommended to change the filter every 3000km when an oil change is performed.

Particle size vs. Efficiency



Flow vs. Restriction



Also available for diesel engine

Application List:

TOYOTA HILUX,
ISUZU D-MAX,
MITSUBISHI TRITON / PAJERO



ENGINE OIL COOLER KIT

Description

Oil cooler kits help prolong the life of your oil and in turn protect your internal engine components. Hard driving causes higher engine temperatures. Factory oil coolers are normally small water-cooled devices sandwiched between the oil filter and engine block. These design taxed the cooling system even under normal driving conditions.

Because the latest generations of engine are smaller, run at higher RPMs & produce more heat, maintaining the correct oil temperature is imperative. In addition, most engines have less oil capacity so putting more strain on the oil and all engine components.

WORKS oil cooler kits are an excellent addition and are especially effective in harsh driving environments. With our inner-fin core design, we are able to increase oil capacity, decrease oil temperatures and extend engines and oil life. The efficient cooler cores and braided lines ensure good flow and a leak free installation. Included in the kit is a mounting plate which is also a convenient place for oil pressure and oil temperature sensors installation.

Oil Filter Relocate adaptor

Works Universal Oil Filter Relocation adaptor moves the oil filter to a convenient location and provides extra clearance for engine swaps. You can even install the oil filter sideways or even upside down. The increase in oil capacity also helps in better engine oil cooling and lubrication. Universal coverage fits 98% of all automotive applications.

The kit contains the necessary adapters to convert the stock filter landing on the engine block to another location. All parts are made of billet aluminium.

ATF Cooler Kit

The key to automatic transmission life is keeping the fluid fresh, clean, and cool. When fluid temperatures exceed the optimum operating range of 160°F to 200°F it begins to break down, decreasing the life of the fluid and in turn the life of the seals, bearings and all moving parts. The #1 cause of automatic transmission failures is overheated transmission fluid. Today's cars generated extremely high under-the-hood temperatures. Add to that the heat generated by an automatic transmission, and you'll see why adding an auxiliary transmission oil cooler is must for guarding against costly transmission repairs.

Installing a Works Engineering ATF Oil Cooler kit will reduce your transmission oil temperature by as much as 60 degrees, which will help prevent transmission burnout and extend the life of the auto gearbox. The Bar & Plate cooler construction results in an inherently strong cooler core of high thermal inertia. At 30% smaller in size then conventional Tube and Fin design, Works Engineering cooler core technology occupies lesser installation space and greater heat exchange.

Each Kit comes with fittings, lines, and all hardware necessary for installation.

Application List

Part No.	Description
W-OCK-ATF	Works ATF Gear Oil Cooler Kit
W-OCK	Works Engine Oil Cooler Kit
W-OFRA	Works Oil Filter Relocator Adaptor
W-OHC	Works Oil Hose Clip



WORKS ENGINEERING 13 ROLES BAR & PLATED OIL COOLER - DIMENSION IN MM (INCHES)



W-OCK



W-OFRA



W-OCK-ATF



RACING POWER STEERING TANK

Description

Power steering fluid tends to gush out after circuit or sport driving, caused by the cavitations which occur when the power steering pump works at high RPM. These air bubbles expand to the entire power steering system when high RPM range is often used, and this increases the oil level inside the power steering tank. Under such conditions, the air bubbles will be heated and the internal pressure increases, in the end the power steering fluid will gush out. Due to the cavitations, the pressure inside the power steering system will not operate correctly and steering problem may occur. The Works Engineering Racing Power Steering Tank helps prevent problem to ensure you perform to your max!

Works Engineering power steering tank is mounted in the stock tank position so it requires no additional drilling to fit, and the standard power steering pipes attach straight to the spouts on the tank. They are handmade from high quality aluminium and the tanks are fully welded.

- Made from Billet 6061 aluminium, TIG weld, polished, with billet aluminium CNC machined fittings.
- Special double structure with enhance swirl effect to prevent cavitations.
- Stable steering under hard driving conditions such as high temp, high RPM and high loads.
- Special tank cap that discharge only vapors, gas generated due to cavitation, avoid oil loss & fluid gushes.
- Baffle plate to prevent the deviation of the oil surface under high G-force driving.
- Air stopper preventing the air bubbles from entering the power steering system.
- Universal Fitment.



Product Internal Structure

- 1.) This product comes with a special cap design to prevent oil leak.
- 2.) When temperature of oil increase, the product enable air flow out from the vent hole. Therefore preventing oil leak.
- 3.) Another innovate feature of this product is it filters out bubbles to prevent them from flowing back to the steering system.



W-PS-T



WORKS ENGINEERING RACING POWER STEERING TANK - DIMENSION IN MM (INCHES)

RACING OIL CATCH TANK

Description

Works engine oil catch tank is used in turbo applications, or high-performance race applications where excessive blow-by (leakage past the piston rings) of air and fuel vapor occurs. This creates a positive pressure in the crankcase.



W-OCT



Engine manufactures have placed a valve on the engine block which releases this pressure. This valve is known as a PCV (Positive Crankcase Ventilation) valve. During engine operation, blow-by gases, as well as oil mist from the rotating components of the engine, pass through the PCV valve and are routed back into the intake for the engine to burn off.



For RACING OIL CAP
please refer to page 33



WORKS ENGINEERING RACING OIL CATCH TANK WITH MINI FILTER - DIMENSION IN MM (INCHES)

BREATHER TANK

Description

As an engine heat up, the coolant inside expand. Without the expansion tank, the coolant would flow out of the overflow tube and be lost from the cooling system onto the street.

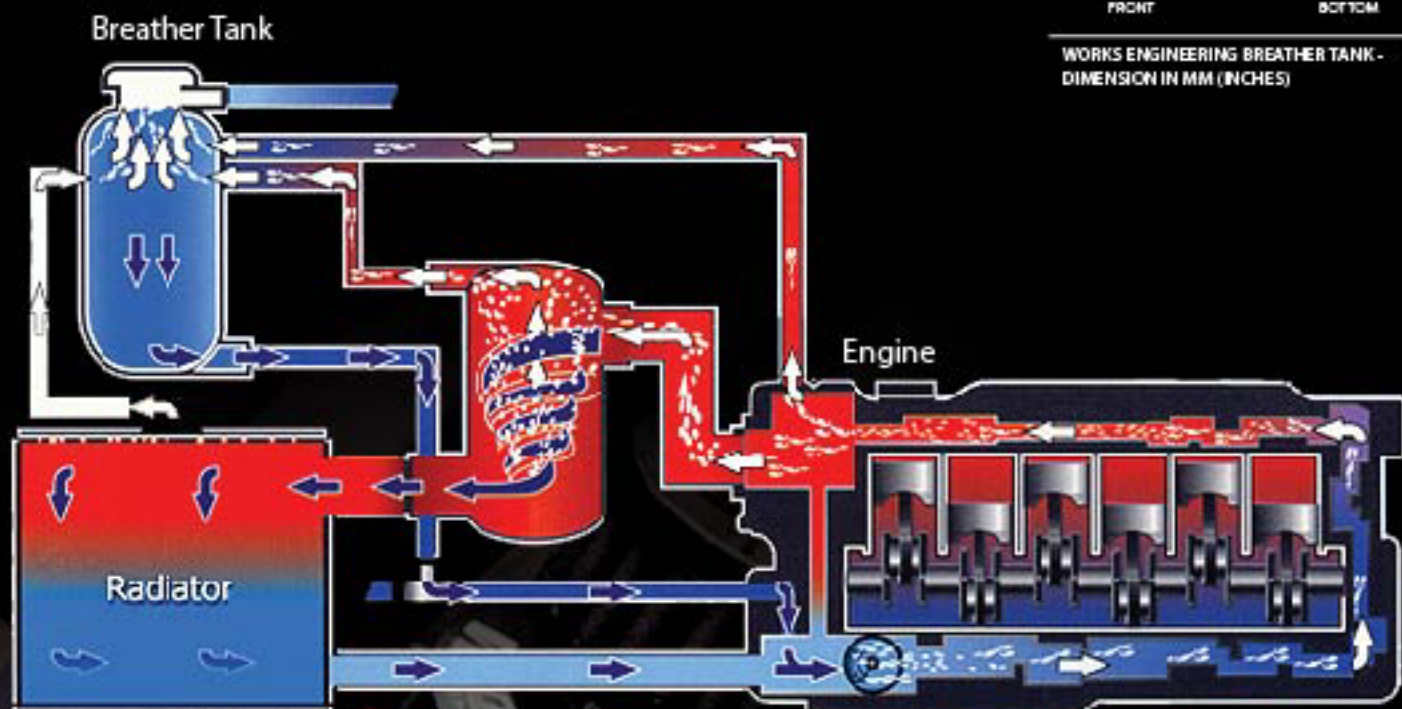
Since a vacuum is created in the cooling system when the engine cools, the vacuum causes some of the coolant in the expansion tube to be sucked back into the system. This way, no coolant is lost as long as the system is functioning properly. Another function of the expansion tank is to remove air bubbles from the cooling system. Air in the cooling system can cause hot spots on various engine components, which can cause great damage if left unattended. The advantage of the expansion tank is that while the level of coolant contained in it rises and falls, the radiator is always full. By mounting the tank high up in the engine compartment, you can be assured of a fully filled system with room for air expansion, thus reducing chances of overheating due to air-lock. Beautifully finished in high grade aluminium, with a light weight, high pressure radiator cap & mounting accessories all included for installation.



W-BT



WORKS ENGINEERING BREATHER TANK - DIMENSION IN MM (INCHES)



Breather Tank processing Flow

- Blue arrow: Water Flow (without bubble)
- Red arrow: Water Flow (with bubble)



RADIATOR CAP

Description

Works Engineering Radiator Cap is a high-pressure type that increases the pressure inside the radiator, thus raising the coolant boiling point by about 25 C and improves cooling efficiency.

Works Engineering Radiator Cap's main pressure valve spring and silicone packing are used to raise the pressure inside the radiator for a higher boiling point. The coolant will not boil easily, prevents air bubbles in the block and radiator core with improved heat transfer.

1.1kg/cm² = 107kpa

1.3kg/cm² = 127kpa

Application List

Part No.	Description
W-RC-1.1S	1.1(S)
W-RC-1.3S	1.3(S)
W-RC-1.1B	1.1(B)
W-RC-1.3B	1.3(B)



SILICONE RADIATOR HOSE KIT

Description

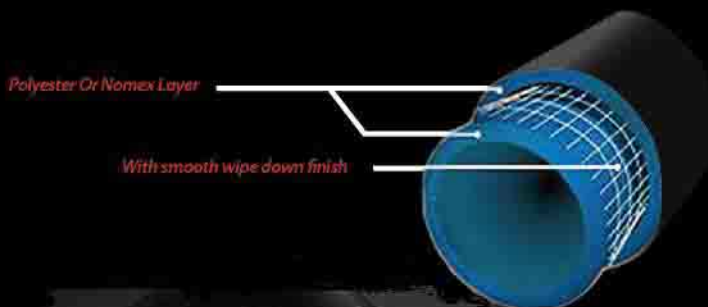
Works engineering silicone hose kits are designed to replace original equipment for a wide range of vehicles, both in motorsports and fast road use. Superb integrity and superior performance reduces the risk of component failure & enables higher temperatures and pressure to maintain with complete confidence. All hoses are silicone rubber construction with smooth wipe down finish.

Temperature range -50°C to 220°C. thickness = 5mm with four mesh polyester or Nomex layers that enable our hose to take higher pressure than original rubber hose does. Works engineering silicone hoses are excellent in resistance to UV, water and heat..

Application List

Part No.	Description
W-SLCK-HD-EG / EK	Honda EG / EK DOHC
W-SLCK-DC5	Honda Integra DC5 / Acura RSX
W-SLCK-HJ	Honda JAZZ / FIT
W-SLCK-EVO 1-3	Mitsubishi EVO 1 - 3
W-SLCK-PW18	Mit 4G93 '92 - '95 / proton Wira 1.8
W-SLCK-PP20	Mit 4G63 SOHC / Proton Perdana 2.0
W-SLCK-PPV6	Mit GA12 '90 - '95 Proton Perdana V6
W-SLCK-PG2	Proton Gen2
W-SLCK-MYVI	Daihatsu YRV 1.0 -1.3 / Perodua Myvi
W-SLCK-FD2R	Honda Civic FD2R
W-SLCK-SUPRA	Toyota Supra 2JZ-GTE (Non VVTI)

* Kindly send us your enquiry if your vehicle model not in the list.



Product Structure



W-SLCK-PG2

PRO CLUTCH

Description

Pro clutch uses a specially developed pressure plate with an extremely durable customized Sprung Ceramic disc. This is the ultimate extreme duty street and/or road/drag racing system. It comes in a 5 pad star configuration to provide a good compromise between full attack mode or progressive street usage.

PRO 450 SPRUNG CERAMIC SYSTEM

170% Increase in holding capacity Ultra Heavy-Duty Street or Racing

The PRO 450 System uses a specially developed pressure plate with an extremely durable customised Sprung Ceramic disc. This is the ultimate extreme duty street and/or road / drag racing system. It comes in a 5 pad STAR configuration to provide a good compromise between full attack mode or progressive street usage. The sprung hub design allows for moderate dampening in high-torque applications, rendering it much more streetable than solid or rigid designs. The Ceramic disc is designed for long life, outstanding holding capacity and rapid heat dissipation.

WARNING: Due to the solid friction rivet design, the PRO 450 disc engages very quickly and may chatter slightly in first and reverse. To help alleviate this problem, we only use premium ceramic friction material.

RACING CLUTCH

WARNING: MAY CAUSE EXCESSIVE TYRE WEAR!



PRO 500 CERAMIC / SINTERED IRON SYSTEM

200-400% Increase in holding capacity Race Only

The PRO 500 System uses a specially developed pressure plate along with a solid centre 5 pad STAR configuration customised Ceramic / Sintered Iron disc. It is designed for maximum holding capacity with maximum friction between clutch plate and the flywheel. For those who does not compromise!

WARNING: The PRO 500 is a Solid Hub (rigid) disc that engages and disengages instantly. This is a Race Only clutch.

PRO 450 RACING CLUTCH

Application List

Part No.	Description	Friction Material Size / Dimension
W-RC-L200	Mira L71V-4WD / 4WD Turbo (EB),	170 x 110 x 18 x 19.1
	L200S / V, 210S / 220S (EF Turbo),	5 Button Type
	L210S / V - 4WD (EF), L500S / V, 502S,	Push - C.Load 3430
	510S / V, 512S (EF, JB),	
	Perodua Kancil 850 (ED10),	
	Opti L310 - 4WD (EF)	

W-RC-EJ-DE	Perodua Kenari / Kelisa 1.0,	170 x 22.1 x 20
	Daihatsu Move 1.0 (EJ - DE / EJ - VE)	5 Button Type
		Push

W-RC-K3-VE	Perodua Myvi 1.3 / Daihatsu Sirion /	190 x 22.1 x 20
	YRV / Materia 1.3 (K3VE)	5 Button Type
		Push

W-RC-4G1315	Iswara / Saga 1.3 / 1.5 (4G13 / 15), Satria 1.3	184 x 127 x 20 x 22.4 x 8.0
	/ 1.5 (4G13 / 15), Wira 1.3 / 1.5 (4G13 / 15)	5 Button Type
	Mitsubishi Engines	Push

W-RC-4G92	Gen2 1.3 / 1.6 (Campro),	200 x 130 x 20 x 22.4 x 8.0
SOHC	Satria Neo 1.3 / 1.6 (Campro), Satria,	5 Button Type
PRO450	Wira 1.6 (4G92), Waja 1.6 (4G18 / Campro),	Push
	Mirage CB3A (4G91)	

W-RC-4G93	Mirage CA / CB / CC / CJ4A	215 x 145 x 20 x 22.4 x 8.0
	(4G92-Mivec), Putra,	5 Button Type
	Satria GTi 1.8 (4G93), Wira 1.8	Push
	(4G93), Perdana S4 2.0 (4G63)	

W-RC-EVO1-3	Galant VR4 E38A / 39A (4G63T),	225 x 150 x 20 x 22.4
	EVO I-III CD / CE9A (4G63T),	5 Button Type
	Lancer 1.8 GSR CD5A/W (4G93T),	Push - C.Load 8600
	Eterna 2.0 E74A /	
	84A (6A12 Twin Turbo)	

W-RC-B16	Civic EG 6, EK4 / 9 (B16 A / B),	220 x 155 x 24 x 26 x 7.8
	Integra DA6 / 8 (92 / 10~94 / 5),	5 Button Type
	DB 8, DC2 (B 18 C)	Push - C.Load 6940

W-RC-D16	Civic EG / EK (D16 A / B)	-
NEW	D-series Single Cam (SOHC)	5 Button Type
		Push

Part No.	Description	Friction Material Size / Dimension
W-RC-EF2	Civic EF2 / 4 / 6 (89 / 8~) (D15B),	212 x 150 x 20 x 22
	EF3 / 5 / 7 (89 / 8~) (ZC), EG1 (D15B),	5 Button Type
	EG4 / 8 (D15B),	Push - C.Load
	EG5 / EH1 (91 / 9~) (ZC), EJ1 (D16A),	
	Integra DB6 (93 / 7~96 / 9) (ZC),	
	DC1 (93 / 5~96 / 9) (ZC)	

W-RC-TYT8	Starlet EP71 T (2E - TELU),	200 x 140 x 21 x 24 x 7.8
	EP82 / 91 (4E-FE / F), Levin /	5 Button Type
	Trueno AE82 / 86,	Push - C.Load 5400
	AE92 (~89 / 4) (4A - GEU),	
	MR2 AW11 (~85 / 5) (4A - GE)	

W-RC-EP82	Starlet EP82T / 91T (4E-FTE),	215 x 140 x 21 x 24 x 7.8
	Levin / Trueno AE92 (89 / 5~),	5 Button Type
	AE101 / 111 (4A - GE),	Push - C.Load 6900
	Celica ZZZ230 / 231 (1ZZ-FE / ZZZ - GE),	
	MR2 AW11 (85 / 6~) (4A - GE),	
	MR - S ZZW30 (1ZZ - FE)	

W-RC-SW20	MR2 SW20 (Turbo) (3S - GTE),	236 x 160 x 21 x 29.8
	Celica ST165, 185, 205 (3S - GTE)	5 Button Type
		Push - C.Load 9300

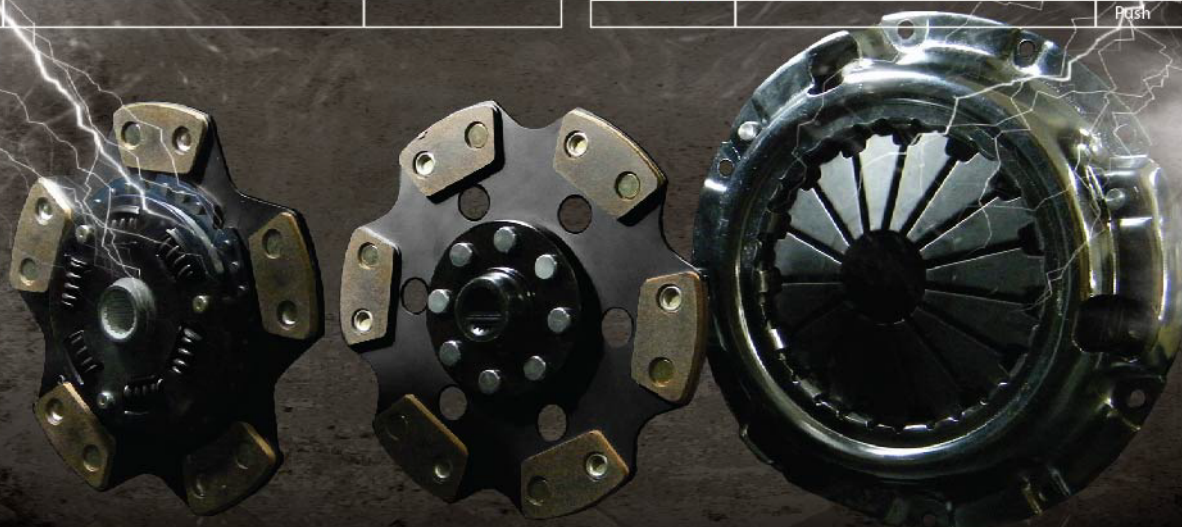
W-RC-SS-1.5	Suzuki Swift 1.5 HT81S / ZC / ZD11S /	190 x 19.1 x 18
	ZC21S (M15A / M13A)	5 Button Type
		Push Type

W-RC-SS-1.6	Suzuki Swift Sport 1.6	-
	ZC31S (M16A)	5 Button Type
		Push Type

W-RC-GDB	Subaru Impreza WRX 2.0	230 x 25.2 x 24
	(including STI), GDA, GDB (EJ20)	5 Button Type
	Year 2001 to 2007	Push Type

W-RC-GDF	Subaru Impreza WRX 2.5	240 x 25.2 x 24
	(including STI), GDF, GDG (EJ25)	5 Button Type
	From Year 2006	Push Type

W-RC-SR16VE	Nissan SR16VE / SR20VE 8½" (24 TEETH)	-
PRO 450		5 Button Type
		Push



PRO 500 RACING CLUTCH

Application List

Part No.	Description	Friction Material Size / Dimension
W-RC-4G93R	Mirage CA / CB / CC / CJ4A (4G92-Mivec), Putra, Satria GTi 1.8 (4G93), Wira 1.8 (4G93), Perdana S4 2.0 (4G63)	215 x 145 x 20 x 22.4 x 8.0 6 Button Type Push

Part No.	Description	Friction Material Size / Dimension
W-RC-SR20R	Silvia S13, S14 (SR 20DET), S15 - 5 Speed (SR 20DET), 180SX RPS13 (SR 20DE), Pulsar RNN14 GTi - R (SR20DET)	240 x 160 x 24 x 25.6 6 Button Type Push - C. Load 9000
W-RC-SR16DE	Nissan SR16DE 8½" (18 TEETH)	6 Button Type

PRO 450 REPLACEMENT CLUTCH PLATE

Application List

Part No.	Description	Friction Material Size / Dimension
W-RC-4G92SOHC <i>New Improve</i> Pro 450	Satria, Wira 1.6 (4G92), Waja 1.6 (4G18 / Camprio), Mirage CB3A (4G91)	200 x 130 x 20 x 22.4 x 8.0 5 Button Type Push

W-RC-4G93 <i>New Improve</i> Pro 450	Mirage CA / CB / CC / CJ4A (4G92-Mivec), Putra, Satria GTi 1.8 (4G93), Wira 1.8 (4G93), Perdana S4 2.0 (4G63)	215 x 145 x 20 x 22.4 x 8.0 5 Button Type
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W-RC-EVO1-3	Galant VR4 E38A / 39A (4G63T), EVO I-III CD / CE9A (4G63T), Lancer 1.8 GSR CD5A / W (4G93T), Eterna 2.0 E74A / 84A (6A12 Twin Turbo)	225 x 150 x 20 x 22.4 5 Button Type Push
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W-RC-B16	Civic EG 6, EK4 / 9 (B16 A / B), Integra DA6 / 8 (92 / 10-94 / 5), DB 8, DC2 (B 18 C)	220 x 155 x 24 x 26 x 7.8 5 Button Type
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Part No.	Description	Friction Material Size / Dimension
W-RC-L200	Mira L71V-4WD / 4WD Turbo (EB), L200S / V, 210S / 220S (EF Turbo), L210S / V - 4WD (EF), L500S / V, 502S, 510S / V, 512S (EF, JB), Perodua Kancil 850 (ED10), Opti L310 - 4WD (EF)	170 x 110 x 18 x 19.1 5 Button Type Push - C. Load 3430

W-RC-EJ-DE	Perodua Kenari / Kelisa 1.0, Daihatsu Move 1.0 (EJ - DE / EJ - VE)	170 x 22.1 x 20 5 Button Type Push
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W-RC-K3-VE	Perodua Myvi 1.3 / Daihatsu Sirion / YRV / Materia 1.3 (K3VE)	190 x 22.1 x 20 5 Button Type Push
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W-RC-4G1315	Iswara / Saga 1.3 / 1.5 (4G13 / 15), Satria 1.3 / 1.5 (4G13 / 15), Wira 1.3 / 1.5 (4G13 / 15) Mitsubishi Engines	184 x 127 x 20 x 22.4 x 8.0 5 Button Type
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DIESEL CLUTCH

Application List

Part No.	Description	Friction Material Size / Dimension
-	Toyota Hilux 2.5L Diesel D-4D DOHC L4	-
-	Toyota Hilux 3.0L Diesel D-4D DOHC L4	-
-	Mitsubishi Triton 2.5L Diesel	-
-	Mitsubishi Triton 3.2L Diesel	-
-	Isuzu Dmax 2.5L Diesel	-
-	Isuzu Dmax 3.0L Diesel	-



BLOW OFF VALVE

Description

Blow off valve (BOV), bypass valve or dump valve is a pressure release system present in most turbocharged engines. Its purpose is to prevent compressor surge, and reduce wear on the turbocharger and engine. Blowoff valves relieve the damaging effects of compressor "surge loading" by allowing the compressed air to vent to the atmosphere, making a distinct hissing sound, or recirculate into the intake upstream of the compressor inlet.

A blow off valve is connected by a vacuum hose to the intake manifold after the throttle plate. When the throttle is closed, the relative manifold pressure drops below atmospheric pressure and the resulting pressure differential operates the blow off valve's piston. The excess pressure from the turbocharger is then vented into the atmosphere or recirculated into the intake upstream of the compressor inlet.



BOOST CONTROLLER

Description

Works Engineering bleed type boost controller allows you to increase boost by approximately 12psi over your Wastegate boost setting - an effective and simple way to control boost level and generate more power from your engine.

Mechanical boost controller is a manual boost control system that utilizes a pneumatic regulating valve to manipulate boost pressure levels.



W-4BC

TURBO OIL LINE FILTER

Description

Design to filter out and prevent oil debris from flowing into your turbocharger and causing unnecessary damage. Fits in between oil feed line between engine and turbocharger. Suitable for all turbocharged.



W-TOLF



TURBO WASTEGATE ACTUATOR

Description

- An upgrade part for your current turbo
- A stronger / uprated actuator allows the turbocharger to run higher boost, equalling more power before the wastegate opens.



E-DRIVE THROTTLE CONTROLLER

Description

Nowadays, Most of car manufacturers incorporate the Electronic Throttle or E-Throttle to their engines. The throttle was previously directly controlled by a steel cable. Modern setups are now driven by electric motors and electronics. One major reason for the car manufacturers to do this was easy incorporation of various options such as traction control, cruise control & others. A major complaint about the E-Throttle is its laggy response which makes the vehicle less responsive to each prod of the throttle pedal.



Electronic Throttle Controller (ETC) is a device designed for electronic throttle car models that gives you, the driver, the freedom to select the type of acceleration response you need or desire, works like a piggyback that changes the signals going to the car's ECU. A wide variety of response adjustment can be yours: from power Mode which gives you a keenly sharp response for speedy driving to a slower than normal response to enable eco-driving even without thinking about it. A throttle pedal angle of say 30 degrees, in economy mode, the throttle plate will open only 15 degrees whereas in speed mode, 62%. In speed mode, the throttle plate opens faster and wider giving the driver the sensation of an extremely sensitive engine allow fast driver quicker response from their rides. E-DRIVE is a next generation throttle controller for both Sports and Eco-driving.

An ETC is easy to fit comes with a set of connectors that interfaces the throttle pedal signals to the ECU. The ETC is then taught to recognize the characteristics of the car's E-Throttle system via a few simple steps. After that, you get to enjoy the jump in instant response.

Quick Response for POWER Mode: Quick accelerator response for circuit and sports driving on mountain roads. After solving delayed response during acceleration.

ECO Mode: World's First Slowed-down Response - Slower accelerator response suited for eco-driving in towns and on highways. Slowing down acceleration response brings better fuel efficiency and a more comfortable ride.

ECO Mode increases fuel efficiency over normal conditions by suppressing rapid acceleration; if rapid acceleration is continually carried out results will be nullified.

ECO Mode helps to improve fuel efficiency by controlling unnecessary acceleration during take off and when stepping on the pedal; thereby reducing the unnecessary use of fuel. Results from tests, as seen below, show an average increase in fuel efficiency of about 15% between Normal and ECO modes.

- *Po mode: suitable for mountain & racing in very sensitive throttling.*
- *Ec mode: suitable for driving in city within economic fuel consumption.*
- *3 modes in 16 steps: (Po 9 steps, Nor Single Step, EC 7 steps).*
- *Easy installation: by using special connector (provided)*
- *Easy setup: applicable to most car model.*



WORKS ENGINEERING E-DRIVE THROTTLE CONTROLLER -
DIMENSION IN MM (INCHES)



E-DRIVE THROTTLE CONTROLLER

Application List

VEHICLE	MODEL YEAR	CAR MODE	ENGINE MODEL	HARNESS MODE
LEGACY	2009.5 -	BRF	EJ26	S2A
		BM/BR9	EJ25	S2A
	2008.5 -	BPH	EJ25	S2A
		BL/BPS (E type-)	EJ20 (T/C)	S2A
			EJ20	S2A
			(SOHC, NA)	S1B
	2006.5 -	BL/BPE (D Type -)	EJ20	S2A
		BP9 (D Type -)	EJ25	S2A
		BL/BPS (D Type -)	EJ20 (T/C)	S2A
		BP9 (A-C Type)	EJ25	S1B
R1	2003.10 -	BL/BPE (A-C Type)	EJ20	S1B
		BL/BPS (A-C Type)	EJ20 (T/C)	S1B
		BL/BPS (A-D Type)	EJ20 (NA)	S1B
				S1B
	2003.4 -			S1B
				S1B
	2005.1 -	RJ1/2	EN07	S1A
			(DOHC, NA)	S1A
	2003.12 -	RC1/2	EN07	S1A
			(DOHC, NA)	S1A
STELLA	2006.6 -	RN1/2	EN07 (NA)	S1A
				S1A
	2008.11 -	HE22S	K6A (NA, CVT)	S1C
			K6A (T/C)	S1C
	2005.9	ZC31S	M16A	S1A
				S1A
	2007.10 -	HG21S	K6A (T/C, CVT)	S1C
				S1C
	2008.9 -	MH23S	K6A (NA, CVT)	S1C
			K6A (T/C)	S1C
TOYOTA	2004.9 -	ANM10/15G	1AZ-FSE	S3A
		ANM10/15W	1AZ-FSE	S3A
	2008.1	ZRT261	3ZR-FAE	S2A
		ZRT260/265	2ZR-FAE	S2A
	2007.6	NZT260	1NZ-FE	S2A
				S2A
	2008.5 -	GGH20/25W	2GR-FE	S2A
		ANH20/25W	2AZ-FE	S2A
	2005.4 -	MNH10/15W	1MZ-FE	S3A
		ANH10/15W	2AZ-FE	S3A
IPSUM	2003.10 -	ACM21/26W	2AZ-FE	S3A
		ACA38W	2AZ-FE	S3A
	2008.8 -	GS433W	2GR-FE	S2A
		ACA33W	2AZ-FE	S2A
	2007.8	ZGE21G/22W	3ZR-FAE	S2A
		ZGE20/25G	2ZR-FAE	S2A
	2009.4 -	ZGE20/25W	2ZR-FAE	S2A
				S2A
	2005.9 -	ZNE10G	1ZZ-FE	S3A
		ANE10G	1AZ-FSE	S3A
VITZ	2005.2 -	ANE11W	1AZ-FSE	S3A
		NCP91	1NZ-FE	S2A
	2005.2 -	NCP95	2NZ-FE	S2A
		SCP90	2SZ-FE	S2A
	2006.1 -	KSP90	1KR-FE	S2A
		GS850/55W	2GR-FE	S2A
	2003.5 -	ACR50/55W	2AZ-FE	S2A
		ACR30/40W	2AZ-FE	S2A
	2006.6 -	AHR20W 2A	Z-FXE	S2A
				S2A
ESTIMA	2006.10 -	ZRE152/154H	2ZR-FE	S2A
		NZE151/154H	1NZ-FE	S2A
	2006.10 -	ACV40/45	2AZ-FE	S2A
		AZT241W	1AZ-FSE	S2A
	2006.1 -	CAZ241W	1AZ-FSE	S2A
				S2A
	2002.9 -	CAZ241W	1AZ-FSE	S2A
				S2A
	2006.10 -	ZRE142/144	2ZR-FE	S2A
		NZE141/144	1NZ-FE	S2A

VEHICLE	MODEL YEAR	CAR MODE	ENGINE MODEL	HARNESS MODE
COROLLA FIELDER	2006.10 -	ZRE142/144G	2ZR-FE	S2A
		NZE141/144G	1NZ-FE	S2A
	2004.4 -	NZE121G	1NZ-FE	S3A
		NZE121	1NZ-FE	S3A
	2004.4 -	NZE121	1NZ-FE	S3A
				S3A
	2007.10 -	ZRE152/154N	2ZR-FE	S2A
		NZE151N	1NZ-FE	S2A
	2008.2 -	GRS204	2GR-FSE	S2A
		GRS202/203	3GR-FSE	S2A
COROLLA RUNX	2008.2 -	GRS200/201	4GR-FSE	S2A
				S2A
	2005.10 -	GRS184	2GR-FSE	S1A
				S1A
	2003.12 -	GRS182/183	3GR-FSE	S1A
		GRS180/181	4GR-FSE	S1A
	2001.8 -	JZS171	1JZ-FSE	S3A
				S3A
	2003.8 -	MCU20/25W	1MZ-FE	S1A
		MHU28W	3MZ-FE	S1A
CROWN	2005.10 -	ZRR70/75W	3ZR-FAE	S2A
		ZRR70/75G.W	3ZR-FE	S2A
	2003.12 -	AZR60/65G	1AZ-FSE	S3A
		TRH211/216/	2TR-FE	S1A
	2007.8 -	221/226K	1KD-FTV	S1A
		KDH201/206/	1KD-FTV	S1A
	2004.8 -	211/221K	1KD-FTV	S1A
		KDH201/206V	1KD-FTV	S1A
	2004.8 -	224/229W	2TR-FE	S1A
		TRH221/226K	2TR-FE	S1A
HILUX SURF	2005.8 -	GRN125W	1GR-FE	S1A
		TRN210/215W	2TR-FE	S1A
	2006.1 -	GSU35/36W	2GR-FE	S1A
		GSU30/31W	2GR-FE	S1A
	2003.2 -	MCU35/36W	1MZ-FE	S1A
		MCU30/31W	1MZ-FE	S1A
	2005.3 -	MHU38W	3MZ-FE	S1A
		NI IW20	1NZ-FXE	S1A
	2003.9 -	ZVW30	2ZR-FXE	S2A
				S2A
HARRIER	2007.8 -	GRE156H	2GR-FE	S2A
		AZE154/156H	2AZ-FE	S2A
	2006.12 -	JC011	2JZ-FSE	S3A
		GRX121	3GR-FE	S1A
	2004.11 -	GRX120/125	4GR-FSE	S1A
				S1A
	2007.9 -	GGA10	2GR-FE	S2A
		ANA10/15	2AZ-FE	S2A
	2000.10 -	JZX110	1JZ-FSE	S3A
		NCP100/105	1NZ-FE	S2A
HARRIER HYBRID	2005.3	SCP100	2SZ-FE	S2A
				S2A
	2003.9 -	MHU38W	3MZ-FE	S1A
		GRJ120/121W	1GR-FE	S1A
	2005.8 -	TRJ120/125W	2TR-FE	S1A
		KDJ120W	1KD-FTV	S1A
	2006.1 -	ZSP110	2ZR-FE	S2A
		NCP110/115	1NZ-FE	S2A
	2006.11 -	KGJ10	1KR-FE	S2A
		ACA31W	2AZ-FE	S2A
MARK 2	2000.10 -	JZX110	1JZ-FSE	S3A
		NCP100/105	1NZ-FE	S2A
	2005.10 -	SCP100	2SZ-FE	S2A
				S2A
	2005.3	MHU38W	3MZ-FE	S1A
		GRJ120/121W	1GR-FE	S1A
	2005.8 -	TRJ120/125W	2TR-FE	S1A
		KDJ120W	1KD-FTV	S1A
	2006.1 -	ZSP110	2ZR-FE	S2A
		NCP110/115	1NZ-FE	S2A
MARK X ZIO	2006.11 -	KGJ10	1KR-FE	S2A
		ACA31W	2AZ-FE	S2A
	2005.11 -	NCP96	2NZ-FE	S2A
		SCP92	2SZ-FE	S2A
	2007.8 -	KSP92	1KR-FE	S2A
				S2A
	2000.10 -	JZX110	1JZ-FSE	S3A
		NCP100/105	1NZ-FE	S2A
	2005.10 -	SCP100	2SZ-FE	S2A
				S2A
PRADO	2005.3	MHU38W	3MZ-FE	S1A
		GRJ120/121W	1GR-FE	S1A
	2005.8 -	TRJ120/125W	2TR-FE	S1A
		KDJ120W	1KD-FTV	S1A
	2006.1 -	ZSP110	2ZR-FE	S2A
		NCP110/115	1NZ-FE	S2A
	2006.11 -	KGJ10	1KR-FE	S2A
		ACA31W	2AZ-FE	S2A
	2005.11 -	NCP96	2NZ-FE	S2A
		SCP92	2SZ-FE	S2A
IST	2007.8 -	KSP92	1KR-FE	S2A
				S2A
	2000.10 -	JZX110	1JZ-FSE	S3A
		NCP100/105	1NZ-FE	S2A
	2005.10 -	SCP100	2SZ-FE	S2A
				S2A
	2005.3	MHU38W	3MZ-FE	S1A
		GRJ120/121W	1GR-FE	S1A
	2005.8 -	TRJ120/125W	2TR-FE	S1A
		KDJ120W	1KD-FTV	S1A

VEHICLE	MODEL YEAR	CAR MODE	ENGINE MODEL	HARNES MODE
HONDA				
ODYSSEY	2008.10 -	RB3/4	K24A	S4A
	2006.4 -	FD2	K20A	S4A
	2005.9 -	FD2	K20A	S4A
CIVIC	2005.9 -	FD1	R18A	S4A
		RG3/4	K24A	S4A
		RG1/2	K20A	S4A
STEPWGN	2005.5 -	RN8/9	R20A	S4A
STREAM	2006.7 -	RN6/7	R18A	S4A
		GE8/9	L15A	S7A
		GE6/7	L13A	S7A
FIT	2007.10 -	GB3/4	L15A	S7A
		ZE2	LDA	S7A
		RT3/4	R20A	S4A
FREED	2008.5 -	RT1/2	R18A	S4A
		RE3/4	K24A	S4A
		RE3/4	K24A	S4A
PARIS	2009.2 -			
CROSSROAD	2007.2			
CR-V	2006.10 -			
LEXUS				
GS350	2005.8 -	GRS191	2GR-FSE	S1A
GS430	2005.8 -	GRS196	2GR-FSE	S1A
		UZS190	3UZ-FE	S1A
		URS190	1UR-FSE	S1A
GS430	2007.10 -	URS190	1UR-FSE	S1A
IS250	2005.9 -	GSE20/25	4GR-FSE	S2A
IS350	2005.9 -	GSE21	2GR-FSE	S2A
ISF	2007.12 -	USE20	2UR-GSE	S2A
MAZDA				
ATENZAC (M6)	2005.6 -	GG3S/P	L3-VE/VDTE	S1A
ATENZA SPORT WAGON	2005.6	GY3W	L3-VE	S1A
	2007.7 -	DY5W	ZY-VE	S2A
			DE3AS/FS	ZJ-VE
DEMIO (M2)	2005.4 -	DY5W	ZY-VE	S1A
		DY3W	ZJ-VE	S1A
		NCEC	LF-VE	S1A
ROADSTER	2005.9 -	NCEC	LF-VE	S1A
VERISA	2005.6 -	DC5W/R	ZY-VE	S1A
CX-7	2006.12 -	ER3P	L3-VDT	S2A
MPV	2006.2 -	LY3P	L3-VDT/VVE	S2A
RX-8	2003.4 -	SE3P	13B-MSP	S1A
MITSUBISHI				
I	2006.1 -	HA1W	3B20	S6A
OUTLANDER	2007.10 -	CW6W	6B31	S6A
	2005.10 -	CW5W	4B12	S6A
	2007.8 -	CY4A	4B11	S6A
GALANT	2007.8 -	CY4A	4B11	S6A
GALANT SPORT PACK	2008.12 -	CX4A	4B11	S6A
	2006.5 -	Z27A/AG	4G15(T/C)	S1C
		2004.10 -	Z23/24A	4A91
Z21/22A			4A90	S1C
COLT	2004.10 -	Z27A	4G15(T/C)	S1C
		Z27/28A	4G15	S1C
		Z25/26A	4G19	S1C
DELICA	2007.1 -	CV5W	4B12	S6A
EVO	2007.10 -	CZ4A(X Type)	4B11	S6A
NISSAN				
WINGROAD	2005.11 -	Y12	MR18DE	S5A
ELGRAND	2004.12 -		HR15DE	S5A
		E51	VQ25DE	S3A
		E51	VQ35DE	S3A
CARAVAN	2007.9 -		QR25/35DE	S5A
		E25	ZD30/30T	S5A

CPS CONTROLLER

Description

- Compact Design and easy to install.
- Inbuilt RPM gauge.
- Release the automotive torque and horsepower. Keep the engine in low RPM and increase the potentiality of CPS.
- Changeable ratio working of hi-camshafts which is available in every 100 RPM.



Fuel efficiency can be changed by fine adjust



Fine adjustment of 100rpm interval, a total freedom of adjustable range between 1500rpm - 7200rpm whenever you need power



Horsepower & Torque gain



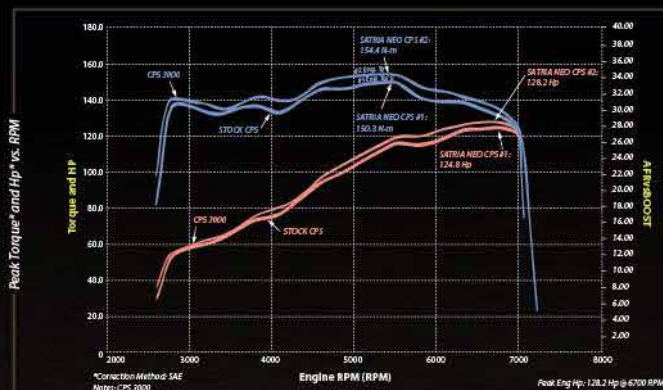
Simple installation with minimal wiring



Compact display. The monitor will illuminate red light through the black compact case



WORKS ENGINEERING CPS CONTROLLER - DIMENSION IN MM (INCHES)



Tested on DYNOmite Dynamometer

Standard CPS Engaged @ 4100rpm
CPS Engaged Adjustment @ 3000rpm

Maximum Gain @ 6000rpm

➤ **+5.2 Hp / 6.2 N-m**

Standard CPS Engaged @ 4100rpm

➤ 124.8 Hp / 150.3 N-m

CPS Engaged @ 3000rpm

➤ 128.2 Hp @ 6700rpm / 154.4 N-m

➤ **+3.4 Hp / 4.1 N-m**



Tested on DYNOmite Dynamometer

Standard CPS Engaged @ 4100rpm

CPS Engaged Adjustment @ 3500rpm

Maximum Gain @ 4900rpm

➤ **+8.1 Hp / 11.8 N-M**

Standard CPS Engaged @ 4100rpm

➤ 124.8 Hp / 150.3 N-m

CPS Engaged @ 3500rpm

➤ 129.9 Hp @ 6500rpm / 158.8 N-m

➤ **+5.1 Hp / 8.5 N-M**



METER GAUGE

Description

One of the most important aspects of racing is knowing exactly what your car is doing at all times. You need to have the most accurate measurements for all the variables that your car is going through to maintain, tune and most importantly to know your car is operating at a safe level. Works Engineering 60mm Gauges offer extremely accurate and easy to read values so that you know exactly what is going on with your engine at all times. They feature a bright hyper-white backlighting provided by low-heat LED's and a sleek glare crystal glass to aid in gauge perception while offering a nice touch to the interior of any car. Using only high quality sensors and Japanese stepper movements, you can be sure installing these gauges in your car will result in precise measurements for years to come.

We currently offer Exhaust Gas Temperature, Oil Pressure, Oil Temperature, Boost, Water Temperature and Fuel Pressure gauges to monitor every important aspect of your engine.



WORKS ENGINEERING PRO GAUGE -
DIMENSION IN MM (INCHES)

WORKS ENGINEERING 60MM PRO GAUGE FEATURES

- 60mm diameter gauges.
- Opening full 270° sweeping action on start-up mode.
- Equipped with high-performance thin stepping motor and drive IC controls.
- High illumination LED: uniform illumination, long life cycle, high stability.
- Red pointer needle driven by OE stepping motor has a smooth instantaneous response to rapid acceleration of high performance vehicles.
- White color dial during daytime & White Illumination color during night time.
- Warning function by flickering LED illumination.
- illumination ON/OFF: interlocked with vehicle switch . Self-diagnosis error detection system.

PRO III GAUGE

Description

Integrated Analog and Digital Multimeter that can display desired info with multi color backlit illumination

Features

- 270 degrees full sweep
- Multi-remote control setting
- System self-defect error
- Sensor self-diagnostics function
- Led backlight changeable 7 colors
- Warning value adjustable
- Warning with buzzer and led flickeringly
- Peak value recall / clear
- Support dimmer function
- Extreme accuracy electronic sensors
- Four types warning sound setting
- Forced power off and on function
- Factory default setting function
- All wires 105 °C type & waterproof connector
- Control unit could be installed in engine room
- Independent gauge stand included



MULTI DISPLAY SETTING FUNCTION



SENSOR DISCONNECTED FUNCTION



WARNING VALUE SETTING FUNCTION

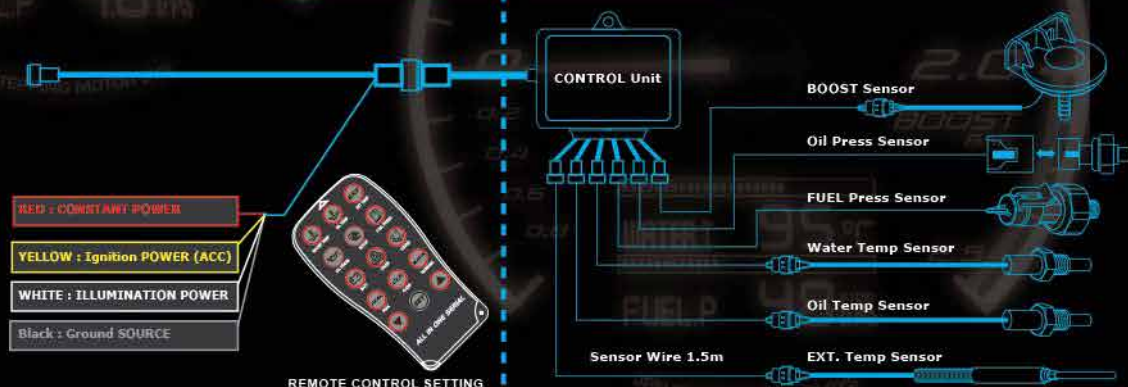


PEAK VALUE SETTING FUNCTION



PASSENGER COMPARTMENT SIDE

ENGINE COMPARTMENT SIDE



White

Red

Yellow

Light Blue

Blue

Purple

Green

PRO-TUNE II GASOLINE

Features

Plug & Play

Easily install by any user with NO wires cut require.

Maintain Factory Warranty

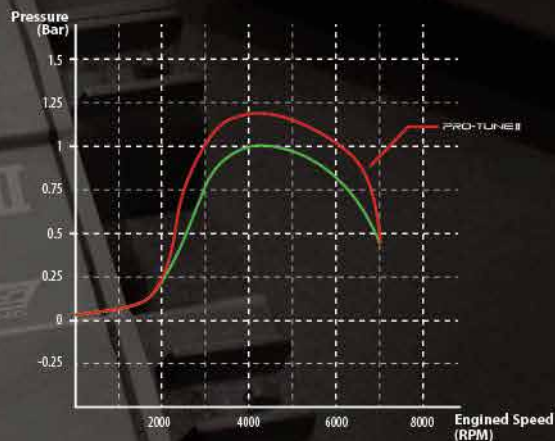
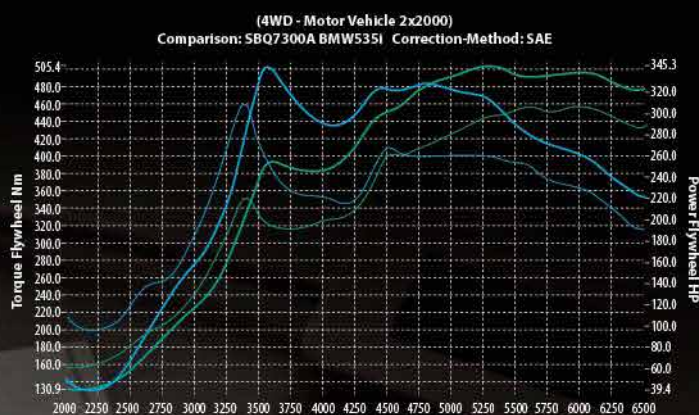
By using "add-on" design, it can be unplug easily and reset default setting before your periodical maintenance to prevent Factory Warranty void.

Conspicuous Power Output

Unleash ECU potential and increase power output widely, improve acceleration ability and smoother gear shifting.

Characteristics

- 4 Select Mode**
Normal, Street, Sport and Race Mode
User can switch different mode anytime whenever they more power
- Plug-in Connector**
Using waterproof connector, installation can be done in just a few minutes without remove/uninstall Factory ECU or wire cut.
- Synchronize Engine Data Display**
Comes with Controller that can display different engine data and peak value.
- Elegant Aluminium Casing**
Stylish Controller with aluminium casing makes interior technically more superior and modern appearance.
- Minimal size with waterproof design**
Tiny controller that more easier to place or attach anywhere.
Adopt waterproof technology all around casing joint to ensure durability.
- Provide efficiency fuel pressure based on different RPM**
System supplies the most efficient boost in accordance on different RPM
Hence improve performance and fuel efficiency.



Works Engineering is also to develop in line with regional needs of related products

Application List

M.Benz Series	A250/A180/A200(M270) B250/B180/B200/CLA200/CLA250
BMW Series F	118i/125i/316i/328i/335i/520i/528i/535i/M135i
VW Series	Golf5/Golf6 GTI
Audi Series	Caddy 1.2TSI/S3 MK2/A4 2.0 TFSI/A6 2.0TFSI
Skoda Series	1.2TSI/1.4TSI
Proton	Preve

Last updated: January 2014



PRO-TUNE II DIESEL

Features

Plug & Play

Easily install by any user with NO wires cut require.

Maintain Factory Warranty

By using "add-on" design, it can be unplug easily and reset default setting before your periodical maintenance to prevent Factory Warranty void.

Conspicuous Power Output

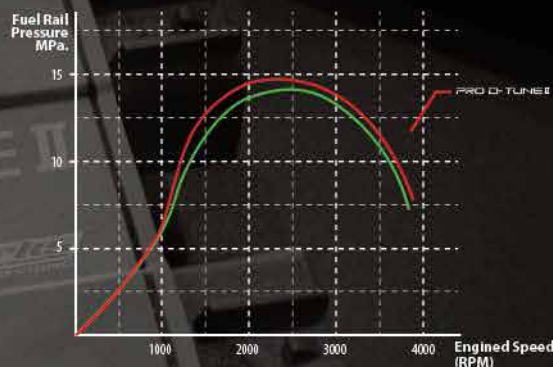
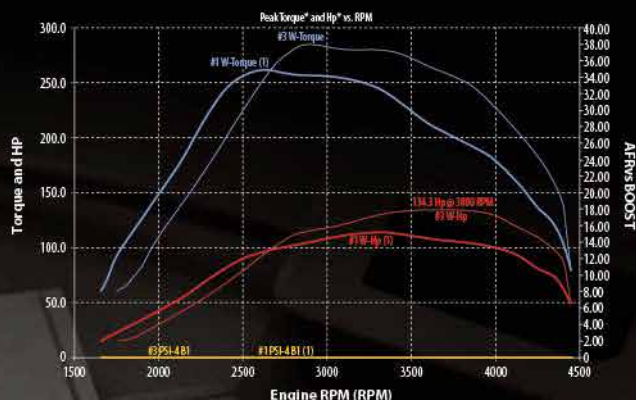
Unleash ECU potential and increase power output widely, improve acceleration ability and smoother gear shifting.



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Normal, Street, Sport and Race Mode
User can switch different mode anytime whenever they more power
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System supplies the most efficient fuel pressure in accordance on different RPM
Hence improve performance and fuel efficiency.

DYNomite test - VIGO D1339 RUN #3



Works Engineering is also to develop in line with regional needs of related products

Application List

VW Series	Golf6 2.0 TDI/Passat 2.0 TDI/Caddy 1.6 TDI Touran 1.6 TDI
Audi Series	A3 2.0 TDI/A4 2.0 TDI/A6 2.0 TDI
Skoda Series	Yeti 1.6 TDI
Toyota Series	Hilux Vigo / Fortuner / Innova 2.5 D4D Hilux Vigo / Fortuner 2.5 D4D (VNT) 3.0D4D (VNT)
Mitsubishi	Pajero(Montero) Sport 2.5DiD L200/Triton/Strada/Pajero Sport Darker 2.5DiD (VGT)
Nissan	Frontier Navara (D40) (YD25DDTi)

Last updated: January 2014



OIL SENSOR ATTACHMENT

Description

Also commonly known as sandwich plate, this Works Engineering oil sensor attachment fits in between your oil filter and the engine block to provide an oil source for engine oil sensors. It is ideal for fitting oil temperature and oil pressure gauges. Two different thread fittings to ensure all cars can use this attachment.

Note : This sandwich plate does not have take off for oil cooler. It is purely for fitting gauges. To attach oil cooler hose you will need an additional sandwich plate.

Application List

Description
VW 2.0GTI
VW 1.2/1.4
VW Golf MK5



For Toyota GT 86 / BRZ



W-EOS

WATER TEMP SENSOR ATTACHMENT

Description

The Works Engineering water temperature sensor adaptor allows for easy installation of a sensor unit to accurately measure your car's water temp. It comes with a 1/8 point sensor hole that fits most popular aftermarket water sensors.

Constructed from lightweight aluminium, it will accommodate either mechanical or electrical sensors. The adaptor mounts on the upper radiator hose in the engine compartment and can be easily installed in just a few minutes. It includes mounting hardware. Gauges and sensor are not included.

Sizes to suit your car : 26mm, 28mm, 30mm, 32mm, 34mm, 36mm and 38mm fittings are available

Application List

Part No.	Description
W-WTS-26	Works 26mm H ₂ O Sensor Attachment
W-WTS-28	Works 28mm H ₂ O Sensor Attachment
W-WTS-30	Works 30mm H ₂ O Sensor Attachment
W-WTS-32	Works 32mm H ₂ O Sensor Attachment
W-WTS-34	Works 34mm H ₂ O Sensor Attachment
W-WTS-36	Works 36mm H ₂ O Sensor Attachment
W-WTS-38	Works 38mm H ₂ O Sensor Attachment



W-WTS

OXYGEN SENSOR ADAPTOR

Description

Fix annoying Check Engine Lights with this simple mechanical fix. This removes the O2 from the flow of exhaust so that the sensor runs cooler with an aftermarket exhaust. Aluminium construction for light-weight. Near universal fit for most modern cars.



W-O2S



BOOST ADAPTOR

Description

Special designed for installing Boost Gauge in VW TSi 1.2/1.4 model to keep intact instruction of original component. Vacuum Hose made from hardness aluminium and top hose comes with groove that can hook up hose tightly to ensure it will not slip off during high pressure cycle.

Application List

Description
VW Golf 2.0GTI
VW Golf MK7
VW TSi 1.2/1.4

ENGINE OIL CAP

Description

Works Pro Series billet Oil Cap is CNC-machined with a prominent acid-etched Works logo. It is extra lightweight, fully black powder-coated and features a high grade rubber O-ring for the perfect seal. Various models are available to fit different make of cars.

Part No.	Description
W-OC-Ø32	Oil Cap Honda / Nissan
W-OC-Ø35	Oil Cap Mazda / Ford
W-OC-Ø37	Oil Cap Toyota / Ford
W-OC-Ø42	Oil Cap Subaru
W-OC-MIT	Oil Cap Mitsubishi
W-OC-CAMPRO	Oil Cap Campro S4PH / S4PE



W-OC

RACING OIL CAP

Description

Works engine Racing Oil Cap manufactured from high quality aluminium with a deep metal coating for a unique aggressive design.

- Direct replacement of your engine oil cap and designed to allow you to connect directly to an oil catch tank or a breather filter without modification.
- Enable the recycling of engine oil vapours to prevent lost of engine oil.
- Also able to relief crankcase pressure and reduce carbon build up.



SIDE



TOP

WORKS ENGINEERING RACING OIL CAP -
DIMENSION IN MM (INCHES)



W-OC-Ø35



W-OC-Ø32
(For Honda B20B)

Part No.	Description
W-OC-Ø32	Oil Cap Honda / Nissan
W-OC-Ø35	Oil Cap Mazda / Ford
W-OC-Ø37	Oil Cap Toyota / Ford
W-OC-Ø42	Oil Cap Subaru
W-OC-Ø32	Oil Cap Honda (Special for B20B High Block)



For RACING OIL CATCH TANK,
please refer to page 18



WHEEL LUG NUT (Aluminium)

Description

Ultra strong and lightweight Works Engineering Pro Series Racing Lug Nuts are made from forged AL7075 billet aluminium. Lighter and stronger lug nuts reduce unstrung weight. Available in open end M12x1.25mm and M12x1.5mm thread to fit all cars.



WORKS ENGINEERING
WHEEL LUG NUT
(ALUMINIUM)-
DIMENSION IN MM
(INCHES)



W-RRN

Part No.	Description
W-RRN-125	AL7075 12 x 1.25 (Pack of 4)
W-RRN-15	AL7075 12 x 1.5 (Pack of 4)

WHEEL LUG NUT (Chrome Molybdenum Steel)

Description

Works Engineering Chrome-Molybdenum steel wheel nuts are for racers who need extreme tensile strength to withstand the shock loads and lateral forces in racing applications. The wheel nuts are specially heat-treated, hardened & tempered to boast a 190,000 psi tensile strength, able to withstand repeating high torque impact opening and tightening by impact wrench.



WORKS ENGINEERING WHEEL
LUG NUT (CHROME MOLYBDENUM
STEEL) - DIMENSION IN MM
(INCHES)



W-RRNS

Part No.	Description
W-RRNS-125	12 x 1.25 (Pack of 4)
W-RRNS-15	12 x 1.5 (Pack of 4)

LIGHTWEIGHT ALUMINIUM BOLT

Description

Aluminium bolts has been commonly used on high end motorcycles and bicycles for its high strength and weight saving properties and of course its good aesthetics as all components are exposed.

Aluminium bolts are not only about 65% lighter than steel bolts, they are also able to withstand much higher heat. The other advantages of aluminium bolts are constant/remaining clamp load and reduced galvanic corrosion.

Good news, now you can enjoy the same thing on your cars that the bikers has been enjoying. Works has a range for super light weight aluminium bolts available to suit your needs.

Part No.	Description
W-BN-14mm	M6 x 1.0 x 14 / SW10 (Pack of 12)
W-BN-18mm	M6 x 1.0 x 18 / SW10 (Pack of 12)
W-BN-25mm	M6 x 1.0 x 25 / SW10 (Pack of 12)



W-BN-25mm



W-BN-18mm



W-BN-14mm

MAGNETIC OIL SUMP NUT

Description

High quality Works Engineering magnetic oil sump nut catches any metal particles in your engine oil, keeping your engine completely free of metal bits and shavings. Available for Honda, Toyota, Mazda, Nissan, Mitsubishi and Subaru.

Application List

Part No.	Description
W-MOSN-S	Magnetic Oil Sump Nut - Toyota / Nissan
W-MOSN-M	Magnetic Oil Sump Nut - Ford / Honda / Mazda / Mitsubishi
W-MOSN-L	Magnetic Oil Sump Nut - Subaru
W-MOSN-B	Magnetic Oil Sump Nut - BMW



SILICONE HOSE

Application List

Part No.	Diameter	Type
W-SLCHV-3-1	3mm	Vacuum
W-SLCHV-6-1	6mm	Vacuum
W-SLCHV-8-1	8mm	Vacuum
W-SLCHV-3-5KG	3mm (5kg roll)	Vacuum
W-SLCHV-6-5KG	6mm (5kg roll)	Vacuum
W-SLCHV-8-5KG	8mm (5kg roll)	Vacuum
SLCH-2	2"	Straight
SLCH-2.5	2.5"	Straight
SLCH-3	3"	Straight
SLCH-3.5	3.5"	Straight
SLCH-4	4"	Straight
SLCH-2.5-2	2.5" - 2"	Reducer
SLCH-2.5-3	2.5" - 3"	Reducer
SLCH-3.5-2.5	3.5" - 2.5"	Reducer
SLCH-3.5-3	3.5" - 3"	Reducer
SLCH-3-3.25	3" - 3.25"	Reducer
SLCH-3.5-4	3.5" - 4"	Reducer
SLCH-3-4	3" - 4"	Reducer
SLCH-90-2	2"	Elbow 90°
SLCH-90-2.5	2.5"	Elbow 90°
SLCH-45-2.5	2.5"	Elbow 45°



RESERVOIR COVER SOCK

Description

Works reservoir cover sock prevents any drips of minor clutch, master cylinder or brake fluid from these reservoirs that can cause paint damage or in the worst of occurrences fire. The reservoir covers also provide a unique look to your engine bay for that high performance appearance.



VOLTAGE ENERGIZER

Description

Today's modern cars run a lot of electronic devices and equipments including air-conditioner, audio system, lightings, wipers, alarm, sensors, and many others. All these constantly saps power and consume a lot of energy, putting a lot of strain on the battery and alternator. A 12v – 13.8v current may cause problems to the car's ignition system including incomplete combustion and carbon build up. In the long term this reduces compression ratio, less bhp, slower acceleration and increasing fuel consumption.

Works Pro Energizer offers robust, maintenance free protection for electrical loads to prevent erratic operation or equipment damaged caused by power sags or surges.

Features

- no modification
- no maintenance
- immediate effect
- plug & play
- easy setting
- fully adjustable (up to 14V)
- professional equipment



W-VE



Benefits

- Improves ignition, fuel burn, fuel efficiency.
- Increases engine torque across the full rev range, better throttle response
- Lightens load electrical charging system hence increases lifespan of battery and alternator
- Lowers exhaust emission with cleaner fuel combustion
- Reduces electrical 'noise' and improves operation of other noise sensitive miscellaneous electrical devices (audio system, etc.)
- More precise operation of vehicle's electronic control devices (operation of ECU, sensors, electric power steering, etc.)



24K GOLD GROUND EARTH CABLE

Description

According the laws of physics and science, electricity on a completed circuit flows from the positive terminal to the negative terminal. The same laws apply to a typical car's electric system, as electric current flows from the positive terminal of a battery, through the car's body to the negative terminal on the battery. On a car however, there is a lot of resistance in the whole electrical system. This is normally caused by poorly placed grounding points, or corrosion which is present on the grounding point. This resistance can disturb the flow of electricity so much that a car's electrical components, such as the lamps, radio & even the ECU will not be able to operate at their peak.

Benefits

- Increase power through reinforced grounding
- Improve torque at low end range for better engine response
- Improve Fuel efficiency by 10% to 25%
- Optimize electrical equipment performance thus extending the lifetime of car.
- Prolongs lifetime of the battery



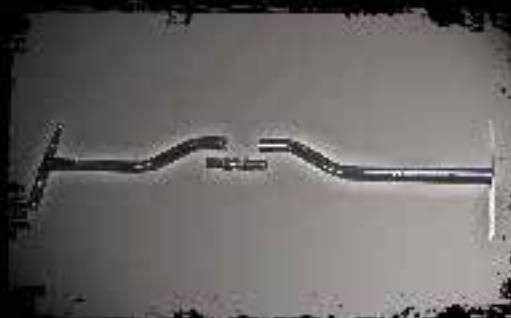
W-GEC

CROSS STABILIZER FLOOR BAR

Description

It is the bar linking both the B-Pillars within the passenger compartment. The effect of room bar is particularly obvious for a four-door sedan. This is because four-door sedan has a longer body than the hatch-back or coupe, the chassis is by nature weaker than the later two.

- Made from high quality steel with brushed black finishing
- Stiffing up both passenger compartment to strengthen chassis therefore improving cornering stability
- Act as a brace between each side of the chassis
- Mounts in a central spot in your vehicle between the front and rear seat floor
- Adjustable for universal usage



W-428

RACING HOOD SUPPORT BAR

Description

Works Engineering Adjustable Racing Hood Bar is designed to allow the mechanic to hold the hood in the desired position.

The tool telescopes and can be used from the side of car for better access to the engine compartment. Also great for body or repair work on door, trunk lids, or hatchbacks.



W-444B



WHEEL PROTECTOR

Description

Occasionally little accidents happen while you're parking or maneuvering in tight spaces, and you hear that dreadful sound of your expensive alloy wheel scraping on a curb or something similar.

Well they say "prevention is better than cure", so here's something to prevent those little minor mishaps. Wheel rim protectors from Works Engineering.

Available in a range of 8 colours, from Black (hardly discernable, black actually making hardly noticeable against the tyres), through to striking and sporty looks in Red, Blue, Yellow, Fuchsia, Green, Orange and White, adding style, individuality as well as protection for your alloy wheel rims.

Not only do they protect against minor scuffing and curbing damage, but we really like the look of them too, and they seem to make the alloys look bigger.



W-WP



Orange

White

Blue

Fuchsia

Yellow

Black

Red

Green



THERMAL WRAP

Description

Works engineering thermal wrap is an innovative way to create more horsepower and reduce under-hood temperatures.

Wrapping exhaust headers maintains hotter exhaust gas that exit the system faster through decreased density. Increased exhaust scavenging is produced, along with lower intake temperatures. Thermal wrap withstands continuous heat up to 2000 °F, & contains no asbestos. Works Engineering exhaust wrap will not over insulate a system when properly installed due to a proprietary coating that conducts heat across the wrap's surface. This coating control heats build-up and dissipation.

***Note :** It is normal to see smoke from the wrap for 1-2 hours on initial usage.

Application List

Part No.	Description
W-TW-3	Works Thermal Wrap (3m pack)
W-TW	Works Thermal Wrap (1 roll pack)



Without Thermal Wrap



With Thermal Wrap



W-TW



V BAND FLANGE AND CLAMP KITS

Description

Designed from the ground up using a low profile V-band assembly, and low profile male and female interlocking flanges. The clamp features thick heavy duty retainers, and thick band clamp to avoid stretching and warping from the many heat cycles they go through. The Flanges are CNC from billet material. Being that it is CNC machined from billet stock they are more durable; they resist warping when welding, they are heavier because of less porosity from the casting, and can withstand constant heat cycling without becoming brittle.



Part No.	Description
W-VB-2	V-Band 2" (51mm)
W-VB-25	V-Band 2.5" (64mm)
W-VB-3	V-Band 3" (76mm)

GEAR KNOB

Description

Greatly improve the feel of gear shifting of your ride, get the exact rev and feel of shifting. Made from hard Teflon to prevent heat and exact weightage for the best feel in gear shift. Available in different logo for different gear shift patterns and also comes with different thread sizes to fit all cars. Teflon gear knob is excellent in heat-resistance so will not heat up and burn your hands in those hot days.

Application List

Part No.	Description
W-GK	Type R Black
W-GK	Type R White
W-GK-NM	Type NM Black
W-GK-NM	Type NM White
W-GK-GR	Type GR Black
W-GK-GR	Type GR White
W-GK-HS	Type HS Black
W-GK-HS	Type HS White
W-GK-KE	Type KE Black
W-GK-KE	Type KE White



Come with different logo and thread to fit all cars



W-GK-HS



W-GK-GR



W-GK-KE



W-GK



W-GK-NM

ALUMINIUM FOOT PEDAL SET

Description

Aluminium Foot Pedals can be beneficial or just add a great look to your interior, either way they get noticed. Aluminium Foot Pedals are designed to improve your pedals grip, also to hone and improve your driving technique by having a half moon design that allows for heel and toe control of the pedals, giving you an efficient way to slow down faster and accelerate faster. Aluminium Foot Pedals are an easy modification with minor drilling you can be on your new foot pedals in minutes. Also available in automatic transmission.



WORKS ENGINEERING
ALUMINIUM FOOT PEDAL SET (AT) -
DIMENSION IN MM (INCHES)



WORKS ENGINEERING
ALUMINIUM FOOT PEDAL SET (MT) -
DIMENSION IN MM (INCHES)



W-FP-AT



W-FP-MT

STEERING SHORT BOSS HUB

Description

Steering Short Hub is the perfect solution for fitting an aftermarket steering wheel to your vehicle. This full aluminium short hub allows for nearer access to wiper and indicator stalks and places the steering wheel further away from the driver for more comfort.

The Short Hub adaptor is made from monobloc high grade aluminium making it highly durable and lightweight for both road and race use.

Designed with a common 6 hole hub adaptors to match all popular aftermarket steering wheels, the Short Hub is also perfect for using with the Works Quick Release (sold separately) allowing you to remove the wheel for security and easy access.

Fitting the short hub is easy and it comes pre-wired for horn contacts

** (only applicable for non airbag applications)*

W-SBK-01

Model	Year
Honda Civic (EG/EH/EJ1-2)	'92-'95
Honda / Acura Integra (DB6-9/DC1-2/DC4)	'94-'01
Honda Prelude (BA8-9/BB1-4)	'92-'96
Honda Accord (CB1-4)	'90-'93
Honda Del Sol	ALL

W-SBK-03

Model	Year
Mitsubishi Eclipse/Evo1-3/Evo4-6	'90-'03
Mitsubishi Lancer/Proton Wira	'88-'94
Mitsubishi Mirage/Proton Satria/Putra/Wira	'91-ON
Mitsubishi Galant/Proton Perdana	'86-'98
Mitsubishi EvoX	'08-ON
Mitsubishi GTO/3000GT	ALL
Mitsubishi Pajero	'91-ON
Mitsubishi Delica(Van)	ALL
Mitsubishi Pickup	ALL
Subaru Impreza WRX	'06-ON
Subaru Legacy	ALL
Dodge Colt	'85-'88
Plymouth Laser	'90-'94
Eagle Talon	'90-'98



W-SBK-06

Model	Year
Honda Civic (EK3-5/EK9/EJ6-9/EM1)	'96-ON
Honda Integra DC5/Acura RSX	ALL
Honda Fit/Jazz	ALL
Honda Accord	'94-ON
Honda CRV	ALL
Honda Prelude(BB5-9)	'97-'01
Honda S2000	ALL
Acura CL	'97-'03
Acura TL	'97-ON

STEERING FLIP UP HUB

Description

Instead of attaching and detaching the Quick Release, with the Works Flip Up Hub the steering wheel simply tilts upwards.

With the Flip Up Hub, you can get in and out with ease from cars equipped with bucket seats or sports type seats by tilting up the steering wheel.

Furthermore, you can work with ease on the dashboard and foot pedal area which was previously unreachable.

The Works Flip Up Hub is machined and assembled with absolute precision.



STEERING QUICK RELEASE

Description

Works Engineering Steering Wheel Quick Release Hub. It has a polished black on black colour with easy to install design.

Made with high precision CNC machined aluminium pieces with ball bearing real ease mechanism. This kit are design to integrate with any well known 6 hole hub adaptors, and will accept all popular after market steering wheels.

Quick realease feature allows you to remove the steering wheel from your car in just a second and acts as a great anti-theft measure to discourage any car thief.



STEEL BRAIDED BRAKE HOSE

Description

Braided stainless steel brake lines (also known as braided stainless steel brake hoses) are flexible hoses fitted to a hydraulic brake system. The intent of braided stainless steel brake lines is to improve brake system effectiveness and longevity as compared to an equivalent system fitted with flexible rubber hoses through near-elimination of hose expansion.

The difference in expansion characteristics between rubber and braided stainless steel brake lines is a result of differences in hose construction. Where rubber hoses typically consist of a rubber inner hose wrapped in a textile reinforcement braid then covered in an additional rubber outer sheath, braided stainless steel hoses typically consist of a Teflon or generic PTFE (polytetrafluoroethylene) inner hose wrapped in a braid consisting of stainless steel wire. The stainless wire braid more effectively resists expansion due to pressure inside the hose core. Coated braided stainless steel hoses have the same essential construction as rubber hoses in terms of an inner hose wrapped in a braid followed by an outer layer, but the different materials in the braided stainless steel hoses offer substantially different and arguably better characteristics. To more thoroughly explain why, it is helpful to understand the basics of a hydraulic brake system.



Application List

Part Number	Description
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W-BH-SCM	Brake Hose Special Custom Made - Front 2pcs OR Rear 2pcs (Standard Length)
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W-BH-SCM4	Brake Hose Special Custom Made - Front 4pcs OR Rear 4pcs (Standard Length)
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AUDI

W-BH-AU001	A4 2.0 TFSI (Quattro) '05-'07 B7
W-BH-AU002	A4 2.0 TFSI (2WD) '05-'07 B7
W-BH-AU003	A4 1.8 TFSI (2WD) '08-ON B8
W-BH-AU004	A4 / A5 / S4 / S5 2.0 TFSI (Quattro) '09-ON B8
W-BH-AU005	Q5 2.0 TFSI (Quattro) '09-ON
W-BH-AU006	TT 2.0 TFSI MK 2 '07-ON
W-BH-AU007	RS Model Caliper (Front 2 hose only)

ALFA ROMEO

W-BH-AL001	156 2.0 Twin Spark
W-BH-AL002	Mito 1.4T '08-ON (Rear Disc)

BMW

W-BH-BM001	3-series E90 (all type) '06-ON
W-BH-BM002	3-series E46 (all type) '98-'05
W-BH-BM003	X6 3.0TT '09-ON
W-BH-BM004	5-series E60 (all type) '03-ON
W-BH-BM005	5-series E39 (all type) '95-ON

DAIHATSU

W-BH-DA001	Mira L200/L201 '90-'94
W-BH-DA002	Mira L500 '94-'98
W-BH-DA003	Mira/Coupe L700 '98-'01
W-BH-DA004	Move L900 '98-'02

FORD

W-BH-FD001	Fiesta 1.6L '10-ON (Rear Drum)
W-BH-FD002	Ranger XLT Turbo '98-'06
W-BH-FD003	Ranger TDLI Turbo '12-ON (coming soon)
W-BH-FD004	Focus ST '12-ON

Part Number	Description
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HONDA

W-BH-HD001	Civic EG 6/9
W-BH-HD002	Civic EK 4/9
W-BH-HD003	Civic ES 1.7/2.0 '01-'05 (Rear Disc)
W-BH-HD004	Civic FD 1.8/2.0 '06-'11 (Rear Disc)
W-BH-HD005	Civic FD Type R '06-ON
W-BH-HD006	Civic FN 2 Type R '07-ON
W-BH-HD007	Accord 2.0/2.4 '08-ON
W-BH-HD008	Accord Euro-R CL7 '02-'07
W-BH-HD009	Fit/Jazz 1.5 i-Vtec GE '08-ON (Rear Disc)
W-BH-HD010	City 1.5 i-Vtec '08-ON (Rear Disc)
W-BH-HD011	CRZ (ZFI) Hybrid
W-BH-HD012	Stream RN 1-5 '01-'07 (Rear Disc)
W-BH-HD013	Stream RN 6-9 (1.8/2.0L) '07-ON (Rear Disc)
W-BH-HD014	S2000 AP1/AP2 '99-'09
W-BH-HD015	Accord 2.0/2.4 '04-'07
W-BH-HD016	Integra DC5 Type R 2.0 '02-ON
W-BH-HD017	Odyssey RB1/RB2

HYUNDAI

W-BH-HY001	Sonata '12-ON (coming soon)
W-BH-HY002	Sportage '12-ON (coming soon)
W-BH-HY003	Starex MPV 2.5L '11-ON

STAINLESS STEEL WOVEN BRAIDED LAYER

Provides high strength support for the PTFE Teflon hose against further expansion under extreme pressure, incidental impact or compression.

CLEAR POLY-COATED OUTER LAYER
For double protection against abrasion and corrosion of harsh driving conditions.

PTFE TEFLON INNER CORE

It is very resistant to expansion under pressure. It also does not degrade from brake fluid and high temperature



STEEL BRAIDED BRAKE HOSE

Application List

Part Number	Description
-------------	-------------

ISUZU

W-BH-IS001	D-MAX 2.5/3.0
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KIA

W-BH-KI001	Forte / Cerato '08-ON (Rear Disc)
W-BH-KI002	K5 '12-ON (coming soon)

LEXUS

W-BH-LE001	IS250 '06-ON
W-BH-LE002	RX350 '08-ON

LOTUS

W-BH-LO001	Elise 1.8 '96-'01 (Front 2 hose only)
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MAZDA

W-BH-MA001	MX-5 1.6/1.8 '90-'98
W-BH-MA002	RX-8 1.3 '03-'12
W-BH-MA003	Mazda 3 '09-'13

MINI

W-BH-MN001	Cooper S R53 '02-ON
W-BH-MN002	Cooper S R 56 '03-'07

MITSUBISHI

W-BH-MI001	Lancer 2.0 GT
W-BH-MI002	EVO 1-3
W-BH-MI003	EVO 5-9 (Brembo)
W-BH-MI004	Airtrek Turbo
W-BH-MI005	Triton 2.5/3.2 (DID Turbo)

NISSAN

W-BH-NS001	Fairlady Z33
W-BH-NS002	Silvia 180SX/200SX S13 '89-'98
W-BH-NS003	Latio 1.6/1.8 '07-ON
W-BH-NS004	Grand Livina '06-ON (Rear Drum)
W-BH-NS005	Navara 2.5L 4x4 '07-ON
W-BH-NS006	Silvia 200SX S15 (Turbo) '99-'02
W-BH-NS007	Skyline R34 GTR '99-ON
W-BH-NS008	Skyline R34 GTT '99-ON
W-BH-NS009	Skyline R35
W-BH-NS010	Fairlady Z33 / V35 (Brembo)
W-BH-NS011	Navara 2.5L 4x4 '07-ON (4 hoses)
W-BH-NS012	Cefiro A32/A33

PORSCHE

W-BH-PS001	Cayman S '05-ON
W-BH-PS002	Boxster S '05-ON
W-BH-PS003	Cayenne '04-ON

PERODUA

W-BH-PE001	Kelisa / Kenari 1.0
W-BH-PE002	Kancil 660/850
W-BH-PE003	Myvi 1.0/1.3 & Myvi 1.5 '12-ON
W-BH-PE004	Viva '07-ON
W-BH-PE005	Alza 1.5

Part Number	Description
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PROTON

W-BH-PR001	Preve 1.6 CFE
W-BH-PR002	Exora Bold 1.6 CFE (Rear Disc) (6 hoses)
W-BH-PR003	Satria Neo / Gen2
W-BH-MI001	Inspira 1.8/2.0 '11-ON
W-BH-PR004	Persona 1.6 '07-ON (Rear Drum)
W-BH-PR005	Waja 1.6
W-BH-PR006	Wira / Satria / Putra 1.6/1.8 & Persona 1.6 '07-ON (Rear Disc)
W-BH-PR007	Wira / Satria 1.3/1.5 & Saga BLM 1.3 '08-ON (Rear Drum)
W-BH-PR008	Perdana 2.0 L4/V6
W-BH-PR009	Exora CPS 1.6 NA (Rear Drum)

RENAULT

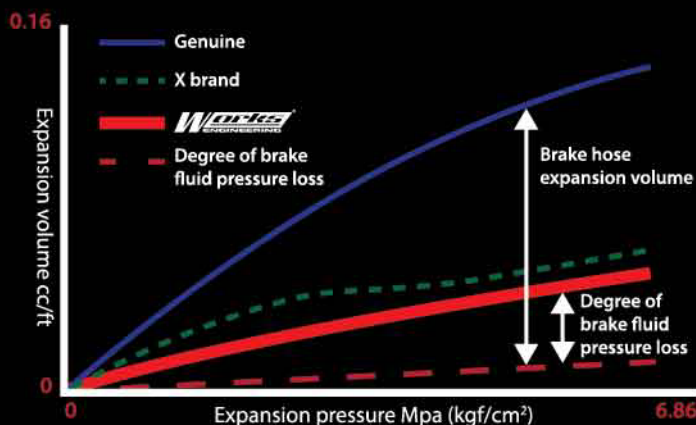
W-BH-RE001	Megane 2.0 RS '08-ON
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SUBARU

W-BH-SU001	Impreza WRX STI (GDB) '00-'08
W-BH-SU002	Impreza WRX STI (GRF) '08-'12

SUZUKI

W-BH-SK001	Swift 1.5 VVT '10 (Rear Drum)
W-BH-SK002	Swift Sport 1.6 '10 (Rear Disc)



STEEL BRAIDED BRAKE HOSE

Application List

Part Number	Description
TOYOTA	
W-BH-TY001	Vios 1.5 '03-'07 (Rear Disc)
W-BH-TY002	Vios 1.5 '08-ON (Rear Disc)
W-BH-TY003	Altis E140 '08-ON (Rear Disc)
W-BH-TY004	Camry XV30 2.0/2.4/3.0L
W-BH-TY005	Camry XV40 2.0/2.4L '06-'12 (Rear Disc)
W-BH-TY006	Mark X (X 120) 2.5 V6 '04-'09
W-BH-TY007	Wish 1.8/2.0 '03-'07 (Rear Disc)
W-BH-TY008	Wish ZGE 2.0L '09-ON (Rear Disc)
W-BH-TY009	Caldina 2.0 GT-Four '02-'07
W-BH-TY010	Alphard/Vellfire 2.4/3.5L '08-ON
W-BH-TY011	Alphard 2.4/3.0L '02-'07
W-BH-TY012	Estima ACR 50/WCR 50 '06-'11
W-BH-TY013	Estima ACR 30 '00-'06
W-BH-TY014	Hilux 2.5G Turbo Diesel '05-'11
W-BH-TY015	Vios 1.5 '08-ON (Rear Drum)
W-BH-TY016	Vios 1.5 '14-ON (Rear Drum)
W-BH-TY017	Vios 1.5 '14-ON (Rear Disc)

VW	
W-BH-VW001	Golf 2.0 GTI (MK5)
W-BH-VW002	Golf 2.0 GTI (MK6)
W-BH-VW003	Golf 1.4 TSI (MK6)
W-BH-VW004	Golf 1.4 TSI (MK7)
W-BH-VW005	Jetta 1.4 TSI
W-BH-VW006	Scirocco '08-ON
W-BH-VW007	Polo TSI 1.2T '10-ON (Rear Disc)
W-BH-VW008	Passat 1.8TSI '11-ON (coming soon)

VOLVO	
W-BH-VV001	S60 T5 '01-ON



WORKS ENGINEERING STEEL BRAIDED HOSE IMPROVE YOUR BRAKING PERFORMANCE



RUBBER BRAKE HOSE WILL TEND TO EXPAND WHEN HARD BRAKING. THIS WILL REDUCE EFFICIENCY OF BRAKE SYSTEM.

YOUR SAFETY OUR PROFESSION



HIGH PERFORMANCE BRAKE KIT

Description

4 POT CALIPERS

Material : 356 casted aluminium alloy with 4 layers of nanometer-resembled and anti-high temperature special coating.

Dimension of piston : 40mm / 36mm

SPORT BRAKE PAD

Material : Composite ceramic, Carbon fiber.

Application : High speed and aggressive driving

Working temperature 50°C - 650°C

MOUNT ADAPTOR

High temperature electro-plated surface treatment and it can resists acid. Also, the product is durable enough to sustain the frequency vibration of braking.

ROTOR

Material : Made of Nickel alloy FC-28 casted iron to provide a better rigidity and hardness than other FC-28 casted iron, working temperature allows to 900°C.

Dimension of rotor : 286 / 300 / 330 / 345mm vented rotor

Feature : Special designed in an aggressive and daily purpose, due to its components of material, multiple alloys are applied during manufacturing in order to provide excellent braking performance and high stability. Furthermore the rotor surface had conducted in special heat treatment, giving itself a superior corrosion resisting. New cutting design on its surface reduces noise effectively.

- 286mm : Apply to 15"
- 302mm : Apply to 16"
- 330mm : Apply to 17"
- 345mm : Apply to 18"

STAINLESS STEEL BRAKE HOSE

The brake line has the structure that a strong Teflon tube wrapped by double-layer stainless mesh. The pressure testing result can reach over 3000 PSI. The function of silicon cover can maximum protect against abrasion. Moreover, the characteristics of brake line fitting : anti-corrosion, anti-oxidation, and prevents loosening or twisting and sustains high temperature. The brake line set improved brake feel and sensitivity

High temperature electro-plated surface treatment and it can resists acid. Also, the product is durable enough to sustain the frequency vibration of braking.

Part No.	Description
WS-PS-HD034	4 Pot Brake Kit Honda Jazz '01 - '08 (286mm)
WS-PS-HD007	4 Pot Brake Kit Honda Civic FD 1.8 '06 - On (302mm)
WS-PS-HD007	4 Pot Brake Kit Honda Civic FD 2.0 '06 - On (302mm)
WS-PS-HD007	4 Pot Brake Kit Honda Civic FD 2.0 '06 - On (330mm)
WS-PS-MD11	4 Pot Brake Kit Mitsubishi Lancer GT '07 - On (330mm)
WS-PS-PR001	4 Pot Brake Kit Proton Gen-2 '04 - On (286mm)
WS-PS-PR001-2	4 Pot Brake Kit Proton Satria Neo '06 - On (286mm)
WS-PS-SK005	4 Pot Brake Kit Suzuki Swift '04 - '10 (286mm)
WS-PS-TY003	4 Pot Brake Kit Toyota Vios '03 - '07 (286mm)



NISSAN R35 GT-R SERIES

REPLACEMENT AIR FILTER

Description

Stainless-steel / Non-woven high flow replacement air filter is its renowned racing air filter element, made of special stainless steel, with a unique EPDM frame and is one-piece extrusion molded, using the most advanced technology.



TRANSMISSION OIL PAN NISSAN R35 GT-R

Description

Works Engineering Transmission Oil Pan for Nissan R35 GT-R utilizes a high strength aluminium with T6 high strength heat treatment to improve rigidity of the transmission case & pan.



W-ATFP-R35

Fitment

- Nissan GT-R (R35) 3.8L VR38DETT Twin-Turbo

Features

- Fully high strength T6 aluminium construction
- Fluid temperature decrease as much as 5 degree celcius
- Improves transmission case rigidity
- Transmission operates with greater efficiency
- 30% stronger through heat treating process
- Excellent black hard-anodized quality and cooling efficiency matched or surpassed any aftermarket brands
- Comes with necessary bolts

**Note: Additional 800-1000ml of oil volume are required*



WORKS ENGINEERING TRANSMISSION OIL PAN NISSAN R35 GT-R - DIMENSION IN MM (INCHES)

TURBO WASTEGATE ACTUATOR

Description

- An upgrade part for your current turbo
- A stronger / uprated actuator allows the turbocharger to run higher boost, equalling more power before the wastegate opens.



FUEL RAIL KIT

All fuel rails are made from CNC billet aluminium, large non-restrictive bore maintains maximum pressure and fuel volume at each injector therefore decreasing the chance of fuel cavitations. They are direct bolt-on replacements of factory fuel rails for specific vehicle applications and allow for larger top-feed injectors to be added.



Note : Intended for Racing or Fast Street usage only. To be installed by trained professional only. Please ensure all fittings are properly secured and tested.

T-SHIRT



W-TS-001 (S/M/L/XL)



W-TS-002 (S/M/L/XL)



W-TS-003 (S/M/L/XL)



W-TS-004 (S/M/L/XL)



W-TS-005 (S/M/L/XL)



W-TS-006 (S/M/L/XL)

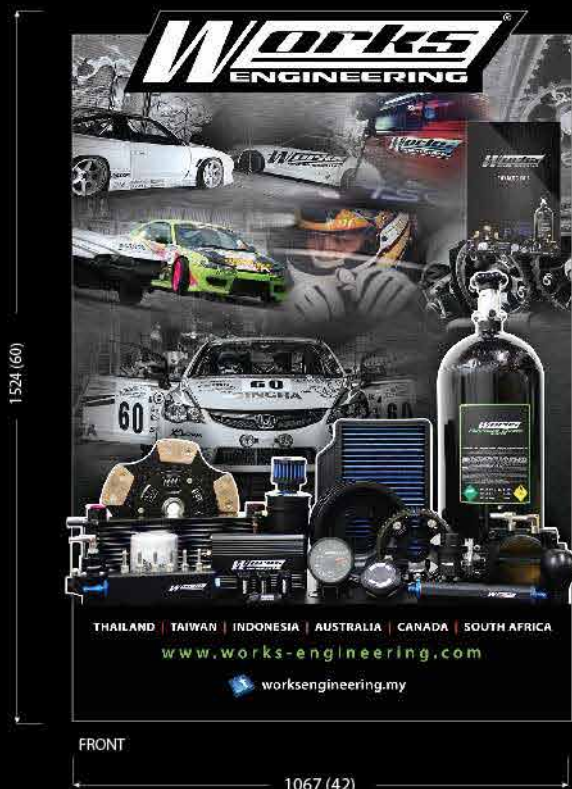


W-TS-007 (S/M/L/XL)

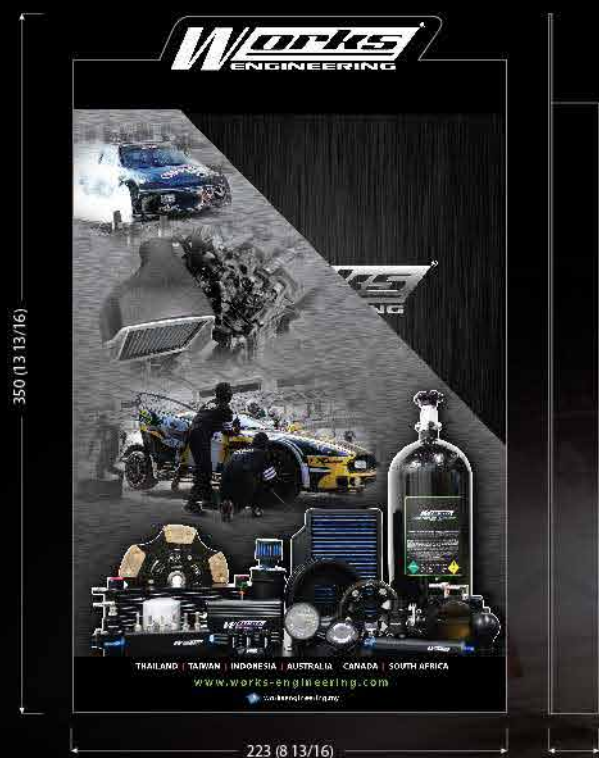
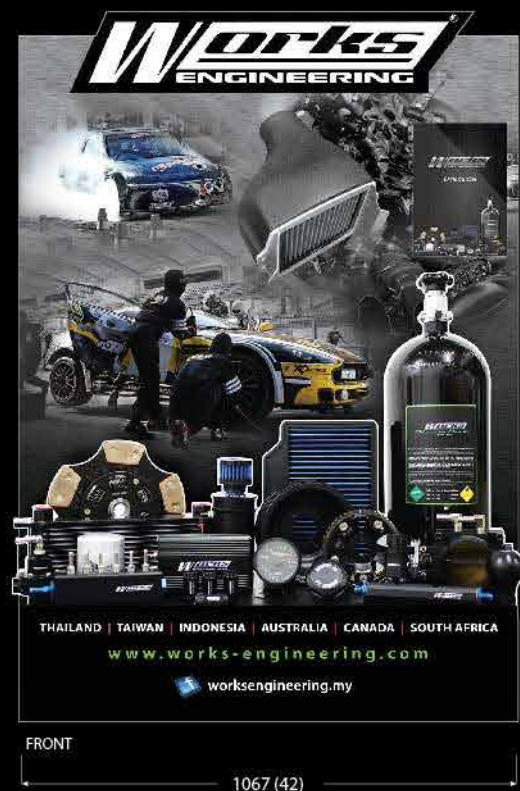


W-TS-008 (S/M/L/XL)

PRODUCT MARKETING MATERIAL



DISPLAY STAND



A4 CATALOGUE HOLDER

DIMENSION IN MM (INCHES)



WE WORK. YOU SAVE.
volvo trucks.com

XC90

1.8L 16V

2.5L 24V

3.2L 24V

4.4L 24V

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02 7600 6100

REVOLUTION



PRO-NEO

REVEAL THE TRUE POWER

Youtube video clip link : [works engineering pro neo](#)



LUCAS OIL



HOT BODYKIT

CAM PULLEY



Pro Series Cam Pulley Feature a light weight design and are CNC machined from 7075-T7 billet aluminum. Machining for exact component fit is critical for adjustable cam pulley.

CAMSHAFT



High performance engine camshafts has been crafted to meeting standards established through many years of rigorous, high performance testing.

Whether you want a mild power increase in your daily driven car or serious power gains or loads of top end power we supply the cams you need.

CRANK PULLEY



Weight reduction is how we are able increase horsepower! Each pound of weight removed from the crankshaft is worth approximately 2.7HP and the gains jump even more dramatically with forced induction, nitrous.

FUEL RAIL



Fuel Rail Upgrade Kits are high-performance fuel delivery units that are designed to properly supply the additional fuel needed for high boost / performance applications.

FUEL REGULATOR



Pro Series Fuel Pressure Regulator is capable of supporting enough fuel flow for engines in excess of 1000 horsepower, it can maintain stable fuel pressure at high-horsepower levels.

RACING CLUTCH



Pro clutch uses a specially developed pressure plate with an extremely durable customized Sprung Ceramic disc. This is the ultimate extreme duty street and / or road / drag racing system. It comes in a 5 pad star configuration to provide a good compromise between full attack mode or progressive street usage.

CARBON FILTER KIT



Light weight carbon fiber with a cylindrical carbon airbox features an internal washable filter element increases air flow to engine. Increase volumetric efficiency, increase power and performance. Easy to install.

AIR FILTER



Higher air intake and more dust absorbing than original paper air filter, increases bhp and extends engine life. Unique EPDM frame, 1-piece extrusion molded. Light weight and strong.

EXHAUST SYSTEM



Performance exhaust is tune to specific vehicle to optimize flow and temperature giving you gains in horsepower and torque. It is crafted from T-304 stainless steel to ensure durability.

STRUT BAR



To eliminate all the suspension noise and more stability during acceleration, hard driving and braking (simulating race track conditions).

4 POT CALIPER



Special cast iron monoblock disc, alloy 4 piston caliper, low noise, fade resistant pads.

RADIATOR HOSE



Designed to replace original equipment for a wide range of vehicles, both in motorsport and fast road use.

ENGINE OIL CAP



Pro series billet oil cap are precision CNC machined from 6061-T6 billet aluminium for proper sealing and extra lightweight.

FUEL REGULATOR ADAPTOR CAMPRO



Fuel regulator adaptor brackets are dedicated adaptors for installing adjustable fuel pressure regulator, it mounts directly onto factory fuel rail.

PREVÉ

REVEAL THE TRUE POWER



WORKS
ENGINEERING

LUCAS OIL

SNOW
PERFORMANCE

HOT  **BODYKIT**

CAM PULLEY



W-CG-CAMPRO

Pro Series Cam Pulley Feature a lightweight design and are CNC machined from 7075-T7 billet aluminum. Machining for exact component fit is critical for adjustable cam pulley.

CRANK PULLEY



W-CR-CRANKPRO

Weight reduction is how we are able to increase horsepower! Each pound of weight removed from the crankshaft is worth approximately 2.7HP and the gains jump even more dramatically with forced induction, nitrous.

AIR FILTER



W-CAPR-002

Higher air intake and more dust absorbing than original paper air filter, increases bhp and extends engine life. Unique EPDM frame, 1-piece extrusion molded. Light weight and strong.

CAT-BACK



W-EX-PRE-003

Cat back exhaust is tuned to optimize flow and temperature giving you gains in horsepower and torque.

CENTER PIPE



W-EX-PRE-002

Center pipe is tuned to optimize flow and temperature giving you gains in horsepower and torque.

DOWN PIPE



W-EX-PRE-001

Down pipe is tuned to optimize flow and temperature giving you gains in horsepower and torque.

FILTER KIT



W-FTS-002

Engineered to replace the restrictive factory air box and piping, the Aero Form Intake System feeds the engine with maximum air flow with filtration protection.

E-DRIVE



W-ED-001

3 modes in 12 levels for your application to achieve better fuel consumption and engine performance.

ATF COOLER



W-CCO-001

Installing a Works Engineering ATF Oil Cooler kit will reduce your transmission oil temperature by as much as 60 degrees, which will help prevent transmission burnout and extend the life of the auto gearbox.

VOLTAGE ENERGIZER



W-VE

Works Pro Energizer offers robust, maintenance free protection for electrical loads to prevent erratic operation or equipment damaged caused by power sags or surges.

PRO-TUNE II



Unleash ECU potential and increase power output widely, improve acceleration ability and smoother gear shifting.



SNOW PERFORMANCE BOOST COOLER



**SNOW
PERFORMANCE**
THE WATER-METHANOL INJECTION EXPERTS™

STAGE 01 - Boost Cooler™

This kit is suitable for forced induction applications that are either fuel injected or carbureted. Operation is very simple: the system starts injecting when the boost switch reaches the user-adjustable point & it injects a fixed amount of fluid through the nozzle until the switch opens again.

STAGE 02 - Boost Cooler™

This kit uses manifold boost pressure to determine when and how much fluid to inject. Proportionally injecting according to boost pressure gives the most accurate delivery of water-methanol and allows the most cooling & performance improvement over the widest range. More power and drive ability is the result.

STAGE 03 - Boost Cooler™

The Stage 3 Boost Cooler® is unmatched for accuracy and adjustability in water-methanol injection systems. This system can be used on any forced induction engine, or ANY engine with a traditional EFI system, and features our LCD display with on-the-fly adjustability.



Gasoline Stage 1



Gasoline Stage 2



Gasoline Stage 3

STAGE 02 - MAF Boost Cooler™

This kit uses the 0 to 5 Volt output signal from the Mass Air Flow sensor on many fuel injected vehicles. This means that any vehicle with a MAF (with a 0-5V output signal) can use this kit, whether they are naturally aspirated or forced induction. It is easier to set up with the positive displacement blowers with a MAF signal because it is more progressive in nature vs. the boost pressure signal on those applications. This allows for accurate injection over a wide range. The result is excellent power and driveability.

STAGE 02 - 2.0T FSI Boost Cooler™

This kit features an optimized hardware package specifically for VW and Audi 2.0T FSI vehicles. The system utilizes a special controller that is designed to read the unique digital MAF sensor output signal.



SNOW PERFORMANCE BOOST COOLER



**SNOW
PERFORMANCE**
THE WATER-METHANOL INJECTION EXPERTS™

STAGE 01 - Diesel Boost Cooler™

This kit progressively injects more or less water-methanol, according to manifold boost pressure. The Snow Performance Stage 1 Diesel Boost Cooler system is applicable for turbo diesels making up to 25psi of boost pressure. It has two dials to set the start and full points to tailor the delivery to your engine's needs. Progressively injecting according to boost pressure allows for the most power over the widest range of RPMs.

STAGE 02 - Diesel Boost Cooler™

These kits work on exactly the same principle as the Stage 1 kits, except that the controllers are heavier duty and can read up to 100psi of turbo boost. This is the typical starting point for a mildly modified modern 3/4 or 1 ton truck with an aftermarket exhaust, intake & chip or programmer. It is capable enough for trucks running large or compound turbo systems as well. These kits allow for great horsepower increases and EGT reductions – expect about 70hp and 250 degree F EGT drop.

STAGE 03 - Diesel Boost Cooler™

The Stage 3 Diesel Boost Coolers™ are some of the most comprehensive water-methanol injection kits Snow Performance makes. This controller senses not only manifold boost pressure but also exhaust gas temperatures. Two inputs allow for the smoothest injection control. More importantly, it also keeps the EGTs as low as possible – if they begin to climb, even if the boost stays constant, the Stage 3 controller will read this and inject more water-methanol to compensate.



Diesel Stage 1

Diesel Stage 2

**STAGE 01 - Boost Cooler Kit Includes :**

- 220 PSI High Volume Pump
- 3 Quart Reservoir
- 2 Nozzles To Cover a Wide Range of Horsepower
- Required Hardware Needed For Installation
- Comprehensive Instructions

STAGE 02 - Boost Cooler Kit Includes :

- 220 PSI High Volume Pump
- 3 Quart Reservoir
- Digital Variable Controller
- 2 Nozzles to Cover a Wide Range of Horsepower
- All Required Hardware Needed For Installation
- Comprehensive Instructions

STAGE 03 - Boost Cooler Kit Includes :

- UHO (Ultra High Output) Pump
- 3 Quart Reservoir
- LCD Screen, Pushbutton Digital Variable Mapping Controller
- 2 Nozzles To Cover a Wide Range of Horsepower
- 10 feet High Pressure Tubing (1200psi burst)
- Comprehensive Instructions
- All Required Hardware Needed For Installation



- For Southeast Asia market only -

HOT  PARTS

BOOST COOLER

THE WATER METHANOL INJECTION EXPERTS



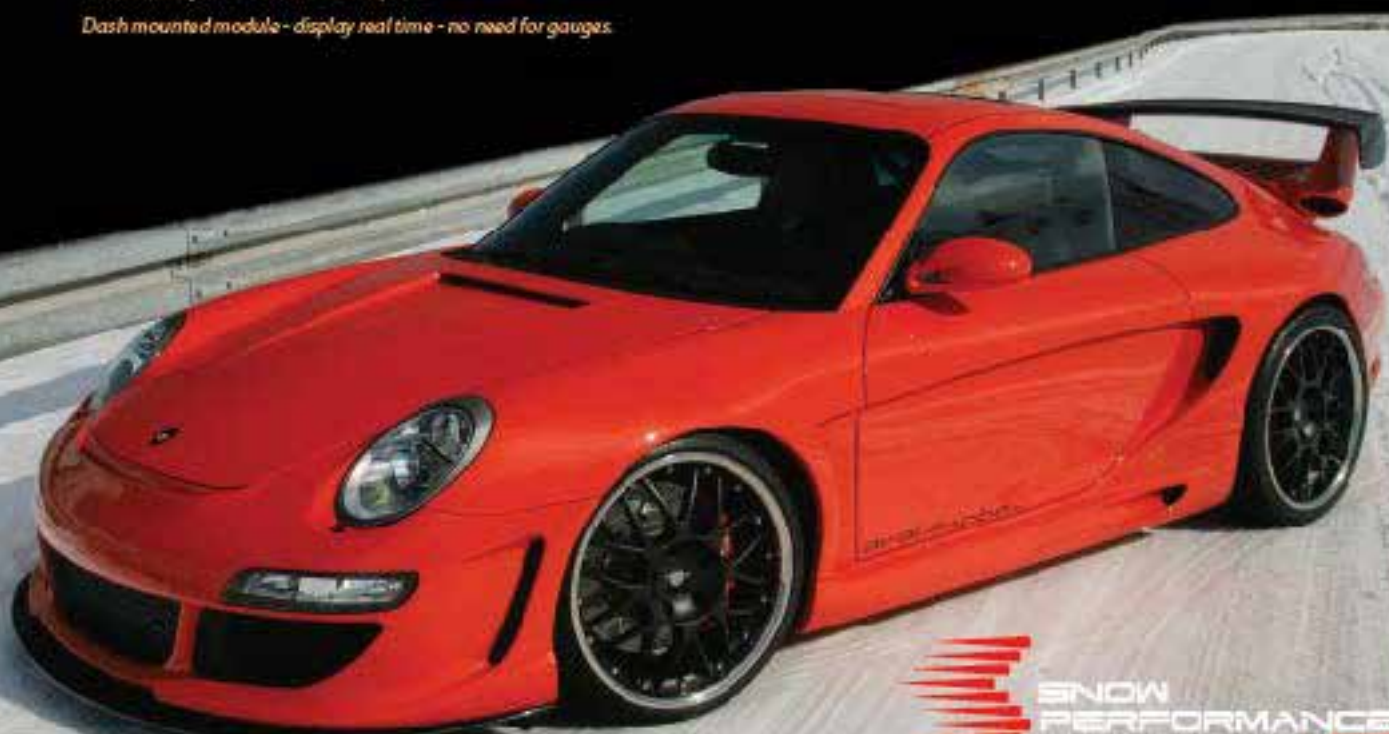
new

MPG-MAX™ SYSTEM FOR FUEL ECONOMY

New Boost Cooler Gasoline System gives up to a 10% increase in fuel economy! New from Snow Performance is the only system proven to increase fuel economy in all fuel injected or boosted applications. Special mapping and the most sophisticated 2d digital controller available result in measurable fuel economy benefits – up to 10%! The MPG MAX system uses a new injection management controller that allows for a small, steady spray of water/methanol to be injected across the entire power curve – even while in cruise. This provides an increase in combustion efficiency which provides more power without injecting more fuel. This increase in efficiency translates into an increase in fuel economy. Typical fuel economy increase is 5% -10%



- *Maximum Fuel Economy - 5%-10% MPG increase consistently demonstrated.*
- *Maximum Power! - Also allows the use of more timing and boost (if equipped) for more torque and even greater fuel economy increase.*
- *Smooth Power! - Use inexpensive water or water-methanol and spare gasoline. The net effect is smooth power in all engine load states with no combustion quench resulting in a true turn-on-and-forget system.*
- *Powerful Saving - Along with fuel saving, the MPG MAX system also now has an LCD screen that displays boost (if equipped), fuel injector duty cycle and injection pump output. This means a saving of \$200 - \$300 in gauges you don't have to buy.*
- *Can be used in normally aspirated as well as boosted applications*
- *Doesn't leave a "signature" on vehicles computer so warranty isn't jeopardized.*
- *The most advanced system on the market - true 2d mapping*
- *The only system proven to improve fuel economy.*
- *Fuel economy (+5-10% MPG), and power*
- *Dash mounted module - display real time - no need for gauges.*



**SNOW
PERFORMANCE**
THE WATER-METHANOL INJECTION EXPERTS

SNOW PERFORMANCE PRODUCTS

MORE INFO VISIT WWW.SNOWPERFORMANCE.NET



POWER JUICE

The Power Juice is Snow Performance's proprietary standardized mix of 49% methanol and 51% water to ensure your system offers the greatest power increase consistently.



DUAL NOZZLE UPGRADE

This allows an additional nozzle to be mounted in any of our Boost Cooler™ kits. It includes a Tee junction piece with our quick-connect the fittings, a nozzle holder and a section of hose.



SAFE INJECTION

This system reduces boost and / or timing anytime injection quantity goes below set point regardless of the reason (ran out of fluid, clogged line, etc.).



NOZZLE

Unique design provides the best atomization possible. Nozzles have integrated 100 micron filters. Available in 60 ml/min, 100 ml/min, 175 ml/min, 225 ml/min, 375 ml/min, and 625 ml/min. Support 150 -1500 HP.



WASTEGATE SOLENOID

Solenoid such that boost is reduced in a wastegated turbo set-up.



LOW LEVEL INDICATOR

The Snow Performance Low Level Indicator is a float switch and indicator light that lets you know when your reservoir is running low on fluid. Simple to install and wire in any reservoir.



2.5 GALLON RESERVOIR

The new 2.5 Gallon Reservoir gives much more range than the included 3 qt tanks, and is fairly small in size : - 13"l x 9.5"h x 7.5"w (similar to a very small car battery) and includes mounting straps and an additional 15 feet of tubing and a checkvalve.



7 GALLON RESERVOIR

New 7 Gallon Reservoir available for those looking to maximize the range of the Boost Cooler water/methanol injection system. Designed to go 400 miles while towing.



SOLENOID UPGRADE

Shut off solenoid used when mounting the injection nozzle lower than the reservoir or the reservoir is rear-mounted to prevent gravity flowing. It is also used to prevent siphoning when the injection nozzle is mounted after the throttle body or carburetor and is exposed to vacuum.



NOZZLE MOUNTING ADAPTOR

Made from Delrin, the adapter is methanol resistant and highly durable. Installation is easy : simply drill a 3/4" hole using a spade bit, insert the inner adapter piece, and thread on the outer adaptor nut.

CARBON FIBER AERO FORM INTAKE SYSTEM



ZTSI-001 Golf V 2.0 GTI

Part No.	Description
ZTSI-001	VOLKSWAGEN GOLF V 2.0 GTI '05 - '08 (WITH PANEL FILTER)
CF625-05	MAZDA RX-8 1.3L '03 - '09
CF645-01	VOLVO S60 2.0T '01 - '04
CF660-24	VOLKSWAGEN GOLF V 2.0 GTI '04 - '08 (WITH URETHANE FILTER)
CF660-27	VOLKSWAGEN GOLF VI 1.4 TSI '09 - '11 / GOLF VI 2.0 GTI '10 - '11 / SCIROCCO 1.4 & 2.0 '10 - '11
CF660-28	VOLKSWAGEN GOLF VI 2.0 GTI '10 - '11
CF661-09	AUDI A4 2.0T (B8) '09 - '11
CF650-11	TOYOTA FT 86



CF645-01 VOLVO S60 2.0T '01 - '04



CF660-27 VOLKSWAGEN GOLF VI 1.4 TSI '09



CF660-28 VOLKSWAGEN GOLF VI 2.0 GTI '10



CF660-27

SIMOTA®
MORE INFO VISIT WWW.SIMOTA.COM

- Our advance AeroForm air intake system is 100% carbon fiber is 100% handmade.
- With Simota's Carbon Fiber Aero Form air intake system, you are able to expect an outstanding increase of 5 - 12hp.

AERO FORM INTAKE SYSTEM



PTS-103 HONDA CIVIC FERIO 1.7 VTX '01 - '03

Part No.	Description
P-PTS-103	HONDA CIVIC 1.7 FERIO VTX / EX '01
P-PTS-112	HONDA CIVIC 2.0 '06 - ON
P-PTS-113	HONDA CIVIC 1.8 '06 - ON
P-PTS-203	HONDA RSX TYPE S / INTEGRA 2.0 TYPE-R (DC-5)
P-PTS-402	SUZUKI SWIFT 1.5 '05 - ON
P-PTS-453	MITSUBISHI LANCER GT 2.0
P-PTS-114	HONDA CRZ 1.5
P-PTS-052	PROTON PREVE CFE 1.6 '12 - ON
P-PTS-053	PROTON SATRIA NEO 1.6 '06 - ON



PTS-113 HONDA CIVIC 1.8 '06 - ON



PTS-453 MITSUBISHI LANCER GT 2.0 '07 - ON



PTS-112 HONDA CIVIC 2.0 '06 - ON

CARBON CHARGER INTAKE SYSTEM



CBR-913



CBR-913 PROTON SAGA 1.3 08

Part No.	Description
CF650-03	TOYOTA VIOS 1.5 VVT-I '02-'09
GC-005	PROTON GEN-2 & SATRIA NEO 1.3 / 1.6
CBH-718	VOLKSWAGEN GOLF VI 1.4 TSI '09-'12 / SCIROCCO 1.4 TSI '09-'12
CBH-719	VOLKSWAGEN GOLF VI 2.0 TSI '09-'12 / SCIROCCO 2.0 TSI '09-'12
CBH-360	MITSUBISHI LANCER GT
CBH-912	PERODUA MYVI 1.3 '05-'10
CBH-913	PROTON SAGA 1.3 '08-'10
CB-421	FORD FIESTA 1.6 '10-'12



CBR-912



CBH-718 VOLKSWAGEN GOLF VI 1.4 TSI 09



CBH-912 PERODUA MYVI 1.3

BIG TUBE INTAKE SYSTEM



H-032F HONDA FIT 1.3

Part No.	Description
H-032F	HONDA FIT 1.3 / 1.5 '08-'ON / CITY
H-004 BCF	HONDA EG '92-'95 / EK '96-'97 (Carbon Fiber)

H-004 BCF HONDA EG 92



360° URETHANE AIR FILTER (non - woven blue)

Part No.	Description
JAU - B12469 - 03	Neck size 65mm, width : 120mm, height : 110mm (2.5")
JAU - D12469 - 03	Neck size 77mm, width : 120mm, height : 110mm (3")
JAU - D02401 - 03	Neck size 77mm, width : 151mm, height : 110mm (3")
JAU - H02401 - 03	Neck size 101mm, width : 151mm, height : 110mm (4")
JAU - K05401 - 03	Neck size 152mm, width : 190mm, height : 110mm (6")
JAU - K04201 - 03	Neck size 114mm, width : 170mm, height : 110mm (4.5")



3"



4"



Urethane Filter 4.5" (JAU - K04201 - 03)



2.5" Non-woven Urethane Air Filter



3" Non-woven Urethane Air Filter

360° URETHANE AIR FILTER (stainless steel)

Part No.	Description
JAU - D02501 - 18	Neck size 77mm, width : 151mm, height : 125mm (3")
JAU - H02501 - 18	Neck size 101mm, width : 151mm, height : 125mm (4")
JAU - K05501 - 18	Neck size 152mm, width : 190mm, height : 125mm (6")



Urethane Filter 3" (JAU - D02501 - 18)



SIMOTA



SIMOTA

MINI FILTER



Mini Air Filter 1" (JAU-L13423-21)

Part No.	Description
JAU-L13423-21	360° Mini Air Filter - W: 50mm H: 35mm N: 25mm (1")
JAU-P17423-21	360° Mini Air Filter - W: 50mm H: 35mm N: 12mm (0.5")

AIR FLOW SENSOR

Application List

Part No.	Description
AG-002P	Lexus Is 250 2.5'06 - '09
AG-005P	Honda Civic VIII 1.8'08 - '09 / Nissan Tilda 1.6'05 - '09
AG-006P	Nissan Sentra 1.6/1.8/2.0'04 - '09 / Ford Focus TDCI 2.0'07 - '09
AG-011P	VW Beetle 1.6'01 - '09 / VW Golf IV 1.6'97 - '03 / Bora 1.6 8V'97 - '03
AG-013P	Ford Focus ST 170 2.0'02 - '09 / Ford Escape 2.0'01 - '09 / Ford Focus RS 2.0T'02 - '04 / Mitsubishi Outlander 2.4'03 - '09
AG-015P	Suzuki JP 2.7'07 - '09 / Nissan Teana (Cefiro) 2.0 / 2.3 / 3.5'04 - '09 / Infiniti FX35 3.5'03 - '09 / Infiniti G35'03 - '09
AG-016P	HONDA CIVIC VIII 2.0'08 - '09 / CAMRY 2.0'06 - '09 / RAV 4 2.4'08 - '09
AG-017P	Toyota Vios 1.5'03 - '09 / Yaris 1.5'05 - '09
AG-026P	Toyota WISH 2.0'04 - '09
AG-027P	Honda FR 1.5'08 - '09
AG-028P	Nissan Sentra 1.6 / 1.8 / 2.0'99 - '04 / VW Golf IV 2.0'97 - '03 / VW Bora 2.0'97 - '03 / VW Beetle 2.0'99 - '09
AG-029P	Audi A4 2.0 5V'01 - '09 / Audi S3 1.8T'99 - '09
AG-030P	BMW E60 520i / 525i / 523i'03 - '09
AG-031P	Audi TT 1.8T 215HP (Quattro) / VW Golf IV R32 3.2'02 - '04
AG-032P	Subaru Impreza 1.5'08 - '09
AG-034P	Mazda 3 1.6 / 2.0'04 - '09 / Mazda 6 2.0 / 2.3'03 - '07 / Mazda 6 2.5'08 - '09 / Mazda 5 2.0'06 - '09 / Toyota Ailis 1.6 / 1.8
AG-036P	HONDA ACCORD 2.4'08 - '09
AG-037P	Mazda RX-8 1.3'03 - '09
AG-038P	BMW E67 130i (UF30)'05 - '09 / BMW E90 320i / 325i / 330i'05 - '09
AG-039P	MITSUBISHI LANCER GT 2.0'07 - '09



AG-016P



AG-011P



AG-038P

REPLACEMENT FILTER ELEMENT (For H-032F)

* Hot high performance car parts! Gain HP with this high performance intake air filter.

Replacement Filter Elements are available in oil-resistance proof construction. The impregnated with our unique type is standard in Spiral Straight-Fin or Hexagonal Honeycomb model reloaded intake kits, and is designed for superior filtration while still providing excellent airflow. The foam is made up of new patent formula in Racing Suction kits and is focused on maximizing airflow for performance and protection, yet still keeping harmful particles from the engine.

Part No.	Description
OP - 03R	Replacement Sponge (Red)
OP - 03B	Replacement Sponge (Blue)
OP - 03G	Replacement Sponge (Green)



AIR FILTER CLEANING KIT

Part No.	Description
OC - 04	Air Filter Cleaning Kit (Clear)

CLEANING

Environmentally friendly cleaning system to ensure that your Simota filter element will last for the life of your vehicle !

OIL CARE

Simota filter oil contains highly refined mineral oil with proper viscosity to trap more dirt & fine particles while maintaining maximum air flow.

Every kit comes with a bottle of Simota air filter cleaner and a can of Simota air filter oil in aerosol package to facilitate even application. Clean and no more over-oiling.



OIL FILTER

3 IN 1 PERFORMANCE OIL FILTER

The recognized leader in Filter Design & Technology, based on proven winning technology, we introduce the High Flow Race Design 3 in 1 oil Filter

HIGH FLOW STAINLESS STEEL MESH

- Lowers oil temperature
- Increase oil flow rate and volume
- Improves engine performance
- Increase bhp and torque
- More fuel efficient

ULTRA STRONG MAGNET

- Strong magnetic field to absorb any fine debris in the engine
- Cleaner engine oil
- Better engine protection

SPIRAL COLUMN RACE DESIGN

- Cause engine oil to whirl in spiral form, effectively increasing engine oil pressure.

CAMSHAFT

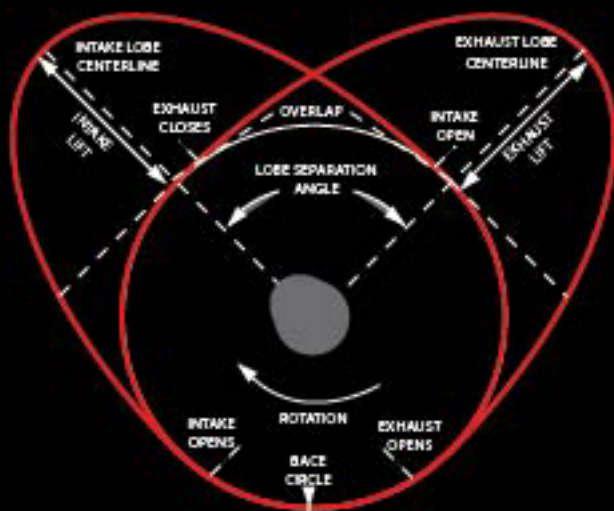
Camshaft Q & A

Q: What is lift?

A: Lift refers to how far an intake or exhaust valve is lifted off its seat at the cam lobe's highest point. Total valve lift is controlled by camshaft lobe lift and rocker arm ratio. The rocker arm ratio multiplies the cam's lobe lift.

Q: What does lift do?

A: The intake and exhaust valves open to let air and fuel into the cylinders and allow the exhaust gasses to escape. In general, opening the valves quicker & further will improve the engine's ability take in the air/fuel mixture and increases output. Increasing valve lift can yield more power without much change to an engine's overall power curve. An increase in valve lift is almost always accompanied by an increase in duration (the amount of time the valve is open).

**Q: What is duration?**

A: Duration is the amount of time a valve remains open. It is measured by the angle, in degrees of crankshaft rotation that the valve stays off its seat during the lift cycle of the cam lobe. Because airflow past the valve is negligible until the valve is approximately 0.050 inch off the seat, the most accurate way to measure duration is from the point where the valve is 0.050 inch open (off the seat) until it is 0.050 inch away from closing.

Q: How does duration affect an engine?

A: By keeping the valve open longer, a cam with more duration can increase high-rpm power. Increasing the duration increases the rpm range where the engine produces power. Increasing duration without a change in lobe separation angle will result in increased valve overlap.

Q: What is lobe separation?

A: Lobe separation is the angle in camshaft degrees between the maximum lift points of the intake and exhaust valves. It is affected by the placement of the intake and exhaust lobes on the camshaft.

Q: What does lobe separation do?

A: Lobe separation affects valve overlap, which in turn affects engine's power curve, idle vacuum, and rpm range. Duration, lobe separation, and valve overlap all affect each other. For example, if you want to increase valve overlap without changing duration, you can decrease the lobe separation angle. Increasing lobe separation angle without changing valve overlap requires increasing the duration.

Q: What is valve overlap?

A: Valve overlap is the angle, in degrees of crankshaft rotation, the intake and exhaust valves are both open. This occurs at the end of the exhaust stroke and the beginning of the intake stroke. Increasing lift, duration, and/or decreasing lobe separation increases valve overlap.

Q: What does valve overlap do?

A: At high engine speeds, valve overlap allows the gasses exiting the cylinder through the exhaust valve to help pull a fresh air/fuel mixture into cylinder through the intake valve. Increasing valve overlap helps high-rpm power, but reduces low-rpm power and idle quality.

Q: What is intake Centerline?

A: The intake centerline is the point of highest lift on a camshaft's intake lobe. It is expressed in crankshaft degrees After Top Dead Center (ATDC). In an assembled engine, the camshaft's intake centerline is measured by the number of crank degrees between TDC and the point of maximum valve lift.

Q: Do I need to degree my camshaft?

A: Degreeing is the process of timing the valves opening and closing events with crankshaft rotation to achieve optimal performance. The intake valve closing event is the most important because it controls the amount of air and fuel allowed in the cylinder. Advancing the cam (by crankshaft degrees) closes the intake valve sooner, which helps low-rpm torque at the expense of high-rpm horsepower. Retarding the cam does the opposite more high-rpm horsepower at the expense of low-rpm torque.

CAMSHAFT SETTING

Cam degree or camshaft degreering is the process of adjusting the lobe center of the cam to a predetermine crankshaft position. Because this is basically done by means of a protractor and in degrees represented by the protractor the expression of camshaft degree, cam degree or degreering cams stuck.

Adjustable cam gears help in the process of adjusting the camshafts so that it opens and closes at the correct time. Adjustable cam gear allows the engine tuner or engine builder to move the crank whilst the cams remain stationary or vice versa. Camshaft degree insures that maximum lift correspond to a desired crank position. The center line or the point on the cam where maximum lift occurs is known as lobe center.

Setting the cams to zero on the cam gear means absolutely nothing and might even in some cases be harmful.



* Cam degree

HOW TO DEGREE CAMS

1. Use a pencil, paper and arithmetic for this procedure, to keep track of the results.
2. Fashion a rigid pointer from stiff wire or an old coat hanger and attach it to the engine block. This pointer locates the degrees on the degree wheel.
3. With a degree wheel installed on the crankshaft, rotate the crank to get the no 1- piston at TDC and check to ensure that the valves are fully closed then adjust the pointer to zero (0° TDC) on the degree wheel.
4. Turn the crankshaft opposite the running rotation approximately 15-20 degrees. Install a piston stop on the top of the engine block fastened in place by two head bolts or in the case of overhead cams install the piston stop into the spark plug holes. Note: A dial gauge can also be used.
5. Continue to turn the engine in the same direction until the piston comes back up and just touches the piston stop. Make a note of the exact number on the degree wheel that the pointer is on.
6. Rotate the engine in the other direction (running rotation) until the piston comes back up and touches the piston stop. Again note the number where the pointer is.
7. Remove the piston stop and rotate the crankshaft to the midpoint of the two marks. At this point the piston is at the true top dead center. Loosen the degree wheel and adjust it so it will read 0° TDC at the pointer. Don't rotate the crankshaft to do this!
8. Now, it's time to locate the lobe centerline relative to TDC. Attach a dial indicator on the top of the engine block. Set the tip to contact the top of the no 1-cylinder inlet valve shim / bucket. Check to make sure that the indicator plunger is parallel to the valve stem. NOTE - any variance in an angle will produce geometric errors in the lift readings.
9. Rotate the engine in the normal direction of rotation until a reading on the dial gauge of 0.040" lift is reached. (Valve will start to open) Mark the dial gauge and make a note of the reading on the degree wheel.
10. Continue to turn the engine in the normal direction past maximum lift. The valve will now return to its close position. Make a note of the degree wheel reading when the indicator reads 0.040" on the return side.
11. Now add the larger of the two readings that you noted on the degree wheel to 180 subtract the smaller number and then divide the answer by two. Your answer will indicate the lobe center of the cam. Example: open reading was 4 and close reading was 43. Now add 43 to 180 = 223, subtract 4 = 219 divide by 2 = 109.5. Lobe center is 109.5 degrees.
12. Continue to move the cam on the adjustable cam gear and redo steps 10 to 12 until the required lobe center is achieved.
13. Now do the same for the exhaust cam.



ECU TUNING

Engine management tuning refers to changing or modifying vehicle's electronic control unit (ECU) to achieve better performance, whether it be more power, cleaner emissions, or better fuel economy.

This was done with early engine computers in the 1980s and 1990s. Today, the term chip tuning can be misleading, as people will often use it to describe ECU tuning that does not involve swapping the chip. Modern ECUs can be tuned by simply updating their software through a standard interface, such as OBDII. This procedure is commonly referred to as engine or ECU tuning. ECUs are a relatively recent addition to the automobile, having first appeared in the late 1970s.

As technology advanced, so did the electronics that go into cars. The ECU in a modern automobile, together with advanced engine technology, makes it possible to control many aspects of the engine's operation, such as spark timing and fuel injection. The ECU may also control electronic throttle control (*drive-by-wire*), valve timing, boost control (in turbocharged engines), ABS, the automatic transmission, speed governor (*if equipped*), and the electronic stability control system.

Performance gains are realized by adjusting the ignition timing advance. Higher timing may result in higher performance. However, to cope with advanced timing, one must run high-octane gasoline to avoid pre-ignition detonation or pinging. Manufacturers design for a specific timing and this may limit performance accordingly.

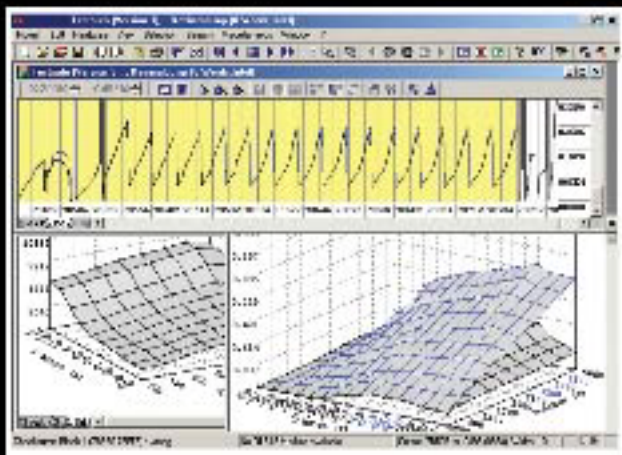
In addition, changing fuel maps to coincide with the stoichiometric ratio for gasoline combustion may also realize performance increase. Most manufacturers tune for optimum emissions and fuel economy purposes which can limit performance.



Another reason to change the ECU map is if there are engine, intake, or exhaust modifications to the car. These "bolt-on" modifications alter the way that the engine flows, often causing the air to fuel ratio to change. Without re-mapping the fuel tables, some of the performance gains from the modifications may not be realized. A poorly tuned ECU can result in decreased performance, driveability, and may even cause engine damage.

The most common way to 'upgrade' the ECU is using either plug in modules as mentioned above or using a specialist tuner who will use an OBD Flash tool. These devices generally plug into the diagnostic port although in some cases the reprogramming is done directly on the circuit board. Maps are supplied by tuners.

An alternative to modifying the on-board chip is adding an external device, often known as a tuning box. The abilities of the external devices generally reflect on-board chip modifications, with the advantage that they can be easily removed to restore the vehicle to standard. Adding an external tuning box is generally only possible on modern engines with external management ports.



ENGINE COMPRESSION TEST

A compression test will tell you if your engine has good compression. An engine is essentially a self-powered air pump, so it needs good compression to run efficiently, cleanly and to start easily. Most engines should have 9.0 - 10.0 bar of compression (*check your owners manual*). Of cranking compression with no more than 10% difference between any of the cylinders.

Low compression in one cylinder usually indicates a bad exhaust valve. Low compression in two adjacent cylinders typically means you have a bad head gasket.

Low compression in all cylinders would tell you the rings and cylinders are worn and the engine needs to be overhauled.

Q : HOW TO CHECK COMPRESSION ?

Compression can be checked two ways: manually with a compression gauge, or electronically with an engine analyzer the measures cranking compression. With electronic testing, a computer analyzer estimates compression in each of the engine's cylinders by measuring slight variations in engine cranking speed.

The results correlate well with actual gauge readings, and can be completed in a matter of minutes without having to remove any spark plugs. What's more, the analyzer prints out the results of the compression test making it easy to see and compare the actual numbers.

To check compression manually with a gauge, all the spark plugs must be removed. The ignition coil must then disabled or the high tension lead grounded. If the engine has a distributorless ignition, the ignition coils must be disabled to prevent them from firing. The throttle must also be held open.

The engine is then cranked for a few seconds using a remote starter switch or a helper while a compression gauge is held in a spark plug hole.

The maximum compression reading is noted, then the process is repeated for each of the remaining cylinders.

The individual cylinder readings are then compared to see if the results are within specifications (*always refer to a manual for the exact compression figures for your engine because they do vary from the ballpark figures quoted earlier*).

Q : IS IT THE RINGS OR THE VALVES ?

If compression is low in one or more cylinders, you can isolate the problem to the valves or rings by squirting a little 30 weight motor oil into the cylinder through the spark plug hole and repeating the compression test. The oil temporarily seals the rings.

If the compression readings are higher the second time around, it means the rings and/or cylinder is worn. No change in the compression readings would tell you the cylinder has a bad valve.

COMPRESSION TEST TECH

1



Checking your own cylinder volumes allows you to determine your exact compression ratio.

2



Clean the deck carefully with a razor blade.

3



Make sure to plug the spark plug hole with the same type of plug you will be using in the finished engine. An old plug is OK here.

4



If you are checking the combustion chamber volume on a bare head, seal the valves against the seat without having to install the valve springs by wiping a little Petroleum jelly or grease around the valve seat.

5



The key tool is a measuring burette which allows you to accurately measure volumes down to a single cubic centimeter. Liquid is isopropyl alcohol (you can use food coloring to make it easier to see). Fill the burette to the top, which is the 0cc mark.

6



Seal the edges of the combustion chamber with a light coating of grease or petroleum jelly. Then press the cover plate on top.

7



Now use the burette to fill the void in the chamber with fluid through the hole in the cover plate. You may have to work a bit to get any air bubbles out. It can be easier if you drill several very small holes in the plate to evacuate air.

8



You can see the chamber is completely filled with the fluid. Check the level on the burette to see how many cc's the chamber holds.

9



Clean up the fluid after test done.

UNIT CONVERSION TABLES

LENGTH

1 inch	=	25.4 mm
1 foot	=	304.8 mm
1 meter	=	39.37 inch
1 km	=	0.6213712 mile
1 mile	=	1.609344 km
1/4 mile	=	402.34 m
1 yard	=	91.44 cm

SPEED

100 kmh	=	62.137 mph
100 mph	=	160.9344 kmh
Speed of light	=	1,079,252,848.8 kmh
Speed of sound (1 mach)	=	1,225.044 kmh
1 Knot	=	1.852 kmh

POWER AND TORQUE

1 KW	=	1.341 HP
1 cv	=	0.9863 HP
1 foot pound (ft / lb)	=	1.356 Nm
1 kgm	=	9.80665 Nm
1 Nm	=	0.73756 foot pound

VOLUME

1 liter	=	1000 cc / 1000 ml
1 US Gallon	=	3.7854 liter
1 UK Gallon	=	4.55461 liter
1 quart (US)	=	0.9464 liter
1 quart (UK)	=	1.1365225 liter
1 oz (US)	=	29.5735 ml
1 oz (UK)	=	28.413 ml
1 quart (US)	=	32 oz
1 quart (UK)	=	40 oz
1 cubic inch	=	16.387 cc
1 drum (metric)	=	200 liter
1 drum (US)	=	208.1976 liter

PRESSURE

1 bar	=	14.504 psi
1 bar	=	100 kPa
1 psi	=	0.06895 bar

ANGLE

1 degree	=	3,600 second
1 minute	=	60 second

TEMPERATURE

°C	=	(°F - 32) x 5/9
°F	=	(°C x 9/5) + 32
kelvin (k)	=	°C + 273.15

FLOW RATE

1 lb/hr	=	10.5 cc/min
1 cc/min	=	0.09524 lb/hr

OTHERS

1 hertz	=	60 rpm
1 hertz	=	360 degree / second
1/8	=	0.125
1/16	=	0.0625
1/32	=	0.03125



PURE SYNTHETIC OIL STABILIZER

Description

Lucas Pure Synthetic Oil Stabilizer is perfect for use in new equipment that requires synthetic oil or any equipment that needs enhanced performance. It can be used to protect new and used heavy duty and high performance transmissions, gear boxes and engines. This product controls heat and wear in motor-cycles, air-cooled engines and all drive-train components. Lucas Pure Synthetic Oil Stabilizer reduces friction for more power and more MPG.



HEAVY DUTY OIL STABILIZER

Description

Lucas Heavy Duty Oil Stabilizer is a 100% petroleum product that has been developed and perfected through thousands of hours of laboratory and field testing. The result is a product proven capable of servicing the lubricating needs of all engines ranging from heavy duty, high performance and general use. Since it is 100% pure petroleum, it can safely blend with all other automotive lubricants, even synthetic oils. Lucas Stabilizer is a specially formulated blend of premium oils plus a variety of petroleum-extracted additives blended together to make one product. The concentration of protective additives to the ratio of base oil allows the oil mixture to become slicker than oil alone.



TRANSMISSION FIX

Description

Lucas Transmission Fix contains no solvents or anything else that would be harmful to an automatic transmission. It is a thermal stable blend of petroleum-extracted additives designed to correct existing problems and prevent new ones in automatic transmissions. Lucas Transmission Fix stops slip, hesitation and rough shifting in worn transmissions. It completely eliminates most seal leaks, lowers operating temperatures and stops foaming in hard working units. A must for motor homes and commercial vehicles. Lucas Transmission Fix is excellent for preventative maintenance and will extend fluid life up to four times longer. It also extends needed protection to planetary gears.



OCTANE BOOSTER

Description

Lucas Octane Booster is a genuine performance enhancer! It has been tested and proven to deliver at least three times more Boost than most other brands. It is suitable for use in fuel injected, carbureted, throttle body and rotary engines. It's safe for turbos, oxygen sensors and catalytic converters.

Lucas Octane Booster contains specific upper cylinder lubricants that ensure easier piston travel & valve seat protection. It also ensures maximum life and performance from pumps, injectors and carburetors.

Lucas Octane Booster eliminates spark knocks, pinging and dieseling. It promotes clean fuel burn for fewer emissions and more MPG. Use with each fill-up for maximum performance and fuel mileage. It treats up to 25 gallons of leaded or unleaded gasoline.



REMEMBER: When comparing other brands of octane booster, 10 points equal only one octane number.

SYNTHETIC SAE 75W-90 & 75W-140 GEAR OIL

Description

Lucas Synthetic Gear Oil is a non-foaming, super slick, long lasting lubricant designed especially for heavy duty or high performance applications where other gear lubricants just aren't good enough. Contains a special additive package that cushions gears and resists 'squeezing out' under extreme pressure situations. Specially designed to stand up to high temperatures without losing its lubricity. Excellent for use in limited slip differential.



SEMI SYNTHETIC SAE 10W-40 MOTOR OIL

Description

Lucas Semi-Synthetic 10W-40 is a blend of high quality base stocks and an exclusive high performance additive package that ensures minimum drag, extended engine life, longer oil life and easy cold weather starting. Designed for use in both gasoline and diesel engines. The exclusive additive package in Lucas Semi-Synthetic 10W-40 is excellent for use in turbo charged engines. Meets or exceeds all manufacturers specifications for A3/B3/B4 . SM/SL/SJ/CF. Exceeds VW 505.1-505.00-500.00 and Ford WSS M2 C 917 A.



HIGH PERFORMANCE SYNTHETIC SAE 5W-40

Description

Lucas Synthetic SAE 5W-40 Motor Oil is a formulation of high quality synthetic base stocks and an exclusive high performance additive package. It's an ideal on track / off track lubricant that ensures minimum drag for maximum fuel mileage, and easy cold weather starting.

Designed for use in both gasoline and automotive diesel engines.

Meets or exceeds all manufacturers specifications for SAE 5W-40 and APISL.

Exceeds A3/B3/B4 • SJ/CF.

Exceeds VW 502/505/500 and Ford WSS M2 C 917 A.

Exceeds American and European OEM specifications.

Exceeds performance levels of API SM/SL/SJ/CF - ACEA A3-98, B3-98, B4-98 - VW 500/502/505 -

DaimlerChrysler 229.1 - BMW Longlife Oil.



HIGH PERFORMANCE SYNTHETIC SAE 20W-50

Description

This excellent product provides the consistent viscosity needed for precision ET racing. It also stands up to heat and fuel dilution for the longevity required by circle track and off-road racers. Lucas Synthetic SAE 20W-50 is a formulation of only the finest synthetic base oils plus an exclusive additive package that includes lubricity agents and anti-seize agents that control drag like a zero weight oil and protect like a heavy multi-viscosity oil.

It's the perfect non-foaming lubricant for high RPM performance engines, including motorcycle engines. It's also excellent for normal highway use. Very long lasting.

Meets or exceeds all manufacturers specifications for SAE 20W-50 and API SL.

Exceeds A3/B3/B4 • SM/SL/SJ/CF.

Exceeds American and European OEM specifications.

Exceeds performance levels of API SM/SL/SJ/CF - ACEA A3-98, B3-98,

B4-98 - VW 500/502/505 - Daimler Chrysler 229.1 - BMW Longlife Oil.



SAE 30 WT PLUS RACING OIL

Description

Lucas 30 wt. Plus is a blend of high quality base stocks and an exclusive additive package that sets it far apart from other 30 wt. oils. Lucas 30 wt. Plus is designed to lower oil temperature and slow oil consumption. Lucas 30 wt. extends the life of engines in race cars, lawn equipment, farm equipment or any other situation where a superior 30 wt. oil is needed.



SAE 50 WT PLUS RACING OIL

Description

The "PLUS" is for the extra additives above and beyond the normal additive package found in ordinary racing oils. Lucas 50 Plus is super slick to reduce friction and increase efficiency for maximum RPMs. It is fortified with special anti-foam agents to guard against oil cavitation at high RPMs. It is especially designed to resist break-down from contamination by racing fuels, even alcohol formulations.



FUEL TREATMENT

Description

Lucas Fuel Treatment is formulated for both petrol and diesel engines, carbureted or fuel injected. It gives your fuel system what it really needs - a blend of super slick oils and additives with a high detergent action that allows the engine to operate at maximum efficiency. Also, it cleans & lubricates the carburetor and injectors and causes the fuel to burn more thoroughly for increased power & less fuel consumption. Lucas Fuel Treatment should definitely be used in vehicles that require leaded fuel because it actually replaces the benefits of lead in gasoline without causing harmful emissions. Use it to pass smog tests. Finally, it totally neutralizes the harmful effects of low sulphur diesel fuel.



ENGINE OIL STOP LEAK

Description

NEW from Lucas Oil Products, Our Engine Oil Stop Leak is a unique formulation of Lucas additives and very specific base stock designed to stop seal leaks in engines. It contains nothing that could be harmful to an engine and can actually extend the life of engine oil by at least 50%.

Leaking engines are usually older engines. Lucas Engine Oil Stop Leak is not only a leak stopper but also an excellent additive for worn engines. The user can expect less engine noise, higher oil pressure and less oil consumption as the Lucas additives fill the space between worn parts.



POWER STEERING STOP LEAK

Description

Lucas Power Steering Stop Leak completely stops power steering seal leaks. It is 100% guaranteed or your money back. It is also totally effective in reducing slack, squeals, and hard spots in worn rack and pinions. Your results will be immediate and long lasting.

- *Guaranteed to stop seal leaks*
- *Stops rack and pinion problems*
- *Very cost effective*

If the system is leaking add Lucas Power Steering Stop Leak until leak stops, usually one bottle. Occasionally a second bottle is needed to completely stop some leaks. To eliminate squeals, whines and hard spots (morning sickness) some fluid must be sucked from the reservoir (about 6 - 12 ounces) before topping up with Lucas Power Steering Stop Leak to restore the condition of you power steering.



LUCAS DEEP CLEAN

Description

Lucas Deep Clean is blended with an exclusive Lucas additive package and specific carrier fluid that contains no diesel fuel, kerosene or anything else that can be harmful or useless to an engine. It's a great product to reduces harmful NOx emissions, eliminates the need for higher octane fuel, Totally eliminates knocking and pinging. Deep cleans the entire fuel system and combustion chamber also removes carbon from deposits. Raises mpg (miles per gallon) and better performance thus improves fuel economy. A Real Fuel System Cleaner that brings sluggish engines back to life. Safe for any engine.



DISPLAY SETS

STARTER KIT

The perfect way to introduce Lucas Oil Products to small dealers is this attractive counter display shipped with this popular assortment of products :

- 12 each, 5.25 oz. Fuel Treatment
 - 03 each, 32 oz. Heavy Duty Oil Stabilizer
 - 04 each, 12 oz. Power Steering Stop Leak
 - 03 each, 24 oz. Transmission fix
- (Order Product Number 10041)

PERFORMANCE PACK

Shipped in a convenient counter top display. It's the perfect way to introduce these new profitable products from Lucas Oil Products.

- 08 each, 15 oz. Octane Booster
 - 06 each, 32 oz. Synthetic Oil Stabilizer
- (Order Product Number 10136)

DISPLAY RACK

(Order Product Number 10400)



DEMONSTRATOR

(Order Product Number 10500)





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