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TWO OF THE BEST

Since we started putting together our annual Honda issue more than a decade ago, we've done our due diligence showcasing the hottest Civic and Integra builds from around the world. Of course, we also threw in a good amount of NSX features and a few Accords, Preludes, and del Sols, but the core of what makes the Honda issue are the Civics and Integras of the world. These are the cars the majority of us got our start with, and many of us can still relate to no matter where we are in our automotive lives.

So what about the S2000... Honda's beloved roadster was born nearly 20 years ago but ceased production after a decade. Since its introduction, we've highlighted some of the most famed examples from Japan, such as Top Fuel and Mugen to some of the best from our neck of the woods. It's a roadster that doesn't carry the questionable stigma of the likes of a Miata or Boxster. The S2000 is well respected amongst the performance aficionados and has been a favorite among all enthusiasts from around the globe. But with its popularity comes saturation. We've all seen AP1s and AP2s done up a million times over—how many J's Racing or Voltex S2Ks have you seen in the last 10 years? So, to generate some buzz with a sports car that has had so much history and success, you really need to step it up and defy the odds, which is exactly what Ryan Basseri and Jason Schmuck did last winter.

Ryan needs little introduction. The founder of Rywire Motorsport Electronics, he built a one-off Porsche GT3-inspired Integra Type R that is still one of the coolest and most advanced builds we've seen, period. Ryan also played a huge part in the reincarnation of Big Mike's Prelude, and both cars were superstars at SEMA, as well as the centerpieces in last year's Honda issue. Ryan's new S2000 undertaking might seem a bit subtle compared to his ITR project, but take a closer look and you'll see nothing was spared.

Jason is a bit of a noob to *Super Street*. If you're in tune with the fabrication world, you'll undoubtedly know of his work. Hailing from Pennsylvania, he's an unsung hero in the industry. However, his decision to rebuild his personal S2000 into a J-swapped, twin-turbo masterpiece has brought him more attention than he could've ever imagined, and it also stole the show at last December's PRI.

Both examples are a testament to the Honda community continuing to evolve. Don't get me wrong, we can still appreciate a good Integra Type R or EG Civic, which you'll also enjoy in this issue, but the high level of these two S2000 builds is the reason we've decided to showcase both on the cover. If you're picking up this magazine on the newsstand, you'll enjoy Jason's burnout on the front page, while loyal subscribers will notice Rywire's beautiful bay right away. Hopefully having dual covers won't trip you out too much, but it was our goal to do our part in recognizing two great builders out there who make the Honda community one of a kind and hard to beat.

Sam Du
Editor-in-Chief

SUPER STREET

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DON'T COUNT OUT THE **Si**

NICK ZAMBRANO TOPPLES THE MIGHTY TYPE R WITH A BUDGET-BUILT CIVIC Si

WORDS & PHOTOS Luke Munnell



If the trim levels of the Honda Civic could be compared to early-'00s hip-hop artists, then the legendary Type R would be the chart-topping Ja Rule, while the Si was the up-and-coming Ludacris. If you were, say, a Hollywood casting director looking to fill a starring role in the automotive world's most popular film franchise, Ja Rule was your first call—just like how the JDM EK9 Civic Type R was what

we Honda gearheads wanted back then, even if the EM1 Civic Si was what we had.

But times change, and while chart toppers still set the bar and command respect, there have been plenty of times second choices have proven their mettle. Just look at everything enthusiasts have accomplished with the Civic Si, or which aforementioned rapper has gone on to become synonymous with *The Fast and*

the Furious. Since the inception of the original EK9 in '97, Honda has dangled its supremely powerful, race-bred homologation special in front of U.S. enthusiasts' eyes while denying our access to them. But while they did that, enthusiasts on our shores pushed every imaginable boundary of performance with Si and "lesser"-model Civics, often applying the methods of Type R tuners abroad to their own chassis.



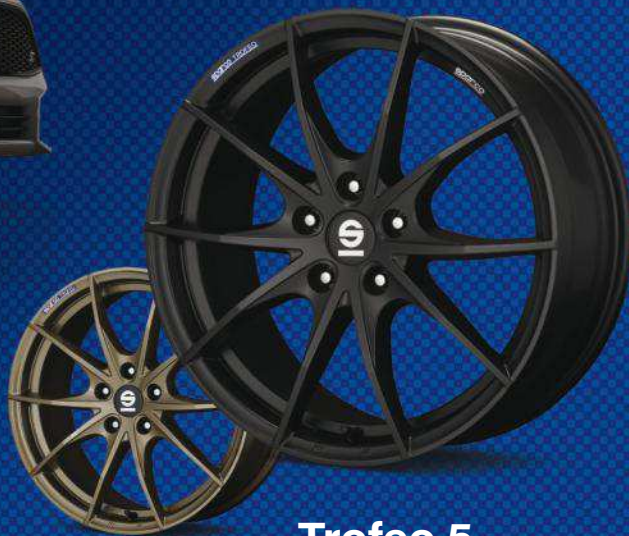
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gold, bronze 17 18
light grey, gloss black 17 18 19



Terra

black, bronze, light grey 15 16 17
white 16 17 gold 17



Trofeo 5

black, black machined with dark tint,
bronze, gold, light grey, red 15 16 17

» With only minor bolt-ons, E85 tune, and racing slicks, Nick threw down a 12.9-second pass on the dragstrip, more than a second faster than the stock Civic Type R from our independent tests.



Now that the Civic Type R is finally available in U.S. showrooms (after five generations), enthusiasts are getting their shot at the hallowed CTR in all its lightweight, reinforced, 306 hp and 295 lb-ft of torque, turbocharged glory, provided they're willing to shell out for its \$34K sticker, wait for dealer availability, or pay insane early release gouged prices. For many enthusiasts, there is a much more practical performance option with some benefits all its own: the 10th-gen Civic Si.

The FK8 Type R is so far only offered as a five-door hatchback, comes equipped with a solid six-speed manual, and in our testing can see the quarter-mile in 14.0 seconds at 102.5 mph. The Si, however, is available as either a sedan (FC1) or coupe (FC3), shares its basic sheetmetal with the Type R, can also be purchased with a six-speed, is powered by a turbocharged 1.5L L15B7 engine outputting 205 hp and 192 lb-ft of torque, and in our tests did the quarter in 15.2 seconds at 92.6 mph. Its starting MSRP is a full \$10,000 less than the Type R, and you'll have a much easier time of actually finding one. Not a bad starting point, right?

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Nick Zambrano thought so, too. He bought this '18 Civic Si last June with the mission to improve its performance to Type R-besting levels for less than its \$10K price disparity. Within a week of having purchased his car, Nick added a Hondata FlashPro tuning/datalogging interface and reflashed his factory engine management software with an off-the-shelf base map. The result? A confident 205 hp and 226 lb-ft of torque at its hubs, at about 17 psi (as measured by Church Automotive Tuning's Dynapak), and consistent 14.6-second quarter-mile e.t.'s with no other modifications. But wait, there's more.



After adding just a few basic bolt-ons, switching from gasoline to E85, and re-tuning with Church's Daniel Butler, Nick's mild-mannered 1.5L belted out a whopping 322 hp and 380 lb-ft of torque at 26 psi of boost. And with the switch to low-key M&H slicks on the front wheels, the Si laid down a 12.927-second pass at 104.55 mph—all with zero weight reduction, zero fuel system upgrades, and even while blowing through the factory exhaust.



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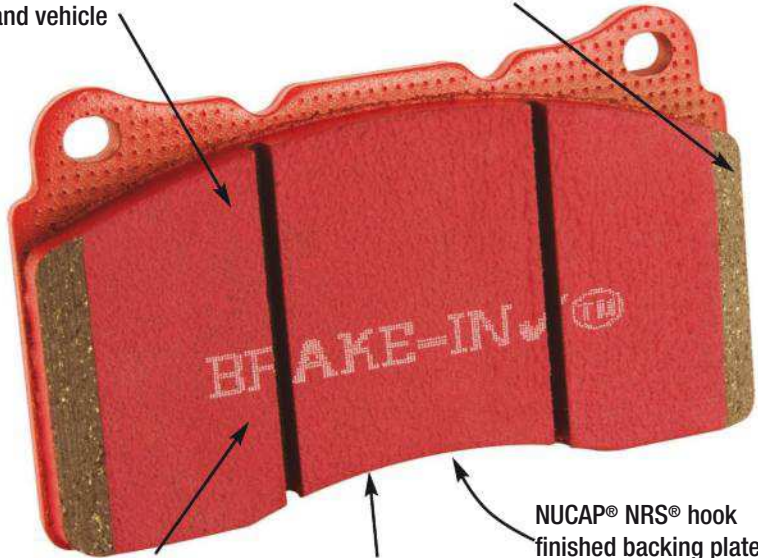
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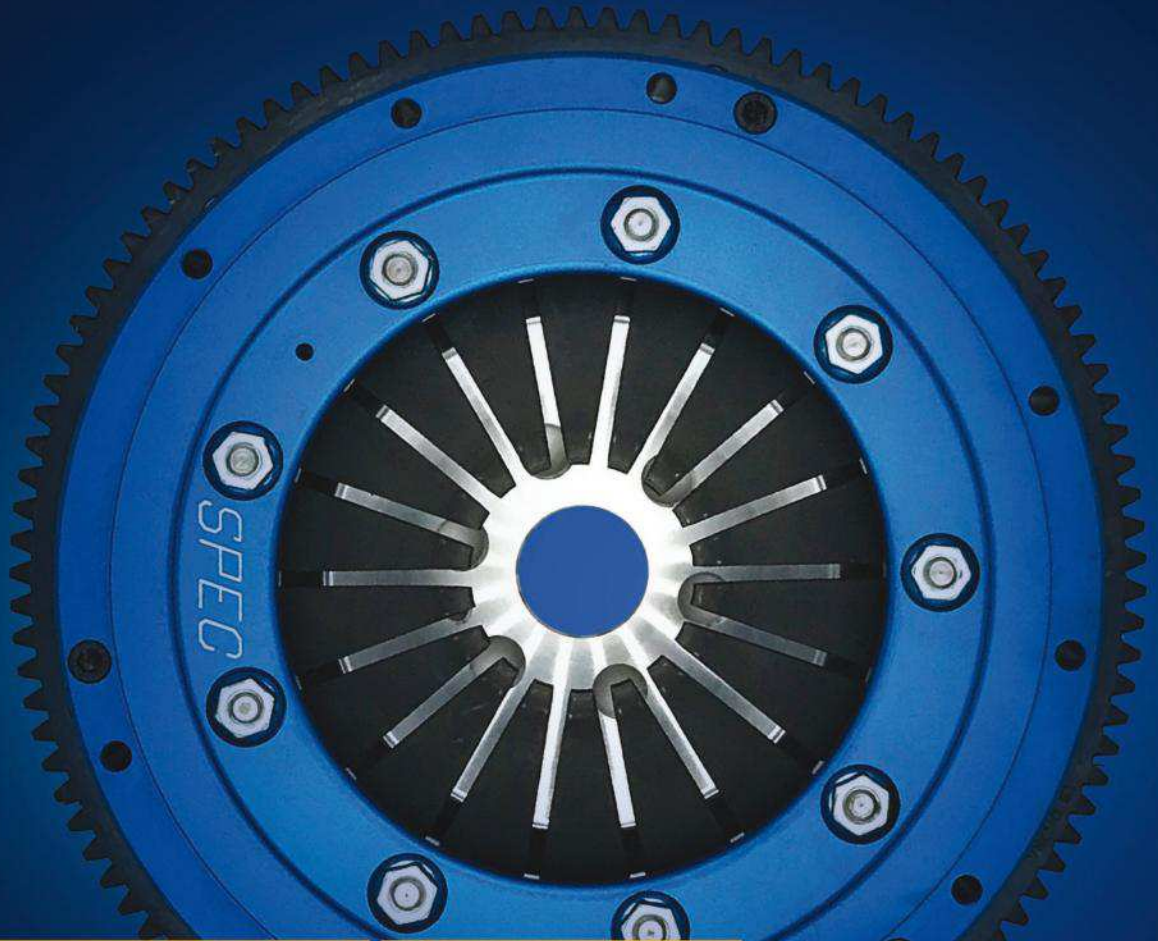
INTERIOR stock

But is that where it ends for the Si's 1.5L engine? The turbo and fuel system on Nick's car are just about maxed out, but PRL Motorsports' Pat Linn estimates the L15B7 could hold about 400 hp and 400 lb-ft of torque on stock internals with appropriate upgrades and tuning. Nick also has the option to either build its internals or swap to any multitude of reasonably priced, larger K-series replacements; however, he's already beat a stock Type R on the dragstrip and has his eyes set on the road course next. After all, the CTR was built for all-around performance, evident in its FWD-record-breaking 7:43.8 lap around Germany's Nürburgring. On Nick's agenda is to cut some weight and challenge a stock Type R on popular road courses in Southern California like Streets of Willow. He also plans to break the 11-second barrier while still keeping the motor stock. It's definitely a lofty goal. Some might even call it *ludicrous*. But to the experienced community of U.S. Civic owners, it will just be business as usual for the Si. (Edit: Nick reset the 10th-gen Si quarter-mile record in March with a 12.07 @ 115 mph) 🇺🇸



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LIVING THE DREAM

WORDS Jonathan Wong PHOTOS Al Norris



THIS SPOON-CERTIFIED INTEGRA TYPE R TAKES CUSTOMIZATION DOWN TO EVERY LAST DETAIL

Beyond the money, one's ability to own the car of his or her dreams requires time and lots of patience. From sourcing the chassis to the actual build, it never happens overnight. It sometimes takes a couple of scrapped projects to finally get it right, but that's why persistence is crucial for enthusiasts. Nothing ever good comes as the result of a rush job. For Dan Gonzales, building the perfect Integra Type R (ITR) required all those things, and most of all: dedication.

ITRs are gems, no matter if they're left- or right-hand drive, but a JDM '96 is a true unicorn, especially in stock condition, which this was, sans a few pieces, like the front lip and floor mats, both easily replaceable. "I found the car for sale one night while surfing Honda-Tech," Dan says. "At the time, I was on my third DC chassis, a '98 RS (base model), 21 years old, living on my own, and didn't have any money, but I inquired anyway. It was nine hours away, and I hoped for some kind of deal where I could own a real ITR, my dream car—being that it was a JDM model was icing on the cake." After some back and forth, Dan was able to trade his RS and some cash, a true steal in our book. "It was an 18-hour round trip to Virginia Beach, not to mention a learning experience driving half of that home right-hand drive," he says.

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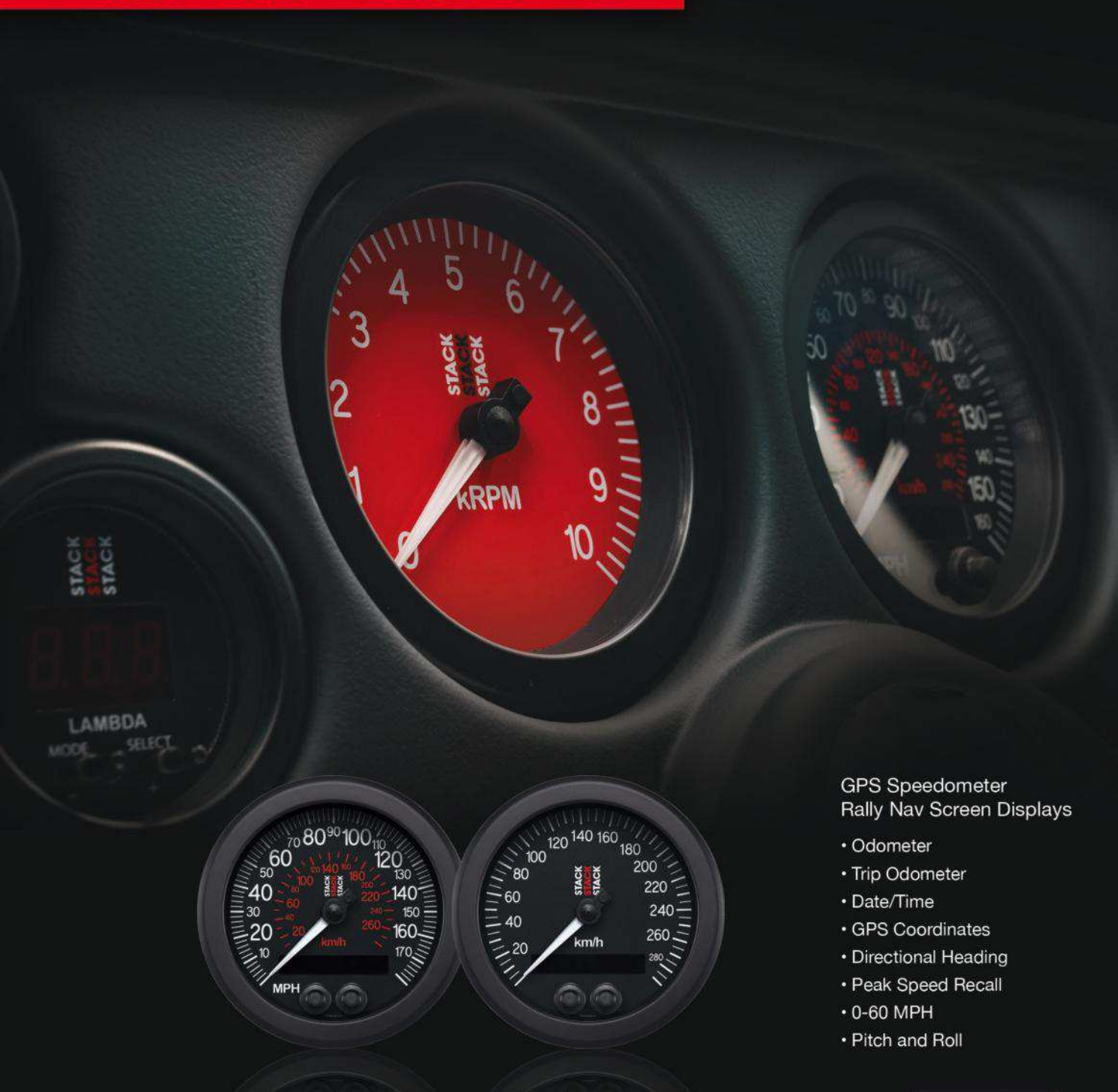
» A complete Spoon build isn't complete without Tatsu Ichishima's signature on the dash!

After a few years of daily driving and occasional track days, the process of teardown and restoration became obsessive-compulsive to the highest degree. But the reasoning is completely justified: It had been repainted and the bodywork started to show its wear. "I had to restore the car and do it the right way," Dan explains. "This is something I've always stood by and believe in—build it for what it's meant to be and built to be used for, which is to be functional, tracked, and extremely clean."

With the help of his friend Matt Bagley, the two painstakingly worked on restoring the ITR as funds, a place to do the work, and time allowed. But Dan refused to let Matt fix old bodywork; instead, he sourced every replacement panel he could (both new and used) to ensure it was clean before going back together. "It was amazing to be able to walk through the back half of the car," he adds. "What was once a bare skeleton looked like a real car again once Matt was finished." They didn't stop there, either—after pulling out the motor and suspension, the frame was placed onto a rotisserie so the wheelwells and undercarriage could be redone, as well as full stitch-welding of the chassis. It took some more time to get the car completely painted, and the addition of a new and unscathed JDM front end really sealed the deal for Dan. "It looks amazing," he said.



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But bodywork completion is only part of the story—next was working on the suspension and engine. All of Dan's suspension components were freshly powdercoated, with every bolt cadmium coated or replaced entirely with new OEM hardware. The original B18C motor, which hadn't been fired up in two years, was put in after the block had been scrubbed clean, and came to life on the third crank (with the help of his daughter, Gabby, who wasn't quite sure what to make of the situation given a loud open header). Dan decided that a Spoon Sports theme would be appropriate. "Now that I'm older, less is more, and I'm a fan of clean catalog builds," he explains. The car was later Spoon-certified by Opak Racing, which is given to projects that are built with rare Spoon parts—but even more meaningful than the certification plaque and paper was when Tatsuru Ichishima, the company's owner, signed his dashboard at a car show. "That moment is more special to me than anything."





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After putting the finishing touches on—adjusting body panels for better fitment, decal placement, and of course, the Type R badges—Dan could finally let out a sigh of relief. Three years of hard work had finally come to this: three great years of friendship, bonding, and building a dream. “Matt will never know how much I appreciate his love, passion, and labor that went into this car,” Dan says. “He hasn’t given me the bill yet, but I know I’ll never be able to pay him enough for what he did for me. Now that the build is over, we don’t know what to do with ourselves, but I have a feeling we’ll be back in the garage soon enough.” 📷

TUNING MENU '96 HONDA INTEGRA TYPE R

OWNER DAN GONZALES

HOMETOWN CLINTON, CT

OCCUPATION CO-OWNER/BARBER, BARBER SHOP

POWER 189 hp; 131 lb-ft of torque

ENGINE 1.8L B18C; Spoon Sports motor mounts, air cleaner, throttle body, 4-2-1 header, cat delete, B pipe, exhaust, oil pan, heat barrier tape, oil drain magnetic bolt, aluminum radiator, radiator cap, radiator stays, titanium radiator stay bolts, radiator hoses, valve cover (versions 1 and 2), oil cap (versions 1, 2 and 3), spark plug cover (versions 1 and 2), engine damper, ground kit, spark plug wires, spark plugs, battery, battery tray, cam gears, authentic certification #00709; ARP head studs; Hondata intake manifold gasket

DRIVETRAIN Spoon Sports flywheel, transmission drain magnetic bolt, clutch hose, shift rod, shift linkage bushings; MFactory 4.9 final drive; Synchrotech carbon gear synchros; Exedy Stage 1 clutch

ENGINE MANAGEMENT Rywire chassis harness; Spoon Sports ECU; Hondata S300 tuned by Xenocron

FOOTWORK & CHASSIS Spoon Sports coilovers, front/rear upper strut bars, front/rear lower tie bars, extended ball joints, rear trailing arm bushings, lower compensator bushings, front/rear rigid collar kit

BRAKES Spoon Sports calipers, master cylinder brace, reservoir covers, stainless lines, rear pads; 11.1" front and 10.1" rear '98 JDM DC2R rotors with brake master cylinder/booster; Hawk DTC60 front pads; MoTUL 660 fluid

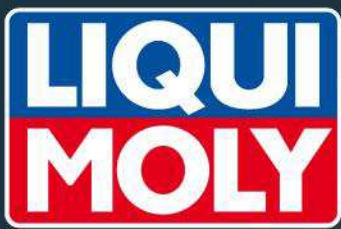
WHEELS & TIRES 16x7" Desmond Regamaster wheels; 195/50R16 Toyo R888 tires

EXTERIOR Spoon Sports carbon lip/mirrors/hood (one paint-matched NHO, another for track events), front/rear tow hooks, wiper blades; Spoon Sports/Opak Racing front license plate

INTERIOR Spoon Sports Kevlar bucket seats, '96 cluster, steering wheel (version 1, 2 and 3), steering hub, aluminum/titanium/Duracon shift knobs, rear view mirror; double-DIN carbon radio block-off plate; JDM DC2R pedals; custom Bride seat rails/sliders by Dan Perry

THANKS YOU Matt Bagley—without him, this restoration would've never happened; my wife, Erika, for supporting me, my passion, and making sure I didn't give up on a build most people would walk away from; my daughter, Gabby, for turning wrenches and hanging out in the garage with me; Tom Albin and Jessie at Honda for sourcing so many parts that were discontinued; Al Norris; Lime Rock Park; Rick Roso; Lanes Autobody for use of the shop and paint booth; George at Paul Francis & Company Paint and Supplies; my brother, Joel, Joey Wads, and the guys at the Barberhop for picking up the slack when I was working on the car; DPK David; M3Jon; Ferdie; Freddy; Steve at HMotors; Doug German; Hiram Ortiz; Mike Rodriguez aka Petey Pabs; Rywire; GoTuning Unlimited; DPK Deerrail at Ballade Sports; ICB Matt; Xenocron; Checkersports Raul; C's Customizing; John Abood; CBags; Corey Stover; Jersey Jon Jon; Sean Bradford and KineticAutoWorks; Dan Perry (American Graffiti); Anthony Lonetti; Frank Downstar; Ace Ayala; Josh Borges; Hubert; Old Skool Shaun Ryan Joseph; Competitive Edge Coatings for all my powdercoating; SHG Evan for cadmium coating all the nuts/bolts; SHG Mike and Seamus, and anyone else who contributed time or help to the restoration!





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ANNIVERSARY ROADSTER

HONDA'S LEGENDARY S2000, AND WHY YOU NEED ONE WORDS Aaron Bonk

The spring of '99 was a good time for Honda fans. The Civic Type R didn't weigh 3,117 pounds, the NSX wasn't a hybrid, the motorsports world actually wanted the company's engines, and a rear-wheel-drive two-seater that tipped its hat to the S500, S600, and S800 roadsters that helped establish the brand was in sight.

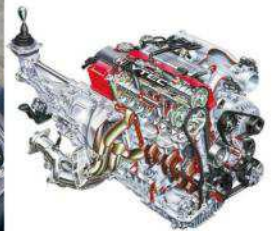


THE PROTOTYPE

Your Fresh Prince-watching mid-'90s self would've recognized initial hints of the impending S2000 by way of the Tokyo Motor Show some four years before the car's release and the Honda Sports Study—a prototype roadster that was never meant to be but turned out to be the precursor to the two-seater that you care about and that paid homage to the brand's 50 years of business.

THE ENGINE

It's the S2000's F20C1 engine that first made you look, though. At 240 hp and initially just shy of 2.0L and indicative of the car's name, Honda's all-new F-series—not to be confused with anything related to the Accord and its wonky single-cam F22 and F23 engines—for years held the record for most horsepower per liter for any naturally



aspirated engine this side of Ferrari or Porsche. In other words, that F20C1 made better use of all 1,997 cubic centimeters of displacement than just about any other engine around.

The S2000's 11.0:1 compression ratio and roller rocker valvetrain—both firsts for any North American-bound, four-cylinder Honda engine—along with its maniacally high 1.82:1 rod-to-stroke ratio meant no factory-warranted 8,900-rpm redline ever felt this right.

Underneath that twin-cam VTEC head you'll find friction-reducing, composite-embedded cylinder liners like you remember the original NSX and later Preludes having. All S2000s also feature electric power steering and Torsen-style limited-slip differentials to accompany their six-speed manual transmissions.

AN UPDATED F-SERIES

In '04 Honda appeased S2000 buyers and redid its twin-cam F-series engine, this time with 2.2L of displacement that was



good for 9 lb-ft of more torque. Its 87mm bore didn't change but its stroke increased by 6.7 mm, which meant more compression but also meant a more conservative 8,200-rpm redline.



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THE CHASSIS

A near-perfect 49/51 weight distribution from front to rear and minimal chassis flex is what you get with the S2000 along with an engine and transmission that are placed exactly where you want them. The car's front-engine-rear-wheel-drive layout means the gearbox sits right where you need it, too—directly below the shifter, free of any cables, levers, or other nonsense that'll get in between you and any sort of snickety shifting. All of this was also mounted as low as possible to create a low center of gravity and to reduce yaw movement.

FIVE THINGS YOU NEED TO KNOW

1. Like most VTEC engines of its era, the F-series burns oil, especially when subjected to high-rpm abuse. Don't be a wuss about it and just top it off regularly.
2. Among the F-series' few problem areas is its timing chain tensioner. Once it goes, all sorts of internal engine damage can occur. A failing tensioner will typically rattle during start-up for some time, which makes it relatively easy to catch.
3. It's true that '06- and newer S2000s came with softer suspensions, but don't let that persuade you either way. More than likely you'll be swapping those springs, shocks and sway bars anyways.

4. Rust and the S2000 aren't necessarily synonymous with one another, but Honda could've done a better job with prevention and its undercarriage. Keep an eye out for that.

5. Like any 100,000-mile Honda, that's around the time the S2000's suspension bushings start to really show their age. It's the suspension that makes the S2000 the special car that it is, which means you neglecting any of this will never be a good idea.

WHAT THEY SAY


Rywire's Ryan Basseri: "The factory performance and reliability and the way the car feels on the road is untouchable to any car in its class. I usually compare the S2000 to my old '92 NSX; they are similar in many ways, but the S2000 seems to be more for me. The way the car handles seems to suit my driving style better. Taking this into account, I tried to address things that could make the driving experience even better. Things like tires, brakes, spherical bushings, dampers, and more power."

Schmuck Built's Jason Schmuck: "[S2000s] are great platforms to leave mostly stock and turbo." That's what Jason says about the F-series engines he built prior to his J-series swap—the first of which made 600 hp without any internal upgrades and then later 800 hp with little more than forged pistons and connecting rods.

BUT WHAT DO THEY COST?

AP1: We're talking about '00-'03 models, of which all were sold with the smaller-displacement F20C1 that's good for 240 hp and 153 lb-ft torque. Plan on laying down at least \$10,000 for something that hasn't been heavily modified, wrecked, or salvaged.

AP2: Later '04-'09 models come with the longer-stroke 240 hp and 162 lb-ft torque F22C1 and, depending on mileage, typically start around \$15,000 for a good specimen.

CR: Honda's AP2 Club Racer edition was sold from '08-'09 and came with things like a standard hard-top, a stiffer suspension, a lower steering ratio, and reduced weight. With just 699 examples produced, expect to pay a premium for the CR. 



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THE REAWAKENING

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WORDS **Aaron Bonk**
PHOTOS **V**

Northern California's Angel Ramos knows his way around an S2000. The Internet is already friends with it. The magazines know it intimately. So when it came time to reinvent a car that by most accounts was already perfect, he did the only thing he could do: ship it off to renowned wiring specialist Rywire for a head-to-toe reawakening.

Flawless Honda builds and paying attention to every little detail are synonymous with the folks at Rywire. They have to be if you plan on turning an already capable and show-worthy AP1 into something you are going to debut at SEMA, the most scrutinizing of all stages. "I think I slept [one or two] hours a night that whole week leading up to SEMA," Rywire's founder, Ryan Basseri, says about the project's final days. "It really was a blur looking back at it."

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>> Hate how widebody kits look with the indented gas door? Rywire fixed this by shaving and filling the driver-side rear fender and relocating the gas door inside the trunk.

The blur started with an S2000 you'd be perfectly happy with being torn down and overhauled by Ryan and company. The most notable of modifications are its electronically driven Kinsler throttle bodies featuring staged fuel injection—more than one injector per cylinder—by way of Injector Dynamics and AEM's Infinity 8h ECU. It's all a part of Ryan's prescription for extracting everything possible from the Bisimoto-built F-series. About that Bisimoto-built F-series... Away went the 2.0L engine's rotating assembly and in went the Ontario, California-based engine builder's smorgasbord of forged pistons, shorter connecting rods, and a reworked stroker crankshaft to accommodate them, resulting in 2.5L of displacement. A Portflow-modified cylinder head and Bisimoto's own camshafts make sure all of those extra cubic inches' worth of displacement weren't done in vain.



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»While it's easy to think this S2000 just has a clean and custom Mugen exterior, it goes well beyond that. The AP1 was taken down to a completely bare shell where every single component was either replaced or refurbished with powdercoating, billet, or titanium.



»The custom rollcage is impressive no doubt, but what you might not catch is the section behind the seats where the soft top usually sits. Here, Rywire gutted it clean and added sheetmetal panels with dimple dies that continue into the trunk. And speaking of dimple dies, all of them on the 'cage are uniform. Even the dimple die on the hood cowl line up with the main seat hoops, and match up with the gusseted rear. Just some examples that nothing on this build was a half-ass job.

Ramos' AP1 goes beyond the masterfully built F-series underneath its hood. Like anything SEMA-bound, it has to. So instead of just fitting it with things like a pair of regular rare Mugen bumpers, Casale Design in Pasadena, California, was appointed to widen and reshape them to still look like how Mugen intended them but also make way for an impending set of 18x10" front, 18x12" rear Volk ZE40s. The automotive design firm went on to customize things like the S2000's side skirts and quarter-panels, and in a subtle sort of way, not to mention shaving the fuel door so the rear fenders look seamless on both sides.

"The main hurdle was the decision to debut the car at the 2017 SEMA show in the Toyo Tires booth," Ryan says about the project's utmost challenge. "This put extreme pressure on the paint and body guys." Pressure that led to a series of events that ultimately left Ryan and his team with just six days to finish the car before its Las Vegas delivery.

»The interior is super mint, and while it may appear to be a race car with things like an AIM dash and extravagant jungle gym, it features some creature comforts for easy driveability. We dig the Recaro RS-Gs and Mugen wheel.



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STAGED FUEL INJECTION

Talk about introducing more than one fuel injector into an engine's cylinders and you're talking about staged fuel injection. Here, two injectors are typically matched to each cylinder—a primary injector that allows for the sort of fuel atomization you need for good driveability and acceptable fuel economy, and a secondary injector that meets the demands for the sort of power you want.

Although typically most common within motorsports circles, OEMs like Mazda have successfully implemented staged injection with select I3B engines. In the case of engines with individual throttle bodies, mounting the second set of injectors above the throttle bodies helps with fuel vaporization.

With conventional fuel injection systems that rely on a single injector per cylinder, oftentimes the larger-sized injectors required for peak horsepower production aren't able to properly spray the sort of smaller quantities required for things like idling or low-speed operation. A successful staged injection system starts with the right ECU. Here, it's the computer's job to figure out how much fuel both sets of injectors ought to spray and is usually represented as a percentage; as such, each set of injectors is matched with its own fuel table within the ECU's software.

"This is the final stage of the car," Ryan says about this S2000's years-long buildup, and as far as cutting corners goes, there are none to speak of. "We built a jig for the chassis and stripped it down to a bare shell," he says about the sort of extreme measures Ramos had Rywire take. "Every bolt and grommet was replaced and upgraded. Not a single aspect of this car was left alone. We did a full buildup on this thing and gave this low-mileage car a total rebirth."

But that reincarnation took far longer than the six days leading up to SEMA. The

whole thing was a culmination of events that started seven years ago, after the car got some magazine time, starting with a rollcage and, according to Ryan, "snowballing" into what you see now, and all for good reason.

"Angel wanted to be able to take the car to occasional track days and have an overall better experience, adding safety and power," he says about the impetus for the overhaul, which goes beyond the car just showing face for a week at a trade show.





TUNING MENU '00 HONDA S2000

OWNER ANGEL RAMOS

HOMETOWN NORTHERN CALIFORNIA

ENGINE Bisimoto 2.5L, 14.5:1 stroker engine, camshafts, rods, pistons, crankshaft; Kinsler individual throttle bodies; Portflow cylinder head; Golden Eagle ductile-iron sleeves; Injector Dynamics 1,000cc injectors (x8); Nuke Performance fuel regulator and filters; Ballade Sports exhaust manifold, cooling plate, timing chain tensioner, T1 catch cans; Wisecraft custom exhaust system; Ticon Industries mufflers; Hasport engine and rear differential mounts; CSF radiator and oil cooler; Mugen oil filter and oil cap; Rywire RyTi coil cover, drive-by-wire conversion, XRP HS-79 motorsport plumbing, ABS relocation and clutch line

ENGINE MANAGEMENT AEM Infinity 8h ECU; Rywire Motorsport wiring harness

FOOTWORK & CHASSIS KW Suspensions V3 coilovers; Karcepts top hats; Ballade Sports spherical bushing kit

BRAKES StopTech Trophy Sport big-brake kit

WHEELS & TIRES 18x10" +20 front, 18x12" +20 rear Volk Racing ZE40 wheels; 265/35R18 front, 315/30R18 rear Toyo R888 tires; Rywire RyTi lug nuts

EXTERIOR custom Casale Design widened Mugen front and rear bumpers, wing, hood; custom side skirts and quarter panels; GT Motoring carbon-fiber top; JDM headlights

INTERIOR Recaro RS-G seats; Crow harnesses; Mugen steering wheel; Rywire RyTi steering wheel bolts; ASM steering wheel hub; AIM MXS display; custom rollcage, sheet metal cowl, rear panels, trunk panels



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With track days in sight, Ramos went on to pair the sort of parts to this AP1 that won't, well, crack, strip, or break once subjected to things like racing. For that, he looked to capable suspension bits like KW's V3 coilovers and oversized brakes all around by way of StopTech. There's also a custom radiator setup, the highest grade motorsport plumbing Rywire offers, and CSF oil cooler up front to ensure the F-Series can hold up to a proper beating. "We'll hand the car over to Angel soon," Ryan says, who points out that, aside from testing, the car's finished, "and let him enjoy [it and] take it to weekend Buttonwillow track days as he sees fit."

"I believe the car is done," Ryan sums up. "Driving her into the [SEMA] show for Sunday staging, I knew we had a piece of rolling art on our hands." 

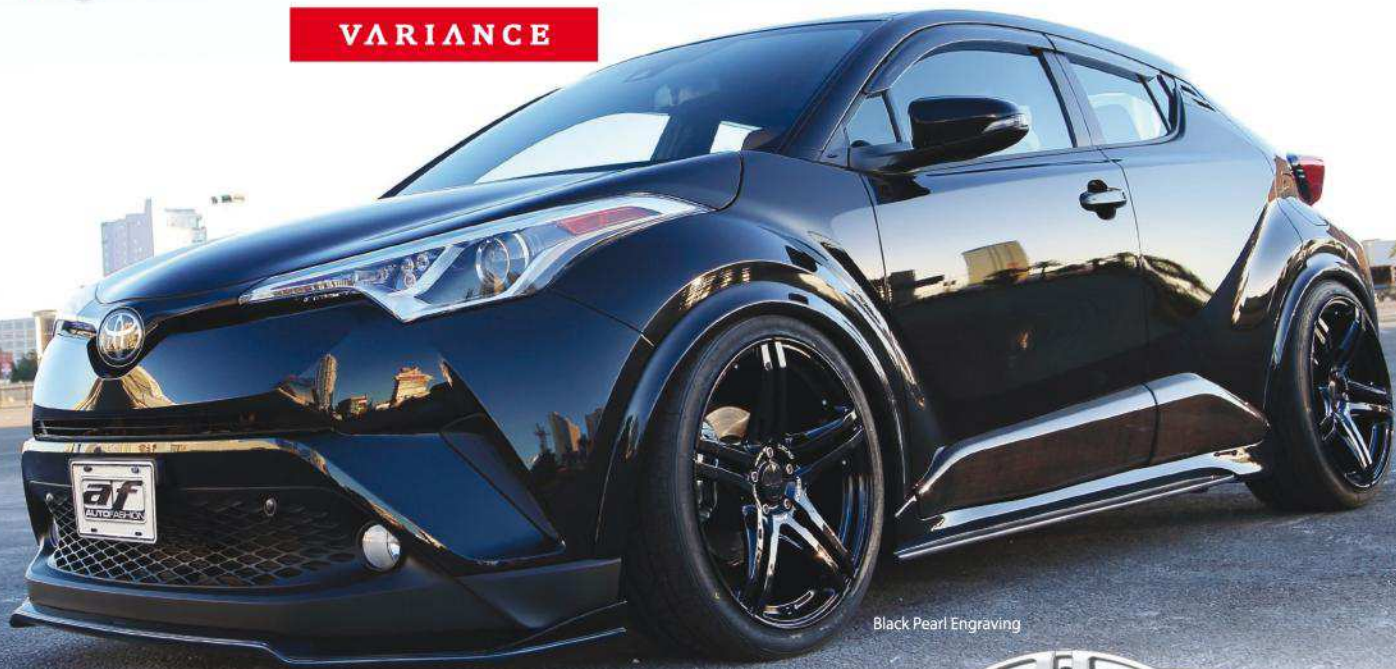


»The backstory to Angel's decision to do white paint, ITBs, and a drive-by-wire setup dates back to October '13 when Ryan of Rywire completed his E-AT Civic, which graced the cover of *Honda Tuning*. It was this car that Angel fell in love with and was ultimately used as inspiration for his S2000.



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PERFECT SYMMETRY

Jason Schmuck didn't spend three years of his life cutting, welding, and fabricating his way toward what he envisioned as the last word on S2000s for it to pose at car shows.

The J-series engine swap, the pair of Garrett turbos, and the Ford rear end all meant that 1,320 feet worth of forward motion was the car's promise. That, and to help catapult his fabrication business into a full-time reality and become the most talked about build of last year's PRI show.

A J-SERIES-SWAPPED, **TWIN-TURBO S2000** POISED FOR THE DRAG STRIP

WORDS Aaron Bonk
PHOTOS Arlen Liverman





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Right about now you might be wondering about that whole part of Jason not building his AP2 for things like car shows and clipboard-bearing judges. You also might be wondering what exactly is the PRI show. PRI (Performance Racing Industry) is like SEMA, only without companies peddling things like circus-colored brake caliper covers and glow-in-the-dark anything. PRI is about going fast, and during three days each December in Indianapolis, it's where race cars are put in the spotlight and race car parts purveyors from around the world convene.

So far, none of this has anything at all to do with Jason or that S2000 of his. His buying that AP2 four years ago, slapping a set of Enkeis on it, and turbocharging it was about as innocuous as the time you put a set of Razo pedals and a shift knob on your Eclipse. It was, however, the beginning of something big for him. "I [knew] they were great platforms to leave mostly stock and turbo," Jason says about the S2000. "My goal was to have a mostly stock S2000 to daily [drive] and have fun with."



Centric Parts, founded in 2000 with headquarters in Southern California, manufactures the complete line of Centric and StopTech products shown below.

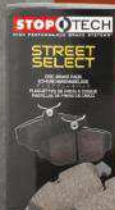
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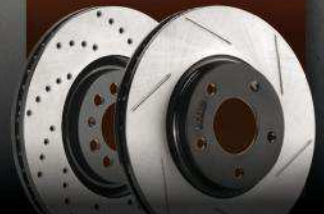
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But leaving anything mostly stock is for wusses, and since Jason isn't a wuss, he went on to squeeze 600 hp out of the roadster's F-series of which was, internally, completely stock. An oil pump gear that blew itself to smithereens did what you'd think it would, which led to an 800hp rebuild and, ultimately, an 800hp pile of rocks. "I've had some pretty bad luck with the F-series engines so far," Jason says of the obvious.

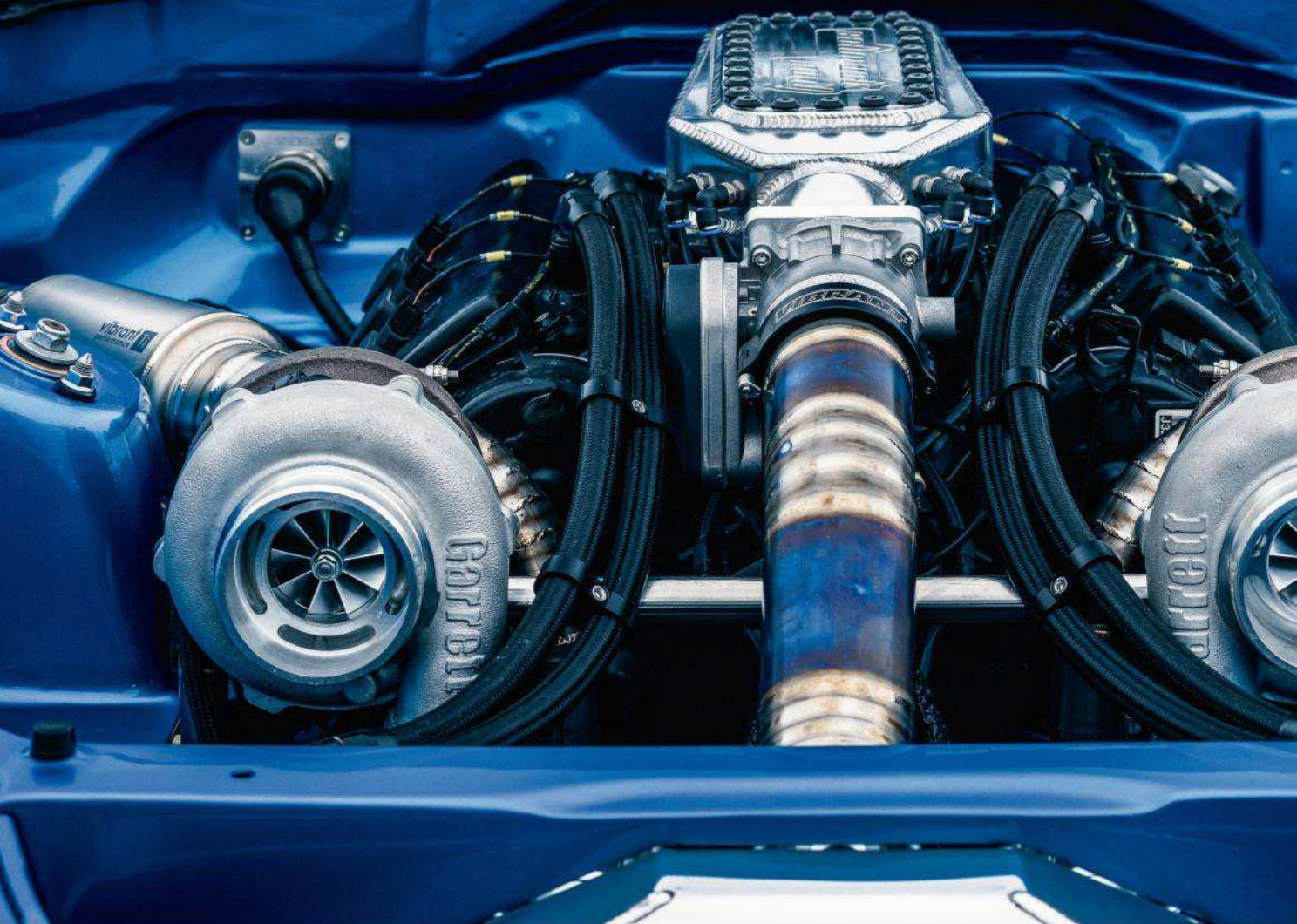
Back luck with the S2000's F-series led Jason to Honda's 60-degree V-6 engine. Figuring out how to get a J-series to fit, run, and do so reliably wasn't all roses, though. "There's not much information out there for the swap," he says, which means he had to do things the old-fashioned way, through his own ingenuity and fabrication prowess—both of which led to his business, Schmuck Built, which was starting to grow right around the same time.

You think plopping any old J32 into the S2000's seemingly roomy engine bay is the easy part and you're mostly right. But go and try to hook up the sort of things that make it run and you'll see why the Internet's devoid of any "10-step plans for swapping a J-series into an S2K."



BILLET
WORKZ

S2000



BUT WHY THE J-SERIES?

There are few better bargains for impending engine swappers than Honda's 60-degree V6s. Sourced from models dating back to '97, the J-series can be yanked from nearly 15 different Hondas, the most popular of which are the Odyssey, Ridgeline, Pilot, TL, and TSX V-6, and with displacements as high as 3.7L, although later-model, drive-by-wire variants can be a bit more trouble for S2000's bearing cable-actuated throttles. But all you care about are the specs, like the 240 hp you can have from a \$500 long-block. Power varies a whole lot between platforms—as much as 310 hp in some cases—with a combination of either VTEC or i-VTEC available for every single one. But don't confuse any of these with Honda's V-6 predecessor, the C-series. Their 90-degree architecture makes them far too cumbersome for any modern Honda engine bay and technologically inferior anyways.





There are a couple of reasons for this. First, swap-seeking S2000 owners are few, but more importantly, that J-series was designed for something with its transmission up front. "[This] puts the whole cooling system off the back, transmission side of the engine," Jason says. "I had to make a lot of custom, one-off things for the cooling system in order to get everything [to] fit and [remain] hidden." Like the thermostat and water pump that had to be located inconspicuously and the pair of radiators positioned out back.

That's right. Two radiators, both out back. Look closely at Jason's AP2 and you'll see that pairs prevail, and the theme goes beyond the two Garrett turbos. "This car has two of everything," Jason says about symmetry and the numerical motif's place within the build. "The goal was to keep everything 100-percent symmetrical."

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TUNING MENU '06 HONDA S2000

OWNER JASON SCHMUCK

HOMETOWN MECHANICSBURG, PA

OCCUPATION OWNER, SCHMUCK BUILT LLC

ENGINE J32A2 engine transplant; InlinePro engine mounts and transmission adapter; Dodge Charger throttle body; custom intake manifold, rear-mounted twin radiator system; Garrett GEN2 mirrored GTX3576 turbos; Maven Performance turbo mounts; custom Schmuck Built turbo kit utilizing Vibrant Performance intercooler core, titanium piping, titanium mufflers, lines, fittings, catch cans; Walbro 450-lph fuel pump; P2R fuel rails; Aeromotive fuel pressure regulator; Injector Dynamics 1,000cc fuel injectors; shaved valve covers

DRIVETRAIN Competition Clutch clutch system; XPerformance Ford 8.8 rear differential conversion kit

ENGINE MANAGEMENT AEM Infinity; Rywire engine wiring harness and firewall plug

FOOTWORK & CHASSIS KSport coilovers; custom rear spherical bushings

WHEELS & TIRES 17x7" front, 17x10" rear Desmond Regamaster wheels; 215/45R17 front, 255/40R17 rear Yokohama Advan Neova AD08R tires

EXTERIOR BMW Ionic Blue paint by Tim Minsker at Body Works Collisions

INTERIOR Kirkey seat; custom Carbon Fiber Element steering wheel; custom JSC Racing Fabrication 10-point rollcage; AEM CD-7 display

THANKS YOU my wife, Samantha; Vibrant Performance; Garrett Turbo; AEM; Tim Minsker; John Kerr at J-K-Tuning; Ryan at Rywire; Frank at Downstar; James and Crystal at JSC Racing Fabrication; Maven Performance; Justin at LPS; Austin at Billetworkz; Willie at Nostalgic Grains



But symmetry won't make you faster. For that, Jason turned to two Garrett GTX3576 turbos that push air through a throttle body nabbed from a Dodge Charger and an intake manifold made from scratch that doesn't sacrifice that original hood. Power's transmitted through the S2000's original gearbox but passes through an XPerformance 8.8-inch Ford rear end and axles made to fit before making its way to the Regamasters.

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"When I bought the car, it was driven daily, [and] up until now the car has been apart more than it's been together," Jason says. "It's hard to find time to work on personal cars while keeping up with the business." Despite the fact that it hasn't seen the race track yet, the S2000 remains a showcase for Schmuck Built's capabilities and, according to Jason, it's only a matter of time before it "makes its transition into a full-blown race car." 





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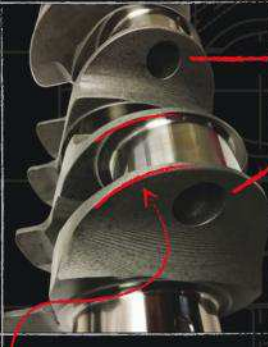
FLAT 4

INLINE 4

V6

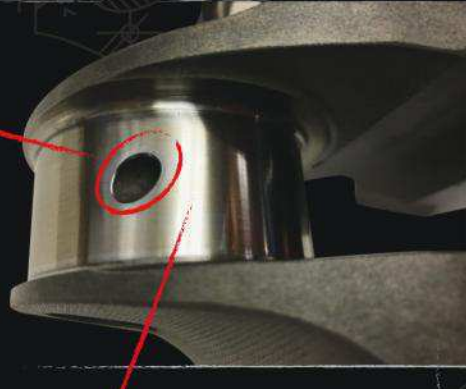
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In late '89, a young and eager Acura brand celebrated the launch of the 2nd-generation Integra, a vehicle that along with the heralded NSX, would eventually help cement the brand as a power player in the U.S. market. The designers and marketing heads had no way of knowing that the sporty coupe they were building and selling in record numbers would be a catalyst, helping to launch an entire industry of speed-thirsty teens and 20-somethings who related more to high-strung, front-wheel-drive four-bangers than their parents' V8 upbringing. The enthusiast movement at that time, already busy wrenching and experimenting on imports of that era, would get a glimpse of the future with a fourth Integra trim level introduced to sit above the RS, LS, and GS model lineup. Armed with a different engine entirely that brought with it a slight drop in displacement and allowed for a screaming-high 8,000-rpm redline at the mercy of a quick-shifting transmission and a shorter final drive, it was not only a performance improvement over the previous models, it was an introduction to Honda's DOHC VTEC technology...at least for the "average Joe."

The NSX had already relied on variable valve timing, electronically controlled, a few years prior to the GS-Rs debut, but many weren't aware of it and even fewer knew what it was. DOHC VTEC-equipped Civics and Integras in other countries had also been used widely by this time, but this was long before the Internet, and engine swaps weren't a common occurrence. All of this meant the DB2 was North America's first tangible introduction to a technology for which Honda has become famous.



WORDS Rodrez
PHOTOS Yosuke Ishihara

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Today, finding a second-gen GS-R in great shape is rare. Finding one that looks anything like Masafumi Eto's Milano Red '92 is virtually impossible. Especially when you take into account that less than 4,000 were ever produced, the last of which hit showroom floors about 25 years ago. And, no, this build isn't intended to resemble a standard restoration as Masafumi has added his personal touch to just about every corner of the car, from the pristine paint and intricate interior work to the highly detailed engine bay.

You could say Masafumi has a thing for USDM cars. Previously, he'd daily driven a left-hand-drive GE8 Fit, and he became pretty well known for the bright yellow 8th-gen Si coupe (also USDM) he'd built as well. He stumbled upon this U.S. native model via his friends at a shop called Concept. Though it was already modified, Masafumi had plans to completely rebuild the car, top to bottom, in his style.

You've seen a thousand different modified versions of Acura's early '90s icon with every conceivable bumper, aero kit, and wheel configuration in varying degrees of good taste. Masafumi, like many other hard-core DA/DB fans, believes in taking a simple approach and letting the car's classic lines do all of the talking. An OEM lip, mud flaps, a tiny hatch extension, and side window/moonroof visors surrounded by a complete respray and nothing else to distract from Honda's vision are joined by a set of TE37RT wheels. The ride height, a dramatic drop by way of IMAI-spec custom coilovers, is joined by a long list of suspension upgrades and a set of R Crew custom Alcon front brakes that bring the 26-year-old chassis up to modern standards.



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HOMETOWN YAMANASHI, JAPAN

OCCUPATION KYOCERA OFFICE EQUIPMENT SALES

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DRIVETRAIN OEM Civic EK transmission; Toda Racing clutch, flywheel, clutch cover

FOOTWORK & CHASSIS IMAI Spec damper custom coilovers; Skunk2 Pro Series front camber kit; Special Projects KIWI signature series rear LCAs, camber kit, toe links and sway bar endlinks; EK9 rear trailing arm assembly; Mugen Hard Bush RR trailing arms; ASR subframe brace, reinforcement brace with sway bar; K-Tuned Pro-Series traction bar; OEM knuckles shortened

BRAKES R Crew Racing Alcon custom big brake kit with 300mm rotors; EK9 rear brake assembly; Wilwood billet reservoir tank

WHEELS & TIRES 15x8" Volk Racing TE37RT Black Edition wheels; 225/45R15 Nitto NT01; Checkerd Sports racing lug nuts; ARP wheel studs

EXTERIOR Milano red respray; OEM Acura headlight assembly, front lip spoiler, sunroof visor; Honda door visor

INTERIOR Corbeau GTS II seats; Renown Monaco Dark Rosso suede steering wheel; Mugen gauges; NRG innovations carbon fiber decklid; USDM DC2 floor mats; upholstery restitched in black suede with red stitching throughout; Carrozzeria AVIC-ZH0999 head unit; Kicker tweeters, mids, subwoofers; Kinetik PowerCells batteries

Step inside the cabin of Masafumi's Integra (after you've thoroughly wiped off your shoes, please) and you find yourself in the midst of a mix of old and new. The distinct, sharp angles of the Integra dash are no doubt still there, but buried under what seem like miles of suede with painstaking red stitching that travels across almost every interior panel and front and rear seat surface. Further updating includes a 3rd-generation Integra gauge cluster, Mugen din-gauge lineup, and K-Tuned billet shift lever along with a slew of audio upgrades.

Being that one of the most unique aspects of the 2nd-gen Integra is its B17 heart, Masafumi was intent on keeping it rather than swapping to the more popular B18C or K20 setup. In addition, he didn't want an engine with all bark and no bite. His friend and engine builder Kazu Imai had a friend working for Toda at the time, and through some friendly networking, the 1.7L received extensive massaging by the engine-tuning legend. Of course, off-the-shelf parts like Toda's header, cams and adjustable cam gears, valve springs, and pistons were installed, but not before the Toda Racing Factory bored and honed the block using its patented Power Liner kit along with giving the head a proper port and polish. To maximize all of that naturally aspirated potential, Kinsler ITBs were bolted in place before everything was dropped back in to its chest cavity via Hasport mounts.



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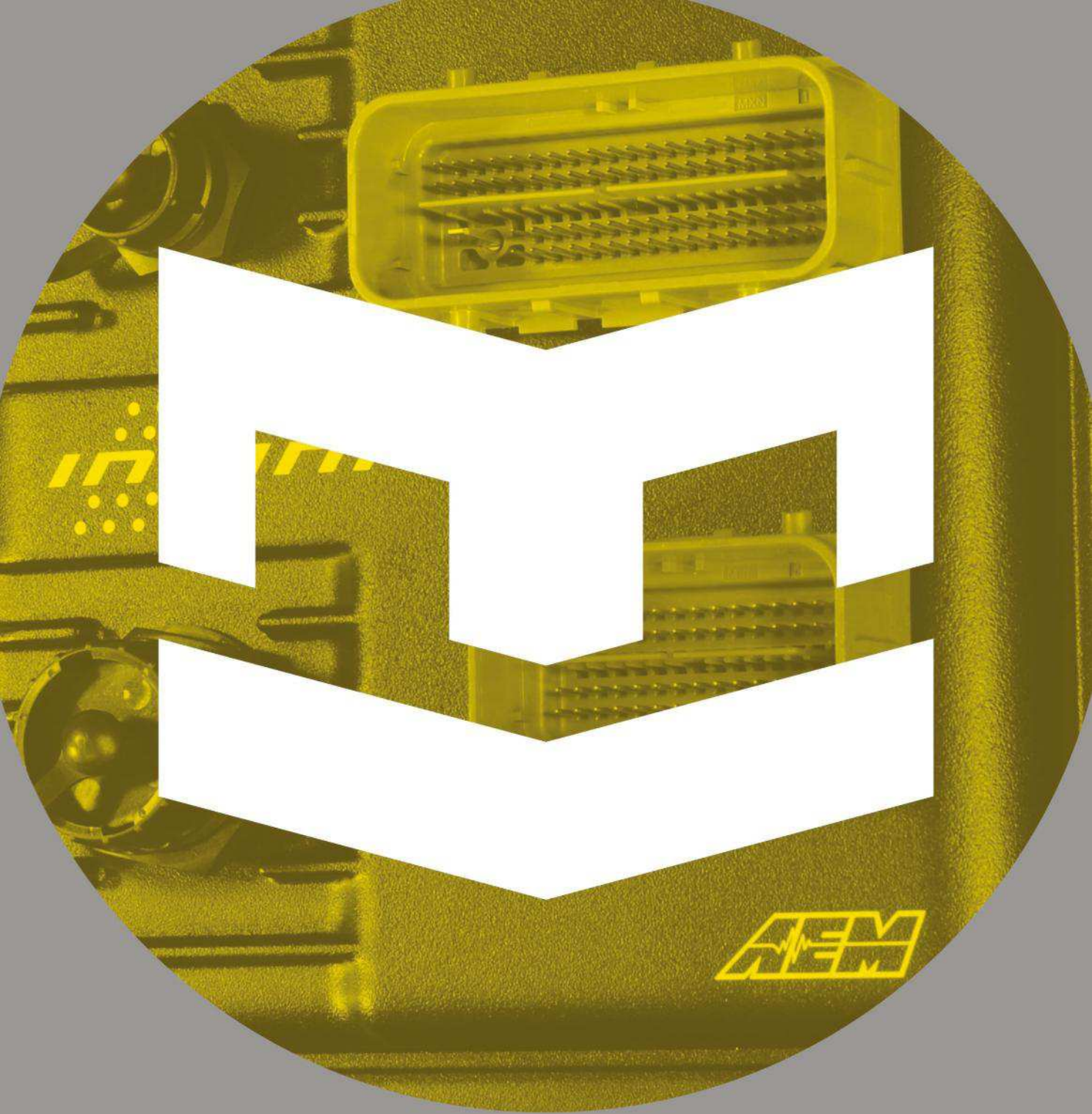
www.subispeed.com



The clean look and feel of this GS-R's bay goes beyond the expertly shaved sheetmetal. Every nut and bolt has been black-coated or replaced entirely by Downstar Inc. hardware and the OEM valve cover was ditched for a slick Frontline Fabrication billet piece that also incorporates space for the coil-on-plug conversion. It's the type of engine bay that in person might surprise you with all of its minute details that you simply won't catch the first time you view it. Rywire wiring harness and tucked radiator? Sure, but what about the brake booster delete? And then there's the clutch line that disappears into the framerail. Keep looking and you're bound to find some tricks you missed the first time.

Masafumi's to-do list doesn't go far beyond respraying the underbody and changing out a few different hoses. That's just fine in our eyes because it doesn't get any better than taking a somewhat rare model and giving it a complete restomod treatment with attention to detail that flirts with OCD levels of dedication. **RS**





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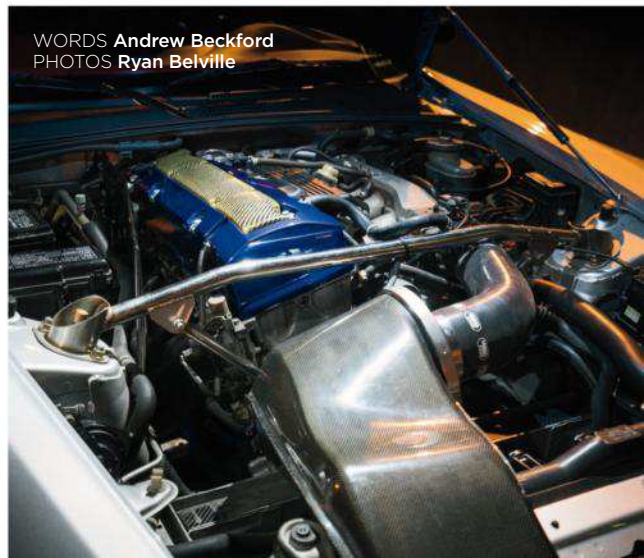


THIS **AP1 S2000** IS NOT HERE TO MEET YOUR APPROVAL

Today, it's considered sacrilege by many to combine aero panels and parts from two different kits. If you want to combine a Varis front bumper with Rocket Bunny fenders, then you'd better put on a flame-retardant suit before you post your ride on Instagram. You'll get roasted more times than five dollar chickens at Costco. Though, when I was in high school, such mix and matching was not only OK, but *encouraged*. It was all about blending elements together like ingredients of a special recipe unique to that car's particular owner. The trick was to make sure it still looked good. Admittedly, many cars from that era failed at that—though the select few who pulled it off did it extremely well. Riordan “Dan” Martinez II is bringing back that old-school philosophy with his AP1 S2000. If Dan’s S2000 has a familiar yet unique look to it, there is a very specific reason why.

Dan pays his bills as a collision repair specialist, and as part of the job, he has seen all manner of replica parts of varying quality. After witnessing so many rep body kit horror stories firsthand, he made a vow to himself that not only would he only use authentic parts, but also that he would build his car his way. He had no interest in following trends or becoming Instagram famous. Fashionable or not, if Dan thought it looked good or worked well, it was going on his car.

WORDS **Andrew Beckford**
PHOTOS **Ryan Belville**





SINCE '89

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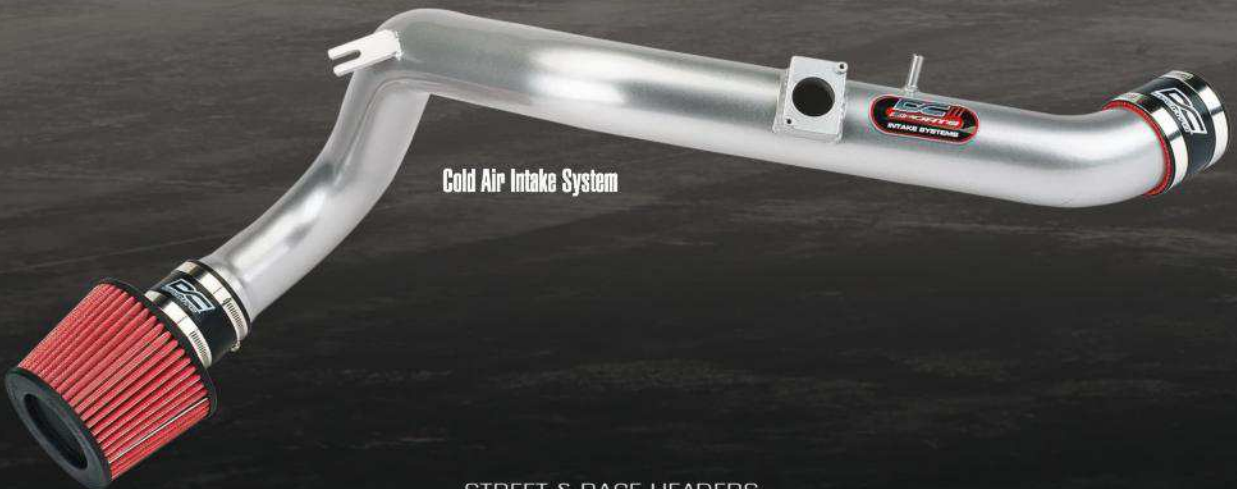
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On the outside, Dan combined parts from two of his favorite JDM brands: Voltex and J's Racing. The front end, rear fender flares, and the massive carbon-fiber spoiler are all Voltex pieces. The carbon hood, front fenders, side skirts, and rear diffusers all came from J's Racing. Dan did the body work himself and had to fabricate a few custom parts to make all the aero pieces fit together properly. The combined effect is the look of a track day special that can still handle the daily duties without too much compromise.

While it looks good, there is more to Dan's car besides a combination of sweet aero parts. Underneath the fenders are a set of Swift springs paired with Stance GR+ coilovers. This suspension setup gives the S2K its...well... "stance," but is also quite capable on a road course. A Cusco rollbar provides some peace of mind while also stiffening up the chassis.



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The wheel setup is interesting, as on the driver side are a pair of original Volk Racing TE37 wheels, while on the passenger side are slightly lighter TE37SLs. Why? Turns out it was just a slight mix-up. Dan wanted +22 offset wheels all around but accidentally ordered a set of staggered original TE37s with only the fronts being +22 and the rear at +12. So he sold off the two +12 wheels and bought the first +22 TE37s he could find, which happened to be SL models. That, my friends, is how you make lemonade!

Power mods are light as Dan only relies on a Samco intake with Mugen carbon-fiber airbox along with an Amuse R1000 titanium exhaust. I shudder to think about the amount of cash Dan dropped for that exhaust, so I'm just going to move on.

Dan plans to add more power in the near future with a Kraftwerks supercharger. We look forward to seeing Dan's build evolve, but for now, let's just bask in how refreshing it is to see someone buck the trends and build a legit project car, even if mixing and matching parts is frowned upon by most. 



TUNING MENU '02 HONDA S2000

OWNER RIORDAN "DAN" MARTINEZ

HOMETOWN SKOKIE, IL

OCCUPATION COLLISION REPAIR SPECIALIST

ENGINE Samco intake hose; Mugen-style intake; PLM header;

Amuse R1000 titanium header-back exhaust

DRIVETRAIN AP2 differential swap with 4.77:1 final drive

FOOTWORK & CHASSIS Stance GR+ coilovers with Swift springs; Cosco roll bar installed by jba Autowerks

BRAKES Brembo cross drilled and slotted rotors, pads; DC5 Type R Brembo calipers; Motul fluid

WHEELS & TIRES 18x9.5" +22 Volk Racing TE37 (driver side),

TE37SL (passenger side) wheels; 235/40R18 Continental tires

EXTERIOR Voltex front bumper, rear fender flares, carbon-fiber rear wing; J's Racing carbon-fiber hood, front fenders, side skirts, rear diffuser; Sebring Silver paint

INTERIOR Status Hockenheim carbon-fiber driver seat, FRP

passenger seat; 330mm Nardi Orido-style steering wheel; NRG

short hub and quick release; Spoon Sports Duracon shift knob;

Alpine Bluetooth deck, Type R speakers; JL Audio 900-watt amp, 13" subwoofer

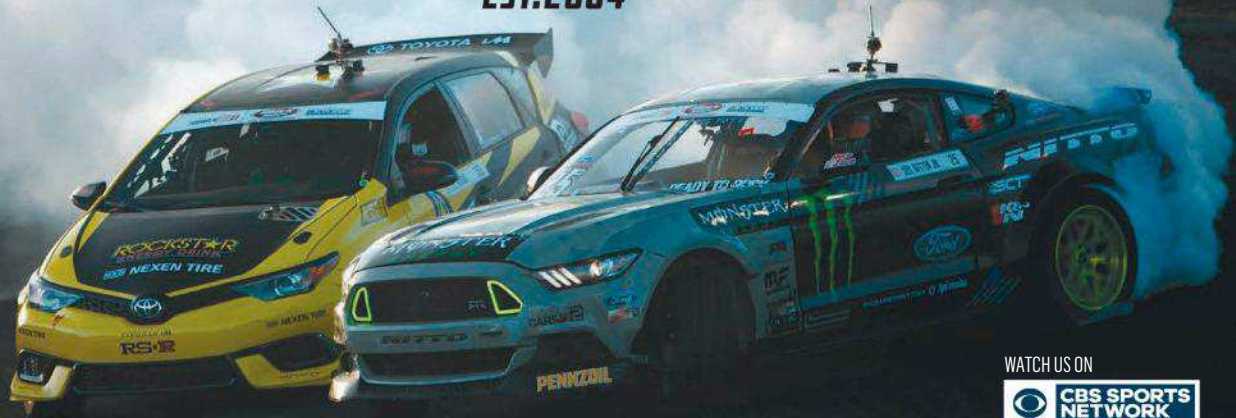
THANKS YOU jba Autowerks; my dad for getting me into cars at a young age and giving me the opportunity to work on cars; my mechanics at jba Jorge, Richard, Benny and Ron for helping me with the car; the wolf pack: Jay, James, and Andrew for getting my car the way it is; Mike and Nick from TF Works for always getting me everything and anything I needed for the car; last but not least, my wonderful, amazing, and supportive fiancée, Loisa—you're my number one supporter and I love you so much for that!

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ROUND FOUR	JUNE 1-2 2018	WALL SPEEDWAY WALL, NJ

ROUND FIVE	JULY 20-21 2018	EVERGREEN SPEEDWAY MONROE, WA

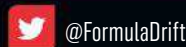
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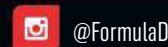
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Revel unveils its all-new Touring Sports Damper series for multiple vehicle types. Designed with a full case-length threaded monotube damper for greater control of your car's ride height, each kit also features 32-way dampening adjustability for fine-tuning. Upper pillowball mounts are included (when available), along with Teflon thrust washers to help reduce binding during spring movement. revel-usa.com



HONDATA CIVIC TYPE R FLASHPRO

The wait is finally over as Hondata announces the release of its highly anticipated FlashPro system for the U.S. FK8 Civic Type R. As new bolt-on parts have steadily trickled in, many were left searching for an affordable, capable tuning solution and, as usual, Hondata delivers. Much like the FlashPro used for previous Civic generations, the unit is connected via your vehicle's OBDII port, and the user-friendly interface grants you or your tuner the ability to tailor fuel, ignition, boost, and more right from your laptop! hondata.com



GREDDY CIVIC TYPE R OIL COOLER KIT

This new oil cooler solution from Greddy Performance Products addresses the documented cooling demands of the high-performance K20C1 engine. Greddy's inner-fin oil cooler mounts in a vacant area behind the left side of the front bumper. The kit also includes a GREX oil block adapter with integrated thermostat for quick engine oil warm-ups. The oil block and 10-row cooler are connected by high-flow -10 AN fittings and XRP lines. greddy.com



ZURICH DIAGNOSTIC READERS

Need to check, diagnose, and clear engine codes quickly and easily on just about any import or domestic vehicle manufactured since '96? Well, Zurich has you covered! Zurich's ZR4 is ideal for weekend mechanics and, beyond code checking, can also help check for emissions readiness. The ZR8 model includes an oil light reset and battery/alternator system, and can even stream live data and includes a trip cycle procedure. The ZR11 and ZR13 take things up a notch to master technician levels and can graph and record live data, include freeze frame data, one-touch functionality with a hot key feature, and the OBD connector uses an LED light to find your way around under the dash. All units are available through Harbor Freight. harborfreight.com

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THE RETURN OF TYPE S

At the North American International Auto Show in Detroit last January, Acura announced it's bringing back Type S performance models a decade after the last one was discontinued. Acura is also working on a new turbocharged engine to put under the hood. The last Type S was the '08 TL. The next one is still a few years out, and Acura officials are not saying which vehicle will get the first performance boost. The high-performance engine in development is also a few years out and will be a turbocharged V-6 exclusive to future Acura vehicles, which helps differentiate the luxury brand from Honda. It builds on the direction set forth by the twin-turbocharged V-6-powered NSX supercar.

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AEM ELECTRONICS SENSOR UPGRADE

MODERNIZING HONDA'S B-SERIES

WORDS & PHOTOS **Rodrez**

Over the past few decades, Honda's B-series has been modified, pushed to its limits (and beyond), and repurposed more times than we can remember. And whether it's the simple engine swap and street duty you're after or the high-horsepower race build that has you daydreaming about bouncing off of that rev limiter, you can bet there's an aftermarket solution available every step of the way.

One area that's seen the greatest amount of progression since the early '90s is engine management systems or, more importantly, affordable, user-friendly, and effective engine management systems. You can easily source plug-ins that give you base maps and enough adjustment to get your bolt-on engine setup running the way it should, along with full-blown standalone systems that give you complete control of every facet of your car's heart. On that end, there's AEM Electronics.

You've always known about AEM's popular Series 1 and 2 EMS systems, but in recent years it's their Infinity system that's had everyone talking. Packed with advanced features usually reserved for systems that are far pricier, Infinity offers everything you need to oversee your build with plenty of room for add-ons later.

In prepping this particular B-series for Infinity, we've added a number of AEM sensors to help monitor vitals in the quickest, most precise way possible. What those sensors pick up will be relayed to Infinity and displayed in vibrant color via AEM's CD digital dash display unit (CD-5.5-inch, and CD-7.7-inch display options). Here's a look at the sensor and EPM used to modernize this turbocharged B-series:



>>OIL AND WATER TEMPERATURE

In order to feed the Infinity oil and water temps, we picked up AEM's brass 30-2013 Temperature Sensor Kit. For water temp, we pulled the sender that supplies temp info to the stock gauge cluster, and AEM's 1/8-npt fitting almost fits perfectly, but because Honda uses a 1/8-bspt thread, a proper tap or an adapter is needed. We chose to tap it, and its compact design fits perfectly under the radiator's braided hoses without any interference.



>>Oil temps can be pulled from a number of different sources, including the oil pan. Because we're using a Golden Eagle oil filter adapter "sandwich plate" to feed the turbo filtered oil, there's an unused -8AN port that was originally capped off and is now fitted with a -8 to 1/8-npt adapter. The depth of this port, with the adapter stacked on top, leaves plenty of room for the AEM's temp prong to get solid, full-time monitoring.



>>The Golden Eagle sandwich plate provides a port for the oil temp sensor (left) and the oil feed line on top.



>>OIL AND FUEL PRESSURE

Pulling oil pressure with AEM's 30-2130-150 is pretty simple with a B-series block. The factory pressure sender on most is right next to the oil filter location and uses the same 1/8-bspt threading that we saw on the water temp port, but rather than tapping this time, we picked up a bspt-to-npt adapter to attach the sensor.



>>The Aeromotive fuel pressure regulator we're using features a 1/8-npt front port that you can add a gauge to, but since ours is already mounted to the end of the fuel rail and this opening was capped, we're using it to pull a pressure number with an AEM 30-2130-100. A 90-degree fitting is utilized to clear the charge piping as it bends toward the manifold.



>>MAP sensors like the 30-2130-50 are typically run directly to the intake manifold by making a hole and tapping or, as is our case, using a pre-threaded hole provided by an aftermarket intake manifold. There it measures pressure in the manifold and relays a signal for the engine load to the management system. And while the sensor is threaded and ready to mount right to the plenum, this one will be remotely mounted and isolated to the firewall (once the rubber insert-equipped mounts arrive) with a line that runs to one of the supplied ports on the bottom of the manifold in order to avoid excessive vibration and any potential for a false signal.

Project μ

FRICITION TECHNOLOGY



SCR-PRO FOR HONDA S2000

The SCR-PRO Front 330mm x 25mm and Rear 330mm x 12mm rotors are a direct replacement for the OEM 1-piece cast iron rotor. Very popular for use with Spoon Calipers or OEM calipers. SCR-PRO rotors are the Project Mu flagship model featuring 2-piece construction for superior durability, heat resistance, and heat release. Using newly developed FC cast iron, this model has improved its crack resistance dramatically and is lighter than OEM parts.



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Applicable Rotor Temperature	300~800°C
Friction Coefficient	0.42~0.55 μ

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Material	Super graphite metallic
Applicable Rotor Temperature	0~800°C
Friction Coefficient	0.43~0.5 μ

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>>To get a good reading of air temp, the 30-2014 required a little extra effort. AEM supplies a bung for the sensor so we stopped by Sportcar Motion to have it welded into place using some real estate on the underside of the charge piping, completely out of site.



>>An O2 sensor is an O2 sensor, right? Well, not really. Not only does the 30-2001 offer a more accurate AFR reading than just about anything readily available, it does so much quicker. How quick? Less than 100 milliseconds, and the unit's heater element only takes about 20 seconds to warm up.



>>One of the most aggravating aspects of the B-series family is its ignition system. Now some have gone years without ever having a single issue with their factory distributor setup while others, like us, have been plagued by igniter failures and constant cap and rotor scrutiny. To avoid the frustration and further modernize our B, we decided to do a coil-on-plug conversion using OEM RSX coils and AEM's 30-3255 electronic position module (EPM). Built to last, produced in 6061 T-6 billet aluminum, it fights off vibration with a shock-absorbing elastomer drive system. To install the EPM, you'll need to steal the retaining clip, pin, drive, and shims from your OEM B-series distributor. It's a very simple swap, requiring only that you release the clip, collect the above-mentioned bits, and reinstall them onto the AEM unit, which takes less than 5 minutes. The small, slotted disc being held on with Downstar's hardware swivels and allows this EPM to fit any B-, D-, or H-series engine type.



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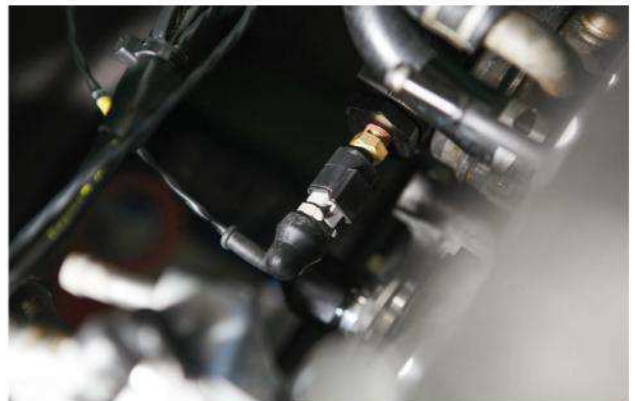
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>>With the sensors mocked up, we began running a custom Rywire Motorsport Electronics engine harness throughout the bay to connect everything to make sure there were absolutely no clearance issues. The harness features only the essentials and gets rid of all of the factory bits that are no longer used on a build like this, and since we told Rywire which sensors we'd be using, the company set us up with a harness that is literally plug and play. Everything worked out well and with a final once-over, we removed the sensors, applied a healthy amount of sealant, and tightened them down for good.

With the prep work complete, we're ready to install AEM's Infinity and CD digital dash display combo next time around.

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hksusa.com
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aemintakes.com
MSRP: \$460.49



■ INTERCOOLER CHARGE PIPE KIT

The AEM Intercooler Charge Pipe Kit is specially made for the 2016-17 Honda Civic 1.5L turbo. The free-flowing, mandrel bent aluminum tube is designed to reduce turbo charged air pressure loss and increase flow from the intercooler to the engine.

Equipped with two 1/8" NPT ports to optionally add water-methanol injection or nitrous oxide modification.

aemintakes.com
MSRP: \$325.00



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truhart.com
MSRP: \$140.00-\$160.00

IN IT FOR THE LONG HAUL

15 YEARS TO FIND THE SWEET SPOT IN THIS 5TH-GEN Si



WORDS & PHOTOS Rodrez

The short attention span, fast-paced lifestyle that's affected you, me, and even your parents spreads far beyond just lightning-fast Starbucks stops and binge watching sessions that often gobble up a complete series in a matter of hours. In the automotive circle, builders seem to be going through cars faster than ever. The recipe, in many cases, is derived from careful planning, execution, a debut, and oftentimes quickly moving onto the next project in rapid succession. Of course, there are always a few who choose to slow things down and aren't nearly as quick to jump from one car to the next. Instead, they choose to tackle just one project at a time. Take Jared Reyes, owner of this '93 Si, for example. He's changed direction a number of times but always stuck it out with this Civic, and at this point, after more than 15 years of ownership, he's more focused than ever.



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Back in spring of '02, Reyes chose this hatchback for daily duties and soon after, subjected it to the type of modifications that these cars are famous for, including a slew of engine swaps, multiple wheels, and other parts. With a few years under its belt, the car was eventually put to the side for a potential makeover, but with no plan of attack or sense of urgency, it sat lifeless for a few years. In '08, Jared picked up an Integra Type R and headed out to Buttonwillow Raceway for a track day—a track day that essentially lit the fire and he was immediately convinced, perhaps to an obsessive level, that the little red hatch in his garage was destined to be a full-time track car. To get that process started, he took to the classifieds section of his favorite Honda forums.

Jared's for sale threads didn't go unanswered as he let go of a number of gems like an SiR interior, a few sets of wheels, and a coveted Mugen FG360 steering wheel to fund some track-related parts that included a KG Engineering-built B16. In search of additional funds, he began designing, building and marketing composite pieces that he created in his dad's garage, like the bumper ducting and air dam you see pictured.



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**A DISCOVERY
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We asked Jared to tell us what his favorite part of his build is currently, other than the Eibach coilovers (c'mon, we had to take that out of the equation!).

"The IQ3 is the star of the car in my eyes. It connects to the Hondadata S300 via a single wire and feeds data directly to the dash. There are no additional sensors needed to monitor water temp, air intake temp, throttle position, voltage, or anything that the OEM ECU reads. That info is then logged so it can be reviewed after a session at the track. For things not logged through the ECU, like oil temp, oil pressure, and transmission temp, additional sensors can be added. The Racepak sensors use a proprietary V-net harness, which eliminates the need to run a power and ground wire for each sensor. You simply plug the daisy chain connectors into each other, the dash automatically recognizes the sensor, and info shows up on the dash. The best part is, Racepak has dozens of sensors available, even one that will monitor a driver's heart rate and log it through the dash."



With a few years of experience behind him, Jared was presented with an opportunity to help establish a Honda FWD-only track event called HFF Challenge, to which he jumped at. By the time '16 rolled around, he was ready to get serious and planned a complete revamp that brought the car up to its current status. He adds, "This current version of the car is by far my favorite. I finally feel like it's made the conversion from street car to full race-ready track car and is very close to being in full NASA Honda Challenge trim."

The first major change was the zero miles ITR block that sort of fell into his lap. "A friend of mine found a brand-new JDM ITR long-block for sale. We split the cost—he took the top end and I took the bottom end, and I'm using my '96-spec ITR head." With endurance and reliability being two major factors to Jared's success on race day, you won't find a sky-high compression ratio or radical cams on board. Instead, much of the original factory ITR is still in place with a slight bump in power coming by way of bolt-ons, like the Mugen ITR airbox that had avoided being sold years prior, the beautifully crafted Blox titanium header, and a set of AEM adjustable cam gears, to name a few. Helping to put the power to the ground is a GS-R transmission complete with Exedy Hyper Single clutch/flywheel combo, MFactory LSD, Gear X 4.9FD, and Insane Shaft axles. Not surprisingly, that formula has proven to be extremely faithful, and for the numbers crunchers, the B18 now checks in at a hair above 200 hp.

Hondata Engine Management Systems:



The **Hondata S300** is a plug-in module to the OBD1 factory computer. Now you can tune your OBD1 Honda or Acura for any performance modifications.

The **Hondata KPro** is a plug-in module to many 2002-2004 OBD2 factory computers. This allows you to tune your K-Series engine for any performance modifications.



The **Hondata FlashPro** connects your laptop to your vehicle's scan tool port. Plug and Play makes it simple to tune your late model Honda or Acura.



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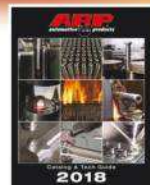
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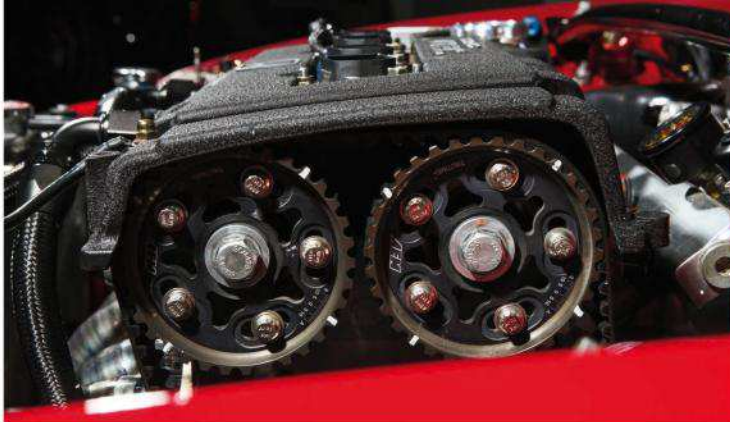
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ENGINE JDM B18C; Hasport engine mounts; AEM adjustable cam gears, fuel pressure regulator; Walbro 255-lph fuel pump; STR fuel rail; Holley HydroMat in-tank pick-up; Mugen thermostat, air box; Samco intake tube; Hondata S300, coil-on-plug conversion; Rywire engine harness; Odyssey PC680 battery; RPM Service 68mm throttle body; Blox Racing titanium hi-flow header; Tanabe stainless exhaust piping; Burns stainless muffler; Koyorad radiator; ASR radiator mounts; GReddy sandwich plate, external oil cooler; ATI engine damper

DRIVETRAIN Y80 GS-R transmission; Exedy Hyper Single clutch, flywheel; MFactory clutch type LSD; Insane Shafts axles; GearX 4.9 final drive; Fastline extended shifter; Cosco hard bushings

FOOTWORK & CHASSIS Eibach MULTI-PRO R2 double adjustable dampers, ERS main and helper springs with torsion release bearings, anti-roll bar spherical end-links; ASR 32mm rear antiroll bar, subframe brace; spherical control arm and compliance bushings, upper strut mounts; PCI trailing arm bushings, front upper control arms; Password; JDM rear spherical camber arms; SPC spherical toe adjusters

BRAKES DBA Mini Cooper 11.1" rotors; Project MU Club Racer front, B-Force rear pads, G-Four 335 fluid; Spoon twin-block calipers; steel braided lines

WHEELS & TIRES 15x7" +25 Volk Racing TE37 Sonic wheels; 225/45R15 Toyo RR tires

EXTERIOR Milano red paint by Randy Prevat; J's Racing carbon-fiber hood; custom air dam, splitter and bumper ducting; Franks fiberglass sunroof plug; PCI 3" side skirts, rear wing; JDM thin moldings, headlights, side markers; Vision amber corner lights; Spoon Sports 1st-gen mirrors; Lexan rear hatch window; carbon-fiber tailgate; Sparco spring latches; Mugen DC5 tow hook; World Motorsports titanium lug nuts

INTERIOR rollcage by Allen Camaro; Cobra Evolution driver seat; PCI seat bracket; Crow harness; Racepak IQ3 digital display; Lifeline four-liter fire suppression system; Momo Monte Carlo suede edition steering wheel; Sparco quick-release hub; Razo gas pedal; grip tape brake and clutch pedals; FF Squad delrin shift knob

THANKS YOU my parents for always supporting and encouraging me to do what makes me happy; my brother for taking me to Battle of the Imports at LACR in '98 and starting this all for me; Tony Jackson, Mark Krumme, Ryan Hoegner, Jeren Walker, and everyone at Eibach; Katman, Willem Drees, Nick Chaffin, and all of the HFF Challenge drivers; Jeffrey Teves, Bryan Leon, Marco Canlas, Eddie Harrell, Oscar Diaz, Clint, and the entire Kiang family; Allen Camaro; Randy Prevat; Rob Stephens; Eastside Muffler; FF-Squad; Eddie Lee; Philip Chase; Steve Lim at Mackin industries; Cameron Ferre at Racepak; Kevin Davis at Riverside Honda; James Ornelas at Ghostwerks; Brian Slames at PCI; Scott Oshiro at Koyo Radiators; Charleston Ong at ASR; lastly, my dad for always being by my side and making me into the person I am today

You might think that being the assistant sales manager at Eibach means you've got the ultimate suspension setup and, well, you'd be right. Jared raided the parts bin for Eibach's highly regarded MULTI-PRO R2 double-adjustable dampers with ERS main and helper springs, and if you take a look at his suspension specs, you'll see that the list of upgrades runs deep, with each part chosen for a specific reason and the end result far exceeding anything Honda's engineers could have possibly imagined. To keep things under control, Spoon calipers up front replaced the stock units and in the midst, shaved 12 pounds. And because weight is always a factor, a set of feather-light 15" TE37 Sonic wheels were added and are one of the only sets in the U.S.

You've always heard the term "safety first" and probably ignored it in most cases, however, Jared took heed. That's why you'll find a Cobra Evolution bucket with a heavy-duty PCI bracket and Crow harness to hold him in place, and the entire car is laced and ready to defend with a Lifeline four-liter fire suppression system in case of the unthinkable.

Fifteen years is a long time in our world. That's 15 years of wrenching, swapping, and upgrading. Fifteen years packed with moments of absolute frustration and setbacks. Fifteen years of learning, progressing, and maturing. And, most importantly, 15 years spent finding the perfect combination of parts and experience that we have no doubt will bring Jared Reyes to the next level in his competitive racing endeavors. 🇺🇸



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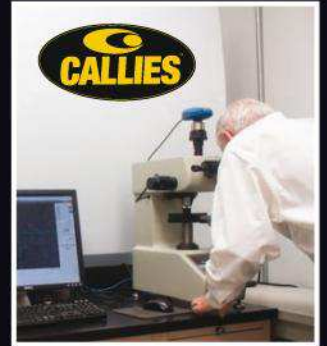
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HURTS SO GOOD

Our annual Japan issue is back next month with one of the sexiest cars from this year's Tokyo Auto Salon—the Hurling x Varis JZA80 Toyota Supra!

Photo: Sam Du



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