

600hp Naturally Aspirated V8 Toyota Supra JZA80 \$29,900



Its difficult to exactly describe all the parts that come together in this unique, incredibly high performance vehicle. Its also difficult to describe how reluctantly I write this ad.

So... the nuts and bolts: no bullshit 600hp 10,000rpm, custom dry sumped 1/2UZ VVTi engine with individual throttles, custom manifolding, ported heads, cams, springs, custom pistons, rods and crank. 4.6L overbored 2UZ block with custom destroyed crank, running an Autronic SM4 with full vvti control. This engine build currently has ZERO hours on it, and needs a quick valve spring swap (included) due to some new cams, and then running-in and final tuning. Current map is sufficient to run and maneuver for transport. Also requires some lines to be finished to reconnect the PS reservoir through the new drysump pump (aux stage). For full engine specs, see following the bottom of this ad.

Chassis is a 1994 JZA80 basic model (lightest @ 1350kg) without ABS, cruise, airbags etc. 140k on the chassis, all mechanical parts have been regularly reviewed, renewed, replaced as a matter of course. That's if they plain old haven't been removed, and replaced entirely with new custom components. Again, full specs of upgraded components and modifications are provided below. NOTE: car is presently registered (NSW - June 2011) however comes without engineer's certificate.

Contact: ed@v-eight.com inspection by arrangement in western sydney.



ENGINE:

2UZ iron block out to 96mm bore (+2mm OS)
1UZ crank offset ground and double nitrided 78.5mm (4mm de-stroker crank)
Final capacity 4.6L, rpm limit around 10,500rpm
mains line bore, decks milled to mains tunnel axis
Custom full chromo crank girdle with ARP studs, plus tied to sump skirt
Lentz 6.0 SBC Nascar Custom rods on Honda 1.888 custom Clevite bearings (calico coated)
Custom CP X-forging box pistons 12:1 CR
45thou (approx) piston/head clearance cold (with CNC matched chambers to piston profile)
51thou Cometic 98mm gaskets
diamond cut 'Smith's Profile' valves and seats (farken expensive!)
Waggot camshafts 257 @ 50 (about 322deg base) and 437 lift INTAKE
Waggot camshafts 257 @ 50 (about 319deg base) and 408 lift EXHAUST
re-clearanced lifter valley and bucket bores for new cam lobe clearance
GSC Motorsports valve springs (can squeeze 510 lift into these!)
ARP AM4.950-1LB heads studs (NOT Lextreme studs... dont start me!)
custom 4 stage (3+1 aux pump) dry sump, inc pan, pump brackets etc etc
Ross underdrive metal jacket race balancer with dry sump mandrel and gears
Ross custom pully set for idler, alt, and dry sump pump
new seals, gaskets, idler/belt bearings, belts etc etc



INDUCTION

Manifold: Custom Fabricated ITB Manifold

Air intake: Twin Custom 4"

Filtration system: Uni Filter

Inlet pipe: Twin Custom 4"

Silicon hoses: 4"

Throttle Body (Type/Size): x8 48mm ITB's, modified rb26det units with custom OS butterflies and machined shafts (EFI Hardware)

Plenum Chamber: Custom Carbon Fibre Dual Entry Balanced Plenums

FUELLING SYSTEM

Fuel storage: OEM Fuel Tank

Fuel supply: Walbro in tank lift pump, Custom Swirl/Surge Pot 3.5L, Bosch 440 external pressure pump. -6AN/Speedflow Supply Lines, Custom HighFlow Rails, x8 440cc/min injectors running at 60psi rail pressure, Aeromotive adjustable fuel reg, OEM Return Lines, Fuel cooler on return line into swirl tank.

Fuel filtration: Aeromotive -6AN Inline Filter

Ignition System: OEM Coil on Plug Ignition

Engine management system: Autronic SM4

EXHAUST SYSTEM

Extractors/headers: Custom Made (JMR Fabrications) Tuned Length 4-1 Extractors with Edelbrock merge collectors. 36" primary length, 1 7/8" primary dia. 3" collector and secondary pipes. Mandrel bent, ceramic coated.

Catalytic converter: Twin 3" metal cat

System's construction: 3" Stainless twin exhaust with crossover, twin entry rear single muffler

Mandrel bent (Y/N): Yes

Resonator(s) (no/brand): No

Muffler (make/model): Unknown brand twin 3" entry, single 4" outlet

Tip(s): 5" tip

DRIVETRAIN

Gearbox: Currently OEM Toyota W58 5sp manual kept to sort out gear ratios during testing. I would consider a Quaife 6sp sequential to replace this gearbox. I have the adapter plate plans already designed for this.

Pressure plate: Tilton 7.25" see below

Clutch type: Tilton 7.25" triple plate (Ex NASCAR Clutch modified to take new twin plate rally clutch plates)

Flywheel: Custom Alloy 2.5kg flywheel with separate ring gear.

Driveshafts: stock

Axles: stock

Tail-shaft: stock

Differential: Modified JZX90 Chaser differential grafted into the JZA80 Supra subframe with Kaaz 2-way LSD installed. The JZX90 runs a traditional 'G' series 8" crown and pinion which opens up ratio options. There are no ratios available for the standard 'A' series JZA80 differential

Final-drive ratio: 4.88:1



BRAKES

Front: 355mm Brembo F50 4 piston calipers on custom brackets

Rear: 330mm Brembo GT3 4 piston calipers on custom brackets

Booster: Stock

Brake pads (F/R): Hawk

Lines: TRD

SUSPENSION/CHASSIS BRACING

Front suspension (brand/model, struts/springs/coil-overs): Tein HA Adjustable Coilovers 14kg/cm

Rear suspension: Tein HA Adjustable Coilovers 12kg/cm

Strut brace (F/R): NA

Swaybars (F/R): Whiteline 30mm/20mm front/rear

Amount lowered from standard: 50mm

WHEELS AND TYRES

Brand/make (F/R): Work

Model: XT7

Dimensions: 18x9.5" all 'round

PCD: 5 x 114.3mm

Offset: +30front +20rear

Front tyres: 245/40/18

Rear tyres: 275/35/18



CAR'S INTERIOR

Front seats: Driver's Sparco Pro2000 + Sabelt 6 point harness. Passesnger Stock

Rear seats: Stock

Steering wheel: Sparco Deep Dish Leather

Gearknob: Razo Seude

Tuning pedals: OEM Sports Option

Gauges: Autometer ProComp Oil Pressure and Water Temp

Other: Independent Shift Indicator

IN-CAR ENTERTAINMENT

Stereo gear: Stripped Out

EXTERIOR

Front bar: OEM with Large Custom Carbon Fibre Air Dam

Lip: Unknown Brand Remade in Carbon Fibre

Bonnet: OEM + Aerocatch Latches

Side skirts: Top Secret

Rear apron: Veilside

Rear bar: OEM

Spoiler(s): Removed and holes welded

Paint (brand/colour): ProTec Custom Colour based on original OEM Code 752 (baltic blue), slightly modified with zirallics and tone changes, but the original base colour/hue remains unchanged

Other: Front and Rear arches rolled and flared around 14mm to clear 255/285 track slicks

