

Link do produktu: <https://bizongarage.pl/carbon-fibre-induction-kit-for-volkswagen-audi-seat-skoda-cupra-20-tsi-ea888-p-41218.html>

Carbon Fibre Induction Kit for Volkswagen, Audi, Seat, Skoda, Cupra 2.0 TSI EA888



Cena brutto	4 388,93 zł
Cena netto	4 388,93 zł
Dostępność	Na zamówienie
Numer katalogowy	379177199

Opis produktu

- **Average gains of 5.5bhp**
- **Gains of 16bhp at peak and average of 10bhp from 4500rpm when coupled with [FMTIA5/9](#)**
- **Average gain of 20NM of torque**
- **Prepreg 2x2 twill formed carbon fibre**
- **Dyno proven**
- **Great induction noise**
- **More responsive throttle**
- **Lifetime Warranty**

With the release of the VW Golf MK8 R, the development team at Forge Motorsport knew that there would be a great opportunity to help the **EA888 engine breathe easier and make more power**. We were lucky to get one of the first MK8R's to enter the UK and used this opportunity to put **months of development and testing** into this new induction kit. Our MK8 Golf R has been put through countless hours of track day work and hill climbs, alongside the usual daily and spirited driving. This kit has been designed from the ground up, using 3D Scanning, FEA Simulation data in SolidWorks CAD, 3D printed development, and numerous dyno sessions to truly unlock the power.

Simulation testing played a large part in the design process to help maximise the airflow. This included a tear drop cavity around the bonnet release mechanism to ensure that the airflow stays fast and laminar on its way to the filter element. The 3D printed prototypes helped with comparing our simulation testing to real world driving conditions. This is a valuable comparison that is used in the top tiers of motorsport, now being brought to your vehicle.

During the final prototypes testing we found that the Forge induction kit with stock turbo inlet produced gains on average of

5.5BHP. However, when paired with our Turbo Inlet Adaptor ***FMTIA5/9*** this is where the stock EA888 engine saw impressive gains, increasing power up to **16BHP** at 6500RPM with a significant average power increase from 4500RPM to the 6700RPM Rev limit of **10BHP**, while the drivability and the punch from extra torque increases can be felt on the road as between 4000RPM to the rev limit an average gain of **20NM** is achieved. It's worth remembering that this is with a stock ECU and no tune, so we would expect to see mapped cars returning even greater yields of power.

This induction kit runs the full width of the slam panel, incorporating an elegant lip which neatly slides under the slam panel to ensure that all the cold air from the front of the vehicle flows through into the inlet tract with no detriment from the engines heat. During testing we found this to make a significant increase to airflow