

Link do produktu: <https://bizongarage.pl/hyundai-veloster-n-intercooler-p-41065.html>

Hyundai Veloster N Intercooler



Cena brutto	4 413,22 zł
Cena netto	4 413,22 zł
Dostępność	Na zamówienie
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Opis produktu

We are pleased to release the Forge intercooler for the Veloster N

If you use a Veloster N for fast road or have a high performance tune in a hot climate this product is essential

Utilising our industry leading bar and plate design, alongside Solidworks CAD and flow simulation design (Computational Fluid Dynamics CFD) we developed our high flow cast end tanks. The turbo side endtanks feature an internal divider to ensure the full volume of the stepped core is utilised.

The bar and plate core has over 129% more volume and an increase of frontal surface area over 71% (over the stock cooler) meaning the Forge intercooler is the largest currently available on the market. To ensure we deliver optimum cooling efficiency, the development team created a fabricated ducting system that has been skilfully integrated into the superior design of this product this ensures fitment to the inner contour of the Veloster N front bumper.

The inlet and outlet sizes have been increased in diameter to 65mm, giving an increase of 27% more volume over the stock cooler to give perfect flow. The development team also added a custom hard pipe increasing the diameter by 14 mm to 64mm up from the factory 50mm. This replaces the stock factory pipe on the hot side to ensure this package gives you all you need for maximum performance gains on high levels of tune. The boost pipe and intercooler come in our standard black textured finish powder coat for maximum longevity.

Various core designs were tested in the development of the Veloster N intercooler with us finally deciding to use a high-quality Bar and Plate design as used on our highly successful Audi RS3 and TTRS 8s intercoolers resulting in minimal pressure drop.

The results were fantastic with IATS (inlet air temps) being reduced by half and resulting in tremendous gains on tuned vehicles.

During our extensive testing, we let the car heat soak on the dyno until the radiator fans tripped on and off (which gives an inlet temperature of around 40°C). We then did a dyno pull from this point. By doing this, it gives a more consistent result and reflects real-world driving conditions more accurately. You can easily see the Forge intercooler cools much quicker and delivers a much greater drop in temperature compared to OEM.

After more than six pulls on the dyno we still had super safe IATs and the Forge intercooler gave results of 24°C, halving the factory's intercooler intake temps from 48°C. These tests