

Link do produktu: <https://bizongarage.pl/race-intercooler-for-the-ea888-20-tsi-engine-p-41290.html>

Race Intercooler for the EA888 2.0 TSI Engine



Cena brutto	4 896,37 zł
Cena netto	4 896,37 zł
Dostępność	Na zamówienie
Numer katalogowy	379177431
Kod producenta	FMINT32
Kod EAN	5056721243122

Opis produktu

Highlights:

- **Gains of 16BHP**
- **Gains of 20NM of torque**
- **Inlet air temp reduction (IATS) of up to 58%**
- **Made in the UK**
- **76mm inlet and outlets (OEM 63mm)**
- **83% volume increase over the OEM**
- **No cutting of the vehicle 100% plug and play**
- **High flow baffled cast end tanks ensuring optimum air transition for cooling efficiency**
- **Lifetime warranty**

This part will replace the following OEM parts: 5Q0145803H, 5Q0145803K, 5Q0145803L, 5Q0145803P, 5Q0145803S, 5Q0145803N

Following on from our previous intercooler solution for the MK7 golf and MQB chassis variants that utilise the EA888 2.0 GEN3 2.0 TSI engine, we have designed our race intercooler to further enhance performance over the original intercooler and our previous iteration of our cooling solution, designed, developed and tested, at our headquarters in Gloucester UK. Throughout the development process we have strived to improve the efficiency and performance of the EA888 GEN3 engine. Our project brief was to develop an intercooler that utilised all of the available space in the original position of the OEM intercooler along with increasing the size again over our hugely successful product [FMMK7FMIC](#). We also had to ensure the inlet air temperature is reduced, without any negative effects on the boost pressure or engine and transmission cooling.

In the MQB chassis the intercooler housing is particularly restricted and confined to a small amount of space, due to it not only housing the intercooler, but also the radiator and air conditioning condenser. The front panel in theory is a sandwich pack that houses the auxiliary cooling components. This means in order to increase the size of the intercooler without paying detriment to the performance of the surrounding items, and with also having very little extra space available, that it can be very difficult to execute the perfect blend of a high flow intercooler within such a close proximity. Our research and development engineers went back to the drawing board looking at previous documented dimensions while also taking new scans of the intercooler housing, this enabled the team to squeeze a further 10mm in depth of the core that houses very snugly into the earlier MQBs platform.

We also looked at the differences between the Mk7 and Mk8 cooling components and found that the Mk7 Golf GTI and Golf R has a thicker radiator than the MK8 equivalent models thus meaning we also needed to consider any fitment