

diamonds are forever



Most reviewers agree that the all wheel drive Mitsubishi Magna is a great driving platform offering grip and enhanced lateral stability but it does lack one vital ingredient – power. From the factory the revvy little 3.5-litre V6 pumps out a mere 158kW at the flywheel and 330Nm of torque. Hardly the true grit required to raise the hairs on the back of your neck, especially in a car of its ample dimensions.

Enter Sprintex Superchargers. Sprintex have been around for many years and specialize in developing positive displacement screw-type supercharger kits for a number of vehicles. Over time, their kit for the Toyota Landcruiser has become a must for the country boys while their kit for the latest MGs is available as an option through the dealers. This is exactly the aim of the Magna kit. Closer inspection of the kit reveals its exacting fit and complimentary finish. Most people taking a gander under the bonnet would be hard pressed to find anything out of the ordinary from a standard Magna; such is the quality of the installation. But trust us, there is a Sprintex lurking under that beautifully finished billet aluminium plenum.

The supercharger actually sits above the rear rocker cover and forces the compressed air upwards into the plenum chamber and then into the manifold located in the vee. A Z-drive is used to spin the Sprintex; this comprises a 6-rib belt running off a crank pulley which turns a block-mounted pulley higher on the engine. On the other side of this pulley is a toothed pulley responsible for driving the supercharger via a toothed belt.

Perhaps the best feature of a kit developed to this level is the full ADR emissions, noise and brake compliance. In addition, Sprintex will match the Mitsubishi factory warranty for the supercharger in new vehicles and offers a 20,000km or 12 month warranty when fitted to used vehicles. The fully installed price of the kit is \$6950 plus GST or \$7645.

So what do your kidneys get to sample from your new supercharger upgrade? Well, the conservative figures quoted by Sprintex have the Magna's drab 8.5-second 0-100 km/h time slashed to a flat 7-second blast on a hot summer's day (cooler weather should see this figure fall significantly). The power stakes jump from 158kW standard, to 226kW at the flywheel with a moderate 8-pounds of boost aboard. The real winner with a positive displacement supercharger is torque and that's what makes a street car feel quick, responsive and just plain fun to drive. In this case peak torque jumps from 330Nm to 422Nm. But even this peak increase is not the full story when you consider that the supercharger hits its maximum boost at



around 1500 rpm. That translates to a fat, flat torque curve that allows the car to simply pull away in 5th gear from just off idle.

Sprintex's prototype car also has a few aesthetic changes to give it a unique appearance inside and out. The rear bumper has been re-worked and now has two cutouts to suit the custom twin exhaust system. The front end has stainless mesh in the grille for a touch of import racer style and the interior has been reworked in leather with custom "Supercharged" logos in the seats. Finally, a set of 18-inch rims with low profile rubber allows the car to handle even more precisely while simultaneously erasing the family car look. No doubt owners of these fantastic Mitsubishi's will drop the ride height even further to sit the wheels further into the arches for more street cred.

As yet there is no word of a higher output unit but with forged pistons, some quality conrods, an upgraded fuel system and more boost the all-wheel drive Magna would be a low 12-second contender on any given Wednesday night.

Source:
Sprintex Superchargers.
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