

SPRINT FILTER

CARBON

TECHNOLOGY



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C-TECH

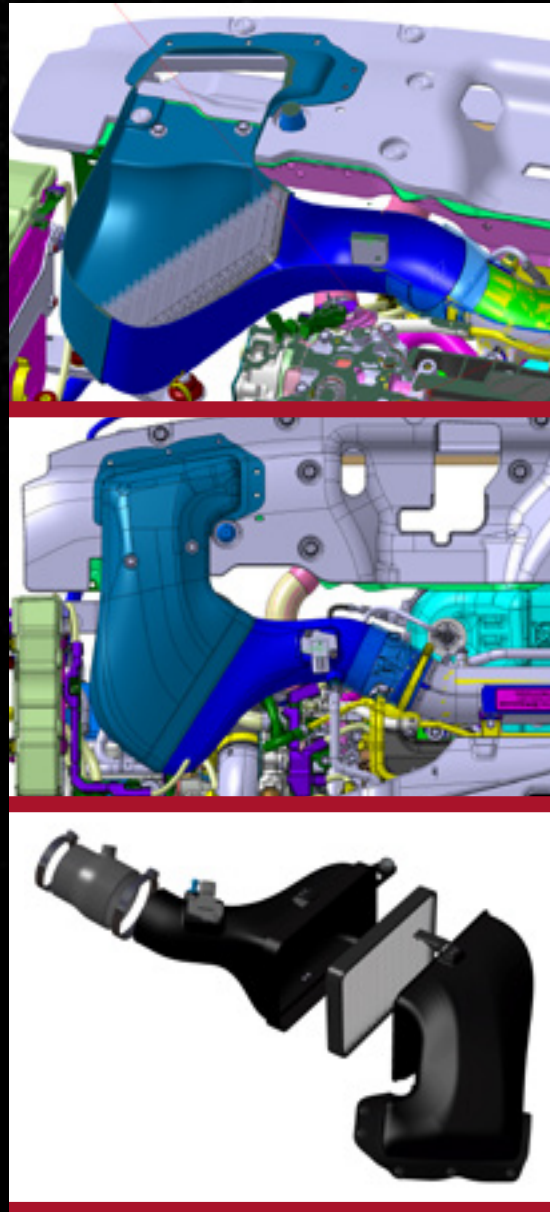
C-TECH IS A NEW FAMILY OF SPRINT FILTER PRODUCTS FOR SPORTS CARS AND SUPERCARS, AND IS THE RESULT OF SPRINT FILTER'S MORE THAN 65 YEARS OF EXPERIENCE IN FLUID DYNAMICS. IT IS A PRODUCT THAT MAKES NO COMPROMISES, DRAWING ON THE TECHNOLOGIES USED BY SPRINT FILTER IN MOTORSPORTS AT THE HIGHEST LEVELS: **HIGH PERFORMANCE, LIGHTWEIGHT, EXCLUSIVE AND EASY TO ASSEMBLE.**

The first C-Tech airbox is dedicated to Honda's super sports saloon, the Honda Civic Type-R FK8.

The airbox for the Honda Civic Type-R FK8 is the result of a long technical collaboration with J.A.S. Motorsport, Honda's long-time partner in the manufacture of touring and rally cars. For two seasons the TCR version of the FK8 designed and built by J.A.S. has been equipped with the universal Sprint Filter KD1TCR airbox, and it was therefore easy to use the acquired know-how in the design of an airbox dedicated only to the production version.

Sprint Filter uses the best carbon fiber available on the market for each airbox of the C-Tech series, processing it exclusively with an autoclave process. One of the product's main focuses is ease of assembly, which is carried out in a few minutes without having to make any changes to the car or adjustment of the carburation.

*Sprint Filter is a
manufacturer of
performance air filters
since 1952.*



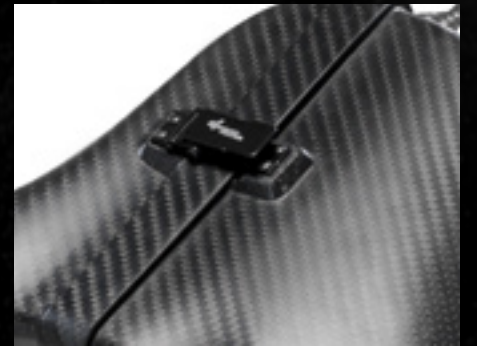
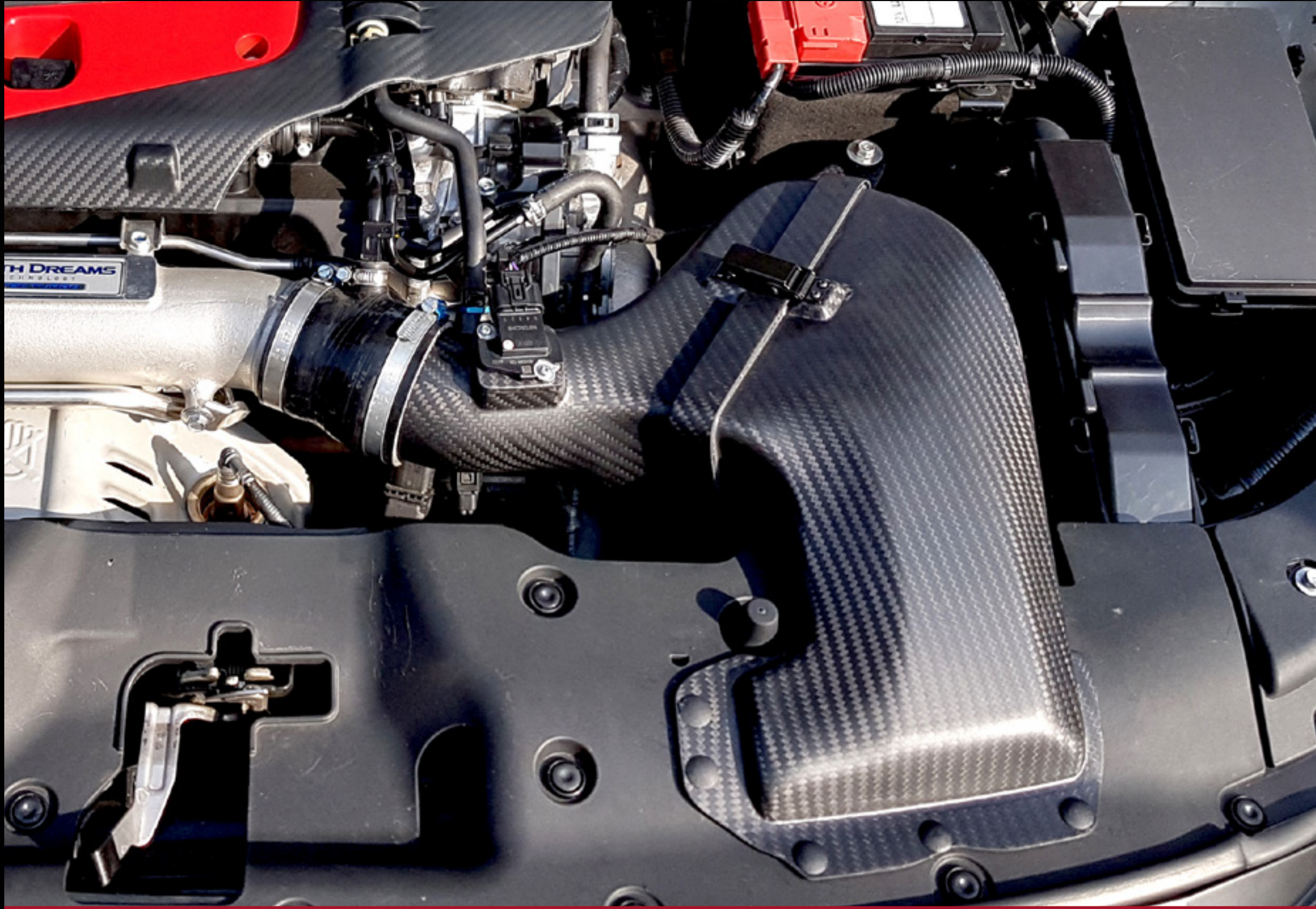
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THE BOX INCLUDES EVERYTHING NEEDED:

Glands for repositioning the wiring of the airflow meter. The reduced weight compared to the original airbox (including air filter and sleeve) is significant: the original weighs 2,300 grams (2.3 kg), while the Sprint Filter C-Tech weighs only 811 grams.



CARBON TECHNOLOGY



C-TECH

AIRBOX PER HONDA CIVIC TYPE R

THE NEW SPRINT FILTER DYNAMIC AIRBOX GIVES +16 HP OF MAXIMUM POWER TO THE NEW HONDA CIVIC TYPE R, INCREASING IMMEDIATELY FROM THE LOWER RPM. IS IT POSSIBLE TO OBTAIN SO MUCH FROM AN AIR INTAKE? THE ANSWER IS YES AND WE SHOW YOU HOW!

TESTED BY
ELABORARE
EST. 1987 TUNING SPORT RACING

► Test Bench Data

All the measurements were done on a Civic Type R FK8, strictly standard, with 10,000 km of mileage and without upgrading the control unit. There was an increase of 296.8 hp at 6,476 rpm to 311.7 hp at 6,477 rpm. Most incredible are the torque values and the average power utilization range, which is about **+40 hp!**

DYNO TEST

ORIGINAL

Engine Power: **296.8cv@6476rpm**

Engine Torque: **39.9 kg·m@4164rpm**

WITH AIRBOX

Engine Power: **311.7cv@6477rpm**

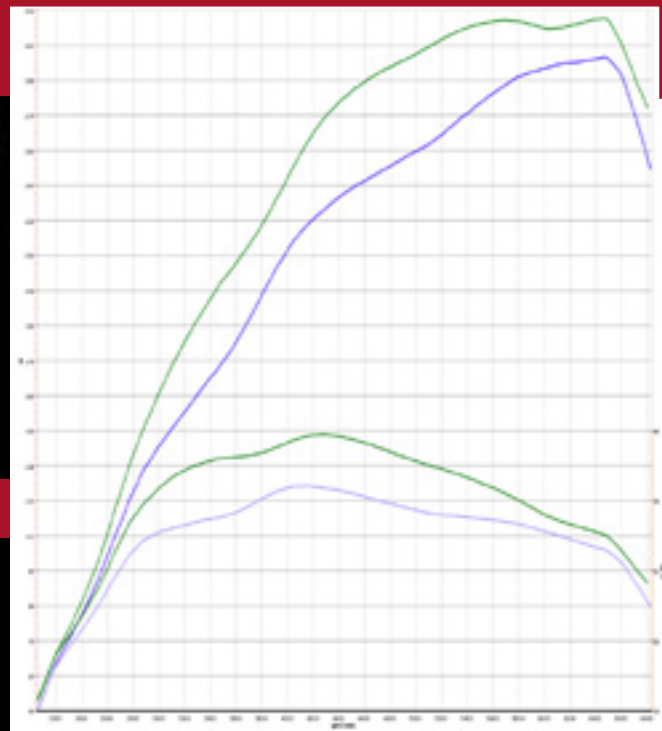
Engine Torque: **45.6 kg·m@4278rpm**

TEST CONDITION

TEMPERATURE: **27°C**

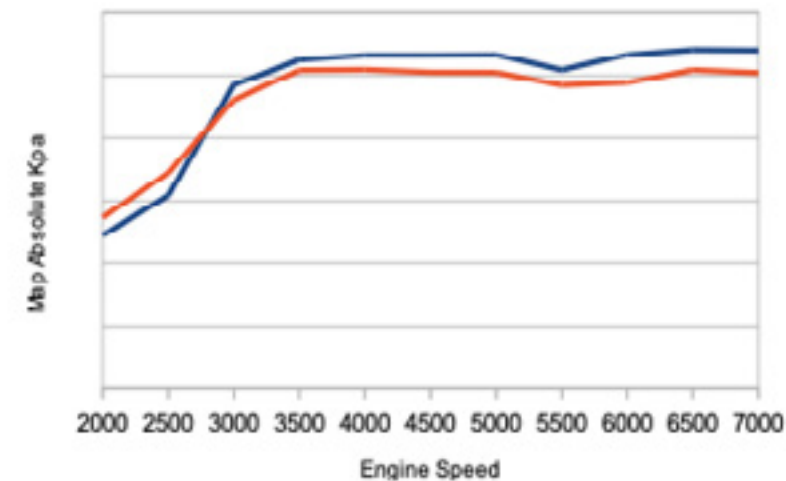
RELATIVE HUMIDITY: **58%**

ATMOSPHERIC PRESSURE: **1.016 mbar**



A careful analysis and comparison of the collected instrument data shows an increase in the turbo boost for the version with Sprint Filter airbox, all other conditions being equal (intake air temperature, engine cooling water temperature).

BOOST PRESSURE COMPARISON



The increase in the duty cycle of the high-pressure petrol pump can be quantified at around 3%, with a maximum peak of 4%, thanks to the greater demand for fuel due to the higher boost pressure. This increase in boost pressure can therefore be generated by the improved ability to draw air in thanks to the permeable air filter and an adjustment of the intake air flow given by the design of the Sprint Filter C-Tech airbox.

MAP AIRBOX SF

MAP AIRBOX STOCK

► Dynamic Measurements

ACCELERATION

Km/h	Original	Sprint Filter
0-100	6"4	6"2
0-140	10"6	10"1
0-160	12"9	11"2
0-200	21"9	19"5
Meters	Original	Sprint Filter
0-100	6"4 100,2 km/h	6"2 100,4 km/h
0-200	9"5 133,6 km/h	9" 135,7 km/h
0-400	14"2 168,9 km/h	12"9 173,6 km/h
0-1000	27"9 214,3 km/h	25" 220,4 km/h

PICKUP

Km/h	Original	Sprint Filter
80-140	8"3 in V	6"6 in V
80-140	11" in VI	9"1 in VI
100-200	15"5	13"3





**MOTOR
VISION**

RACE

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