

MOTUL AUTECH'S RACE QUEENS' INTERVIEW ON PG 236!

# HyperTune

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**RACEQUEENS**  
FOUR PRETTY LADIES PROVE TO US THAT WOMEN DO NOT BELONG ONLY IN THE KITCHEN



**BABYBENZ**  
BRABUS INJECTS SOME STYLE AND SPEED INTO BENZ'S BABY B-CLASS HATCHBACK!



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**POWER PAGES**  
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**PROJECT SCOOBY**  
VERSION 7 + DURATECH  
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**PRODUCT TEST**  
KUMHO ECSTA XS

# M7 BULLET



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\*The challenge was conducted by an independent party and the results were verified by an international auditing firm.



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Cover Car | M7 Super Street Bullet GT-R

# GODZILLA RETURNS!

*Tuned and ready to tear apart its victims, M7's  
Super Street Bullet GT-R visits our shores!*

Text: Mark   Photos: [ckfun@exstudio.com.my](mailto:ckfun@exstudio.com.my)   Model: Felixia







Icon. Epic. Legendary. Revolutionary. One can never seem to run out of words to describe Nissan's latest supercar, as the GT-R is quite possibly, the most exciting car that Nissan has ever produced. Some might say that there's too much technology, and too many microchips and circuits and not enough 'car' in the GT-R, but say what you will; the end result is a truly fantastic and epic automobile which will be the stuff of dreams and legends for generations to come.

The GT-R is now just known as just the GT-R as Nissan have decided to drop the Skyline moniker. The R35 no longer uses the legendary RB26DETT and instead is powered by an all new 3.8 litre, twin turbo V6 engine with an aluminium block and plasma-sprayed cylinder bores, known as the VR38DETT.

Plasma-sprayed cylinder bores have numerous benefits, such as reduced friction, reduced piston and cylinder wear and reduced engine oil consumption. Spraying the cylinder bores with plasma instead of pressing in a cast iron sleeve also helps to keep the engine's weight and size down.

Each VR38DETT is hand built by a single technician to promote better quality control. The twin IHI turbochargers also have their exhaust housings integrated into the exhaust manifold (much like the Volkswagen Golf GTi) which helps to decrease weight. But this also makes it harder to fit a bigger turbocharger, as fitting a bigger turbo means having to fabricate a new exhaust manifold from scratch.

An engine as advanced as the VR38DETT needs an advanced transmission and Nissan jumps on board the twin clutch transmission bandwagon with its all new, hand-built, rear mounted, 6-speed, twin clutch transmission. Power is sent to all four wheel with Nissan's ATTESA ETS 4-wheel drive system and the gearbox is mounted at the rear to give the GT-R even weight distribution between the front and rear of the car.

A car as advanced as this would be a great platform for any tuner to start with. The GT-R is still relatively new, so most of the modifications done to any GT-R thus far are still simple and mild, but already there are 600bhp to 700bhp examples running around with nothing more



That Takata harness probably wasn't the first thing to catch your eye, was it?



This is an M7 radiator cap. It keeps the coolant in the radiator.

than a simple ECU, exhaust and turbo actuator upgrade. It's unbelievable that so much power can be achieved with so little.

Our favourite GT-R tuners, such as HKS, Mine's, Top Secret, JUN Auto and MCR have barely even begun to scrape the GT-R's brawny and sculpted surface. Imagine just how much power the tuners can make with the GT-R in one or two years time...

Apart from the familiar names mentioned earlier, a new tuning parts company has taken the GT-R under its wing to tune, and that company is M7. Earlier in the year, M7 took a great step forward and hired a few ex-GReddy staff and broke new ground in the company's

history. M7's product lineup is now quite impressive and a huge improvement from what they had before. To date, they have exhaust systems, intake systems, intercooler kits, oil cooler kits, braking systems, suspension systems, engine management systems and many more available for various car makes and models, including the Nissan GT-R.

The Nissan GT-R you see on these pages before you was flown specially from Japan and is fitted with a host of M7's tuning products. The parts fitted to their demo GT-R, named the M7 Super Street Bullet GT-R, shows that M7 is a capable and accomplished performance parts manufacturer, as this GT-R is pretty damn powerful.



This is an M7 exhaust muffler. Smoke pours out of it. Careful, it get quite hot!



This is M7's E-BC boost controller. It...nevermind.



First, the engine receives a few simple but effective mods, such as a freer flowing M7 Super Street replacement air filter, an M7 F-Titan sports muffler and front pipe, M7 platinum spark plugs and last but not least, M7's Tune Up Actuators. Last but not least, the engine is now run by an M7 tuned ECU ROM. The sum of these parts equates to a total power figure of 600PS at 1.2bar of boost. That's an increase of almost 120PS with just a few simple parts.

Other parts fitted to the engine include an M7 oil catch tank, an M7 radiator cap and an M7 oil filler cap. For boost control, M7's own E-BC electronic boost controller is fitted and an M7 Super Performance Throttle Controller was installed for snappier throttle response. Keeping the engine running smoothly and healthily is M7's own Pro Racing Oil which is good for up to 1000hp and M7 radiator coolant. Dressing up the engine bay is an M7 carbon fibre engine cover.

*This looks like a dream I had  
a few days ago...how I wish i  
didn't have to wake up from it.*



## *Huge 20 inch Volk Racing VR.G2 wheels barely contain those massive Brembos*

Even though there's 600PS coursing from the engine to the transmission, the twin-clutch gearbox is still more than capable of handling all that extra power reliably. If and when the time comes, I can only wonder and shudder at the thought of how much it would cost to purchase an aftermarket clutch kit for this new gearbox.

If there's one thing a tuner car must have, it's a lower ride height and better handling and that task is handled by M7's own Super High Performance Damper kit which is both height and damping force adjustable. This suspension system is currently available only for the R35 and features a lightweight aluminium body with a nickel boron coating. This gives the shock body extra strength while maintaining a light weight.

For braking duties, the GT-R's standard braking system remains intact, but the brake pads are now M7's own Competition brake pads, fitted at the front and rear. These brake pads have a temperature rating of 700°C and are made with a Ceramic Carbon Metal compound. This compound produces low dust and provides great braking performance.

Keeping up the GT-R's tuned appearance as well as giving it a bigger footprint are Rays Engineering's new forged VR.G2 wheels which





The VR38DETT is a worthy successor to the legendary RB26DETT. Even in this mild state of tune it puts out 600PS.

measure 20 inches in diameter. Barely wrapping these massive forged dubs are Toyo T1-R tyres measuring 285/30ZR20 on all four corners.

Inside, the GT-R remains stock and cozy, with Takata harnesses strapping both driver and passenger in their seats. On the outside, M7's fitted one of their rear spoiler carbon covers, which has a little kick-up for a little more downforce.

As awesome as the GT-R is, there's always room for improvement. It may have all the latest technologies and have enough computing power to launch a nuclear rocket, but for a lot of people, stock isn't enough and we always have that need to customize something to make it truly our own. If I had a GT-R and if I were to do it up, I think it'd turn out a lot like this one from M7...



M7's new blow off valve...I wonder what it sounds like.

## hyperfact!

Car	R35 Nissan GT-R
Engine	VR38DETT 3.8 litre V6, DOHC twin-turbo
Engine modifications	M7 Super Street air filter, M7 front pipe, M7 F-Titan sports muffler, M7 Tune Up Actuator, M7 platinum spark plugs, M7 Pro Racing Oil 1000hp, M7 Oil Catch Tank, M7 radiator cap, M7 radiator coolant, M7 oil filler cap
Transmission	Stock
Suspension/Chassis	M7 Super High Performance Damper
Brakes	M7 Competition Brake Pads (700°C) front & rear
Wheels & Tyres	20 inch Rays Engineering VR.G2, 285/30ZR20 Toyo T1-R tyres
Electronics	M7 E-BC electronic boost controller, M7 Super Performance Throttle Controller, M7 ECU ROM
Interior	Takata harnesses
Exterior	M7 carbon rear spoiler cover
Tuner	M7, Japan.

