



Fabspeed Motorsports Gen 2 Cayman S DFI Exhaust Header & Muffler System Review

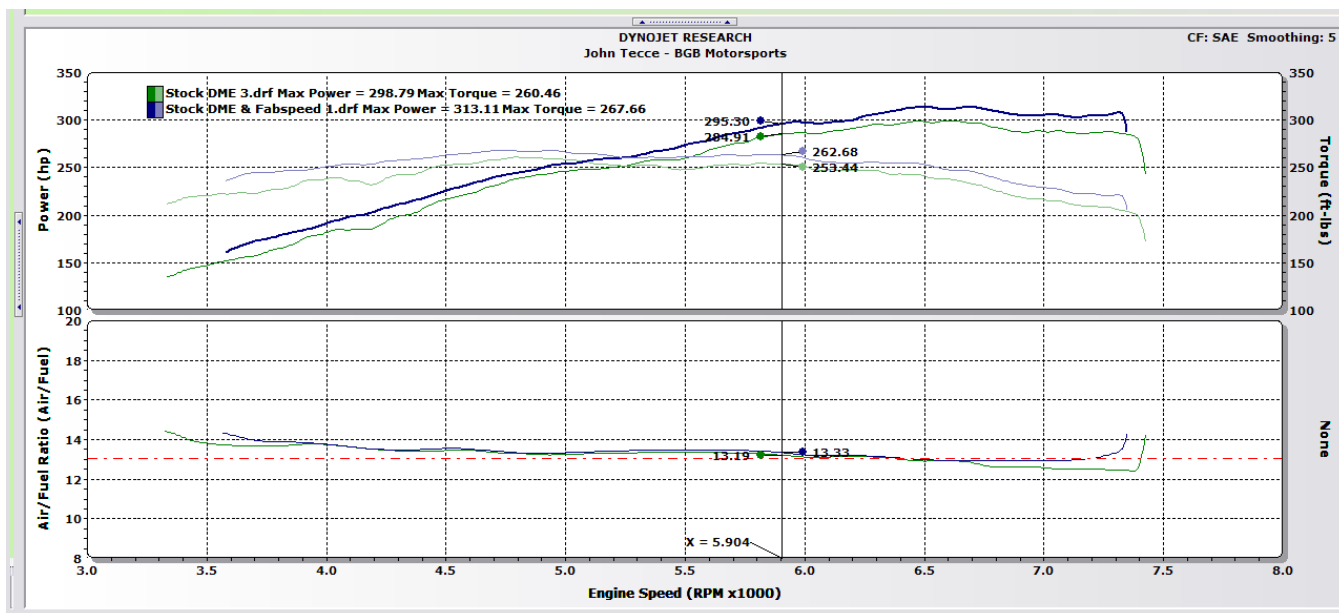
For the 2010 Grand-Am Continental Tire Sports Car Challenge season, BGB Motorsports generated enough interest in supporting and developing the 2nd generation Porsche Cayman S to be raced in the Grand-Am GS class. Prior to this, the team had built and supported the 2005-2008 generation 911 Carrera (type 997) in the series, developing the cars into proven, race winning Porsches. Up until 2009, we ran the Fabspeed Motorsports cold air intake until we finally developed something in-house. Prior to this, after years of R&D and testing, nothing that we tested produced more horsepower/torque than the Fabspeed cold air intake system in conjunction with the factory airbox. It's for this reason that we chose to try another Fabspeed application.

One of the biggest problems to date facing us during the development stages has been a lack of available bolt-on parts for these cars. The new DFI engines are not like the prior generation Caymans and Boxsters; available exhaust header systems for the older cars do not bolt up to the newer cars. The same is true with the gearboxes and specifically the clutch kits, as the Gen 2 Cayman apparently has an Audi transmission. After coming up short when two systems we ordered didn't fit right, I called my good friend Joe Fabiani at Fabspeed Motorsports. We had less than 10 days to get ready for the Daytona Test Days that take place right after New Year's and Joe put in a rush order for us to fabricate and deliver a system that we could use. He sent his guys into work the weekend during New Year's and halted all other work so that they could deliver, and deliver they did! Special thanks to Jeremy and his crew!



Since the Cayman S has a catalytic converter built into the existing OEM exhaust manifold, the Grand-Am series allowed us to run an alternate exhaust header. Therefore we had Fabspeed create a "cat-delete" header system to bolt up to a very well made, gorgeous muffler system. The goal was to make power but also maintain torque levels and meet

Grand-Am mandated sound levels. (NOTE: I failed to take any photos prior to running the system on the car. These pictures do not do the system justice as it's already begun to change color. When it arrived it was a gorgeous masterpiece that's still a masterpiece, albeit one that's faded and a bit yellow. However, since we're racers and we don't care about aesthetics and do care about power and torque, it's irrelevant.)



Attached is a dyno run from the car taken from our trip to the dyno that we use here locally. The Dynojets tend to read quite closely from time to time. However, this is a straight up comparison running the car with the stock DME on our spec fuel that we're required to run, Sunoco 98 GTX. We did four to five pulls on the dyno with the stock file in the DME and the OEM header and muffler and then dropped the factory system and bolted on the Fabspeed headers and mufflers. Another point worth mentioning is that we had actually hollowed out the cats from the factory header since we didn't have a system available to us. As a result, the gains from someone's bone stock system vs. the Fabspeed system will probably be 2-3 horsepower higher than what these numbers show.

The numbers were pretty solid across the board with the horsepower coming up nearly 15hp at the wheels and a solid increase in torque of 8 lb./ft. Nominal numbers however don't show the true gains. Both the power and torque curves are much smoother, the dip at 6700RPM that all Porsche boxer motors have isn't as bad, and the biggest gain to the torque curve happens sooner than with the stock system. Furthermore, adding the re-mapped DME to this equation produced even bigger gains. However, that information is not available at this time.

We greatly appreciate the effort that the Fabspeed guys put into getting this system fabricated and out the door. The system began to break-in and sound even better once it was on the car. It required very little fabrication to fit the system on the car and for that we're very grateful. I've attached a video of a lap onboard the car around Homestead Miami Speedway. Enjoy.

http://www.youtube.com/watch?v=zBU2UdvvOFU&feature=player_embedded