Making cars that do what it says on the tin is Motoren-Technik-Mayer’s specialty. The kind of in-house facilities in MTM’s small but efficiently designed workshop in Wettstetten reflects Roland Mayer’s previous experience as a young engineer in Audi’s development department.

Born and bred in this part of Bavaria, Roland learned his trade working for Audi as well as Walter Treser, one of the fathers of the legendary Audi Ur-quattro. Roland’s speciality was electronics, and he was part of the team that developed the Audi five-cylinder engine into its ultimate 20-valve form.

Roland left Audi in 1990 to set up his own company on a then new industrial estate in Wettstetten, a small town about six kilometres away from the Audi factory in Ingolstadt. Two years after MTM was established, their development of the five-cylinder 20-valve engine reached the 400bhp mark, and the S2 Coupe it was installed in was the first street legal Audi to break 300km/h.
Since then, the firm has always been game for setting new top speed records with its cars, and tries to participate in every Nardo event run by the German magazines Auto Bild Sportscars and Auto Motor & Sport.

Roland is known for lateral thinking, and his problem was that you needed over 600bhp to break the 350km/h barrier. No Audi motor in those days came close to that in street legal form, so Roland’s solution was to design a twin-engined car based on the Audi TT.

The twin-engined MTM Bimoto that took part in these events for many years started off with two four-cylinder turbo engines tuned to 326bhp each, for a total of 652bhp, and set a record of 374km/h at the AM&S top speed event at Nardo in 2003. By 2007, the car’s power had grown to over 1,000bhp, allowing it to reach 393km/h at the Papenburg test track in Germany, establishing a new record for that test track.

One of the development aids that make MTM’s facilities the envy of most other tuners is the bespoke cooling tower that Roland designed and installed at great cost when he expanded his workshops in 2001.

The refrigeration units pump freezing cold air via hoses to the intake systems of cars on the two four-wheel-drive rolling roads. Ramming refrigerated air into the intake tracts ensures that intake temperatures stay low and intercoolers do not saturate. Because peak engine output remains optimal and consistent over multiple power runs, fine adjustments can be made to the ECU mapping without having to deal with wildly fluctuating parameters.

On that score, MTM is sometimes called upon to help with development work for other tuners. For instance, they developed and built the bi-turbo Audi V8 for the Gumpert Apollo.

In real world testing, MTM employs world renowned professional drivers like Walter Rohrl and Armin Schwarz, as well as Seat Cupra Champion and former MTM mechanic Florian Gruber.

As I have learned in the near 20 years I have known Roland Mayer and MTM, many of his friends are either long-term customers or Audi engineers, but the common thread is their love for cars. This month, I am happy to present an expose of some of MTM’s finest works to the current Audi lineup – the four rings of power from Ingolstadt are in good hands!
First from MTM – the ultimate go-faster A1, a wild idea conceptualised when MTM first received wind about Audi’s A1 Quattro. What really gave this idea legs however, was the invitation from Auto Motor & Sport magazine to their Nardo top speed shootout event in May 2011.

Immediately, the team began refining an A1 for the specific purpose of obliterating the competition. When MTM place the two magic words, “Nardo Edition” on one of their cars, it means that it has gone to Nardo, guns blazing, and come away with an impressive top speed number. This may be the smallest car that MTM has ever entered in such an event – but it is by no means the slowest.

As with any other tuning house, shoehorning big engines into small cars is a common pastime at MTM. In the case of the MTM A1 Nardo Edition, rather than a big displacement V8 lurking under the bonnet, one finds the award-winning turbocharged 2.5-litre, five-pot motor from the TT RS, tuned to the nines.

The factory A1 Quattro uses the four-cylinder motor from the TT S, with 256bhp and 350Nm of torque, while the TT RS motor packs with 340bhp and 450Nm of torque. However, the factory stock TT RS motor pales alongside the MTM A1 Nardo Edition.

So just how much firepower does the little A1 pack? Try 500bhp at 6,900rpm and 600Nm of torque at 4,400rpm – or just about double the output of the factory four-pot in the A1 Quattro, with 42 percent more twist on tap.

Extracting 500bhp from the five-pot engine requires quite a bit of re-engineering, according to MTM’s Roland Mayer. “The basic engine is very strong and has lots of latent potential. We don’t modify the inlet tract, other than using a free-flow air cleaner element. However, the standard fuel pump is on the limit at this output level, so we upgrade that as a matter of course.”
Next comes a larger IHI turbocharger, colder spark plugs with a smaller gap and a bespoke turbo-back stainless steel exhaust with lower back-pressure for improved breathing capability. The A1 Nardo Edition also inherited the complete water-cooling system and charge air intercooler from the TT RS.

MTM’s take on a sports exhaust system is quite unlike the simplistic larger diameter replacement that most people assume such systems are. “The exhaust system has a throttle body and three pipes to balance out the pulses in the stronger gas flow of the modified engine,” Roland explained. “Only then is the ECU remapped to make full use of the greater efficiency of these new or uprated components.”

While the factory had to do serious mods to the rear floorpan and rear inner wheel arches of the A1 Quattro to accommodate the driven rear axle and its suspension, MTM’s work was mostly at the front end, because their car remains front-wheel-drive. This is an eyebrow-raising revelation when considering the car’s mad output figures.

Nonetheless, MTM had to do considerable customisation work to fit the new drivetrain. “As there is no A1 variant that uses the five-cylinder engine, we had to change the complete front suspension, brakes and sub-frame to accommodate the bigger engine and gearbox,” Roland explained.

The new front set-up is a combination of RS3 wishbones, KW springs and dampers, with the sub-frame made up from RS3, VW Golf and some bespoke MTM components. As a result, the car sits 30mm lower than standard, with MTM’s classic Bimoto 8.5J x 19-inch alloys, wrapped in 235/30ZR19-inch Michelins, flared arches required to cover the widened RS3 front track.

These wings are made from carbon fibre, which help to counter the heavier drivetrain. They also add 30mm to the cars width on each side. The inner wings are standard, but are slightly reshaped to gain an extra 10mm of clearance where things would otherwise touch on full steering lock or under full suspension deflection. Apart from KW springs and dampers, the rear end is standard.

“How much firepower does this little A1 pack? Try 500bhp – five times your average family car!”
Braking is not a big issue at Nardo as you have an 11.0km long high-speed bowl, and all the time in the world to slow down after your high speed run. However, since MTM also planned to run the car at Hockenheim in the Tuner Grand Prix, they beefed up the brake system to match the car’s power, using 376mm vented front discs and eight-pot calipers. The rear end uses the standard discs and calipers from the TT RS.

“As always with major engine transplants, the biggest headache was with the electronics,” Roland explained. “Being a new car, the A1 uses the latest generation CAN-BUS system, whereas the five-cylinder motor was developed around the previous generation system. Thus, making the two systems hand-shake properly took some work.”

Beyond the engine electronics, the ESP and ABS that also work off the CAN-BUS system, had to be re-calibrated for very different weight distribution and performance parameters – a phenomena I learned later while driving the hot hatch.

Despite a limited slip differential, the front-wheel-drive struggles to deploy the massive power to the tarmac; thus the tardy 5.4 sec 0-100km/h time. To put that into perspective, the 200kg heavier 4WD Porsche Turbo PDK with similar power and torque can monster the 0-100km/h sprint in around 3.0 sec. Of course, having the benefit of Quattro all-wheel-drive would definitely improve these figures.

Once the car is rolling and fully hooked up to the road, however, it begins to make up for lost time, and the 14.4 sec 0-200km/h time is seriously quick. AM&S recorded a top speed of 324.06 km/h or 201.36mph for MTM’s A1; bear in mind that the banking at Nardo scrubbs some speed off, so the Nardo Edition’s true top speed on the flat with no wind should be around 330km/h.

“ONCE THIS CAR IS FULLY HOOKED UP TO THE TARMAC, IT’LL ROCKET TO 330KM/H EASILY ON A FLAT, WIND FREE AUTOBAHN - IF YOU HAVE THE GUTS TO TRY”
With so much grunt going to the front wheels, driving the A1 Nardo Edition requires a firm hand even on the autobahn. Torque steer is the special of the day, so using the power in the first two gears is really off the menu if you want to pick up speed without major drama. Not that you need to gun it in the lower gears, anyway – there’s so much torque on tap that rowing the car along on the gears is unnecessary.

Use the fat torque curve to float the car along a gear higher than you normally would, and so long as you have at least 2,000rpm on the clock, you are cooking with gas. Drop a gear and the push you get in the back when you accelerate firmly is solid and relenting. But you need to be constantly aware that mixing this much power with the steering is just not a good idea.

The MTM A1 Nardo Edition served its purpose, putting on an impressive performance in the top speed shootout. But because the power overwhelms the front-wheel-drive chassis, it would not be my weapon of choice on a racetrack, or even as a road car. As an exercise in engineering excellence, however, I can think of few better examples of the Q-car genre.

Clockwise from Top: MTM Bimoto wheels in 19-inches look slightly too big for the supermini; Two bucket seats with orange highlights and no rear seats; “Nardo Edition” also means “very, very fast”

ANALYTICS

AUDI A1 (TYPE 8X) / MTM A1 NARDO EDITION

TRANSMISSION: 6-MT
DRIVE LAYOUT: FWD
MAX OUTPUT: 500bhp/600NM

ENGINE: SWAPPED AUDI TT RS/RS3 2,480cc R5 IN-LINE FIVE-CYLINDER, TURBOCHARGED
INTAKE: MTM COMPETITION AIR FILTER
FUELLING: MTM UPGRADED FUEL PUMP
EXHAUST: MTM DOWNPIPE, MTM TURBO-BACK
STAINLESS STEEL EXHAUST SYSTEM
COOLING SYSTEMS: TT RS RADIATOR, TT RS INTERCOOLER
TURBO VARIANT: MTM IH-TYPE TURBOCHARGER
DRIVELINE: MTM LIMITED-SLP DIFFERENTIAL
ELECTRONICS: MTM ECU RETUNE
SUSPENSION: KW ADJUSTABLE SPRINGS/DAMPERS
BRAKES: MTM 376MM VENTED DISCS, EIGHT-PIOT CALIPERS (F), TT RS DISCS & CALIPERS (R)
WHEELS: MTM BIMOTO 8.5J X 19 (ALL AROUND)
TYRES: MICHELIN PILOT SUPER SPORT 235/30ZR19 (ALL AROUND)
CHASSIS: RS3 FRONT SUBFRAME, RS3 WISHBONES, MTM BESPOKE CHASSIS PARTS
TRIM: REAR SEATS REMOVED
SEATS: CARBON FIBRE RECARO BUCKET SEATS
M (UNDER)POWERED

MTM’S RS3 AND TT RS HAVE THE RIGHT STUFF TO ENSURE BMW’S FINEST REMAIN IN THE REAR-VIEW MIRROR

Text & Photos Dr. Ian KUAH

The standard Audi RS3 was initially marketed with its sights firmly set on the BMW 1M. With 340bhp and 450Nm out of the box, it is fairly competitive when compared to the M Performance division creation.

Add MTM into the mix, however, and the most powerful letter in the alphabet suddenly becomes a bit wheezy. The aforementioned MTM-upgraded five-cylinder engine with the same 500bhp and 600Nm finds its way into the stealthy five-door RS3, turning it into not just an M-car killer, but also a supercar killer.

Where the A1’s front-wheel drive gives it crazy torque steer antics, the RS3’s Quattro system means optimum traction off the line – 3.8 seconds to 100km/h puts the MTM RS3’s acceleration on par with supercars all the way through the gears.

The extra 160bhp and 150Nm make for a scalding hot hatch capable of reaching 324km/h as MTM proved at Nardo. Imagine the look on the face of a Porsche Turbo or Ferrari Italia driver on the autobahn as you blitz past!
This level of performance is way beyond anything ever dreamt of by the RS3’s development team, let alone the men and women who designed the commonplace A3 on which it is based. Thus, significant chassis uprating is required in the wheel/tyre, suspension and braking departments.

The Clubsport coil-over suspension made for MTM by KW drops the ride height by 30mm, and makes full use of the extra mechanical grip generated by the 235/35ZR19 Michelin Pilot Sport Cup tyres on 8.5J x 19-inch MTM Bimoto alloys.

Responsibility for stopping the RS3 at the heady upper limits of its performance envelope falls on the massive 376mm vented front discs with eight-pot calipers, which provide enough retardation needed to keep the 500 horses in check.

Being based on an older school Audi means the RS3 does not have the option of the clever Sport Differential to deliver power to the rear wheels. MTM take the next best option, which is to install a box that adjusts the front-rear power split of the Haldex differential for a similar overall effect under most circumstances.

If not for its red colour and stick-on chequered flag decorations on the demo car, the MTM RS3 would be a pretty low key fighter jet. The only external giveaway is the carbon-fibre surround to the diffuser insert under the rear bumper/valance.
Inside, the biggest change is the figure-hugging MTM sports seats with red, quilted centres to match the cars paintwork colour. A set of MTM floor mats adds a finishing touch.

Thanks to the super-smooth and lightning fast DSG gearbox, the MTM RS3’s performance is at once superlative yet seamless. If you push your right foot to the floor, the car will launch off the line with just a trace of wheelspin, its motor screaming its off-beat, warbling war cry as it devours each gear ratio on its way to 320km/h and more.

The lowered suspension and wider rubber give the car supreme stability and poise on fast autobahn sweepers, and also inspire a huge amount of confidence on a twisty road. The trade-off is a firmer low-speed ride that constantly reminds you this is a tuned hot hatch rather than a long distance tourer like the RS6.

However, the drawbacks are worth tolerating when you factor in the MTM RS3’s BMW dwarfing power numbers and the stability conferred by its quattro all-wheel-drive system. Now what did you say was the most potent letter in the automotive alphabet?

“WITH 500BHP AND AWD, YOU’D BE CHASING UP TO SUPERCARS IN THIS RS3.”

**ANALYTICS**

**AUDI RS3 (TYPE 8P) / MTM RS3**

**TRANSMISSION:** 6-DSG

**DRIVE LAYOUT:** AWD

**MAX OUTPUT:** 500bhp/ 600NM

**ENGINE:** 2,480cc R5 IN-LINE FIVE-CYLINDER, TURBOCHARGED

**INTAKE:** MTM COMPETITION AIR FILTER

**EXHAUST:** MTM DOWNPIPE, MTM TURBO-BACK

**STAINLESS STEEL EXHAUST SYSTEM**

**TURBO VARIANT:** MTM HI-TYPE TURBOCHARGER

**ELECTRONICS:** MTM ECU RETUNE

**DRIVELINE:** MTM-TUNED HALDEX TORQUE SPLIT ADJUSTER

**SUSPENSION:** KW CLUBSPORT FULLY-ADJUSTABLE COILOVERS

**BRAKES:** MTM 376MM VENTED FRONT DISCS, EIGHT-POCKET CALIPERS

**WHEELS:** MTM BIMOTO 8.5j x 19 (ALL AROUND)

**TYRES:** MICHELIN PILOT SPORT CUP 235/35ZR19 (ALL AROUND)

**BODY-KIT:** MTM CARBON FIBRE REAR DIFFUSED INSERT
If stealth is not quite your cup of tea, the orange and grey paint on MTM's TT RS Nardo Edition may be the best option for you. It is certainly distinctive, and looks good as the car flashes by – which is what it will do, all the time.

With the same engine enhancements as the RS3, the different intake and exhaust packaging means that the TT RS Nardo Edition has a more conservative 472bhp. But even so, this is enough to be playing in 911 Turbo territory.

The TT RS’s heavier body means 0–100km/h times are 0.1 second short of the MTM RS3’s at 3.9 sec, but a 300km/h top speed still puts the MTM TT RS firmly in the supercar league. On the A9 autobahn near Ingolstadt, this sleek multi-coloured rocket streaked past all the traffic, giving a Porsche 911 Carrera in the overtaking lane a very hard time until its driver relented and moved over. After that, he couldn’t keep up.

The smoothness of the power delivery means that you don’t get the serious kick of a 5.0 litre V8 twin-turbo motor when you floor it on the autobahn. But on a country road with plenty of bends for you to arrive at carrying far too much speed, the uprates engine, suspension and brakes really show their mettle.
The power on tap shortens straights, while the Quattro all-wheel-drive system straightens curves. The uprated front brakes with their 380mm cross-drilled, vented discs and eight-pot callipers also work hard to counter the big speeds you can quite easily reach on the straights.

The suspension is uprated with lowering springs only, which work just fine with Audi’s magnetic ride active damping system. The lower ride height and gorgeous 9J x 20-inch MTM Bimoto alloys shod with 255/30ZR20 Dunlop Sport Maxx rubber give the car its tougher, more purposeful stance.

While these wheels look fabulous, they do make the ride a tad firm on less than smooth road surfaces. On a car this size, 19-inch wheels are just fine optically, and from my experience, make for better handling anyway.

MTM is offering two optically different versions of the TTRS. Their 20th Anniversary edition has just the mechanical and optical changes described and special commemorative badges, while their Nardo Edition is even more speed oriented, with lightweight Recaros trimmed in orange Alcantara centres to match the orange of its upper body paintwork.

The TT RS could very well be the 21st Century spiritual successor to the Ur-quattro, with a distinctive warbling engine note to evoke images of the revolutionary coupe in its prime.

The significantly more powerful engine and more visceral soundtrack of the MTM TT RS, on the other hand, brings you up close and personal to the kind of velocities that were once the province of the mighty Sport Quattro S1 Group B rally car, but wrapped in a much more civilised package.

Rather than a forest stage and tarmac rally bruiser, the MTM TT RS is an autobahn stormer par excellence. It also happened to be docile enough to take you to work every day in effortless style.

“This car is an Autobahn stormer par excellence: it also happens to be docile enough to drive everyday with style”
Audi TT (Type 8J)/ MTM TT RS Nardo Edition

Transmission: 6-DSG
Drive Layout: AWD
Max Output: 472bhp/600NM

Engine: 2.480cc R5 In-Line Five-Cylinder, Turbocharged
Intake: MTM Competition Air Filter
Exhaust: MTM Downpipe, MTM Turbo-Back Stainless Steel Exhaust System
Turbo Variant: MTM Hi-Type Turbocharger
Electronics: MTM ECU Retune
Driveline: MTM-Tuned HaloEx Torque Split Adjuster
Electronics: MTM ECU Retune
Suspension: MTM Lowering Springs
Brakes: 380mm Cross-Drilled, Ventilated Discs, Eight-Pot Calipers
Wheels: MTM Bimoto Alloys 9j x 20 (All Around)
Tyres: 255/30ZR20 Dunlop Sport Maxx (All Around)
Trim: Custom MTM 20th Anniversary Commemorative Badges,
Custom Orange Alcantara Trim
Seats: Recaro Full Bucket Seats (Nardo Edition)
A little further up the performance spectrum, MTM has saved the best for last. The debate as to whether two-wheel-drive or four-wheel-drive is better for high powered supercars is a heated and long running one, and although MTM tunes a large number of Quattro-enhanced Audis in the range, they have a black horse in the stable.

The arguments for and against these two drivetrain configurations have waged on for decades. Four-wheel-drive ensures better traction off the line, so you will always get a better time for the 0-100km/h benchmark. On the other hand, there is no question that a car without drive to the front wheels has better, uncorrupted steering feel, which is important to the purist.

Having a driven wheel at each corner is unquestionably safer for the less experienced driver, especially in slippery situations. However, when a driver panics and suddenly comes off the throttle on the limit, 4WD can be unpredictable. This is certainly the case with big and powerful cars like the Murcielago, which will turn around and bite a driver who does not show it due respect.

Yet, this is a question of engineering; supercars like the Audi R8 and its big cousin from Molsheim, the mighty Bugatti Veyron, show just how tame a well-sorted all-wheel-drive system can be. The R8 drifts neatly on the limit with no tendencies towards snappy oversteer, and is far more benign than its other 4WD relative from across the border, the Lamborghini Gallardo.

So if AWD versions of the R8 are fine, why have the German tuners, notably MTM and ABT, suddenly both produced road-going supercharged V8 R8s shorn of their front-differentials?

For two reasons, according to MTM boss, Roland Mayer. “First, the car is so well balanced that it makes for a perfect mid-engined rear-drive racecar – the fact that the factory R8 LMS won the 2009 FIA GT3 Championship in its first year of competition says a lot about its potential. Second and more relevant to us, some purist owners simply prefer a rear-driven car.”

All fine and dandy when you have slick tyres and plenty of wing to give you the downforce required on track, and only 500bhp because of a mandatory air restrictor. The high-revving characteristics of the race car’s engine also means it doesn’t make enough torque at low revs to overwhelm the huge sticky slick race rubber.

But this is certainly not the case with the supercharged MTM R8 GT3-2 that I am driving today. With rear-wheel-drive only and lightweight Recaro Pole Position seats in place of the heavy electric chairs that normally inhabit its roomy cabin, this R8 is a good 130kg lighter than normal.

That sounds tame, but then MTM do the unthinkable, and bolt their supercharger system to the 4,163cc V8. The conversion uses a variation of the very efficient Swedish-made Lysholm Technologies Twin Screw Compressor, and humps output figures up to 560bhp and 580Nm – 60bhp more than the race car, and 35 more than the V10 factory offering in a car carrying a lot less weight.

The supercharger boosts at just 0.55 bar, and its intrinsic characteristics impose low drag on the engine. As a result, both the sharp throttle response and free-revving character of the dry-sumped RS4-derived engine remain unsullied, its explosive power delivery simply enhanced.
The intercooler arrangements are similarly efficient, with a Swedish-made Laminova intercooler providing the charge-air temperature control for the conversion. Water-cooled and built into the intake manifold between the supercharger and cylinder-heads, the intercooler features extremely short flow length, so the chance of pressure drop and loss of charge pressure are minimised.

Outwardly, the MTM R8 GT3-2 is a lot more purposeful-looking than their normal road-going R8 conversion. The same 9.0J and 11.0J x 20-inch MTM Bimoto alloys with 245/30ZR20 and 325/30ZR20 Michelin Pilot Sport Cup tyres are used, but this car sits significantly lower on a Bilstein B16 CSC fully-adjustable track biased suspension system, with ride height set up 50mm lower than stock.

Adding to the GT3 look are a carbon-fibre front splitter, side sill extensions and a big adjustable rear wing. A rear valance underbody diffuser and exhaust end-pipes taken from the R8 V10 are also added to give the car a more aggressive look.

Big Brembo-made 380mm front discs with eight-pot calipers sit behind the front wheels. The rears are standard, which means 356mm discs with four-pot calipers.

Apart from the Recaro bucket seats, this R-Tronic-equipped R8 feels very normal from behind the wheel – until you flex that right foot. Full acceleration is totally bombastic in both sound and feel, and the experience in this lighter car is even more visceral than with the 4WD version I drove last year.

The V8 has lost none of its sweet, high-revving abilities – only a truly compelling supercharged thrust that brings me to 100km/h in 3.9 seconds, and onto 317km/h with the electronic limiter removed. On a more personal note, the thunderous NASCAR soundtrack of the blown V8 also trumps the warbling voice of the V10 anytime.

Because the clever Audi quattro 4WD system is so rear-biased in normal running, the amount of steering feel the MTM conversion adds is negligible. It is further diminished by the sheer amount of sensory input bombarding me as I manage the 500 wild horses trying to rotate the rear tyres on their forged alloy wheels.

Sadly, the six-speed R-Tronic gearbox is a far cry, in both speed and smoothness terms, from the latest crop of twin-clutch PDK/DSG designs that have overtaken all other means of swapping cogs. It is the weak link in the drive chain.

On a dry road at least, the MTM R8 GT3-2 feels like a big Lotus Exige, with a similar almost empathetical turn-in to bends, and a sweet transition from mild understeer to neutral to a drift when you push it just past the limit of mechanical grip.

In the wet however, grip becomes a precious commodity. With this many horses chomping at the bit, the extra differential and driveshafts quickly made their absence felt. Any significant excursion into the throttle’s progressive travel quickly spins up the rear tyres, prompting decisive counter-steering to quell the rear end’s eagerness to step out.

So is the MTM conversion just what the doctor ordered for the R8? Consider this: MTM’s Florian Gruber managed a 1:11.062 sec at Hockenheim – significantly slower than the 1:10.528 sec he managed in the heavier four-wheel-drive MTM R8 R with the same engine spec.

So for all practical purposes, the four-wheel drive MTM R8 seems to be perfect practical supercar. But should you desire a bit of RWD lunacy, the MTM R8 GT3-2 might just be your prescribed therapy.
Audi R8 (Type 42)/ MTM R8 GT3-2
TRANSMISSION: 6-AT
DRIVE LAYOUT: RWD
MAX OUTPUT: 560bhp/ 580NM

ENGINE: 4,163cc V8 FSI
INTAKE: MTM CUSTOMISED INTAKE SYSTEM
FUELLING: MTM HIGH FLOW FUEL PUMP
EXHAUST: MTM SPORTS EXHAUST SYSTEM, R8 V10 EXHAUST TIPS
COOLING SYSTEMS: MTM-LAMINIOVA INTERCOOLER
SUPERCHARGER VARIANT: MTM TWIN-SCREW TYPE
SUPERCHARGER, 0.55BAR BOOST
DRIVELINE: MTM REAR LIMITED SLIP DIFFERENTIAL
ELECTRONICS: MTM ECU RETUNE
SUSPENSION: BILSTEIN B16 DCC FULLY-ADJUSTABLE
COILOVER SUSPENSION SYSTEM
WHEELS: MTM BIMOTO 9.0Jx20 (F), 11.0Jx20 (R)
TYRES: MICHELIN PILOT SPORT CUP 245/30ZR20, 325/30ZR20 (R)
BODY-KIT: MTM CARBON-FIBRE FRONT SPLITTER,
MTM SIDE SILL EXTENSIONS, MTM REAR VALANCE UNDERBODY DIFFUSER,
MTM ADJUSTABLE REAR WING
TRIM: STRIPPED-OUT TRIM
SEATS: RECARO POLE POSITION FULL BUCKET SEATS

Supercharged and RWD only not for the faint hearted