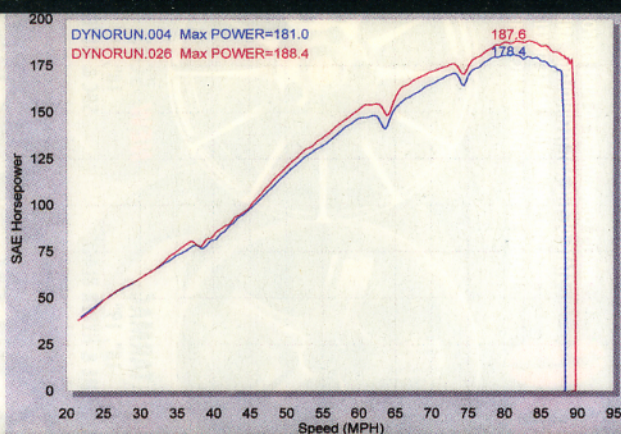


POWERPAGES



DYNO 4 RACING BEAT RACE EXHAUST MUFFLER 188.4 HP 132.9 TQ

2000 to 3500 HP average 0-2
3500 to 5500 HP average 0-1
5500 to redline HP average 1-2
Peak Horsepower 188.4

2000 to 3500 TQ average 0-1
3500 to 5500 TQ average 0-1
5500 to redline TQ average 1-2
Peak Torque 132.9

NOTES

Since the race exhaust uses the same connecting-pipe as the street system, we were able to swap out the exhaust in no time. But same with removing the stock exhaust, be careful or else there will be a BBQ in your honor.

TEMPERATURE

68 degrees Fahrenheit
Temperatures difference from previous run: +1 degrees Fahrenheit

CONCLUSION

	HP Level	HP+	TQ Level	TQ+
Baseline	181.0		128.6	
Racing Beat Rev I Intake	185.2	4.2	132.2	3.6
Racing Beat Street Exhaust	187.2	2.0	131.2	-1.0
Racing Beat Race Exhaust	188.4	1.2	132.9	1.7
Final	188.4	7.4	132.9	4.3

BANKROLL

Racing Beat REVI	\$335.00
Racing Beat Street Exhaust	\$635.00
Racing Beat Race Exhaust	\$525.00
MSRP Total	\$860.00-970.00

INSTALLATION TIME

0.5 hour

TOOLS

14mm socket and ratchet.

PARTS

Racing Beat race muffler



PROS

Although dubbed the race exhaust, the Racing Beat system still meets the 92dB sound limit. The main advantage of the race system is the weight. Weighing in at 25.5 lbs., the race system is 13.5 lbs. lighter than the factory exhaust. The system was originally designed for autocross racers that wanted a lightweight exhaust that produced more power than factory but that is still able to pass the 92 dB sound limit at the track. If you are a car show buff, the system is a love it or leave it proposition. We think the system looks cool and gives the RX-8 the racing appeal. Although we only registered an additional 1.2 peak horsepower, the increase was over the street system. If you compare it to the factory exhaust the race system generated an additional 3.2 peak horsepower overall.

CONS

No polished tip(s) for car show fanatics

CONCLUSION

The RX-8 has gotten a bad rap due to the underpowered powerplant. But take a drive in the Mazda, the dyno numbers do not do it justice. The car is a blast to drive and feels much quicker than the 180-plus horsepower dyno figures. Take the RX-8 on a long winding canyon road and all your problems seem to melt away. The Racing Beat components have added a little zip to the Mazda and given the RX-8 the rumble it was missing.

HOTBOX

RACING BEAT
(714) 779-8677

XS ENGINEERING (DYNOJET FACILITY)
(714) 698-8300

AS SEEN IN

