New Euro+ from Bendix - the complete European brake pad kit

Leading Australian brake specialist Bendix has released complete Euro+ Brake Pad Kits specially designed for all leading European vehicles.

Euro+ from Bendix European operations come as a complete brake pad kit designed to meet the expectations of customers of a premium brand. Engineered to the highest standards of ECE regulation 90, each Euro+ brake pad kit includes components to suit the vehicle, such as pads, shims, sensors and clips mounting bolts, plus fitting and safety instructions, saving valuable time and money.

Specially designed for European vehicles, the new Euro+ offers quiet and smooth braking performance, improved stopping distance over European OE brake pads and longer running performance without fading, plus the unique Blue Titanium Stripe technology that eliminates the bedding-in process.

Exhaustive tests prove that Euro+ brake pads leave rims cleaner when compared with standard brake pads due to their superior design. This results in brighter, cleaner rims for longer and overcomes the common problem of unsightly rim dust.

Euro+ brake pads use a unique ceramic compound without abrasive metal particles, together with an innovative design, which minimises noise generated during braking. Following exhaustive testing, Euro+ are claimed to be the quietest pads on the market, tested in line with SAE J2521.

These advanced European brake pads kits are now available from Bendix distributors throughout Australia and New Zealand.

For further information free call the Bendix Brake Advice Centre on 1800 819 666 or visit www.bendix.com.au

Volkswagen Golf R with BMC CRF kit gets up to speed

A VW sports compact that can go from zero to 100kph in five seconds, and 13.6 seconds to travel the standing 400 metres? Not so long ago these times belonged to the realm of the supercar. Not anymore, with the Golf R prepared by Italian sports car team Moreno Soli racing reaching these times now.

Some simple soft tuning and a new BMC carbon racing filter kit is behind this progress. Certainly launch control and four-wheel drive are a great help, but the horsepower hidden under the bonnet is also very important. This Golf R prepared by Moreno Soli from Bologna has the power to deliver despite the tests being conducted on a 35-plus degrees Celsius summer's day.

The starting point is the Volkswagen Golf VI R, equipped with the 265 HP turbocharged TFSI engine with KKK K04 turbocharger and the Haldex all-wheel drive system. On this engine Moreno Soli has made some minor adjustments. These include the installation of a high flow catalytic converter, an internal change to the original exhaust tailpipe, a tailored adjustment of the direct rail injection to increase fuel pressure, a reprogramming of the ECU and a brand new BMC air filter designed specifically for the Golf TFSI called the CRF (carbon racing filter).

The range of CRF filter kits are designed and produced by the BMC Racing and Advanced Composite Division in Italy, wholly focussed on the development of air filters and aspiration systems for the racing world including Formula 1 and MotoGP. This new state of the art product includes applications for vehicles like Audi R8 V8-V10, Lamborghini Gallardo LP560, Ferrari 458 Italy, Nissan GT-R 35 and for sports road cars such as the Audi S3, Audi TT, Golf GTI MkV and many more.

In essence the new CRF uses the dynamic intake present on the front of the car to power a generous carbon air box, inside which is placed a filter element that takes advantage of the performance features guaranteed by BMC filter technology. The CRF air box is powered by a dynamic intake and is very efficient. Its special shape ensures it can provide a significant increase in the air intake to the engine and a drastic reduction of its temperature.

The CRF kit also includes the connecting pipe with embedded airflow meter and throttle-port, all produced in high-grade carbon fibre using state of the art technology and designed for durability, lightness and the highest level of quality, as well as the engine oil vapour filter vent, accessories and installation instructions.

Completing the kit is a carbon fibre engine cover, which replaces the original because it contains the original air filter which breathes hot air low in oxygen. In addition to ensuring a substantial increase in the amount of air exhaled with enormous advantages in performance, the BMC CRF kit looks good when you open the bonnet.

These adjustments and a boost pressure of 1.5 bar peak and 1.1 constant helped the dyno test on the Golf R carried out by Moreno Soli delivered a maximum power of 334 BHP at 4,932 RPM and 446 NM of torque at 4623 RPM. The supply curve is very full, as is usual for this type of engine, while the excellent stretch allows it to maintain an output of almost 300 BHP even when approaching the maximum rotation speed at 7,000 rpm.

The results

- Power 334 HP at 4932 RPM
- 446 NM of torque at 4623 RPM
- 0-100 kmh in 5.1 seconds
- 13.6 seconds standing 400 metres

The tuning

- BMC CRF air filter kit complete with carbon fibre engine cover
- Electronics reprogramming and rail injection modified by Moreno Soli
- Exhaust modification and high flow catalytic converter

For more information including your local stockist visit www.bmcairfilter.com.au