Evolution MotorSports – 775 HP *Upgrade*
997 Twin Turbo - EVT700 *upgrade to* EVT775

Design Inspiration:

Evolution MotorSports continues to improve upon our most popular Performance System for the 997TT. The EVT700 now has the potential to produce more power, more torque and improved overall performance. The new EVT775 upgrade adds to the existing EVT700 Performance System and improves overall engine efficiency through increased air flow, improved ignition and optimized engine software. The entire 775HP upgrade has been fine-tuned on the dyno, the street and on the race track. Precise tuning yields optimum performance while our attention to details during light load / part throttle enables overall drivability to be crisp and smooth. The EVT775 produces explosive power when desired and the new upgraded components maximize the performance potential of our VTG turbos and the standard EVT700 Performance System.

Development History:

Since releasing our EVT700 performance system back in 2007, hundreds of customers worldwide have enjoyed the increased power and improved performance of their 997TT with our EVT700. Recently, we have been inundated with requests to build an upgrade that further improves upon the EVT700. We listened to those requests and produced a potent performance solution that utilizes all of the existing EVT700 technology. The EVT775 upgrade and performance components develop more overall engine power and torque by increasing turbocharger airflow while improving overall engine efficiency.

Benefits:

- Increases horsepower and torque
  - Up to 75 HP & 80 lb/ft. TQ *on 100 octane*
  - Typical gains are ~60 HP/TQ on 93 octane
  - Typical gains are ~40 HP/TQ on 91 octane
  - Chip Switch option allows a 91 or 93 base program with the added benefit of a race program for maximum performance
- Optimizes turbocharger flow for increased power in the mid-range to higher RPM's
- Improves turbocharger spool characteristics for increased mid-range torque
- Quicker revving and better throttle response
- Smoother idle and overall better drivability
- All components are a direct replacement for the OEM parts

EVT775 Upgrade Components - Product Details:

- EVOMS ClubSport High Flow Silicone Turbo Air Inlet Ducts
- EVOMS ClubSport HED Ignition Coils w/ Denso Platinum Spark Plugs
- Bosch 83mm Throttle Body with Larger Intake Plenum
- EVOMS Lightweight Billet Underdrive Crank Pulley
- EVOMS EVT775 Software Calibration with *Optional "*Dual Mode" Chip Switch*
- Porsche / EVOMS Vacuum Line Update Kit
- Porsche Fuel Filter

$5290 Plus Installation**

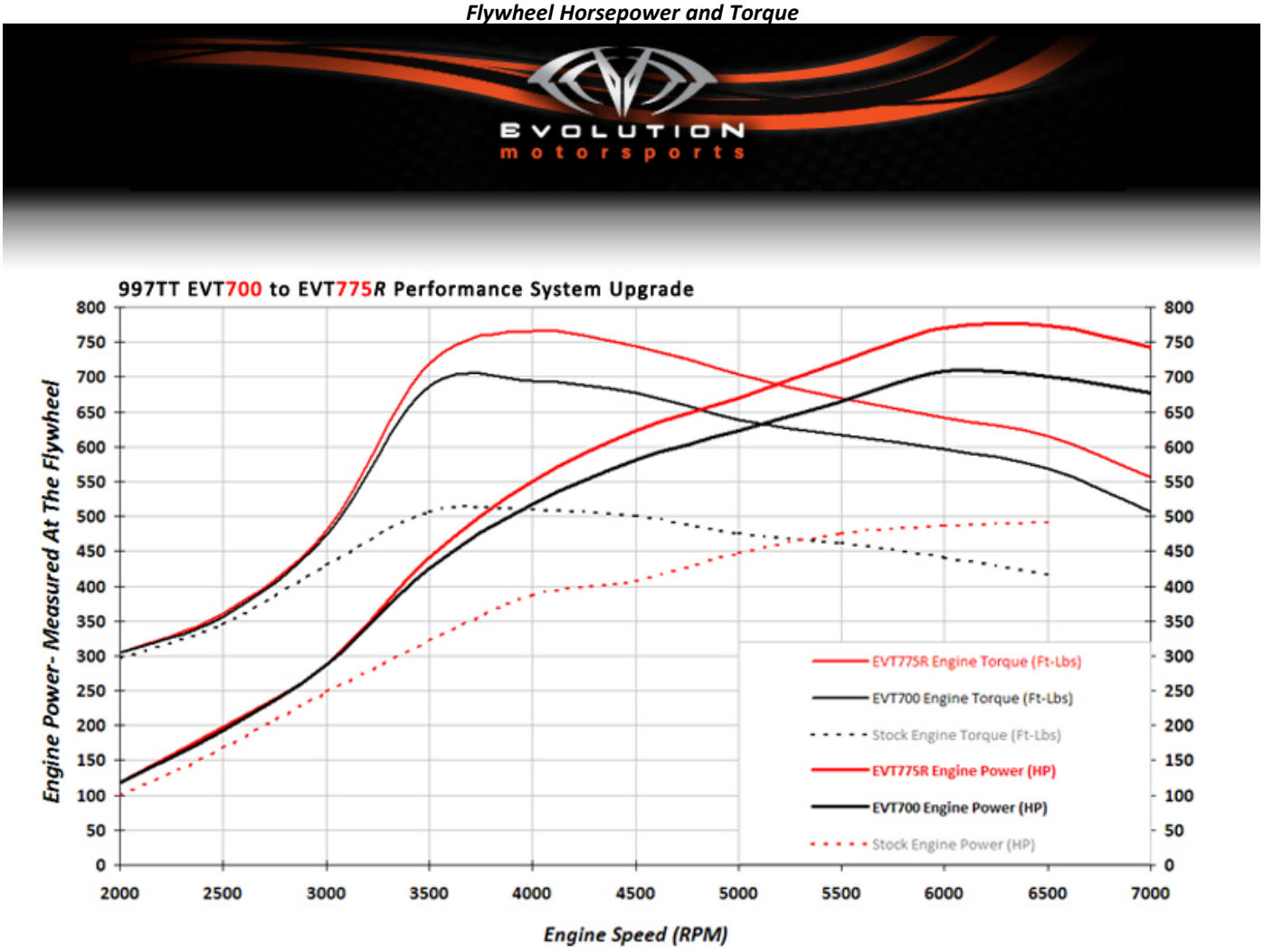
Installation Time: 12 to 14 hours

**The Dual Mode Chip Switch Is an Additional $1500. This allows switching between a pump and race gas setting*
***Price valid at one of our authorized installation centers worldwide*

While installing and testing the EVT775 Performance Systems at EVOMS, we noticed that some of the OEM components were worn out which caused poor performance of the EVT700. If the original EVT700 Performance System had been installed for a while, it may be noticed that the performance doesn't feel as fast as it did when it was new. Some of this is "getting used to the power" and some may be related to various service items on the engine that need to be replaced. We found that over time, vacuum leaks can develop which cause irregular fuel pressure while clogged fuel filters cause severe fuel delivery deficiencies. Additionally, performance can be reduced by coil packs that lose spark energy and old spark plugs that do not fire properly. All of these issues can amount to a reduction of almost 100 HP as we witnessed when we installed one of the EVT775 upgrades. With the installation of the EVT775 performance system, the engine undergoes a complete checkup and all of the recommended service items as listed above get replaced and upgraded which ensures optimum and safe engine performance. The added performance of the EVT775 will have you falling in love with your 997TT all over again.

Dyno Results

Flywheel Horsepower and Torque



The above dyno graph represents engine horsepower and torque without any parasitic loss through the Drivetrain. The data is derived directly from tests we conducted where power was measured at the wheels on a Mustang 500-SE AWD dynamometer in our state-of-the-art dyno cell. The engine power is calculated from the wheel power with a parasitic loss multiplier which is specific for each vehicle type. The graph is derived from an average sample run group, in a controlled environment, on a specific vehicle, with the listed performance components.

The results and figures listed are for reference purposes for different tested vehicles. Dyno power is only one of many tests to demonstrate the performance potential of a particular vehicle. Dyno figures are typically regarded as the "holy grail" and are often looked at as the only way to differentiate performance. Dyno graphs are only general guidelines and only tell about 10% of the true performance ***potential*** of a vehicle.

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