

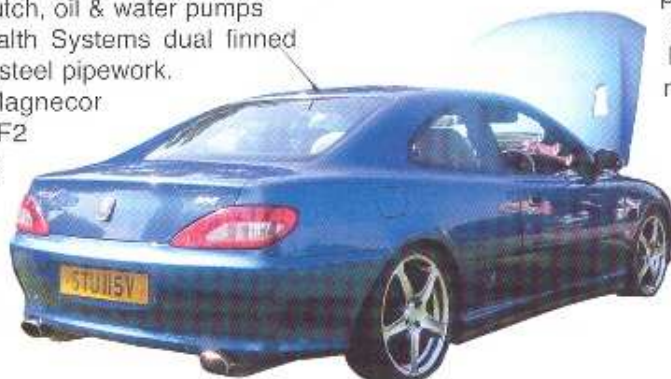
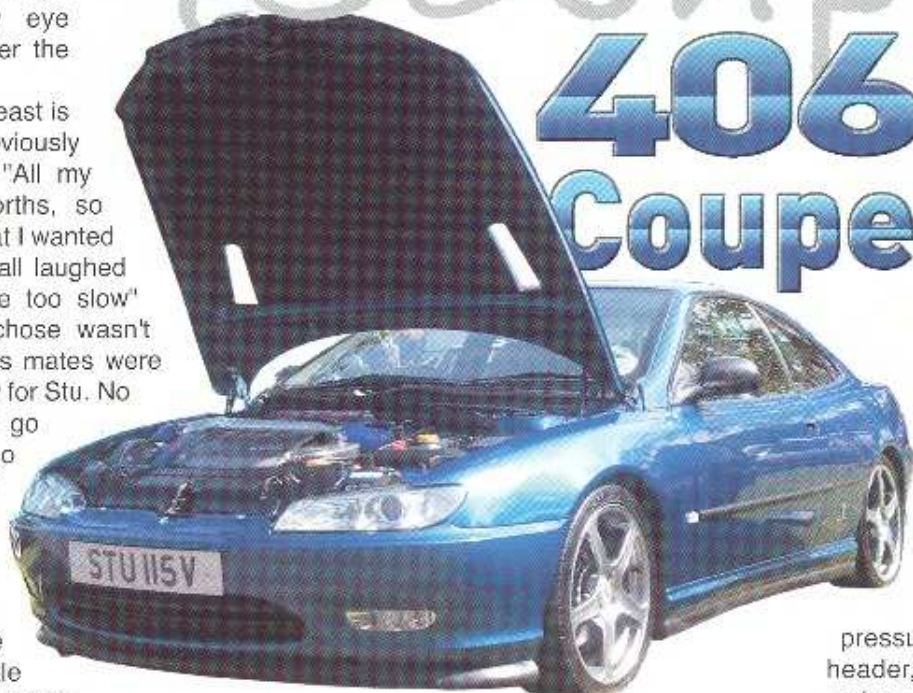
Many of you will have seen this car at this years Pugfest. Looking sleek and understated, this car really caught my eye when I looked under the bonnet.

The owner of this beast is Stu Wright, who obviously likes a challenge. "All my mates had Cosworths, so when I told them that I wanted a 406 Coupe they all laughed and said they were too slow" The V6 that Stu chose wasn't exactly slow, but his mates were right, it was too slow for Stu. No problem then, just go and get some go faster bits and bolt them on. After speaking to everyone who knew anything about Peugeots, he was just a little disheartened. "All I came up with was a body kit and Magnex exhaust" Hardly likely to make the 406 a Cossie eater. He decided it would all have to be designed from scratch and looked for a suitable company to share his dream. After speaking to a few, he decided to go with a company called Stealth systems, and over the coming months they built the beauty you see here. Just read the spec sheet & weep. If you think that it can't get much better than this, think again. Stu has even bigger plans for his Coupe, but intends to enjoy it on the show season in 2003, before going back into the workshop.

Engine:

3.1 litre 24 valve alloy engine, with 6 cylinders in V at 60 degrees. Z Engineering ER02 supercharger, with custom alloy fittings and oversized bottom end pulley. Stealth Systems gas flowed & ported alloy heads. Kent Cams profiled to match supercharger. Low compression forged oversized pistons. De-stressed con rods, with modified heavy-duty small end bearings. Lightened & balanced bottom end/flywheel. Magnum pre filter, 10-row oil cooler & Mobil 1 oil. New radiator, H/D clutch, oil & water pumps HKS performance air filter. Stealth Systems dual finned high flow intercooler & stainless steel pipework. Iridium spark plugs & Magnecor competition leads. ERL MF2 Mappable injector driver, running 7th & 8th injectors. Up rated in tank fuel pump and fuel pressure regulators. FSE Power Boost Valve. Stainless steel braided high-pressure fuel

450bhp 406 Coupe



line from tank. Sytec motorsport injection pump, supplying 180 litres/hour at 5 bar. ERL Aquamist race spec water/methanol injection at 2 bar. Highpower Systems 100BHP NOS kit, with Stealth Systems alloy distribution block, progressive controller, direct port injection foggers and a combination of stainless steel braided & surgical steel lines with anodised fittings. Alloy distribution block is fitted with fuel & nitrous solenoids at either end, which provides a more instant and even pressure. Bailey alloy water header, power steering and water injection tanks. Rally battery box, for boot positioning and engine bay cut off switch. Stealth Systems 3-inch Stainless steel full exhaust system, with cat replacement pipe & twin exit 4-inch oval back boxes

Power:

343bhp at 12psi (not including 100BHP Nitrous kit!)

Suspension, wheels & tyres

Leda coil over suspension units on front with custom eccentric top mounts. Leda H/D gas shortened shocks with 60mm lowered Eibach springs on rear, (Leda units made as one offs). 8.5 x 18inch 5 spoke alloy wheels, with 225/40/18 tyres. Brembo 4 piston callipers on front with vented discs front & rear.

Interior:

Sparco sports recliner front seats with harnesses. Full interior beige leather trim. Pillar holder with nitrous pressure, fuel/air ratio and supercharger boost gauges. NOS progressive controller mounted in centre storage unit

Exterior:

Aston Martin style bonnet vents. Clear side indicator lenses.

TONY PHILPOTT