



MILLTEK
SPORT

www.milltek.co.uk

THE PEDIGREE

20 Years of continuous exhaust development and technical expertise are drawn upon to develop the ultimate Milltek Sport range of performance products.

Milltek Sport offer an ever expanding comprehensive selection of Performance exhausts which build on the successes of key marques like Audi, Volkswagen and BMW. This has placed Milltek Sport at the forefront of tuning companies and owners 'must have' list. Milltek Sport have appointed key distributors and are currently exporting to over 23 countries around the world.

Milltek Sport exhausts are produced in high quality type 304 aircraft grade stainless steel. This material is anti-magnetic (other manufacturers stainless steel may not be) and is less susceptible to discolouration. This quality of stainless steel is used on all pipework and the total construction of the silencer. Mandrel bending ensures full flow bends for better gas flow and Milltek systems are increased in bore to ensure ultimate performance without the loss of mid range torque.

Why choose a Milltek Sport exhaust?

Milltek Sport exhausts have a genuine performance edge - noticeable power gains, sounds that are truly awesome, styled looks that are aggressive but discrete and a feeling of true exhilaration.

- Transforms performance and driveability
- Sharper throttle response
- Precision, quality controlled manufacture
- Highest quality aircraft grade stainless steel
- Low pressure systems for maximum performance.
- Responsibly developed and engineered

Performance that blows your mind, not your ears!

AUDI VW

From our legendary 3" Audi S4 Bi-Turbo system to our class leading Audi TT systems and ground breaking VW systems, Milltek Sport is the proven product of choice delivering clear advantages in power, driveability and sound when compared to the competition.

The dramatic success story of the Audi/Volkswagen family of vehicles being firmly established as sporting vehicles lead Milltek Sport to build a wide range of products which cover models from the early Golf GTI's through Audi UR Quattro to the current Audi RS6 and Golf R32.

Through Milltek Sport's network of distributors and tuning companies around the world, products are being continuously developed to offer 'hard edge' performance with discrete looks and sound.

In the last 12 months Milltek Sport have developed performance exhausts for Audi S4, New Audi A4 1.8 TQ, New Audi A4 2.4/3.0, New Audi A4 Cabriolet, New Audi A4 3.0 Quattro, Audi RS6, Audi TT and Audi A2 TDi, together with VW Golf Anniversary/337 i.8T and i.9TDi, VW Bora/Jetta i.8T and i.9TDi, VW Golf and Bora/Jetta VR6.

Many of these vehicles have had the unique Milltek Sport Hi-Flow catalyst and downpipe assemblies developed for the maximum reduction in back-pressure.

Don't think that we've forgotten the sporting models of Seat and Skoda, new systems for Ibiza Cupra and Leon Cupra together with Skoda Octavia RSi have all been introduced recently.





SPORT RANGE

HIGH FLOW SPORTS CATS

www.milltek.co.uk

Milltek Sport continuously develop new products to satisfy the growing numbers of niche sporting models.

Models such as Mini Cooper and Cooper 'S' are developed for worldwide distribution, rigorously tested on the rolling road and through many miles of subjective analysis. Milltek Sport look at tailpipe styling, ease of fitment, vehicle specifications and power variances to only deliver quality, responsibly engineered products.

Recent additions to the range include the New BMW M3 and Porsche 996 Turbo developed and tested in co-operation with our distributors in Switzerland, the Subaru Impreza WRX STi developed in conjunction with a leading UK tuner.

Milltek Sport don't just develop systems for petrol engined vehicles either, recently the BMW 330D system was developed giving a useful performance increase and greatly improved 'spool up' of the engine due to the larger pipe diameters and reduced back pressure.

Under development for release in the near future are performance exhausts for the new breed of performance 4 wheel drive vehicles, the BMW X5 range, Porsche Cayenne Turbo and VW Touareg. Milltek Sport performance exhausts are already available for the petrol and diesel version of the new Range Rover.

'CLASSIC' MINI R/BOX



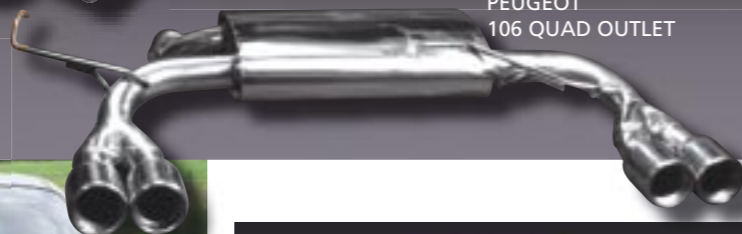
BMW M3



SUBARU IMPREZA ST1



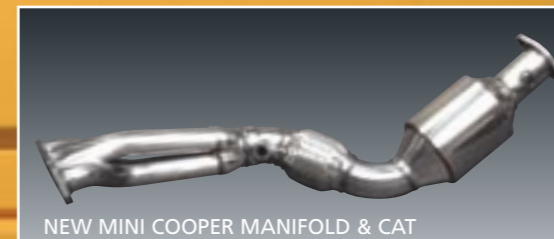
PEUGEOT 106 QUAD OUTLET



IMPREZA ST1 F.PIPE



AUDI TT CAT



NEW MINI COOPER MANIFOLD & CAT



STANDARD CAT



HI-FLOW SPORTS CAT

Your original catalytic converter will typically have 400 or 600 cells per square inch (cpsi), these original cats are restrictive in their flow, typically allowing an open area of around 55-65%.

A Milltek Sport Hi-flow Sports Cat which will be fully integrated into a large bore downpipe, has only 100-200 cpsi depending on application. These cats have an open area of between 75-85%, thus reducing back pressure substantially and increasing flow rates, all very desirable for extracting more performance, especially on turbocharged engines. Emission levels are maintained at legal limits by careful selection of the volume of the metallic substrate. Lambda probe positions remain unchanged from the original equipment.

Milltek Sport Hi-flow Sports Cats work exceptionally well on re-mapped (chip tuned) engines and an example of the power and torque gains that can be achieved are shown below:

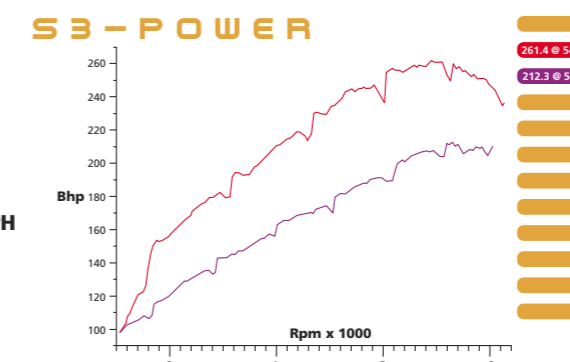
Milltek Sport Hi-flow Sports Cats are made from a special stainless steel containing aluminium (called 'Fecralloy'). This material was developed in England in the 1970's specifically to provide resistance to oxidation at very high temperatures.

The material is used as a very thin strip (2 thousandths of an inch) and is coiled together to make a honeycomb structure. Because the metal strip is so thin, the honeycomb has a very low flow-obstruction. To reduce the flow-obstruction even further, the honeycomb is made with 100 or 200 'cells' (i.e. channels) per square inch compared with 400 or 600 per square inch for a standard catalyst.

The result is that about 85% of the total cross-section is open. The honeycomb is held together by using a special nickel-based brazing material which is applied in a vacuum. The finished honeycomb is then coated with Aluminum Oxide, some rare earth metals and Platinum and Rhodium. The Platinum and Rhodium are applied at a rate of 25 grams per cubic foot, which compares with between 5 and 10 grams per cubic foot for typical US aftermarket items.

It is normal practice in Europe to use much higher quantities of precious metals on catalysts, because European gasoline has more impurities in it which gradually poison catalysts. If catalysts with such high levels of precious metals are used with US fuels, the post-catalyst emissions are extremely low and the durability of the catalysts is very good indeed.

HIGH FLOW SPORTS CAT POWER GRAPH





HYPERBOOST DIVERTER VALVE

The diverter valve in your turbo engine is the key element to total power delivery and smooth throttle response. The HyperBoost diverter valve takes it to the next level with several new and unique features.

Precision manufactured in the USA and distributed throughout Europe by Milltek Sport.

With your new HyperBoost installation complete, the benefits keep rolling in:

- Turbo lag is reduced through a valve that is faster to recover when you hit the throttle. Reduced lag equals faster acceleration.
- Throttle modulation is now smoother and feels more accurate under your foot.
- Your HyperBoost valve performs accurately, time and time again even in the most extreme conditions.

Unique features with the HyperBoost valve:

- Finned "heat-sink" body that facilitates heat dissipation, keeping your valve cool.
- Teflon™ impregnated piston for the most accurate and consistent action available while promoting long life.
- Nickel-plated entirely for durability and then anodized for further durability and appearance.
- Utilises larger Viton™ brand o-rings for increased piston seal to insure leak-proof operation.
- Internal parts are lubricated with Mobil 1™ synthetic grease, the best you can buy.
- Connection nozzles are machined to OEM/Bosch™ dimensions.
- O-ring sealed cap for positive locking and a leak-proof seal.

HYPERBOOST

FAQ

What does a diverter valve do?

The standard valve in your car regulates the turbo power. At idle, your valve is open from vacuum pressure. When you depress the throttle, the diverter valve begins to close. When fully closed, turbo boost is allowed to be delivered to your engine. When you lift the throttle, the boost pressure is released from the valve into your air cleaner box.

Why do I need a HyperBoost diverter valve?

Inadequate/defective valves have extended lag, loss of boost, sluggish throttle response. A HyperBoost valve can clear up the previously mentioned problems. If your car has been chipped, a HyperBoost valve will optimise the performance benefits.

What cars can use the HyperBoost diverter valve?

Any car turbocharged car that uses a Bosch™ diverter valve. This would include cars from Audi, VW, Porsche, Saab, Volvo, and others. Specifically Audi A3 1.8T, S3, A4 1.8T, A6 2.7T, TT, S4 Bi-Turbo, RS4. VW Passat 1.8T, Golf 1.8T, Jetta 1.8T, Beetle 1.8T. Porsche 993 and 996 turbos. Seat Ibiza 1.8T, Leon 1.8T. Skoda Octavia 1.8T, Octavia RSi.

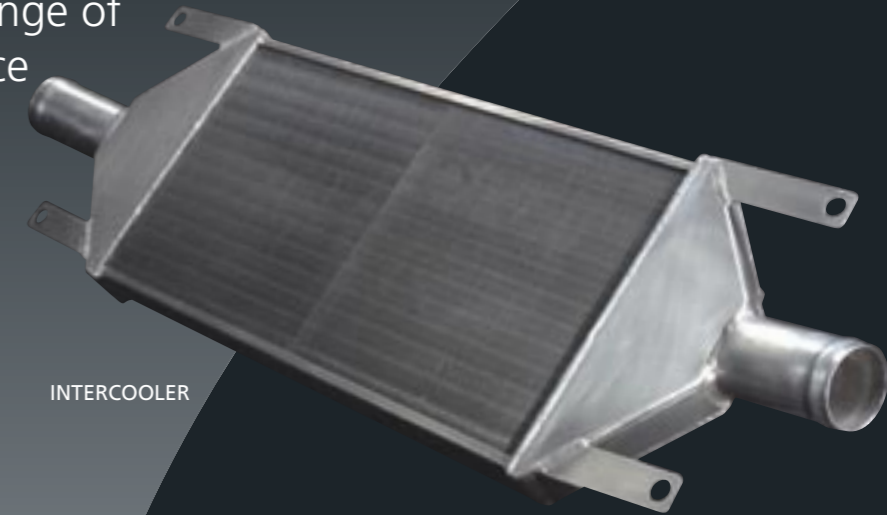
Is the HyperBoost diverter valve a "blow-off" valve?

No, not technically. A blow-off valve sends the "boosted" air into the atmosphere rather than the airbox/air filter. This is why they usually make a loud noise from the air releasing. This offers no real performance gain and in most all cases will cause sophisticated engine management systems, like in the VW or Audi cars, to incur errors and drivability issues.

SPECIALIST PRODUCTS



AUDI TT/53
4-MOTION
ADJUSTABLE
SUSPENSION ARMS



INTERCOOLER

ENGINE BAY CAPS



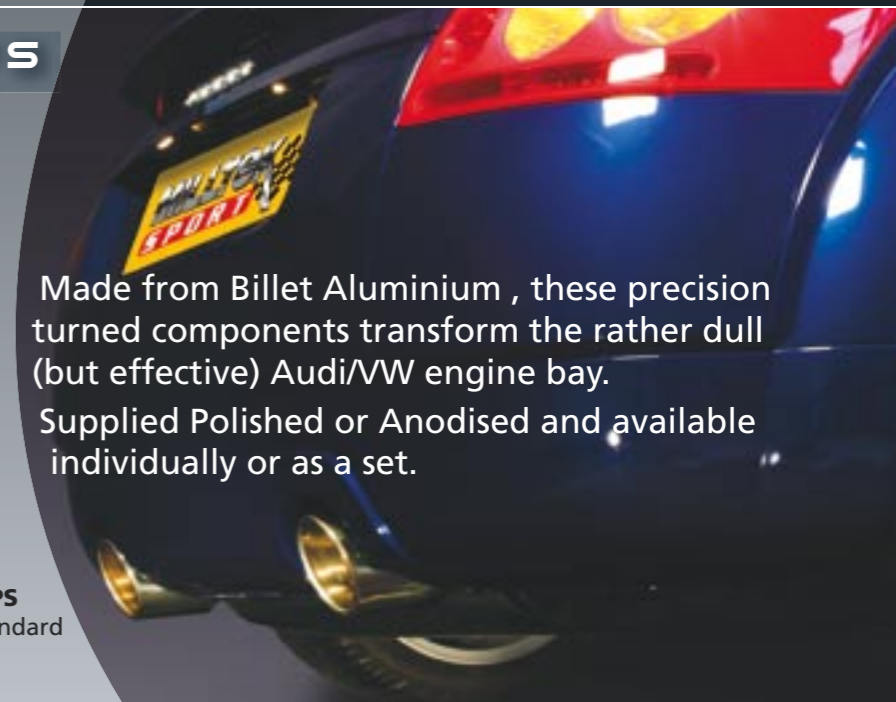
OIL CAP
Securely fits over the standard oil cap.



WATER CAP
Securely fits over the standard water cap.



STRUT TOP CAPS
Replaces the standard strut top covers.



Made from Billet Aluminium, these precision turned components transform the rather dull (but effective) Audi/VW engine bay.

Supplied Polished or Anodised and available individually or as a set.

MILLTEK SPORT MOTORCYCLE RACE CANS

Production has now begun on Aluminium, Titanium and Carbon Race Cans. Designed to combine the exacting qualities of Milltek Sport car exhausts and built to precise tolerances, Milltek Sport Race Cans are available as a direct purchase on:



www.millteksport.com

MILLTEK SPORT USER QUOTES

VW Golf/Jetta/Bora owners comments:

"It's a winner...top of the line in quality...nice low deep growl...I did chirp my tires in 1st, 2nd and 3rd..."

"I can honestly say that the Milltek is the most superior exhaust in fitment, sound quality, and performance I've seen".

These systems are designed for all GolfIV and Jetta IV cars. New 2002.5 cars 'may' already come with '4Motion' through-valance systems (wouldn't require a 4Motion valance).

Audi TT owners comments:

"Milltek is a fine system and of great quality, well worth the money. Like the looks of the 100mm tips of the Milltek. I am very pleased with the looks, sound and performance".

"Now to the question about resonance inside the TTC with the non resonated Milltek...what I did not want was the cyclical resonating that becomes dominant and booming...what the Milltek does is provide a sporty low resonance that lets you know what the engine is doing, pleasing to the ear and is not tiring in the long run. Yes...you notice the exhaust 'note' more than the OEM exhaust...I like that and as I said before, it is what I think the TT exhaust should have been from the beginning. The Milltek non resonated exhaust tunes the low throaty sound throughout the rpms and avoids the higher pitched 'whiney' sound of the OEM exhaust at the higher rpm. Now preachin to the choir...THIS IS a sports car...not a S model Mercedes".

"Go for a Milltek exhaust for a cheap insurance mod. My TTR went up to 236bhp and a strong pull to the red line".

Audi A4/S4 owners comments:

"I had the Milltek exhaust installed this past weekend, and I must say that it's a great improvement over the stock system. The install went off with no problem, and it looks great and sounds sweet! The car is much more responsive and you can feel the power of the increased torque. The sound is deep and throaty...but not obnoxious in public. It makes the A4 sound like a 6 cylinder! I am extremely happy with Milltek...just thought I'd share!"

"The Milltek has a surprisingly low tone, but smooth and sweet - very refined and just right for the S4".

Other satisfied owners:

"Firing up the engine immediately brings a stupid silly grin on your face. The low-end note is very nice, and you may find yourself walking out late at night, just to fire it up for your own pleasure".

"My Mods to date in favourite order: 1. Milltek 2. Milltek 3. Milltek".

"The Milltek exhaust works very well and works superbly with the APR chip".

"Yes I have the Milltek twin exhausts...very good fitment and much more torque...feels a bit like a semi chip".

"There is a clear throttle improvement and pick up from lower revs (esp. if you are in a gear too high - lazy town driving) is improved".

"I highly recommend Milltek exhausts, an Audi technician told me that it's the nicest sounding exhaust for these cars".



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