



## BLOX DRAG COILOVERS REAL WORLD TESTING

Racing is a great passion of ours here at IPG but we also use it as a way to test products and show our customers and fans what works and what doesn't work in the performance aftermarket. The IPG All Motor Civic has always been destined to be a test mule for some of the popular items on the market and now that we have some really consistent data on the way the car is currently setup we decided to throw a new part at it and see how much of a difference it could make. Up until this point in time we just had a set of generic, full bodied threaded coilovers on the car that were originally designed for basic street use. They were height and dampening adjustable with a 8k front spring and a 5k rear spring. We have been running them at full stiff dampening and the car was working okay as far as we could tell.

But now for a change. This past weekend we put a set of Blox Drag Pro Series on the car. We minimized the changes as much as possible to ensure the most accurate before and after data possible. We measured the existing ride height of the car, installed the Blox Drag Coilovers onto the car and set the car as close to that same ride height as possible. This allowed the alignment settings to remain as close as possible as well. After the coilover installation we did throw the car on the corner scales to even out the front weight distribution. This was done by simply adjusting the ride height in a small 1/8" to 1/4" span. But other than that nothing else changed with the car setup. We ran the same EMS programming, same 2 step launch RPM, same shift points, same tires, same tire pressure, etc, etc.

The Blox Drag Pro Series Coilovers are height adjustable only with a 12k front spring and a 18k rear spring. The shock valving is specifically designed for the spring rates being utilized. The coilovers are available for the 1992-1995 Honda Civic, 1996-2000 Honda Civic 1993-1997 Honda Del Sol and 1994-2001 Acura Integra. Mostly sold as a complete set of 4 although rear pairs only are available.



And now to the real testing data. We had approximately 10 very consistent passes in the All Motor Civic for the before comparison including (4) 11.67 1/4 mile ET time slips. The previous best passes were done at Palm Beach Intl Raceway during the March NSCRA event and the new testing was done at Orlando Speedworld during the War of the Imports event. Yes, the time slips are from different tracks but datalogging shows Air Intake Temps were very comparable and actually the new quicker passes showed a couple of the air intake temps even higher than that previous bests.

Here are the best 4 before time slips all 11.67 ET's.

13/MAR/2011		MURRAYS		MURRAYS		13/MAR/2011	
GORDON DONERS		MURRAYS		MURRAYS		GORDON DONERS	
LEFT	RIGHT	RIGHT	RIGHT	RIGHT	LEFT	LEFT	RIGHT
Car # ... 5419	5827	5827	5827	5827	5827	Car # ... 5827	5827
Class ... 11.50	11.50	11.50	11.50	11.50	11.50	Class ... 11.50	11.50
1dx/Rec... 11.50	11.50	11.50	11.50	11.50	11.50	1dx/Rec... 11.50	11.50
0v/1in ... 0	177	177	177	177	175	0v/1in ... 171	171
DIAL ... 11.50	11.50	11.50	11.50	11.50	11.50	DIAL ... 11.50	11.50
R/T ...	-.056	.133	.133	.133	.131	R/T ...	.140
60' ...	1.632	1.646	1.646	1.646	1.642	60' ...	1.659
330 ...	4.825	4.826	4.826	4.826	4.830	330 ...	4.831
1/8 ...	7.474	7.462	7.462	7.462	7.473	1/8 ...	7.465
MPH ...	90.28	89.88	89.88	89.88	91.51	MPH ...	91.71
1000 ...	9.761	9.757	9.757	9.757	9.761	1000 ...	9.752
ET ...	WIN >> 11.677	>> 11.677	>> 11.677	>> 11.677	11.675	ET ...	11.671
MPH ...	117.83	117.47	117.47	117.47	118.07	MPH ...	117.79
Right 1st						Left 1st	.5798
Right MOV	foul					Compulink	AUTOSTART
Compulink	AUTOSTART ON !!	ON !!	ON !!	ON !!	ON !!	Compulink	AUTOSTART

APPLIANCE DIR HORSE		APPLIANCE DIR HOR		APPLIANCE DIR HORSE	
LEFT	LEFT	LEFT	LEFT	LEFT	LEFT
Car # ... 1694	1694	1694	1694	1694	1694
Class ... SPRO	SPRO	SPRO	SPRO	SPRO	SPRO
DIAL ...	11.50	11.50	11.50	11.50	11.50
R/T ...	-.098	.046	.046	.046	.077
60' ...	1.615	1.623	1.623	1.623	1.621
330 ...	4.774	4.791	4.791	4.791	4.794
1/8 ...	7.354	7.388	7.388	7.388	7.395
MPH ...	94.23	93.72	93.72	93.72	93.46
1000 ...	9.605	9.652	9.652	9.652	9.657
/4 ...	11.507	11.670 <<WI	11.670 <<WI	11.670 <<WI	11.553
MPH ...	118.56	103.21	103.21	103.21	119.04
Left 1st	3.1465	Left 1st	.1051	Left 1st	1.4576
Compulink	AUTOSTART	Left MOV	.1051	Compulink	AUTOSTART ON
Both Lanes	STAGED @	Compulink	AUTOSTART (	Compulink	AUTOSTART ON
		Both Lanes	STAGED @	Both Lanes	STAGED @ S

As you can see by the data the 60' time picked up a couple of hundredths, the 330' time picked up a couple of hundredths and the 1/8th mile time picked up over a tenth of a second this all resulted in close to a 2/10th gain in the 1/4 mile time. Based on the data the coilover swap keeps the chassis more planted allowing more power to be put to the ground thus accelerating quicker and running quicker 1/4 mile times.

For all we know there may still be a better coilover option on the market for this car that we haven't tested yet but the Blox Drag Coilovers are a great bang for the buck and really do work.

