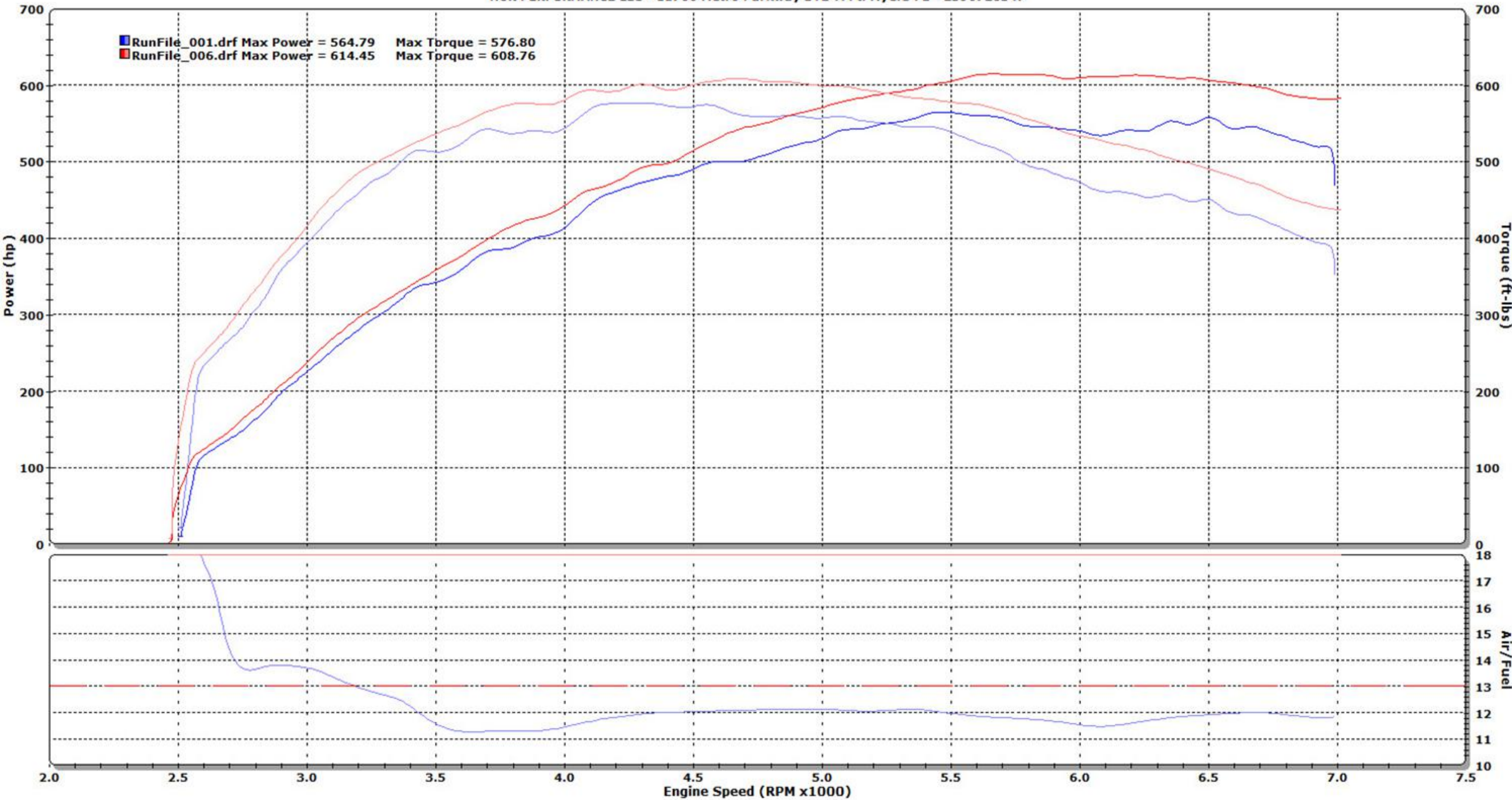


Mixing Ratio: 1 quart to 7 gallons = 1:35
Initial Octane: 93
Final Octane: 104.5
Initial WHP: 258.04
Final WHP: 285.72
Initial Tq: 283.96
Final Tq: 298.96
WHP = 27.68
WTQ = 13.24

Description of Test: Establishing a base line we brought the vehicle to near knock on pump grade, 93 octane. We then added 1qt of BOOSTane to somewhere between 6 and 7 gallons, depending on what was burned in establishing base lines. The unique aspect of these dyno pulls were to test the "adaptive" tuning that had been experience with some of our other BMW customers. Once the BOOSTane was added, 4 pulls were made. Each pull experiencing slight gains, until what can be assumed is that the ECU took full advantage of the range of its MAP, and was able to advance timing to the point at which the above results were experienced. AGAIN, NO FLASHING OR MAPPING WAS DONE. This was a pour it in and watch the results.



Mixing Ratio: 1 quart to 14 gallons = 1:56

Initial Octane: 93

Final Octane: 102

Initial WHP: 564.79

Final WHP: 614.45

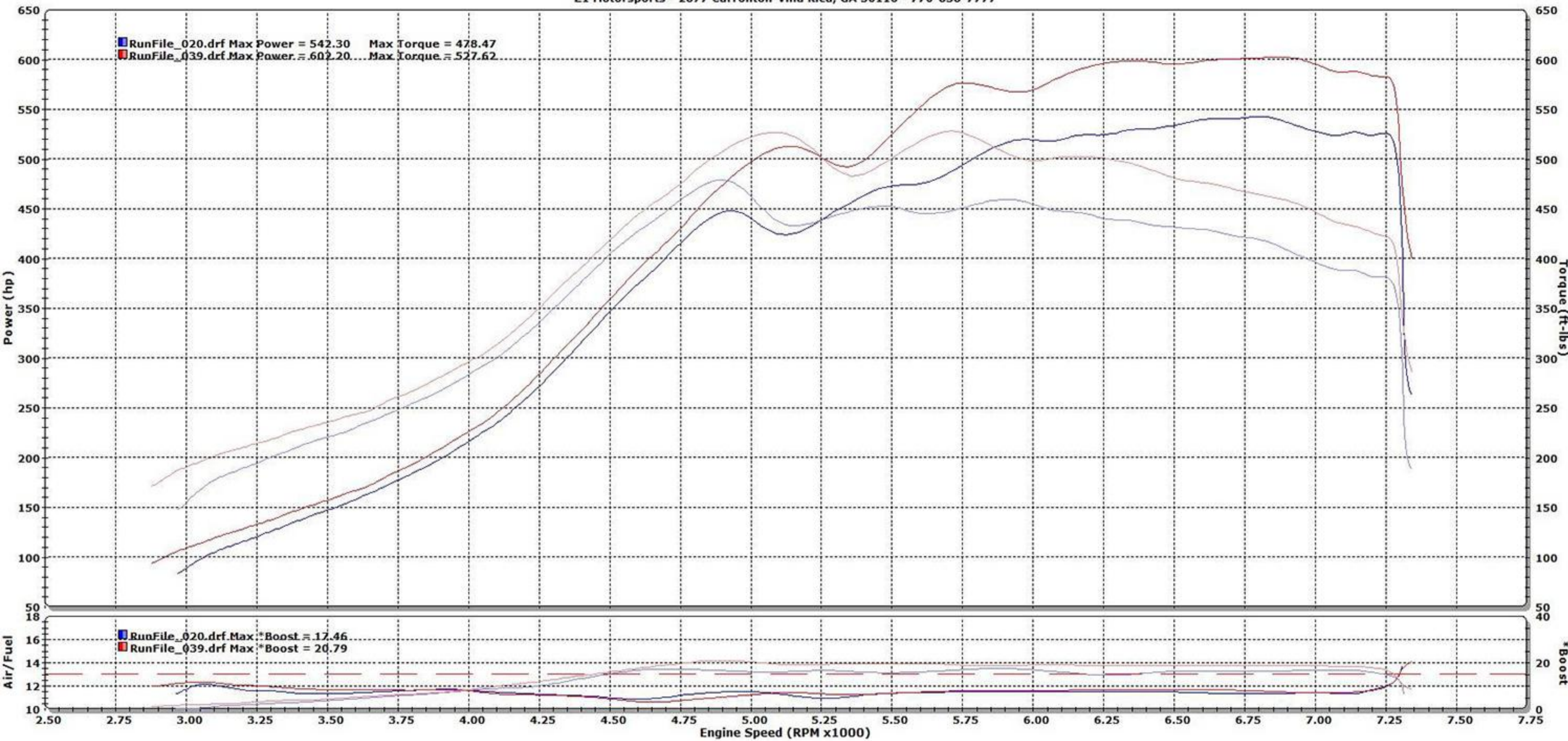
Initial Tq: 576.80

Final Tq: 608.76

WHP = 49.66

WTQ = 31.96

Description of Test: Establishing a base line we brought the vehicle to near knock on pump grade, 93 octane. We then added 1qt of BOOSTane to somewhere between 12 and 14 gallons, depending on what was burned in establishing base lines. The resulting horsepower increase was with timing advance only, as the boost pressure we were unable to change in the ECU. We were unable to achieve a complete KtK (Knock to Knock) test due to the inability to significantly increase boost pressure.



Mixing Ratio: 1 quart to 10 gallons = 1:40

Initial Octane: 93

Final Octane: 103

Initial WHP: 542.30

Final WHP: 602.20

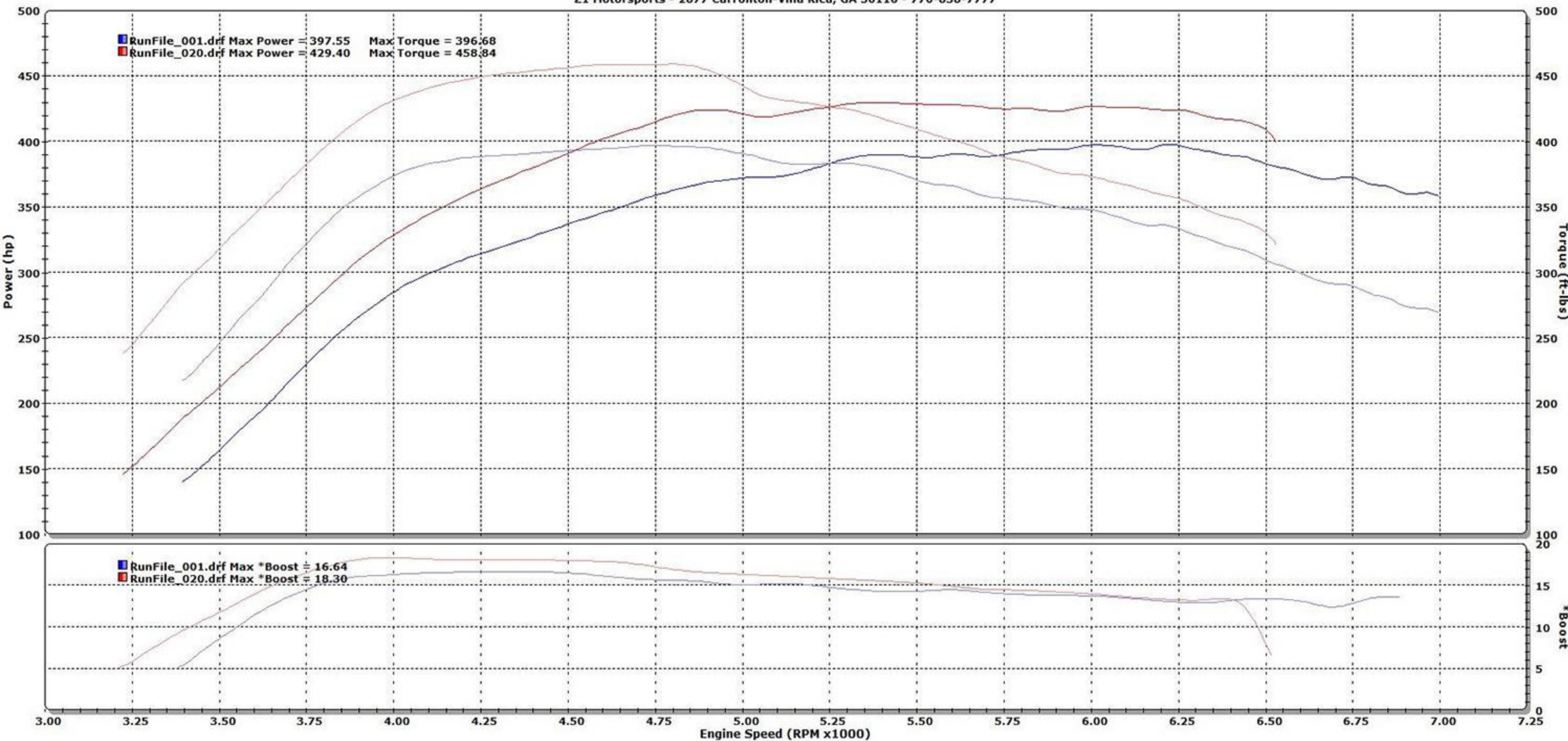
Initial Tq: 478.47

Final Tq: 527.62

WHP = 59.90

WTQ = 49.15

Description of Test: Establishing a base line we brought the vehicle to near knock on pump grade, 93 octane. We then added 1qt of BOOSTane to somewhere between 10 and 12 gallons, depending on what was burned in establishing base lines. Unfortunately, full potential was not reached, as KtK test was not established. This is due to the fact that only timing was increased, since we there were no smaller pulleys available to increase boost pressure in the engine.



Mixing Ratio: 1 quart to 15 gallons = 1:62

Initial Octane: 93

Final Octane: 101

Initial WHP: 397.55

Final WHP: 429.40

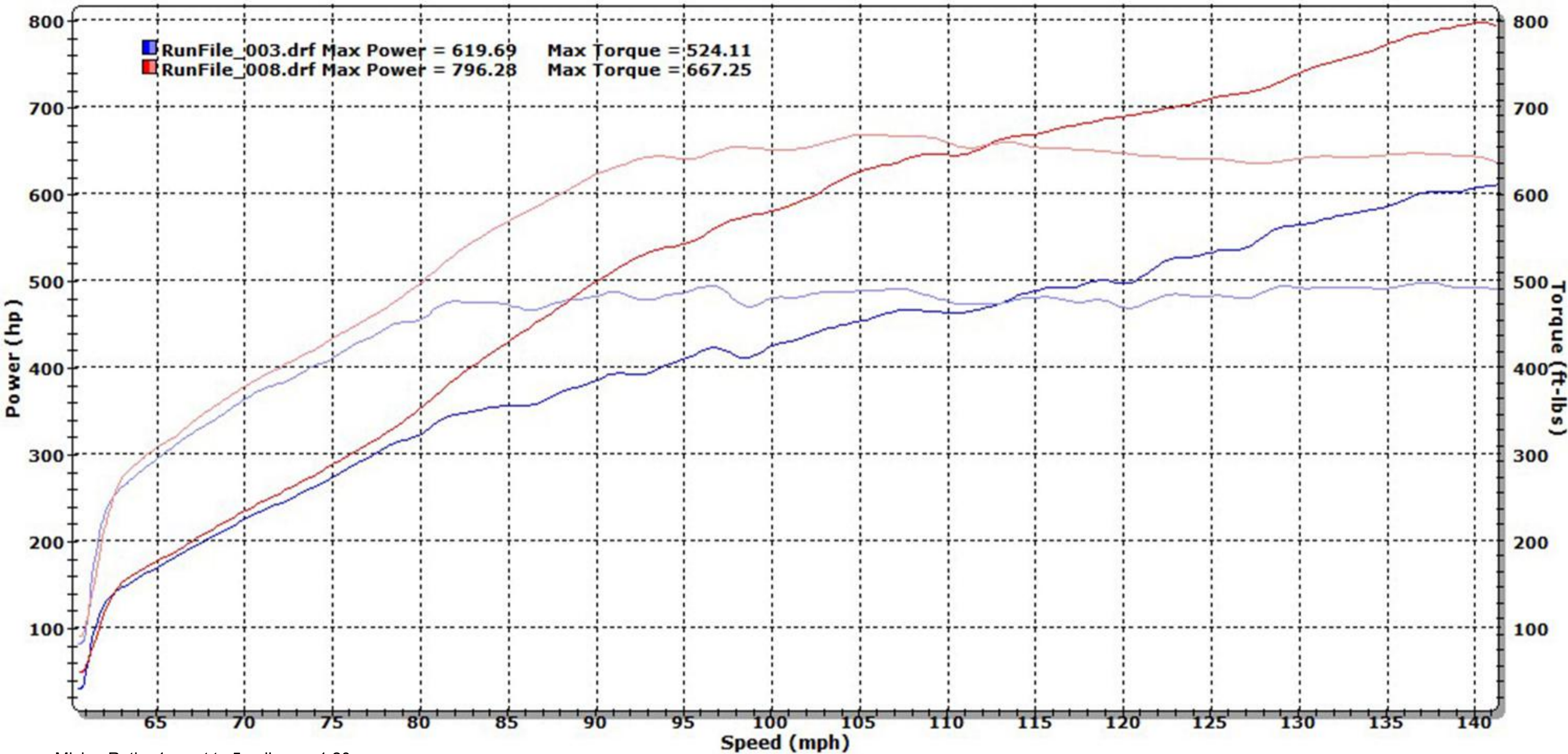
Initial Tq: 396.68

Final Tq: 458.84

WHP = 31.85

WTQ = 62.16

Description of Test: Establishing a base line we brought the vehicle to near knock on pump grade, 93 octane. We then added 1qt of BOOSTane to somewhere between 13 and 15 gallons, depending on what was burned in establishing base lines. After running our standard KtK test at Z1, the results were as expected, but further boost was limited per the customer's request.



Mixing Ratio: 1 quart to 5 gallons = 1:20

Initial Octane: 93

Final Octane: 107

Initial WHP: 619.69

Final WHP: 796.28

Initial Tq: 524.11

Final Tq: 667.25

WHP = 176.59

WTQ = 143.14

Description of Test: Establishing a base line we brought the vehicle to near knock on pump grade, 93 octane. We then added 1qt of BOOSTane to exactly 5 gallons. Adhering to our KtK (Knock to Knock) testing parameters, we ran the GT-R to 1% knock before adding the BOOSTane to the tank. Timing and boost pressure were advanced (optimal situation for big numbers), and the above results were achieved. Note, this was not a stock GT-R. It contained a built motor, transmission, and exhaust. WE DID NOT ACHIEVE KNOCK WITH BOOSTANE. Remaining conservative per request of owner, we stopped at 796whp, +177.

A true testament to the potential of BOOSTane, in the right hands!