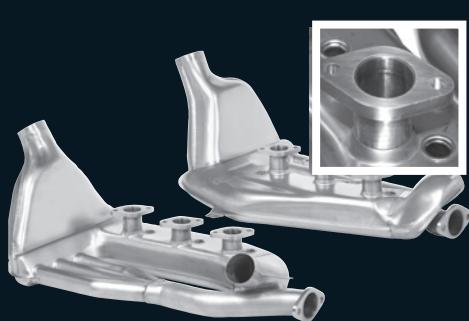


**JP·Group a/s** 

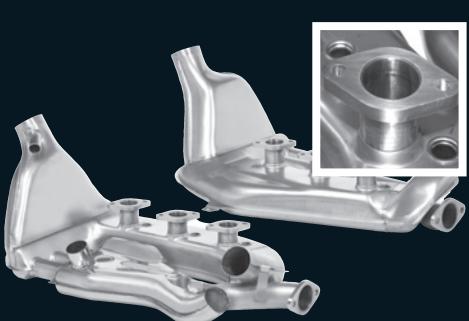
- A MEMBER OF JP GROUP AUTOMOTIVE

HEAT EXCHANGERS AND EXHAUSTS

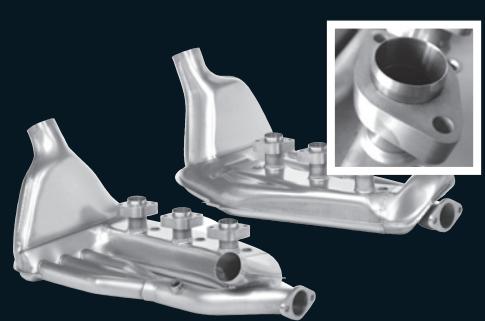




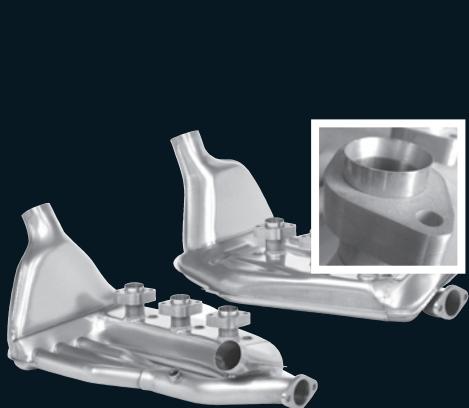
91.911SSI (1623104910)  
Heat exchanger set, stainless steel, left/right  
Europe:  
911, 2.0-2.4, 64-74 (carb.), 69-71 (inj.)  
911, 2.7, 74-76  
911, 3.0, 78-83  
USA:  
911, 2.0-2.4, 66-71 (carb.), 69-71 (inj.)  
911, 2.7, 75-76 Federal  
911, 3.0, 78-79



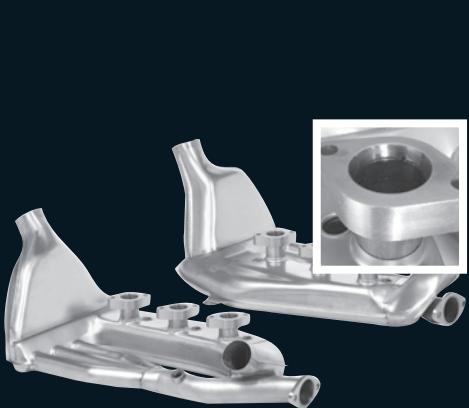
91.913SSI (1623105010)  
Heat exchanger set, stainless steel, left/right  
Europe:  
911, 2.2-2.4, 72-74 (inj.)  
911 Carrera, 2.7, 74-76  
USA:  
911, 2.2-2.4, 72-74 (inj.)



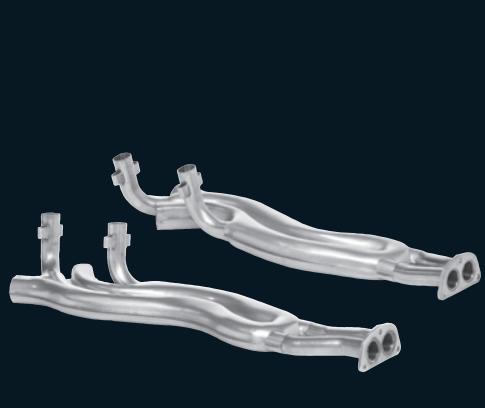
91.915SSI (1623105110)  
Heat exchanger set, stainless steel, left/right  
USA:  
911, 3.0 (Conversion\*), 80-83  
\*For further details please see chart and text



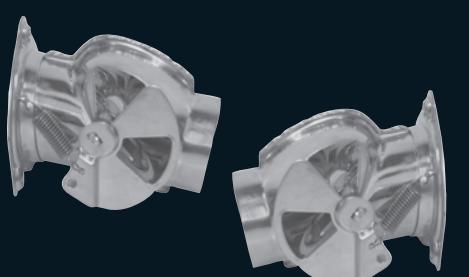
91.917SSI (1623105210)  
Heat exchanger set, stainless steel, left/right  
Europe/USA:  
911, 3.2 (Conversion\*), 84-89  
For this set oil pipes 911.107.729.10 and  
911.107.739.10 are available from our  
Dansk programme.



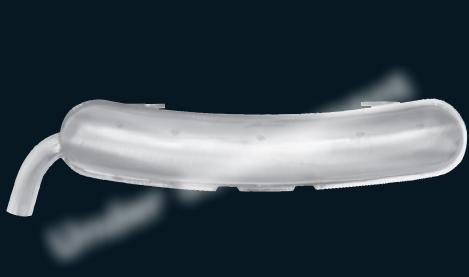
91.936SSI (1623105310)  
Heat exchanger set, stainless steel, left/right  
Europe/USA:  
911, 3.6 (Conversion), installed in 65-89  
chassis. Requires further modification to  
install.



91.914SSI (1623105410)  
Heat exchanger set, stainless steel, left/right  
Europe/USA:  
914/4, 2.0, 72-75



90.001SSI (1623200670) left  
90.002SSI (1623200680) right  
Heat control box, left or right, stainless steel



92.210SSI (1620611200)  
Rear exhaust, Ø60 mm tail pipe,  
stainless steel  
Porsche® 911, 2.0-2.4, 64-69



92.211SSI (1620611300)  
Rear exhaust, Ø60 mm tail pipe,  
stainless steel  
Porsche® 911, 2.7, 74-77



## **100% Stainless Steel Heat Exchangers For Porsche**



Headers contained in heat exchangers

### **Features**

*CONSTRUCTED ENTIRELY OF AISI 304/321  
STAINLESS STEEL*

#### *STATE OF THE ART HEADER DESIGN*

All six primary tubes are equal in centerline length to 7.9 mm *absolute*, vs original equipment variances of 95.3 mm. All tubing is three ball mandrel bent to aircraft tolerances on computer controlled tube benders to assure consistent tube inside diameters. Gas flow rates exceed O.E. by 9.8% and are balanced within 1.7%. All turbulence inducing compound bends have been eliminated from the design.

#### *ONE PIECE HEADER PRIMARY TUBES*

Primary header tubes contained in the heat exchanger ducting are made of one piece Eddy current tested AISI 304 stainless steel tubing. There are no internal weld joints made during fabrication.

### **Benefits**

#### *LONG LIFE*

Expected life in the severest conditions (road salt) is 20-30 years.

#### *HIGHER POWER OUTPUT*

Output is increased particularly in the low and middle RPM ranges. The design makes power by minimizing intake charge disturbances at valve overlap, and increasing the exhaust gas extraction effect. The volumetric efficiency, and thereby the power output is increased. The SSI headers are significantly improved versions of the basic header design used by Porsche® on all normally aspirated six cylinder competition engines.

#### *CARBON MONOXIDE SAFE*

Unlike *all* other aftermarket heat exchangers, the SSI heat exchanger headers are made to minimize the possibility that engine produced acids will internally corrode the enclosed primary tubes, thereby allowing carbon monoxide to enter the passenger compartment. The AISI 304 stainless steel tubing is highly resistant to the byproducts of combustion. We use only one piece primary tubes, eliminating the possibility of hand-made welds cracking, and the resulting carbon monoxide leaks.

## HIGHLY FUNCTIONAL DUCTING

Heater ducting is precisely formed of low thermally conductive 0.75 mm AISI 304 stainless steel. It is carefully fitted to the header heat source to minimize leakage. The identical alloy ducting and header materials have like thermal expansion rates which prevent stretching and loosening of the ducting on the headers.

## ABSOLUTELY THE HIGHEST QUALITY HEAT EXCHANGERS MADE ANYWHERE, BY ANYONE, AT ANY PRICE

These parts are beautiful to look at, and a joy to install. Every detail has been attended to. The sheet metal is formed and trimmed on Class A perminate tooling. Welding is argon shielded Tungsten Inert Gas (TIG), and high energy spot welding. Precise fixturing is used in all assembly processes. Materials are only prime quality. SSI has manufactured and sold far more heat exchangers for Porsche® cars than any other after-market manufacturer in the world. Production began in 1976, and our last known defect was in February, 1978.

## COMPETITIVE PRICING

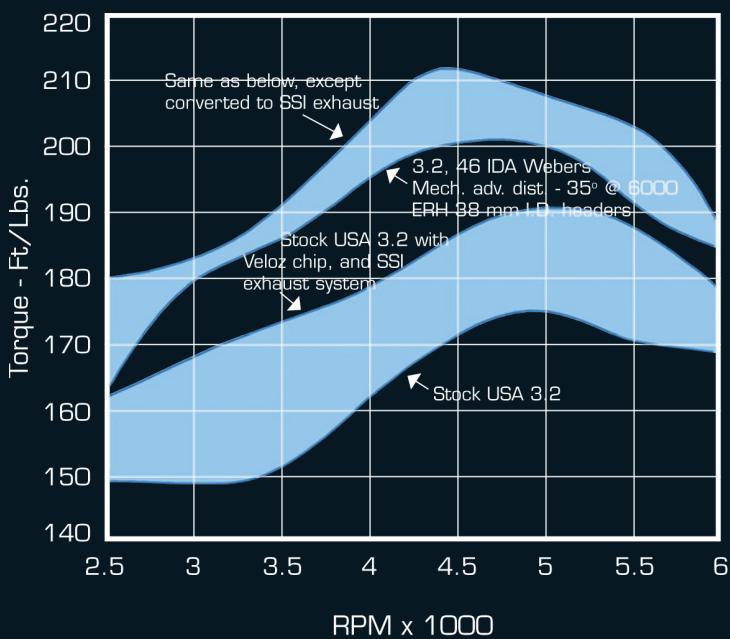
### MORE HEAT, FASTER, and NO RATTLES

Radiated heat loss is reduced 46% due to the low thermal conductivity of the ducting. Operating temperature is reached 42% faster. Heat loss due to leakage is reduced to near zero. The passenger compartment will warm up faster, and to a higher temperature. The defroster will clear the windshield in slightly more than half the time previously required. Thermocycle will not loosen the ducting and create leakage and ducting rattles.

### REDUCED INSTALLATION TIME, ENHANCED VEHICLE VALUE

SSI heat exchangers fit perfectly. Installation time and costs are reduced. They will NEVER need to be replaced, as they will outlive the vehicle on which they are installed. Their unequalled quality, performance, and longevity will enhance the value of a Porsche® throughout its life.

## CONVERSIONS SYSTEMS FOR 911 2.7, 3.0, 3.2\*, 3.6



SSI heat exchangers will increase engine torque and horsepower throughout the RPM range when used on 2.7-3.2 L 911 engines. The greatest gain is between 2000 and 4500 RPM. Normal torque improvement at 3000 RPM is +30 ft. lbs. on a 3.0 911 SC engine.

The unsolicited dynamometer test shown at the left side was performed by AUTOTHORITY, of Fairfax VA.

The lower curve represents a stock USA 3.2 Carrera engine with the ill-designed original crossover system.

The curve immediately above it demonstrates the same engine with the SSI conversion system, and a Veloz performance chip.

The shaded area between the two curves represents the torque gain between 2500 and 6000 RPM.

The third curve from the bottom represents a 3.2 Carrera engine modified with IDA Webers, a 35° advance @ 6000 RPM distributor, and ERH 38 mm I.D. racing headers.

The top curve is the torque curve of the same engine *except* with SSI heat exchangers. This is an illustration of how 35 mm I.D. SSI heat exchangers compare with the most popular 38 mm I.D. racing headers. Please note that the SSI heat exchangers made significantly MORE POWER THROUGHOUT THE RPM RANGE than the best name in racing headers! The power gain is made without a noise penalty, or loss of passenger compartment and defroster heat.

\* Not legal for pollution controlled highway driven vehicles in California.