

SFS SILICON HOSES

THEY SAY FORM FOLLOWS FUNCTION. SO, WE SET OUT TO FIND IF FITTING A SET OF COLOURED SILICON HOSES DOES MORE THAN JUST ADD SOME EYE CANDY TO YOUR ENGINE BAY. THE PRODUCT UNDER SCRUTINY WAS SFS PERFORMANCE'S SILICON Y-PIPE, THROTTLE BODY COUPLER AND BLOW-OFF VALVE RETURN HOSE. THE GUINEA PIG WAS A MY03 WRX.



STEP 1
The vacuum hose on the blow-off valve was unplugged and the two 12mm bolts holding the blow-off valve to the intercooler were removed.



STEP 2
With a screwdriver, the clamps on the throttle body hose and turbo were loosened. Then we undid the two bolts on both sides of the intercooler.



STEP 3
There were three breather lines connected to the intercooler, two on the left and one on the right, which we simply pulled out.



STEP 4
Holding the intercooler by the ends, we gently wiggled it out of place and lifted it clear of the engine bay.



STEP 5
Flipping the intercooler into its face, we undid the two top Y-pipe clamps and removed the OEM Y-pipe.



STEP 6
The silicon Y-pipe was fitted to the intercooler with new clamps. The clamps were then firmly tightened with a flathead screwdriver.



STEP 7
The blow-off valve was removed by undoing the clamp. The other end of the recirculating hose was also pulled out from the intake.



STEP 8
The blow-off valve, along with OEM clamps, was fitted to the SFS silicon recirculating hose. The silicon hose was then clamped back into the intake.



STEP 9
The throttle body silicon hose was put into position, along with the OEM clamps.



STEP 10
The intercooler was slid back into position, with the turbo clamp loosely on the Y-pipe. Finally, all clamps were tightened and all bolts refitted.



ASSESSMENT

Installing the SFS Performance silicon hoses was not too much of a drama. The biggest hurdle we came across was that the factory Y-pipe clamps were too small to be reused on the silicon Y-pipe. Also, the clamp holding the blow-off valve return hose to the intake was positioned at an awkward angle and was extremely difficult to undo.

The Y-pipe is the pièce de résistance of the kit and it can be clearly seen how the angles of the silicon Y-pipe are less restrictive, allowing for an increased and smoother airflow. The plastic OEM Y-pipe is also quite rough inside, with many ridges and bumps, causing a more turbulent airflow. The internal diameter of the silicon Y-pipe is also larger than the plastic piece and holds a consistent size throughout. While the maximum temperature the plastic OEM unit can handle is about 135°C, silicon hoses are rated to handle around 220°C and are more pressure resistant, so not only is it a power modification, it might even save repair bills in the future if the plastic ever cracks or breaks. On the road, no noticeable power gains were felt, even though manufacturers claim a benefit of a few kilowatts, but the induction noise of the turbo spooling up was pleasingly more audible. So, not only do the hoses look great, form does really follow function.

UP CLOSE
What: SFS Silicon Hose Kit
For: WRX
From: GCG Turbochargers
Price: \$240 (y-pipe, throttle, bov return hose)

SCORE
PRICE: **83%**
EFFECTIVENESS: **82%**
QUALITY: **84%**

OVERALL
84%

For: Looks good, higher flowing and better heat handling than standard, better induction noise
Against: Can be fiddly to install, new clamps required, no instructions provided

QUICK CONTACTS
GCG TURBOCHARGERS
117 Eldridge Road
Condell Park NSW
Ph: 1300 887 267
www.gcg.com.au

SFS Performance silicon hose distributors:
QLD - Aluminium Radiators & Engineering (07) 3205 4620
ACT - Phillip Radiators (02) 6282 3926
SA - Auto Sport Engineering (08) 8299 0320
NSW - Motorsports Connections (02) 9838 7272