

**The objective** was to build an ultra efficient, high output and reliable system. The engine was completely rebuilt with high end performance parts and special machine operations. This incredible amalgamation totaling greater than \$50,000 build cost is now available for private sale.

**Once installed** in a rare Porsche 930 Flatnose special project, this engine was removed for additional performance development. Since removal, the assembly has undergone extensive inspection and testing before a blueprinted rebuild was performed by MODE, Motorsport Design of Scottsdale, Arizona. With extensive machining capabilities, MODE has offered manufacturing in the motorsport industry for over 22 years. No expense was spared on this project.

**This engine has 0 miles since rebuild.** Engine break-in, dyno tuning and vehicle installation can be completed before delivery.

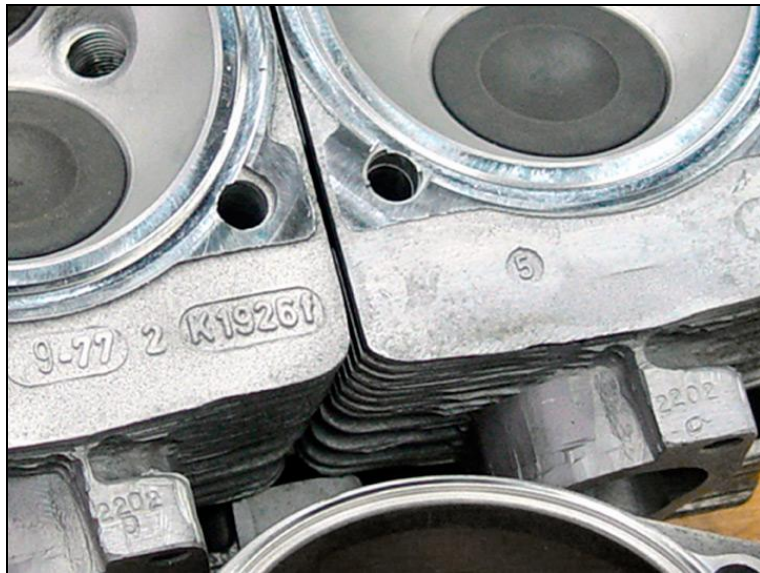
### Purpose built to apply the following attributes

- Modern engine control unit and electronics
- Violent acceleration with excessive power on demand
- Easy starting, smooth warm-up operation and steady idle
- Comfortable city driving with smooth and linear power engagement
- Climate control systems heater and air conditioning function for modern comfort
- Reliable and capable of handling elevated boost pressures / RPM for autocross use
- Flexible and adjustable boost and performance based on 91 and 104+ Octane fuel types
- Capable of passing California IM-240 Idle and Roll Smog Testing if retrofitted with emissions control systems

### Entire package with supporting parts included

- Intake Manifold Assembly from 3.2L Carrera Aluminum
- Fuel rails line assemblies and FPRs from 3.2L Carrera
- Engine Shroud / Air Duct Cover of Carbon Fiber Type
- MODE distributor block off cap polished
- Engine carrier mount
- Exhaust manifold : B&B Heat Exchanger set stainless steel - New
- Turbocharger : Garrett T04 S Ball Bearing P-Trim Turbine / MODE E Compressor Backing Plate Cover
- Wastegate : Garrett / TIAL 48mm – Clear Anodized
- Intercooler : Air to air full width Garrettson-Andial
- Complete MoTeC M600 Engine Management System
- ECU Harness, connectors, sensors





### Estimated Power Output

#### Low:

580 HP / 510 TQ @ 1.0 Bar  
91 Oct. Pump Fuel

#### High:

650 HP / 625 TQ @ 1.4 Bar  
104+ Oct. Fuel

\* SAE crank output: Target based on testing of similar builds.

Guarantees cannot be made that this engine will meet all target ranges listed above.

### Base Parts : Block

- ↪ Engine Case 3.3L Turbo
- ↪ MAHLE Motorsport 3.5L Piston and Cylinder Set
- ↪ Crankshaft 3.6L for Stroker 3.5L Spec
- ↪ Carrillo Rod Set
- ↪ ARP Rod bolt set
- ↪ ARP Head studs, washers and nut set
- ↪ Bearings complete sets
- ↪ Timing chains new of HD motorsport type
- ↪ New timing chain guide rails
- ↪ Oil feed chain tensioners and lines new
- ↪ Gaskets and seals complete set

### Labor : Machine Operations

- ↪ Case treated and power washed
- ↪ Inspection and analysis
- ↪ Mill Niresist Ring grooves – Tops of cylinders / Heads
- ↪ Fitment of MAHLE 3.5L cylinders
- ↪ Boat tail and shuttle pin case block : For windage and increased strength
- ↪ Fan, fan housing, upper and lower valve covers and timing covers cleaned and powder coated

### Heads : Valvetrain

- ↪ SCHRICK Camshaft Set
- ↪ SCHRICK valve springs
- ↪ MODE Titanium Valve Spring Retainers
- ↪ MODE Stainless Steel Niresist Ring Set

### Labor : Machine Operations

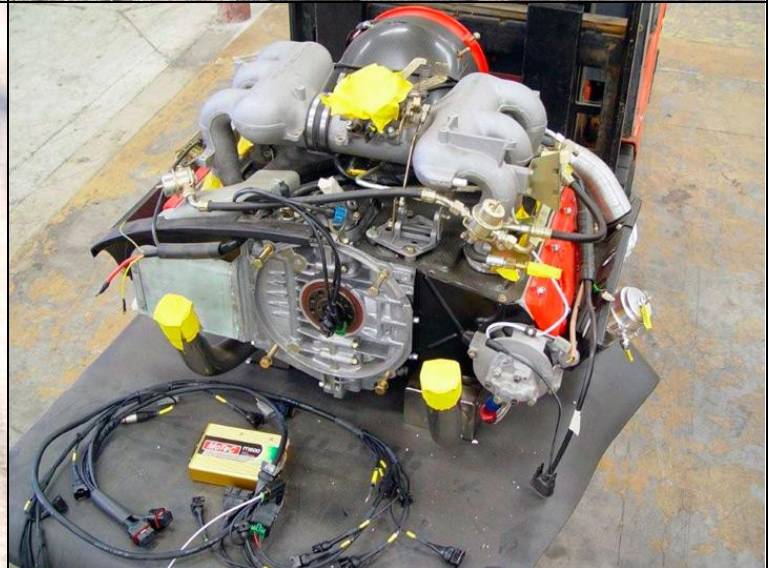
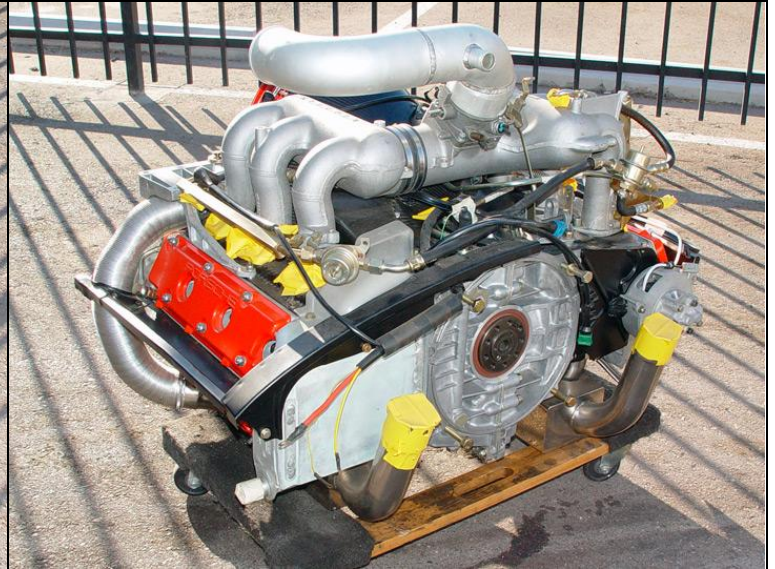
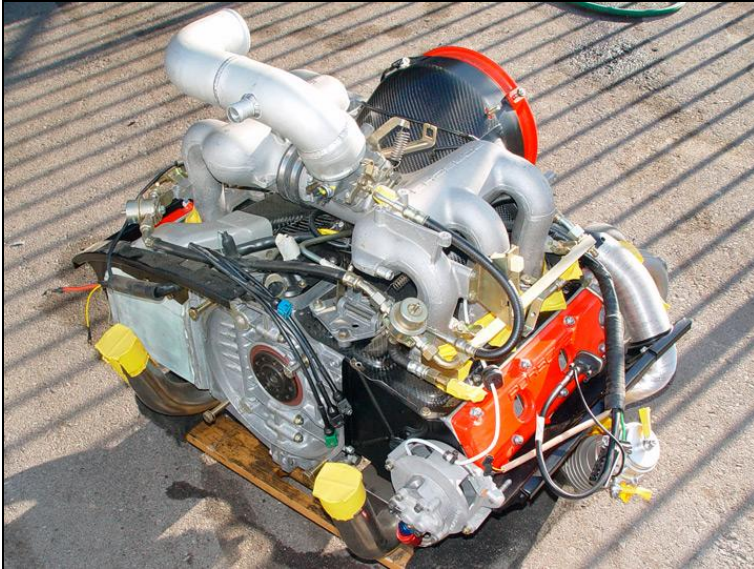
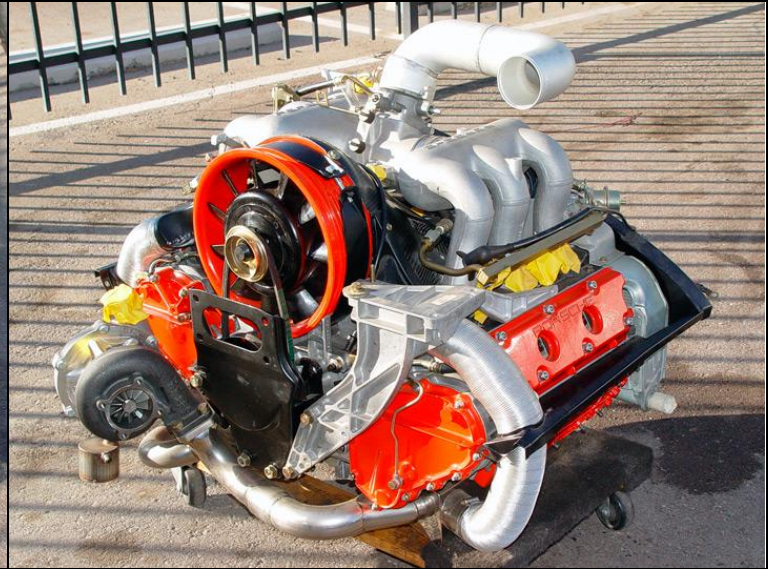
- ↪ Intake porting to 41mm / Blended to match 3.2L Carrera intake manifold assembly
- ↪ Twin Plug Conversion / Drill and tap heads
- ↪ Mill Niresist Ring grooves
- ↪ Complete valve job
- ↪ Setup of valve spring installed heights

### General Build Specs

- ↪ Bore: 100mm
- ↪ Stroke: 74.4mm
- ↪ Cylinder Head: 91.2cc
- ↪ Swept Volume: 584.34
- ↪ Displacement: 3.5L
- ↪ Compression Ratio: 7.4 to 1.0

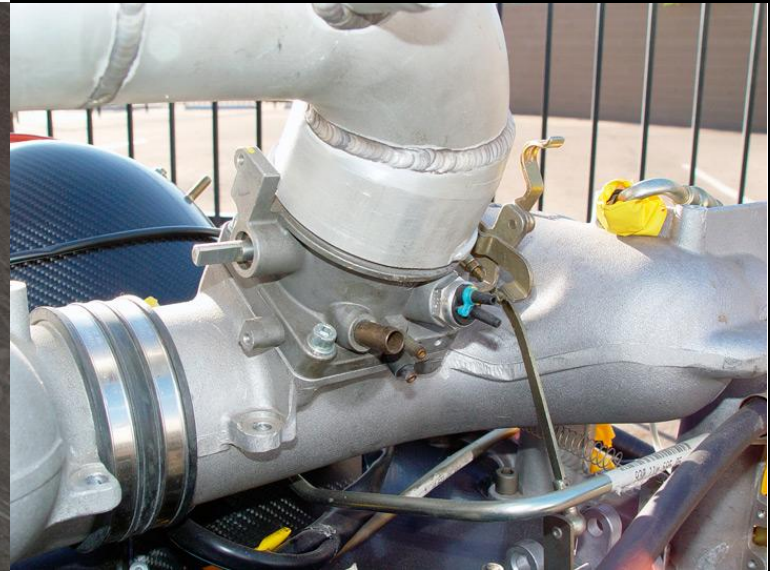
### Notes : Disclaimer

This engine package will require break-in and tuning best performed on an engine dyno. All parts are new unless specified.



### Supporting Parts Included

- Intake Manifold Assembly from 3.2L Carrera Aluminum
- Fuel rail and line assemblies 3.2L Carrera
- Engine Shroud / Air Duct Cover of Carbon Fiber Type
- MODE distributor block off cap polished
- Exhaust manifold : B&B Heat Exchanger set stainless steel – New 1.625 OD Primaries
- Turbocharger : Garrett T04 S Ball Bearing P-Trim Turbine / MODE E Compressor Backing Plate Cover
- Intercooler : Air to air full width Garrettson-Andial
- Wastegate : Garrett / TIAL 48mm – Clear anodized
- Engine Management System / Harness / Sensors
- Engine carrier mount
- AC compressor stand mount

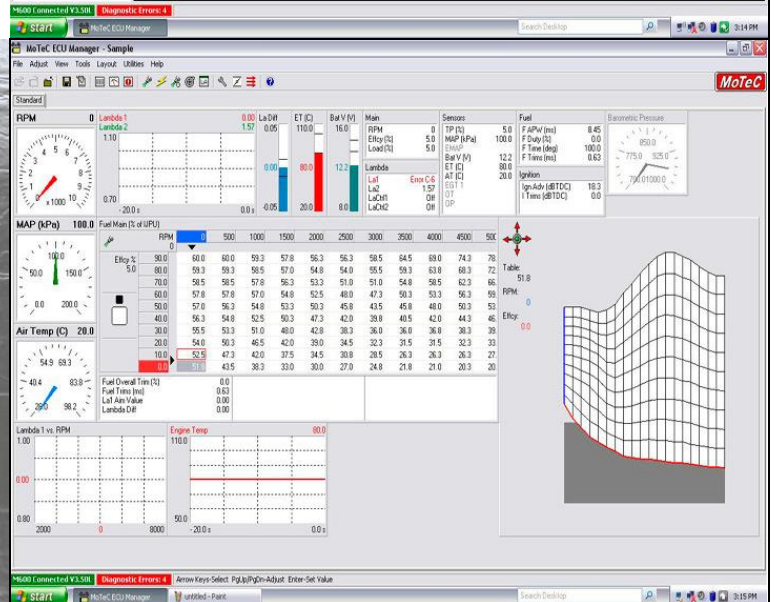
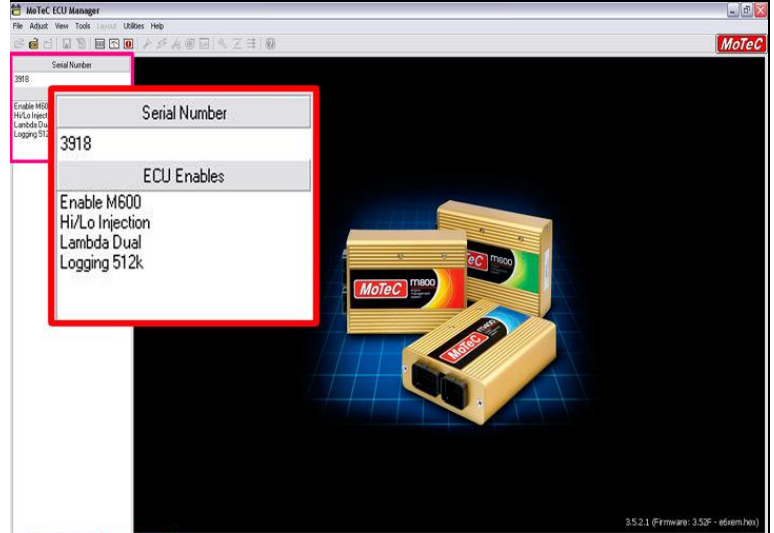




### MoTeC Engine Management System

- MoTeC M600 Control Unit
- Complete registered system
- Fully enabled / Full access
- Hi / Low Sequential Injection
- Dual Lambda Control
- Data Logging : 512k
- Updated firmware
- Harness done with Mill Spec and Deutsch connectors, Tefzel wire, with Raychem heat shrink and boots.

Wire harness professionally built by MODE : Motorsport Design of Scottsdale, Arizona.



### Conditions:

Possession of this document does not constitute authority to purchase. Pricing is subject to change at any time without notice. This is a used and rebuilt engine and is being sold as-is, with any existing faults, whether known or unknown. Most other parts used in this build are new. There is no warranty of any kind, either expressed or implied. The above description is accurate, to the best of my knowledge. Professional application and installation is the responsibility of the purchaser. Please check with local laws and regulations for on-road use.

If you are not sure about something, please ask! Do not assume anything not listed is included. This is currently for sale locally. I reserve the right to end the listing if sold. All non-paying high bidders will be reported. If any of these conditions are not met, the transaction may be terminated at the seller's discretion.

### Frieght / Logistics:

A local pick-up option is available upon request and the preferred method of transfer. Out of State and International transactions are available and will require certified freight and professionally crated engine and parts. All associated fees, transportation costs, insurance and pickup arrangements are the buyer's responsibility. Associated crating fees (outlined below) will be added to final price.

**Domestic Export:** \$350 Pallet and enclosed crate fee.

**International Export:** \$450 Pallet and enclosed crate fee. (Requires plastic, metal or certified engineered wood products.)

### Pricing / Payment:

**Final payment:** The accepted final payment method is by bank wire transfer. Bank details will be provided to the qualified purchaser. Upon verification of funds transfer, a bill of sale will be issued. There are no other fees assessed.

If no contact is made within 48 hours I reserve the right to re-list, sell it to the next high bidder, or sell it otherwise.

### Listing Details:

This is listed on eBay as well. Over \$50,000 invested in the above parts alone. Please only respectful offers.

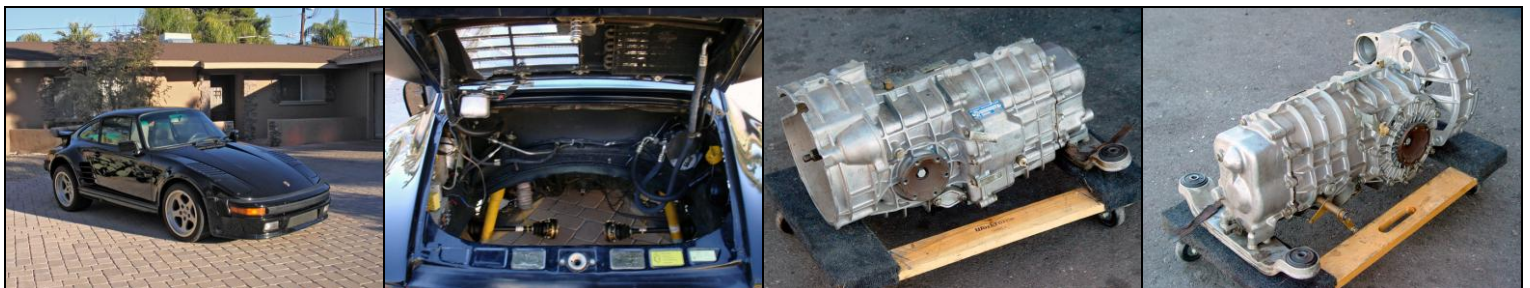
**NO TRADE OFFERS PLEASE**

**PRIVATE SALE : NO TAX**

**ASKING PRICE: \$40,000**

### Related chassis and gearbox also for sale:

Please also see the matching 930 Flatnose chassis and G50 Transaxle for this engine. Available separately.



[View Listings](#)