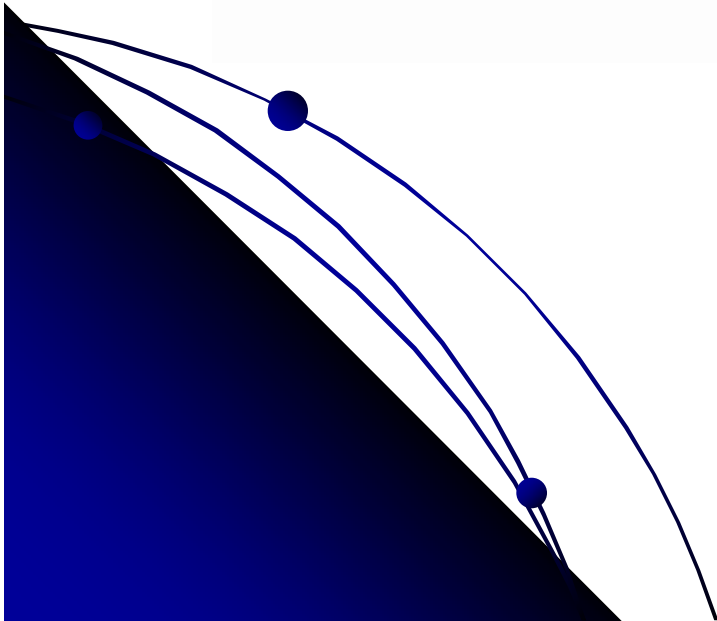




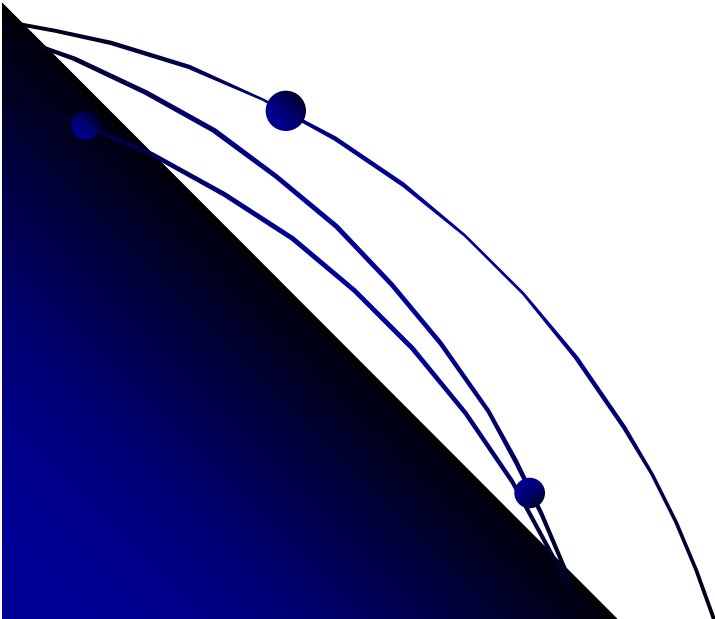
Hybrid Development international





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- History
- Registered design and plan





Our Philosophy

HDI is customer focused- All of our products are designed and refined with constant feedback from our customers.

We strive for 100% customer satisfaction by following the six facets of our Honeycomb Spirits strategy:

- **High Quality** – We don't cut corners on design or manufacturing
- **Functionality** – Our products are designed and proven on the street and strip.
- **Performance** – Our products must out-perform our competitors products and provide real world improvements to your driving experience
- **Simplicity** – Our products must be simple to install and use
- **Best Value** – Our products must deliver benefits commensurate with the cost, and competitive with other products on the market.
- **Best Service** – We must be proud to call this product our own, and stand fully behind it.



Honeycomb Strategy

Staying on the top of the market is an endless task. All aspects of our business are constantly undergoing refinement. If you have feedback, comments or suggestions, please email them to suggestion@hybrid-power.com



HISTORY

1994.

Hybrid
Development
international
was founded in
and was a
distributor
of FET and
APEXi

HYBRID
DEVELOPMENT INTERNATIONAL

FET APPOINTED DISTRIBUTOR

FOG/DRIVING LIGHT

RING US FOR
OUR INTRODUCTORY OFFER!

CDS GIVEAWAY

SPEED ZONE
TOWER BAR
POLISHED/CARBON

HYBRID
INTERCOOLER

SPEED ZONE
EXHAUST SYSTEM

SPEED ZONE SUPER 112

FET RACING OIL

1st Floor, 103 Beauchamp Road, Matraville, NSW 2036
Tel: (02) 9316 9040 Fax: (02) 9344 3559 Mobile: 041 178 584 Email: hdi@infinet.net.au

HISTORY

1995.

**Built
AUSTRALIAN
Fastest 200sx
in Fast Four
and Rotory
magazine's
200sx shot out**

from the cat, ending in a massive 5in tip.

Getting all of the extra power into the driveline meant a very special clutch was needed. Even a custom brass button clutch failed to hold the torque, so Roger sourced a Speedzone TJ twin plate clutch, which is rated to handle 500 horsepower.

The standard gearbox has been broken once already, so a 6-speed will probably be fitted soon. The LSD has been retained, with FET oil allowing slightly

less slip in the diff, but if the torque is increased much more this will need to be changed also.

FET 0-40W oil was also chosen for the engine, to help ease the strain of extra horsepower.

Also easing the strain is a FET automatic turbo timer, which alters the idle time according to Eddy's driving style - not that Eddy's lazy or anything.

So far the car has only been to one

street meeting at Eastern Creek.

Lots of wheelspin produced a mediocre 2.05 second 60-foot time, but the car still peeled off a 13.2 second pass, at 104mph. With some more work on traction the car should see high 12s soon.

Stopping Eddy at the other end of



the strip are a set of Speed Zone carbon composite pads on the standard discs, which already use four-piston calipers at the front. A C's quick shift also speeds up the changes as he belts down the straight.

The car is producing about as much power as it can with the standard turbo, so the next modification planned is an APEX high flow turbine kit. With this boost could be raised to 1.4 bar.

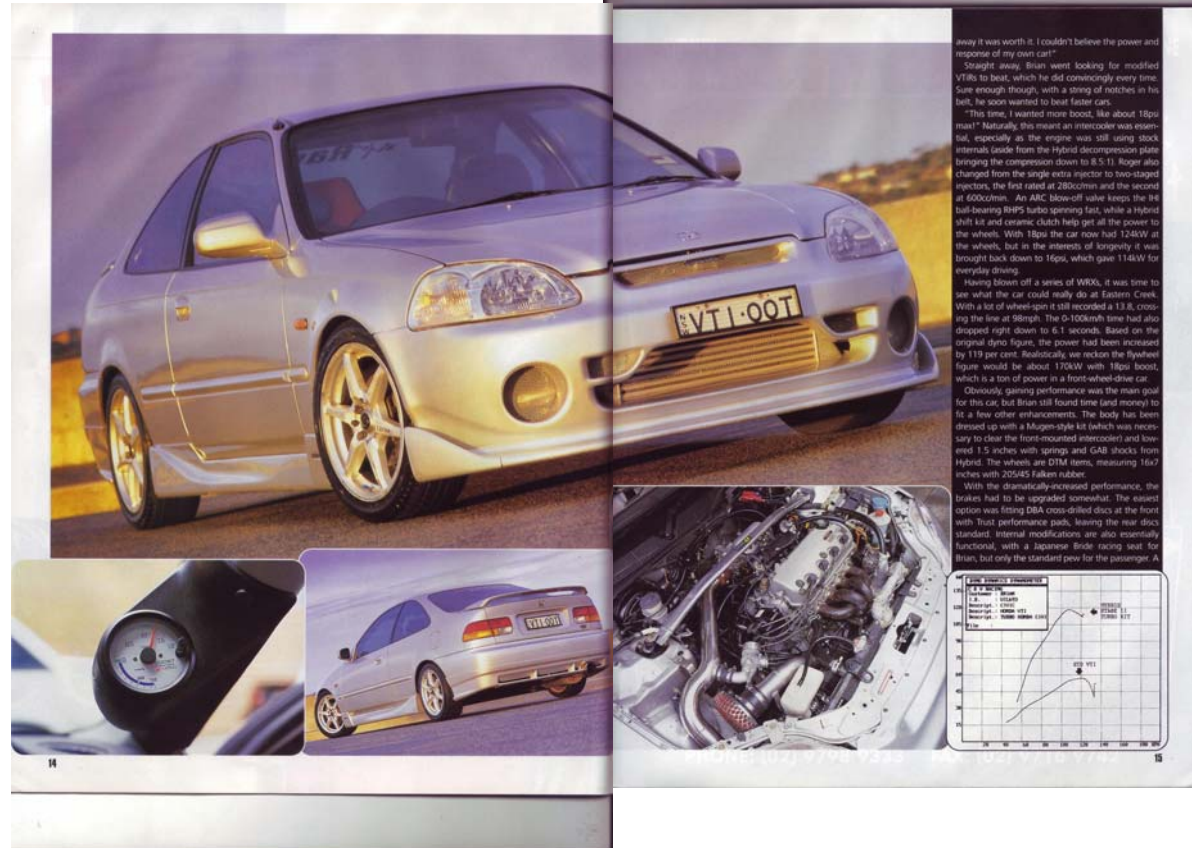
It's pretty hard not to want a 200SX when you see one like Eddy's. All that power, the animal looks, the gushing and spitting exhaust like an Indy car... it's only when you look at your bank balance that you have to decide against getting one.



HISTORY

1996.

**Developed first
turbo charge
kit for
Australian
model Honda
VTIR resulting
225%
increased in
horse power.**



away it was worth it. I couldn't believe the power and response of my own car!"

Straight away, Brian went looking for modified VTIRs to beat, which he did convincingly every time. Sure enough though, with a string of notches in his belt, he soon wanted to beat finer cars.

"This time, I wanted more boost, like about 18psi max!" Naturally, this meant an intercooler was essential, especially as the engine was still using stock external intake from the Hybrid decompression plate (keeping the compression down to 8.5:1). Roger also changed from the single extra injector to two-stage injectors, the first rated at 280cc/min and the second at 600cc/min. An AIC blow-off valve keeps the 18 psi full-bearing 18psi turbo spinning fast, while a Hybrid shift kit and ceramic clutch help get all the power to the wheels. With 18psi the car now had 124kW at the wheels, but in the interests of longevity it was brought back down to 14psi, which gave 114kW for everyday driving.

Having blown off a series of WRXs, it was time to see what the car could really do at Eastern Creek. With a lot of wind-up it still recorded a 13.8, crossing the line at 98mph. The 0-100km/h time had also dropped right down to 6.1 seconds. Based on the original dyno figure, the power had been increased by 119 per cent. Realistically, we reckon the flywheel figure would be about 170kW with 18psi boost, which is a ton of power in a front-wheel-drive car.

Obviously, gaining performance was the main goal for the car, but Brian still found time (and money) to fit a few other enhancements. The body has been dressed up with a Mugen-style kit (which was necessary to clear the front-mounted intercooler) and lowered 1.5 inches with springs and GAB shocks from Hybrid. The wheels are DTM items, measuring 16x7 inches with 205/45 Falken rubber.

With the dramatically increased performance, the brakes had to be upgraded somewhat. The easiest option was fitting DBA cross-drilled discs at the front with Trust performance pads, leaving the rear discs standard. Internal modifications are also essentially functional, with a Japanese race racing seat for Brian, but only the standard pew for the passenger. A





HISTORY

1997.

Developed award
winning CYBER
CRX turbo
charge kit

Is it fast, you ask? Well, it's got plates hasn't it?

CYBER1

The Cyber body kit is no longer a single kit, but a variety of options based around the basic shape. As you can see we've photographed the car with two different rear wings. The high wing used in the show uses twin center posts and can be adjusted for more downforce, if you want to be a bit technical. The lower duck-tail wing is actually the more aerodynamically effective of the two in terms of drag and also visually lengthens the car to give it a more balanced and cohesive look.

The front spoiler, rear spoiler and side skirts have all had special treatments made up to bring the car lower and generally make it look angrier. The front spoiler was also reshaped to accommodate the large GReddy intercooler and new custom mirrors and carry an extra indicator. What got the most attention at the show, however, was the Spoon-style bumper design, which allows more heat from the turbocharged engine to flow out easily.

Before we start talking about the engine we should mention that the Motec wheels have also been swapped for 17x10 DTM alloys with 205-40 Toyo tires, painted in the same silver blue pearl used on the whole car.

Okay, now the engine.

As the car had previously been racestock mechanically, it was decided that it needed something serious before SAS 70. Roger from Hybrid Developments was given the job, which started with a Hybrid Stage two turbine kit.

The engine was decompressed to 8251 with a Hybrid aluminum decompression plate. A custom stainless manifold leads a new Garrett T75 waste-gate turbo, flowing through custom-machined bent stainless pipes into a Lancer EVO 1 single intercooler and down into the original apex manifold. Along the way you'll see the very cool APExC blow-off valve and of course all of the pipes have been polished. A custom computer (with a programmable board to run Igniter and a standalone rpm speeder) provides the necessary changes to suit the turbo, with a Microflier and 600cc fifth engine running sufficient fuel flow.

The exhaust, built by Jolly, lined, uses custom 2.5in rounded bends from the turbo, splitting into a twin system to suit the drilled aluminum insert in the Cyber rear apron. Plenty of duckling and Thermo tee wrapping has been used to cut down the heat in the bay, as the exhaust and tail pipes are all crammed tightly together in the squarer Cyber bay.

A K&N filter was kept from the previous engine set-up, while PCT 0V-40 nitro oil protects Dave's investment.

The gearbox is still stock, as Honda hardware is very good, though it did need a Spoon-style racing clutch to transmit the 210hp (at 6000rpm) to the wheels. Roger also fitted a Mugen LSD to help the car get two tires off the line.

Braking was upgraded at the same time with Womans drilled and slotted disc rotors on the front and Endless brake pads. The rear Joe Supersystems also stopped a new set of adjustable Koni's to go with the custom Koni springs.

Inside the car features a very surprising occurrence. Rather than a bang from it all being removed, to provide a mark racing look. Polished checker-plate panels now adorn the floor around the carpets. There are also checker-plate panels on the doors and the console has been replaced with a custom aluminum sheet. The body's a Mugen-style Microflier, APExC two-speed meter and PCT automatic turbo timer. It also extends down to the gear floor, where a custom rear view mirror and the mid-cockpit door with Spoon-style quick shift kit and polished aluminum gearknobs. Another custom aluminum panel in the glove box carries three aluminum gauges, while an Autometer master tach and boost gauge sit on the right side of the original instrument.

Purple leather covers the door tops and map pockets, while Motec racing buckets have their original black cloth tops. Five-point harnesses hold Davey in place as he wends the torque steer coming through the Motec wheels.

Moving further back, the steering is even more race-like, featuring a Jax Kart roll, isolated battery box and custom roll cage with a diagonal brace copied from Superminis. Koni eyes will also sport the custom hot lines and fire extinguisher.

hot facts

OWNER
Darryl Hoang - Cyber Motor Sport

YEAR/MODEL/MAKE
1988 Honda CRX

ENGINE HIGHLIGHTS
1950cc DOHC 22 Honda A/C, decompressed to 8251

ENGINE ACCESSORIES
Hybrid Stage 2 turbine kit, Garrett T75, custom stainless exhaust manifold, twin intercooler system, five 2 intercooler and custom piping, APExC blow-off valve, Mugen Microflier, 600cc 5000 rpm injectors, K&N filter, Adjustable cam sprockets, modified computer.

EXTERIOR HIGHLIGHTS
Spoon-style wing, custom Spoon-style quarter kit, Mugen LSD

DRIVESHAFT AND SUSPENSION
Womans front brake rotors, Endless pads, Koni adjustable shocks, Koni springs.

INTERIOR
See text

ROLLING STOCK
17x10 DTM alloys, 205-40 Toyo Triangle tires

STOCK COMPONENTS
None

OTHER HIGHLIGHTS
Mugun racing seats, four-point harnesses, Bond roll cage, Jax Kart roll, Motec steering wheel, custom front racing pedals, polished alloy gearknobs, custom aluminum and checker-plate inserts, lots of Autometer gauges.

SPECIAL THANKS
Support from family: Mum, Dad, Ben & Nicole
Roger from Hybrid Developments
Car and Vibe from Car Performance
Mike and Vince from Tuffy Tread Assembly
Bond Roll Bars
Love from Master Auto Ties



HISTORY

1998.

Expanded and
equipped with
a sophisticated
Dynopack
Dyno

VISION
Vision Body Styling

CH SPRAY ROBOTIC CHASSIS ALIGNMENT SOPHISTICATED COMPUTER COLOUR MATCHING

*SUPPLY AND FIT BODY KIT
*REPAIR FOR ALL MAJOR INSURANCE
*ORIGINAL BAKED ENAMEL FINISH
*CAR DETAILING

IN BODY STYLING (VISION AUTO SMASH REPAIRS)
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VISIONSMASH.COM.AU APPROVED BY ALL MAJOR INSURANCE COMPANY

ly equipped **DYNOPACK**
ssis Dynamometer.

sed in **APEXi, NISMO, TRD, DANDY CO**, and many top performing shops Japan!

- * Direct coupling to the wheel hub
- * No Tyre Losses or Wheel spins!
- * Repeatability to 0.3% during commissioning
- * Dynamometer generates no noise level
- * Quickness of run - average 20 seconds for all results of minimum to maximum rev range
- * Multiple channels of data acquisition capability
- * Constant speed, variable or peak power at any rpm set point
- * Quick ECU set-up times
- * Balance shown for split left/right % or front/rear %
- * Data logging of all gases, temperatures, rpm, torque, power etc.
- * All dyno on rem!
- * Water cooled for endurance tuning

Dynopack Dyno tune - The winners' choice!!

Hybrid Development Group t/as Vision Service Centre
Carlotta St Artarmon NSW 2064 TEL: 61 2 99660899 FAX: 61 2 99668288 www.hybrid-development.com.au



HISTORY

1999.

**Launch our
“Blast” series
racing exhaust
and Won the
Australia GT
production
championship
continuously
for 2 years!**





HISTORY

2000.

Launch our
first
generation
fully electronic
turbo boost
controller

Hybrid Electronic Boost Controller
Perfect combination with Hybrid Super Intercoolers



- *Microprocessor controlled
- *Closed/open loop design
- *Accurate boost regulation
- *Fast boost attenuation
- *Two boost settings
- *Compact design
- *Fully in cabin adjustment
- *Competitive price
- *9bar /130psi solenoid
- *Easy installation



Hybrid super intercooler from:
\$709.00 + GST



Hybrid SBC **\$453.00 + GST**

Intercooler kit Available for :

Nissan

- GTS **\$1,480.00+GST**
- 200SX **\$1,380.00+GST**

Subaru

- WRX < MY00 **\$1,580.00+GST**



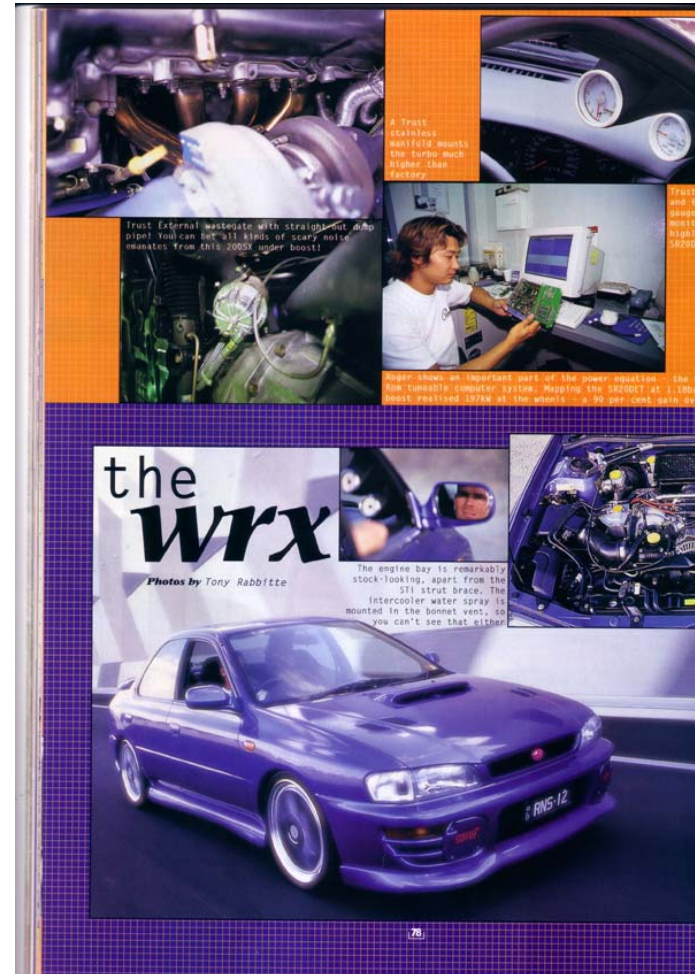

Vision Service Centre
Specilised in High performance ,modified cars service and tune up
Equiped with DYNAPACK Chasis DYNAMOMETER the same Dynamometers are used
in APEXi ,TRD USA,NISMO and many top performance tuning shops.
Hybrid Development Group P/L 27 Carlotta St Artamon NSW 2064 Australia
Tel:02 99660899 Fax:02 99068288



HISTORY

2001.

Launch first
generation
“MAX-ROM”
Computer
system





HISTORY

2002.

Launch
“Hybrid
Monster”
intercoolers
and intercooler
kits and was
responsible for
the Australian
fastest
Hyundai in
2003!





HISTORY

2004.

HDI HK office
was
established for
preparation of
the expanding
in china
market





HISTORY

2005.

**HDI product
exported
Worldwide and
participated
the world
biggest
automotive
exhibition
“SEMA show”
in Les Vegas.**





HISTORY

2006.

HDI HK development centre was established and participated in Macau racing. Our HDI Drift team has been winning most of the China and HK Drift race events, and our parts are also used by many high profile racers .





HISTORY

2007.

**China
Warehouse
and office are
establishing
for our new
exciting
product
developments.**

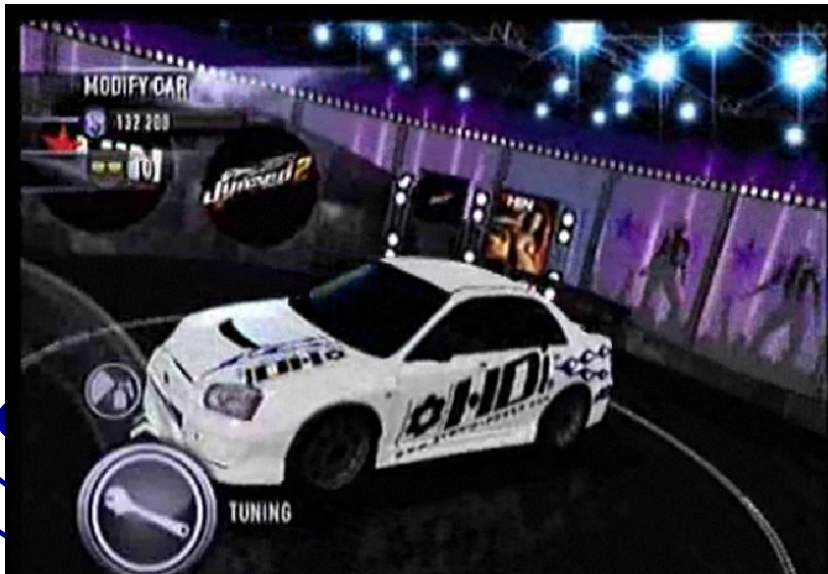




HISTORY

2007.

HDi was selected on
Playstation game
Juiced 2 HIN





HISTORY

2008.

**HDi newest products
win 4 Global media
awards at SEMA
2008**



THE NEW HDI CLAMPS WIN 4 GLOBAL MEDIA NEW PRODUCT AWARDS AT SEMA 2008. THE TOP INTERNATIONAL JOURNALISTS FROM 25 COUNTRIES REVIEWED OVER 2 NEW PERFORMANCE PRODUCTS AND CHOSE HDI CLAMPS AS MOST LIKELY TO SUCCEED IN THEIR COUNTRIES AND OF WHICH WILL BE OF MOST INTEREST TO THEIR READERSHIP.





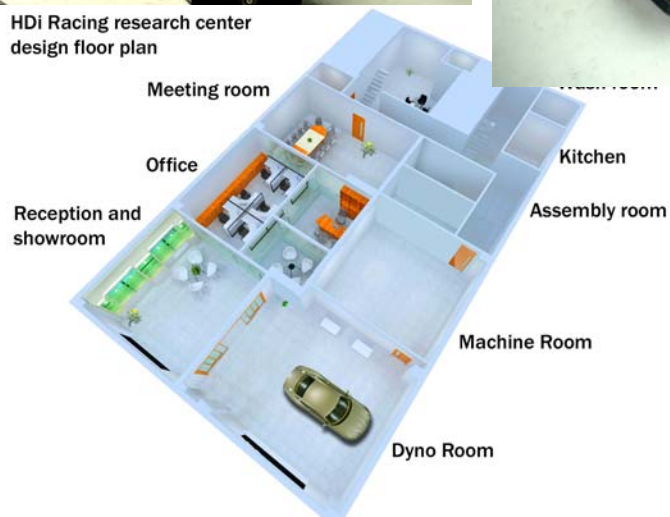
HISTORY

2008.

HDi newest China Racing development center established for coming China market



HDi Racing research center design floor plan



Registered design





By utilizing the strengths of every region, we can leverage regional advantages such as labor, resources, financial, and technology to ensure our products will be the most efficient, effective and cost competitive. We believe this intensive research and development will be your best guarantee for reliability and top performance.

