

MercRacing V2 Intercooler Brick vs OEM Brick Analysis by D. Bui

Analysis by: **Daniel Bui**

Test Setup:

- 2014 S6
- TS1 - 30psi
- TS wastegates
- Inlets and intakes
- Upgraded HX
- Upgraded IC Brick & OEM
- E40
- 4 bar map sensors
- CWA 100 feeding CWA 150
- Dual LPFP
- HPFP Upgrades
- DPs
- AWE Exhaust
- custom tuning
- No WMI during these runs

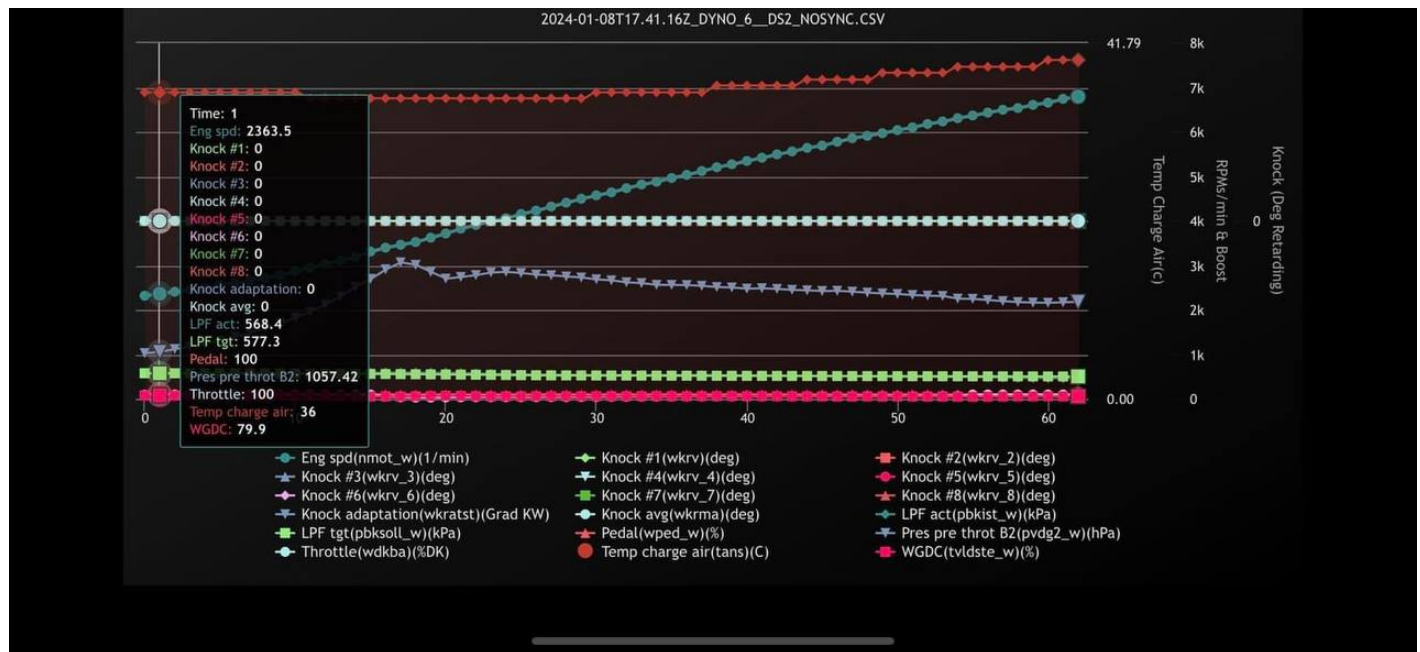
Last year and this year I have had the opportunity to run the OEM IC brick and compare it to the MercRacing V2 IC brick. I did multiple 3rd gear pulls to redline for data logging both last year and this year. Also add all logs were done during 50F degree weather. As my car isn't finalized with tuning, I grabbed the opportunity to use this data for Jose Mercado.

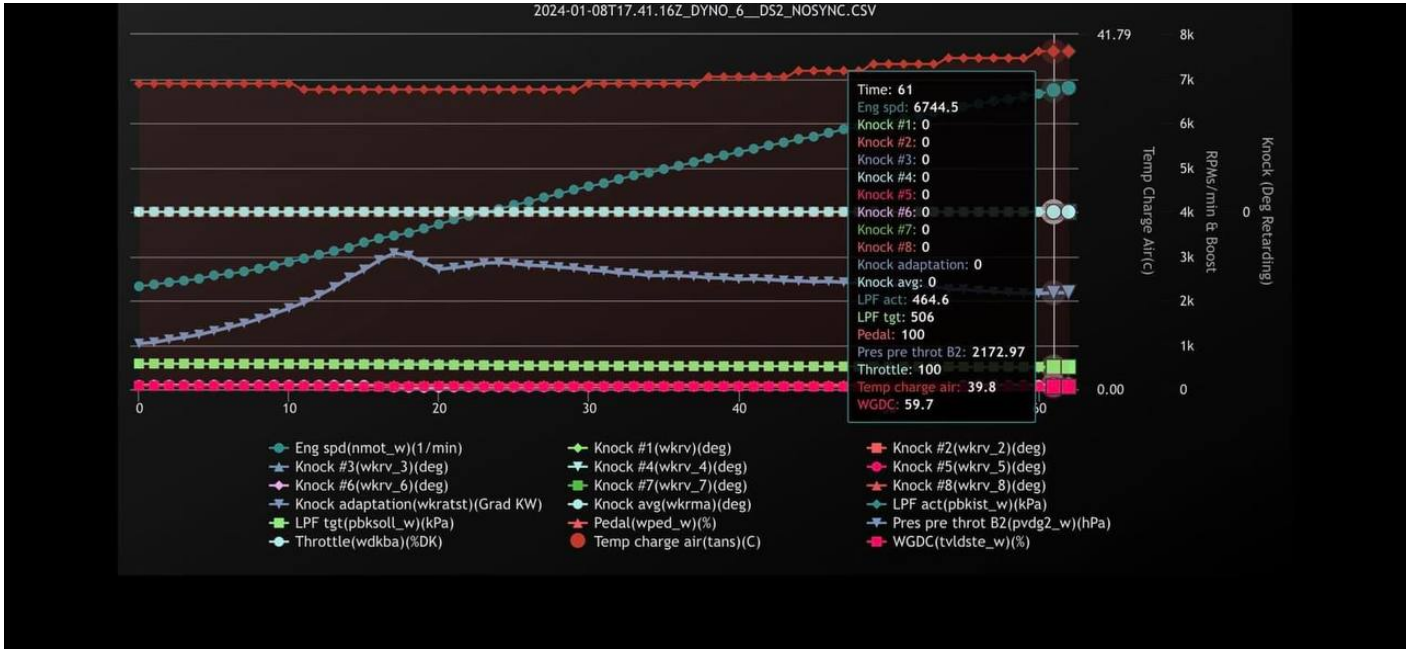
The first three screenshots were from this year with the V2 IC brick. The Temp Charge Air stays a constant 30c - 39c after back-to-back runs. Staying consistent and recovering extremely quickly. Being this linear is a new one for me.

The second set of screenshots were from last year with the OEM IC brick. Same ambient temp of 50F and the temps ranged from 45c - 60c with it staying in 60c+ for a while. Recovery is very poor and slow. Possibly even a few minutes in some cases.

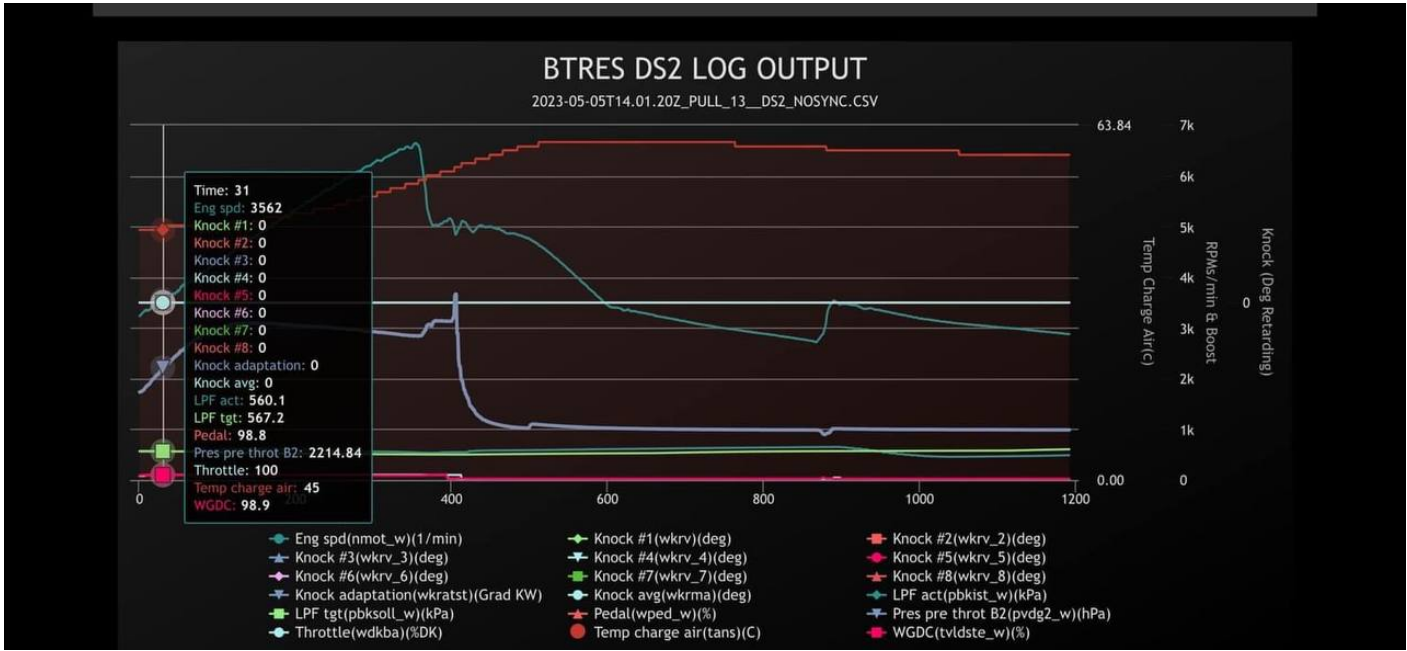
Yes, the V2 is better than the V1 and OEM.
I am not an engineer or technician by any means.

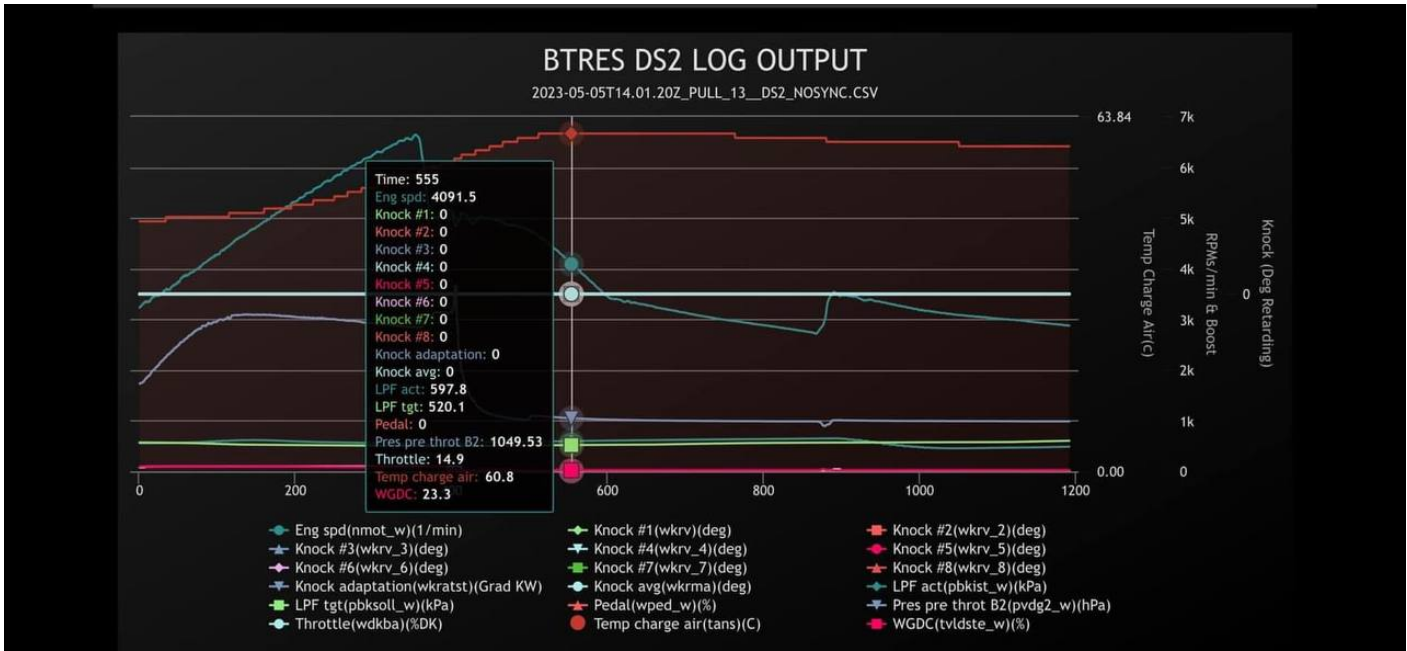
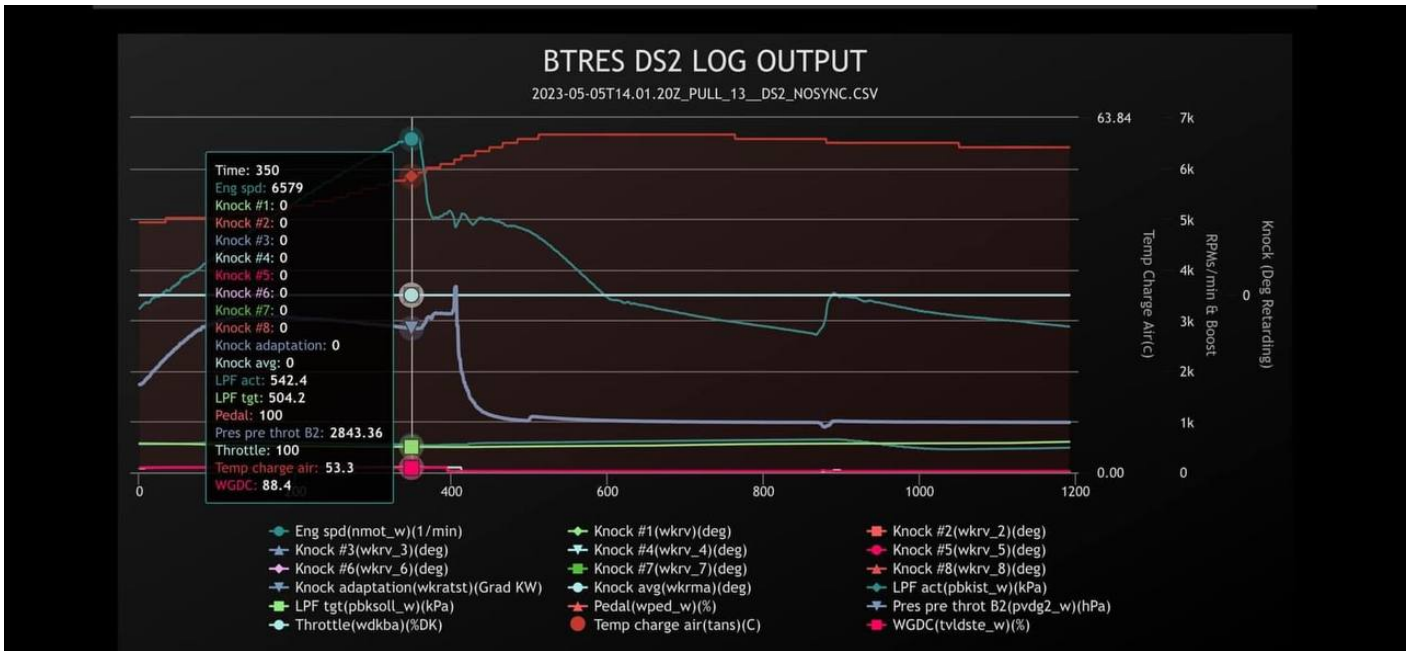
Merc Racing V2:



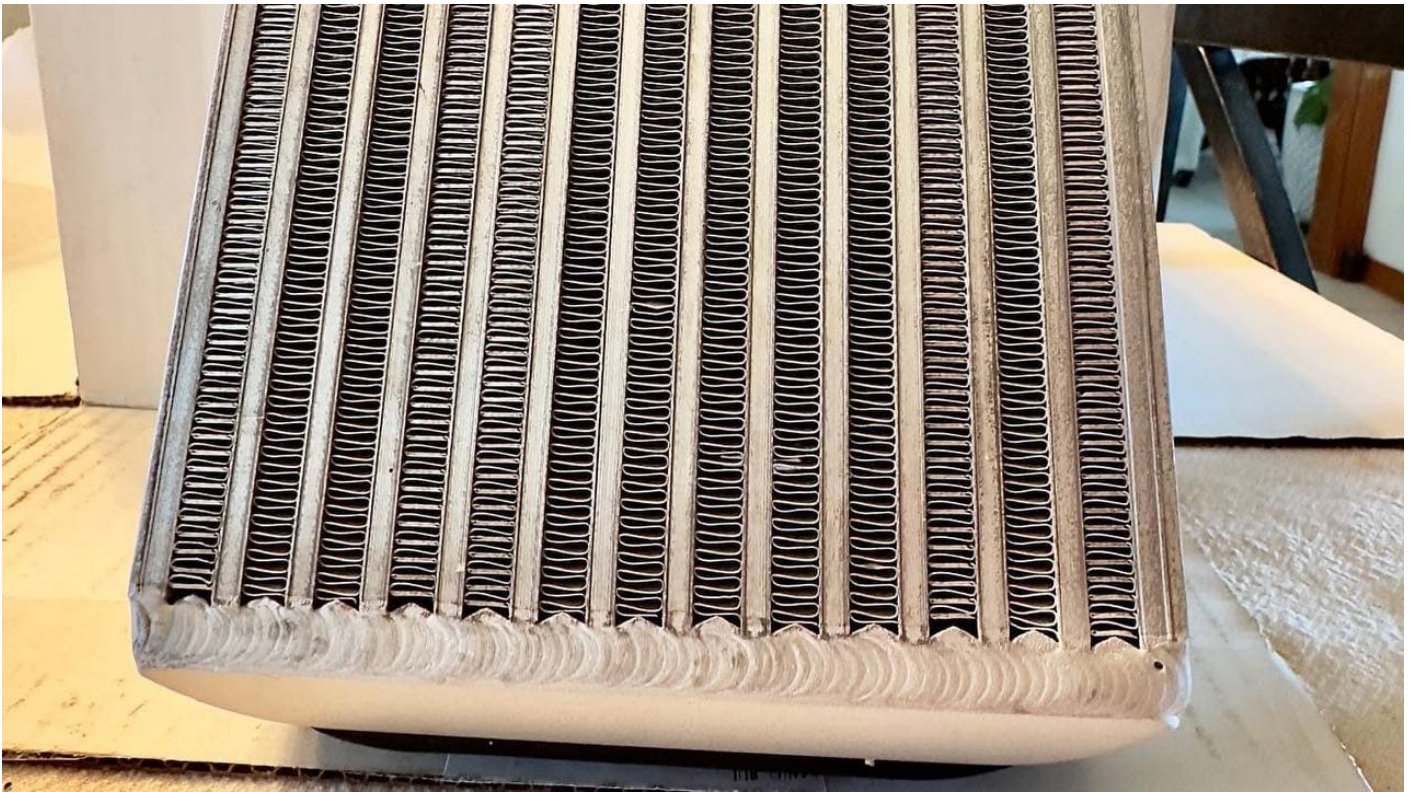


OEM:





MERC Racing V2:



OEM:







Revision #4

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