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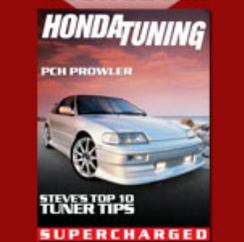
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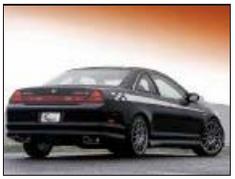
Tuner Article

Comptech Supercharged V6
Mr. Hyde comes alive in the Accord
 By Keith Buglewicz

Honda's reputation worldwide has been built on the valve covers of its marvelous four-cylinder engines. From the earliest motorcycle engines (which were actually fewer than four cylinders), to its high-potency racing bike engines, to the hyper-efficient CVCC Civic engines of the '70s, Honda's reputation was sealed. Today, of course, Honda owners think "B" when they think performance, yet another excellent four-cylinder design.



It wasn't until 1996 that Honda inserted a V6 into its Accord. Reliance on four cylinders simply wasn't cutting it in the age of V6 Toyota and Nissan competition. By the 1998 Accord, the V6 was more firmly established, and the new engine that appeared in that car, the J30A1, was a single-cam VTEC gem.

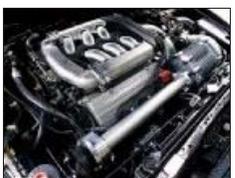


Up until recently, Honda V6 performance was limited to custom nitrous oxide systems or, for the less radical, cat-back systems and the odd header or two. It's unfortunate, because the Accord Coupe and its Acura siblings, the J32A1-powered CL and TL and the J32A2-powered Type-S models of those cars are all excellent right from the factory. But if you were looking for more radical power increases, you were largely out of luck. Today, the game has changed. After a year of prototyping, testing, tuning and evaluation, Comptech has introduced its supercharger kit for the J series V6 engines.



Comptech is no stranger to supercharging. The company established its record with the Whipple-supercharged NSX, adding more than 100 hp to Acura's supercar. It's not cheap, but neither is the hardware in the kit. And after exhaustive testing and refining, it's literally a bolt-on kit that can be done without any fabrication or custom work whatsoever. Fast forward to 2001 and we see the S2000 augmented by another Comptech supercharger kit. This time the blower is a centrifugal unit from Paxton, and it again adds a full 100 horses to the S2000's already generous power curve. We've driven both of these cars and can say unequivocally that they kick serious ass.

The same can be said for the new supercharged V6 Accord coupe we drove. The understated deep purple coupe looks not unlike many other lightly modified Accords. It's already a sleek shape, enhanced with the help of a [Honda factory](#) body kit. The suspension is lowered via Comptech's own springs, hunkering the body down over its 18-inch O.Z. Superleggeria wheels and 225/40ZR-18 BF Goodrich KDW tires.

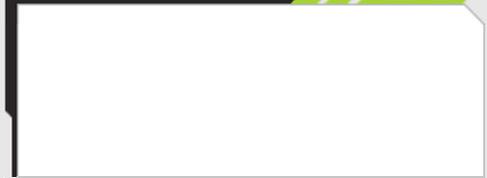


Start the car and you'll hear the light burble of the exhaust amplified slightly from the Comptech stainless-steel axle-back system. Slip the transmission into drive, gently motor away, and nothing seems out of the ordinary. The unmodified interior reveals nothing about what's about to happen.

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Standing on the gas, the Accord erupts to life. The torque converter is a little soft in the Accord, which, in this case, is a good thing. The car hooks up, rocketing away as the whine of the supercharger grows. This is one fast coupe. Shifts come fast, and the supercharger loves it, maintaining boost as the car hurtles forward. But when it comes time to slow things and finally pull into the parking lot for the damn groceries, Dr. Jekyll returns, sober as a judge as you putter past the shopping carts and park.

The supercharger kit for the V6 cars is a true case of the squeaky wheel getting the grease. "We have been building the header for a while," says Shad Hundley, one of the chief engineers for the project. "It makes great power, and it sells great." But when Comptech began getting about 30 requests per week for a supercharger, the company's direction was clear.



At the heart of the commotion is an Eaton Roots-type supercharger (number MP62 for those keeping track). Supplied by Manguson, the blower includes an internal bypass for part throttle conditions, effectively shutting off most of the supercharger's boost for cruising and improving fuel economy off boost. The supercharger is an off-the-shelf unit, which attaches to a Comptech designed and manufactured two-piece intake manifold. However, customers won't have to worry about a lot of preassembly; Comptech takes care of that at the factory. And blown gaskets aren't a concern either, as the pieces are all machined and O-ringed for extra durability.



Of course, there's more to installing the kit than just removing the stock manifold, popping on the supercharger and hitting the streets. But surprisingly, not much more. A new, smaller battery tray is included with the kit, and that brings up the one component that the customer must source separately: A new, smaller battery. However, Comptech supplies a list of batteries that will work (e.g., an Interstate MP51) and says pretty much any battery that fits in the new RSX will fit in the new battery tray.



With an extra 5 psi of air being forced into the engine, more fuel is needed as well. The stock injectors are up to the task, so they remain. However, Comptech supplies its own pre-adjusted fuel pressure regulator. A Walboro 255 gph gas-tank mounted pump is also supplied. This particular pump is designed not to just throw more gas at the engine, but to do it at a higher pressure as well.



Since stock Accords were never designed to run pressurized, a little bit of computer trickery is employed. The stock MAP sensor is capable of reading the extra boost, but according to Comptech, the voltage on the signal it sends to the ECU is too high so a signal modifier is used. Hundley refers to the electronic signal modifier as a "voltage clamp," which is a pretty accurate way of putting it. It tricks the ECU into metering the proper amount of fuel under boost. It's a much better system than the maze of vacuum-controlled check valves that used to be employed, and Comptech is quick to point out the modifier is available for any application for \$149.



The supercharger sucks air through Comptech's cold-air induction system, the Icebox. The inlet for the intake is situated low, behind the headlight, for drawing cold air. The filter element itself is high up in the engine compartment. With the filter so high up, sucking water through the intake system and hydrolocking the engine is next to impossible. If you were to submerge the front of the car deep enough in water to lock the engine, you probably have much bigger problems anyhow. Such as, attempting to get out of a car that has water up to the doors.



Amazingly, that's about it for the standard kit. There are no internal changes to the engine since the supercharger runs at fairly low boost

levels. There are differences between the parts for the standard and Type-S TL and CL, mostly in the way the manifold is constructed. Currently, Comptech has three different kits planned, one for the Accord's V6, another for the standard CL and TL, and a third for the Type-S models. In fact, supercharging the 3.5-liter J engines in the Acura MDX, Honda Odyssey and the [new Honda](#) Pilot SUV isn't totally out of the question, although prototypes have not yet been constructed. The practical applications of a supercharged SUV or minivan include extra cargo and towing capacity. The less practical include smoking everyone else on your way to drop off the kids at soccer practice.

Perhaps the best part of the whole kit is whatever form it takes, all this fun will be street legal. Comptech is currently in the middle of the lengthy CARB-certification procedure. Certification will be performed on the CL/TL kit since this car has the lowest emissions from the factory (ULEV). Once it's certified, the EO number will apply to all of the kits. Although the kit has not been test-fitted on the new CL with a six-speed tranny, Comptech doesn't anticipate fitment problems with this configuration.

While the supercharger can be installed as a stand-alone kit, Comptech recommends opening up the exhaust system as well. The Accord and other J-powered cars are equipped with a fairly restrictive exhaust system. Comptech offers stainless-steel headers and downpipe, as well as a stainless axle-back muffler system. At the Honda Tuning tech center, we measured 230 hp at 6630 rpm, and peak torque was at 193 lb-ft at 5970 rpm. On the track, the Accord posted a two-way average quarter mile of 14.7 seconds at 97.38 mph, with a best run of 14.44 seconds at 97.82. The 0-60 average was 6.59 seconds, with a best of 6.19 seconds. That's CL Type-S performance from the 3.0-liter V6.

How much, you ask? Good question. Prices haven't been set at press time, but Comptech is targeting the \$4,500 range for the supercharger itself, but will keep the price under \$5,000 regardless. The header and exhaust system will add another \$1,915 to the system. So for about \$6,415, you can build your Accord into one of the quickest [sedans](#) or coupes in its class, easily out-muscling almost anything that might come your way. And it won't take much time for smaller pulleys for the supercharger to become available for more boost. We've always liked the J series V6s. Now, we like them that much more.

COMPTECH SUPERCHARGED ACCORD	
Chassis	
Engine Code:	J30A1
Type:	V6, aluminum block and heads
Internal Mods:	None
External Mods:	Comptech supercharger kit (Eaton supercharger, custom manifold, Icebox intake system, fuel pressure regulator, high-capacity fuel pump),
Horsepower:	230 @ 6630 rpm
Torque:	193 lb-ft @ 5970 rpm
Drivetrain	
Layout:	Front engine, front-wheel drive
Drivetrain Mods:	None
Suspension	
Front:	Comptech sport springs, Comptech anti-roll bars
Rear:	Comptech lowering springs, Comptech anti-roll bars
Brakes	
Front:	Comptech cross-drilled rotors, Metal Master brake pads
Rear:	Comptech cross-drilled rotors, Metal Master brake pads
External	
Wheels:	Front/rear: 18 x 7.5 O.Z. Superleggeria
Tires:	ront/rear: 225/45ZR17 BF Goodrich g-Force KD
Performance	
Acceleration (0-60):	6.59 seconds
Quarter Mile:	14.7 sec. @ 97.38 mph

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Honda Accord Research



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