

**1993 Mazda RX-7 - Base Model**  
"Brilliant Black" Paint / 5-speed Manual / Black Interior  
Located in Sarasota, FL

Owner/Contact:

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**Asking price: \$21,000 (or best offer)**

**Background Info:**

I have owned, driven, worked-on, and developed parts for the 3rd-gen RX-7s since 1999. I purchased this car in October of 2013 and immediately pulled the motor for a serious performance build & single turbo conversion. Purchase price for the car was \$12,000 cash - it had a bad motor (failed side seals), junk turbos, a junk exhaust setup, and poor-condition all-tan interior. Over the past several months have invested over \$8000 in parts and 3rd-party labor alone. I also have over 200 hours of self-labor in this car, and have installed many parts from my own personal collection of RX-7 parts that I have hoarded over the years.

Currently, my wife and I are trying to buy a house, and so I have considered selling this car to help fund the down payment on a mortgage. Please, no "low ball" offers as they will not be entertained. Serious inquiries only, no "joy rides" available.

I own this car outright (paid for it in cash), and have the paper title in hand indicating that there are no liens on this car.

**Basics:**

- 120,500mi on Chassis
- 1,500mi on Built Motor & Single-Turbo Conversion
- Less than 3 year old paint (\$4000+ paintjob)







**NOTE:**

More photos available upon request - call or email.

**FULL MODIFICATION LIST:**

## **Engine / Drivetrain**

- IR Performance (IRP) built "Stage 3" motor (installed at 119,000mi)
- IRP "Large Street Ported" irons (paid \$1200 alone for the new irons + porting)
- Racing Beat ported housings
- IRP oil passage porting
- RXParts.com 2mm Apex Seals
- New OEM hard/soft seals
- New OEM rotor bearings
- New OEM pilot bearing
- Xcessive Manufacturing urethane motor mounts
- Modified driver's side aluminum motor mount arm
- Banzai Racing oil pan stud kit & brace (no oil leaks)
- ACT "Street/Strip" Clutch Kit
  - ACT "Heavy Duty" pressure plate
  - Installed during rebuild - less than 10k miles on clutch
- Automatic-to-Manual transmission conversion
  - Done "the right way" with all sensors/switches functioning
  - 5-speed manual transmission (55k miles on it, good synchros)
  - B&M "clone" short-throw shifter
- Underdrive pulley kit (water pump & alternator)
- New belts (installed at 119,000mi)

## **Coolant & Oil Systems**

- Koyo aluminum radiator
- Pettit Racing aluminum AST
- New OEM thermostat installed at 119,000mi
- New OEM radiator hoses
- SakeBomb Garage "track spec" dual oil cooler kit
  - Dual 25-row Setrab oil coolers
  - High-pressure wrapped rubber lines
  - Push-on AN fittings
  - Mocal thermostat
  - Custom aluminum ducting
- Bosch oil filter & Idemitsu 20w50 Rotary synthetic engine oil (changed at 120,000mi)
- Stainless-steel braided OMP lines
- GReddy oil catch can with K&N breather filter
- Rotor-shaped oil fill neck cap

## **Electronic Systems**

- Power FC ECU & Commander unit
- GM 3-Bar Map Sensor
- HKS "Twin Power" ignition amplifier & harness

- NGK BUR9EQP spark plugs (all around, changed at 120,000mi)
- Blitz “Dual SBC R” dual-solenoid electronic boost controller
- Innovate MTX-L wideband gauge (installed in dash pod)
- Sony DSX-S200X headunit (holds an iPod inside it)
  - Includes 20GB iPod
- New door & rear speakers (not sure what kind, installed by previous owner before right before I purchased it in 2013)
- Single-turbo modified MT engine harness (newer, only 55k miles on harness)
  - DEI heat-reflective sleeving installed to protect from exhaust heat
- Trigger wheel sensors replaced at rebuild (newer, only 55k miles on sensors)
  - Full function trigger sensor bracket (black anodized)
- Battery located to passenger rear bin
  - Optima Yellow Top sealed-cell battery
  - Battery breaker/disconnect
  - Zero-gauge high-quality copper-stranded cable from battery to engine bay
  - Battery-tender trickle charger harness installed
- Rotor-shaped ignition/door key (OEM style key also included)

**Intake / Turbo / Exhaust** - single turbo setup, all new parts, installed at 119,000mi

- Vibrant “Open Funnel” intake air filter
- Borg Warner S366 turbocharger
  - Divided T4 twin-scroll hot side, .91 A/R
  - V-band exhaust outlet
  - Black ceramic coating on hot side
  - 90° front-facing outlet, anti-surge cover
  - Full specs: [click here](#)
- GReddy stock-mount intercooler
- GReddy “Type S” blow-off valve
- GReddy elbow with additional injector bungs (unused, blocked-off)
- RC Engineering “Big Bore” throttle body
- Advanced Race Technology custom-fabricated single turbo manifold
  - Installed with new OEM metal exhaust gaskets
  - Installed with solid copper lock nuts
- Dual TiAL MV-S wastegates
- Custom 3” downpipe with 4” v-band inlet & clamp
  - Wrapped with DEI “Titanium” exhaust wrap
- Bonez canister-style resonated midpipe (new)
  - Wrapped with DEI “Titanium” exhaust wrap
  - O2 sensor bung welded into front side (easily accessible for sensor calibration)
- RE-Amemiya stainless steel “Dolphin Tail” cat back exhaust

**Fuel System**

- Walboro 400lph fuel pump (new at 119,000mi)

- 725cc Bosch EV-14 primary fuel injectors (new at 120,000mi)
- 2000cc Bosch EV-14 secondary fuel injectors (new at 119,000mi)
- Full Function Engineering primary & secondary fuel rails (anodized black)
- Custom “under hood” fuel line setup with black/silver AN fittings / push-on lines
- New OEM fuel filter installed at 109,000mi
- Since new motor install, fuel premixed with Idemitsu “Rotary Premix” 2-stroke oil

**Suspension / Handling / Wheels / Brakes** (everything below is new from March 2012)

- XXR “521” wheels
  - 18x8.5+25 front
  - 18x10+25 rear
  - Gold spokes / polished silver barrels
- Hankook “V12 Evo” tires
  - 215/40/18 front
  - 255/35/18 rear
- BC Racing 32-way adjustable coil overs
- ATE “Super Blue” fluid
- Stainless-steel braided brake lines
- EBC Red stuff pads
- OEM brake rotors
- Red-painted brake calipers
- Cusco strut tower bar/brace with black-powdercoated mounts

**Exterior (9.5/10 Condition)**

- SakeBomb Garage Bi-Xenon HID Projector Headlights
- 99spec front bumper combination lamps
- 99spec-converted OEM tail lights
- New complete-car Brilliant Black paintjob completed in 2012
- Shine Auto Project “Feed” FRP side steps (painted black to match)
- Shine Auto Project “Burnout” FRP front bumper
- OEM rear mudguards
- New front windshield with new molding
- Aluminum door handles
- “Limo tint” (not sure exact %)
- Rolled fenders for additional wheel clearance
- Windshield wiper arms powdercoated black

**Interior (9.5/10 Condition)**

- Black & Tan interior
  - Tan: headliner & carpet
  - Black: door panels, rear side panels, rear bins, trunk divider, seatbelts
  - R1 microfiber seats (black, 8/10 condition, some minor stains)
  - R1 rear speaker brackets / grills

- Non-bose trunk cover panel
- Sparco R375 steering wheel (350mm diameter, suede wrapped)
- Custom "Apon Out!?" horn button
- OEM-style steering wheel hub
- Tri-power dual-gauge dash pod
  - Wideband gauge in one pod, second pod left empty/open
- MT '93 gauge cluster (with swapped odometer so miles are accurate)
- Stock shift knob with recovered with black leather
- Refinished interior plastics (satin black, OEM-style finish)
- SakeBomb Garage "'99-spec" LHD passenger footrest
- Banzai Racing Power FC Commander holder
- Stock "DIN pocket" storage box with flip down door (beneath radio headunit)
- Mazda OEM "JDM" Armrest - replaces ashtray in center console area.
- Stock cigarette lighter (yup...)
- Completely refreshed A/C system (completed at 119,000mi)
  - Refurbished OEM AC compressor
  - Refurbished blower & evaporator units
  - New condenser coil
  - New o-rings
  - New drier canister
  - Fresh charge of oil and ES12a (better than R-134a)

### **Issues (Trying to be as honest as possible here, listing everything I know...)**

- Radio antenna goes up, but doesn't go back down on it's own (you have to push it down)
- A/C compressor shuts off when blower fan is on speed 3 or 4 - there is no way to fix this, it is due to the Power FC. Hack-fix: you can turn the speed knob ½ way between 2 & 3 and the blower will run at 3 speed and keep the compressor running.
- Couple of minor stains on the R1 "microfiber" seats. I haven't tried to get them out but maybe you can? There is also a small cigarette hole burn in the seat of the driver's seat. I don't smoke...these seats came out of another car and they had the issues when I bought them.
- .Small 2.5" long crack in front bumper lower-lip, not very noticeable.
- Couple of small, not really noticeable imperfections in the paint (scratch on passenger door, one on lower part of rear bumper near reverse light, and small chip on front bumper where it meets the fender).
- Rear-left suspension has a pillow ball that is starting to go. The car still drives and handles great, but you hear an occasional "clunk" sound when coming to a stop - this is a fairly common thing and not difficult to have a shop replace (OEM pillow ball costs \$85 from J-Auto.net, the last I checked).
- Steering tie rod ends are a little loose. Again, something that is something pretty cheap (\$50 for a set from J-Auto.net) that any shop can easily replace.



- This isn't a problem, per say, but the engine bay isn't super "pretty". It could very easily be cleaned up with some elbow grease - I just never cared since I don't consider this a "show car". If you like showing off the engine bay, I would definitely recommend powdercoating the upper intake manifold, throttle body, and GReddy elbow. The previous owner had them spray painted black for some reason, and the paint is starting to chip off. You could leave it as is, but if you want to "dress up" the engine bay, I would be willing to remove the parts and have them professionally powdercoated, and reinstall them, if you want to pay for the powdercoating itself.

Overall, the car is in very excellent condition, and I would definitely describe it as a head-turner everywhere it goes. Driving this car around town, I literally get stopped / approached by people on a daily basis wanting to ask about the car..."Is this a new car?" "What kind of car is this!?" "I thought this was brand new!"

Since I have only just finished breaking-in the motor, dyno numbers are not yet available. Before being sold, the car is to be tuned / dynoed by Advanced Race Technology in Sarasota, FL. Goals for the tune will be a "street tune" of at least 450rwhp on pump gas. This motor and turbo is definitely capable & ready for 550whp with the boost turned up & the right tune.

If the buyer prefers, I can ship the car without it being further tuned - I know some people like to have their cars tuned by a very specific tuner for their specific goals. As it is now, it is 100% drivable and runs/drives great. I never let the gas below 1/2 a tank, and on the current tune I've been getting about 150mi out of a 1/2 tank.

## Sale/Purchase Process

1. If you want to make an offer, make a serious offer. I'm not hard-pressed to sell this car, so I won't entertain any low-ball offers.
2. Once we agree on a price, a 5% deposit is required to hold the car for 7 days, or a 10% deposit is required to hold the car for 30 days. I will provide a signed receipt that will indicate how much you gave me, what it's for, and how long it requires me to hold the car for you to make balance of payment. The deposit would be NON-REFUNDABLE if you decide to back out of the purchase. I don't want anyone wasting my time...
3. You must pick up the car in person and provide cash or a certified bank check. We will go to the bank together to deposit the cash or check, to make sure everything is good, before I sign over the title & hand you the keys.
4. If you cannot pick up the car in person, you must arrange for shipping yourself. You will be required to wire the balance of the purchase price to my bank account, and it must be verified by my bank as "clear" before I sign over the title & hand off the keys.

### Standard "used car" sale disclaimer:

This car is sold as-is. I have done my best to describe the condition and setup of this car. It is the buyer's responsibility to properly inspect prior to purchase. Buyer responsible for all taxes associated with purchase & registration of vehicle. No warranty is expressed or implied.

### **Additional questions / make an offer:**

Tom Frascone

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