

Enzo XX Evolution by Edo competition

18/09/2009 09:08 by admin

The Ferrari Enzo with its 660 horsepower is arguably one of the most exclusive cars in the world, both in terms of its driving dynamics and purchase price. Those looking for something considerably faster and more exclusive choose the edo Enzo XX Evolution.

A bump in displacement from 6.0 to 6.3 liters, new camshafts, new titanium valve spring retainers and connecting rods, modified cylinder heads, new high performance exhaust headers, high flow catalytic converters, mufflers and air filters: that's the scope of edo competition's engine modifications. The standard hydraulic tappets are replaced with newly developed solid tappets, enabling the 12 cylinder engine to rev to an incredible 9,600 rpm. This is unmatched by any other 12 cylinder engine at this time! Additionally the intake system of the V12 was modified, a new high performance clutch - available with "strada" or "pista" friction pads - and a more powerful oil pump were installed. The power output is increased by 180 to 840 horsepower. Without mufflers more than 860 horsepower is possible. The maximum torque of 780 Nm (575 ft-lb) is available at 5,800 rpm.

While the power output is increased, the Enzo's weight is decreased by a respectable 100 kilograms (220 lb). The result in numerical terms is that the edo Enzo XX Evolution accelerates from zero to 100 km/h (62 mph) in 3.2 seconds, 200 km/h (124 mph) in 9.0 seconds and 300 km/h in just 19 seconds. The top speed exceeds 390 km/h (242 mph).

The acoustical side of things is obviously not being neglected. A stainless steel muffler featuring remote-controlled butterfly valves is available on request. This setup lets the driver switch the high performance exhaust between two different sound levels.

Astonishing transmission shift times: While the production Enzo takes 110 milliseconds, the edo Enzo XX Evolution shift times were reduced to an incredible 60 milliseconds! For comparison, an F1 car shifts in 40 milliseconds.

The edo/KW race suspension from the FIA GT series was retuned for the Enzo XX Evolution, promising ultimate driving dynamics. The nose lift functionality is retained. The low-friction 3-way adjustable shock absorbers can be adjusted to the individual tastes of the driver and provide excellent steering precision and feedback. The edo installed tire pressure monitoring system displays the pressures for each of the four wheels. Providing ample grip for the edo Enzo XX Evolution are 19 inch front wheels and 20 inch rear wheels with 335 mm wide tires. The drive shafts were replaced due to the higher propulsive forces acting on them. The new units are 4 kg (8.8 lb) lighter and considerably more robust in order to cope with the enormous power increase. The aerodynamics package is absolutely unique.

It includes a complete exhaust system with tips machined from billet aluminum, now relocated to the top of the body. The tips are plasma-coated using a special process. The newly developed rear skirt featuring winglets and a rear wing profile, adjustable in 3 steps, improves the ground effect and can be tuned to the tastes of the driver. The new retractable rear wing is upgraded with a taller flap resulting in increased downforce and stability, especially at high speeds. New LED tail lights round off the rear view of the car.