



914 2056cc Daily Driver +

This is the "Aircooled Technology" "Daily Driver Plus" base engine. This engine was designed for enthusiast that have vehicles converted to Carburetors, or those that want to convert their vehicle for a simpler set up. This is mainly due to some enthusiasts being more familiar with carburetors than EFI.

We consider this 2056 base engine to be our "middle of the road" smaller displacement base engine for the 914. It features added RPM power and a more rapid acceleration characteristic. Since the engine is middle of the road it retains drivability and tameness in town but has the "get up and go" that's a necessity of a Porsche owner that doesn't like to be passed by a Miata!

RAT Engine Rank (96 x 71)	
Overall	★★★★★
HP	★★★★★
Torque	★★★★★
Reliability	★★★★★
Longevity	★★★★★
Idle	★★★★★
Idle to <k RPM	★★★★★
3k to <6k RPM	★★★★★
6k+ RPM	★★★★★
Fuel Economy	★★★★★
Cooling Capacity	★★★★★
EFI Compatibility	★★★★★

The engine has the unique characteristic of retaining good reliability, and longevity as well as making a noticable difference in the driver's seat.

This engine works well for those at any elevation or climate and the base engine can be tweaked to perform well near anywhere except very high altitudes due to its need for more dense air.

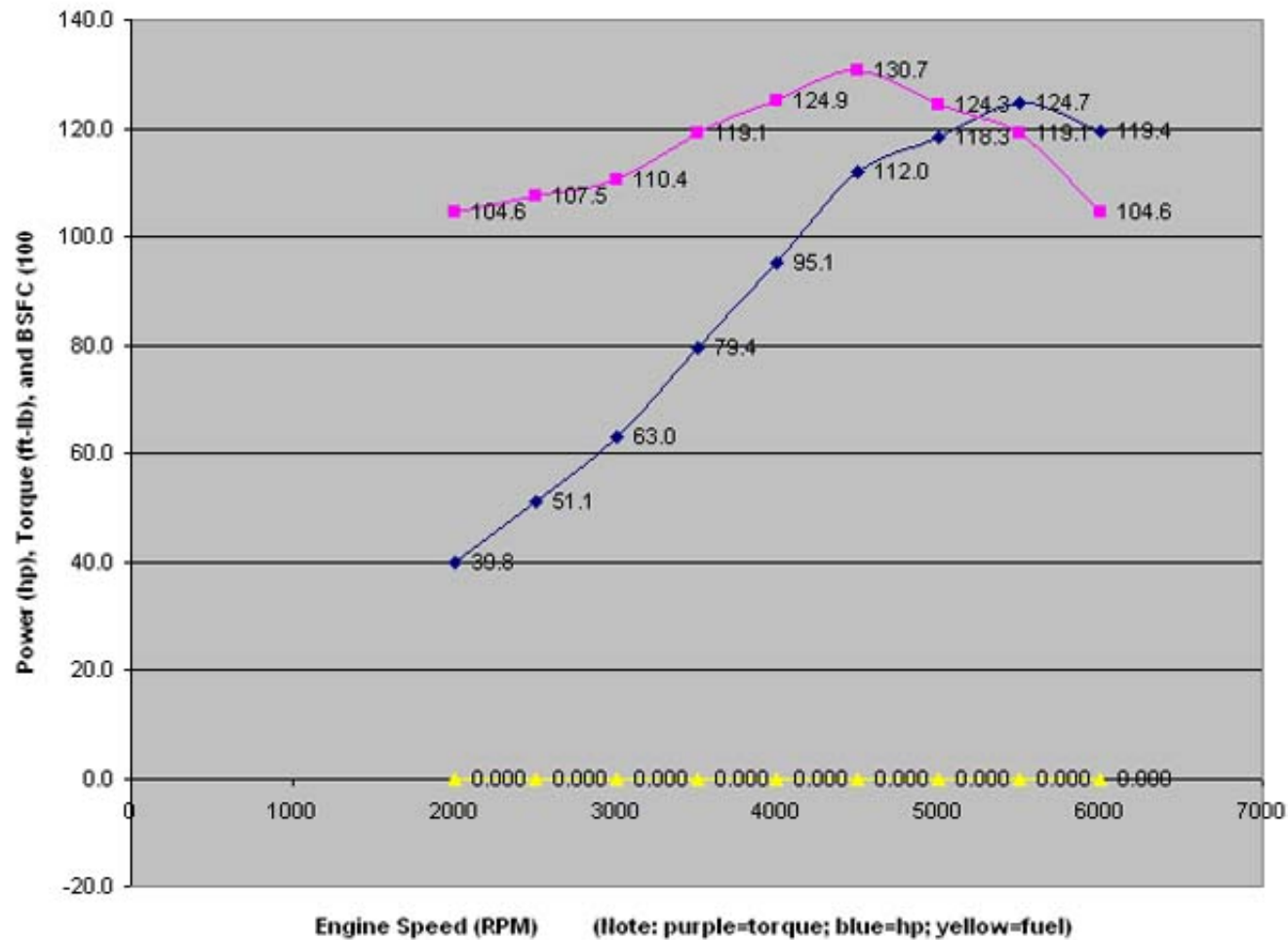
I have yet again created a custom camshaft to unlock these capabilities with this engine and it is capable of the below power numbers with only a 9:1 static compression ratio and stock ported 2.0 914 spec heads. While we can build this engine from any core from any year of 914 we choose this combination for those who have 2.0 heads. We add a 2mm larger intake valve and it does a great job of working in harmony with the camshaft profile we created.

This engines strong points are its durability, and reliability and its ability to get to its redline of 6500 RPM rather quickly. Maintenance intervals are near that of a stock engine and the engine runs only slightly hotter head and oil temps than stock, some in hot climates will need an external oil cooler. The differences are not drastic, and some customers have noted that this engine runs cooler than their old stock engine, even during some limited track events. This engine is my choice for enthusiasts that want a higher redline and still keep a very tame bottom end power band that's easy to drive in town. I prefer not to use this engine in any application that sees very much track time due to its increased RPM capability and the fact that it is not comprised with "Race duty" parts. It can see autocross and limited

Driver's ed activities, but its not intended for such activities.

Each of these engines is balanced better than stock, and benefits from all the same procedures as our larger more powerful engines, even dyno tuning. When we dyno tune one of our carbureted engines we'll re-jet the carburetors based on our scale for your elevation differences to ours so when installed the process goes very smooth and keeping the carburetors in tune is easier since we have them set up perfectly for you. This engine is best if built from a customer's 2.0 core, but we can start with any core, or even supply a core if need be. The engine is once again, not compatible with EFI, nor is it designed for it. It is built for dual twin throat carburetors. It does its intended job and does so with added power and even a broader RPM range than its smaller counterparts designed for less RPM. This engine is not our most efficient in the fuel economy department, but it is fun to drive!

NOTE: THIS ENGINE IS DESIGNED FOR USE WITH WEBER IDF OR DELLORTO DRLA CAURBURETORS! DUE TO ITS DESIGN IT IS NOT "EFI FRIENDLY"



Have a question about our engines or services? Want more details about your dream engine? Don't know which engine kit is the best for you?

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