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Stages & Upgrade Order

What to do first, what to do after, and what never to skip.

FITMENT Fitment is confirmed in the car filter on the site, never by this document. Naming a topic or a brand is not confirming it fits your car.

Stages — what they really mean

also: stage 1, stage 2, stage 3, stage 4, o que e stage, etapas

- Stage is a label, not a standard. Two shops selling 'Stage 2' can be selling very different cars.
- Roughly how the market uses it: Stage 1 is a flash on the standard car. Stage 2 adds downpipe, intercooler and pipes with a map to suit. Stage 3 is a bigger or hybrid turbo with fuel and clutch to match. Stage 4 means the bottom end has been built.
- What actually matters is the parts list, the fuel the map was written for, whether the gearbox map is included, and whether there is a validation log. Not the Instagram screenshot.
- Where each one usually bites: Stage 1 on 95 in summer — knock. Stage 2 — charge pipe, PCV, diverter. Stage 3 — rod, head gasket, high-pressure pump.

Where to start

also: por onde eu comeco, por onde comeco, ordem certa, o que fazer primeiro, ordem de upgrade, qual a ordem

- The order that saves money, in the order I would actually do it:
- 0 — Diagnose and refresh. Compression, leakdown, plugs, fluids. A tired engine does not get better with boost.
- 1 — Tyre and brake up to the level of use. You will use them on every single drive.
- 2 — Stage 1 with the fuel your city actually sells.
- 3 — Intercooler, downpipe, pipes, second map, wideband.
- 4 — Clutch or TCU, when it starts slipping.
- 5 — Fuel system — pump, injectors — before a bigger turbo, never after.
- 6 — Hybrid or bigger turbo, custom work, oil cooler.
- 7 — Internals, when the block asks.
- 8 — Stand-alone ECU, chassis and safety at the same level as the number.



- The expensive mistakes, all of them real: a big turbo on 'temporary' 95. An open cone in a hot engine bay. Pop and bang every Sunday on a new downpipe. Cheap coilovers with no alignment afterwards. A DSG with no TCU map. A six-point harness on a standard seat. A drift recipe in the family daily.

Street car

also: daily, uso diario, rua, street build, carro do dia a dia

- A street car has to start every day, sit in traffic, pass inspection, and not cook its clutch at the shopping centre — and still answer when the road opens.
- The honest street package: refresh plus Stage 1 or a light Stage 2. A decent intercooler. Downpipe with a sports cat, not a decat. Dual-use pads, fresh fluid, a UHP tyre with the right load rating. Coilovers with real travel and a sane ride height.
- What I would leave out: anti-lag, aggressive pop and bang, a welded diff. None of those make a daily better.
- **From the shelf:** K&N or AEM in a sealed box, Mishimoto if Stage 2 pushes intake temps, GFB if the factory diverter leaks, HEL lines on all four corners, Probite if the disc is past minimum, Powerflex where the bushes have gone soft.

Track day

also: dia de pista, trackday, levar para a pista, pista amator

- A track day is not a race, but the heat cycle looks like one: fifteen to twenty-five minutes of load, a short break, and again. The Instagram Stage 2 daily usually runs out of pad, oil and intake temperature in the third session.
- The package, in order: cooling first — oil and water — before any more boost. A track pad with a healthy disc and high-boiling fluid. Alignment with track camber, and a tyre that can take that camber. A map with failsafes.
- Harness only with a seat designed for one. Otherwise a good three-point belt and the standard seat is the safer combination.
- **From the shelf:** Mishimoto and Koyorad plus a HEL oil cooler, BC Racing with clicker adjustment, Ultra Racing bracing, Hardrace arms if the geometry needs them, HEL lines, Tillett if the standard seat lets you slide around.

Rally & gravel

also: terra, gravel, offroad, estrada de terra

- On gravel the enemy is impact, dust, water, suspension compression and heat with very little airflow. Linear torque beats a dyno peak every time.
- An underbody guard, a high or snorkelled intake, and welded pick-up points save more rallies than a bigger turbo does.
- Long-travel suspension, not a lowered track coilover. Protection for the sump and the diffs. Sealed electrics and spare lighting. A conservative map and cooling that survives mud.



- **From the shelf:** Mishimoto and Koyorad cooling with a grille that survives dirt, Hardrace and Ultra Racing at the pick-up points, Hella lighting and relays. Turbo-wise, OEM-grade IHI, Mitsubishi or KKK when reliability beats peak.

Drift

also: drifta, de lado, angulo, lock, drift car

- Drift is angle, transition and repeatability. Power helps; steering angle, the differential and cooling decide.
- Angle and lock come before another 200 horsepower. Then a differential that suits, and axles that survive the transition. Then a radiator that works sideways at 80 km/h with no airflow straight on.
- Handbrake and geometry get designed together, not separately. And a clutch at the stage your tyre can actually use — a 1.000 Nm cerametallic disc in a daily is punishment.
- Body kit last. Carbon that looks good in the pits looks different after the wall.

Drag & launch

also: drag, quarto de milha, 1/4, 1/8, tiro, drag race

- Drag is the 60-foot and the consistency of it. Traction, launch, tyre, anti-squat geometry and the gearbox are the project. The engine only has to survive the hit.
- **From the shelf:** AirWerks S300 or a bigger Garrett with GFB on boost control, fuel through custom request, Performance Clutches at a high stage or a converter by request, Ultra Racing against wheel hop, Perfco spacers if a wider track plants better, and forged wheels from the configurator — chosen on load rating, not on how concave they look.

Maintenance

also: de quanto em quanto, troca de oleo, trocar o oleo, intervalo de revisao, quando trocar o oleo, quando trocar as velas

- Depends entirely on what the car does. Roughly:
- Oil — 5.000 to 8.000 km on a daily; every event or 3.000 to 5.000 km on track; every rally or two or three events on gravel.
- Plugs — 15.000 to 20.000 km on the street; two to four track days; visual inspection often on rally.
- Brakes — visual every 5.000 km on the street; measured in the paddock on track; a spare set in the trailer on rally.
- Alignment — after a pothole on the street; after every change on track; after every hard stage on rally.
- Datalog — quarterly on a mapped street car; every session on track; every run on rally.
- And the ones people skip: warm the oil, not just the water. Let a turbo idle down after load. Do not leave E85 sitting for weeks. Keep the ECU backup outside the car. Re-torque the manifold after the first heat cycles.



E85

also: etanol, alcool, flex fuel, metanol, octanagem, gasolina 98

- Octane is resistance to knock, not power in a bottle. A higher number lets the map run more advance and more boost safely — that is where the power comes from.
- E85 is cheap octane with real cooling in the charge, and it needs roughly 30% more fuel flow: bigger injectors, and usually a bigger pump. A flex sensor lets the map handle whatever is in the tank.
- Methanol is corrosive, needs about twice the volume, and wants a dedicated map. Race fuel is expensive and unstable if it sits in the tank.
- Whatever you pick: the map is written for one fuel. Putting a different one in is not a saving.

Road legal

also: inspecao, tuv, apk, itv, controle technique, seguro

- In the EU, inspection looks at noise, emissions, the catalyst, suspension, lights and tyres — TÜV, APK, ITV and contrôle technique all do.
- A documented sports cat passes where a de-cat does not. Ride height and tyre have to stay inside the arch. Extreme camber and aftermarket lighting get looked at. A cage in a street car brings homologation and field-of-view questions.
- On insurance: an undeclared modification is the classic refusal. Track insurance is not street insurance. Tell them — it is cheaper than finding out afterwards.
- I can tell you what a part does. What passes where you live is your inspector's call, and it changes by country.