

also used, but was extracted, balanced and fitted with stronger, H-patterned con rods, which in turn were coupled to forged Airias low-compression pistons. The original head was also in good order but the cams were replaced with SVM 550 items. These are made by Piper but machined to a profile specified by Kevan at SVM. The built-up head was then bolted back to the block with a Coopers Ring gasket set and a stud kit, for added durability.

The 550 bhp unit was craned back into the car and attention was then turned to everything else that lurks beneath a Cosworth's bonnet. The turbocharger is an uprated Garrett T4, supplied by Turbo Technics with a 360-degree bearing. It's a hefty old snail is the T4, the burden of which has been known to prove too stressful for its hosting exhaust manifold, which is why this one features a stainless steel turbo crane anchored to the cam cover.

A turbo pre-filter has also been fitted as another precautionary measure, to keep the oil galleries clean. The charge air chills out in a genuine RS500 intercooler and an additional charge-cooler creates a system so efficient, that even on two bar of boost it can still cool below ambient temperature. The intake air is taken care of by a K&N induction kit, with everlasting aluminium components and Samco silicone connecting pipes.

As with an RS500, this car features twin fuel rails and eight injectors. They're green 803s backed up by twin high-pressure pumps. In fact with regards to fuel, there's two of everything on this Sierra, the only exception being the tank. A matching pair of billet alloy filters sieve the old motion lotion at a greater rate than Ford could afford and the two banks of four injectors have been individually set up so that the second bank comes in at one bar. Kevan fitted one of SVM's own twin breather systems.

Beautifully plumbed with alloy connectors and braided hosing, the breather system vents the crankcase of desperately unwanted pressure build-up. Everything under the bonnet is polished or braided or anodised or powder coated. There's an SVM dump valve, a polished alloy header tank, polished alloy twin

