

# 1994 LS2 V8 Miata



I noticed a speck of dust on my monster miata, it is time for someone else to have some fun! I am the second owner of this beautiful LS2 MX5 car with less than 13,000 miles since it's completion as a one off. This is a custom-built sports-car (not a conversion kit). This car was designed, fabricated and custom built from the ground up. This build was accomplished years before any GM LS V8 Miata conversion kits existed. It's one of the First LS V8 powered Miatas ever built in the country and was the First LS2 V8 Miata, completed back in 2005 (with a new 2006 crate engine). This car's first world-wide exposure was when it was featured on The Speed Channel, Stacey David's GEARZ TV in Season 2, Episode 11, This Laguna blue, "C" package Miata was originally purchased in Arizona and comes with the original window sticker. This car was built and used in Arizona. I've owned it here in MD since 2014. This car primarily racked up track time and very little street mileage for the years. This 2460 Lb. 450 HP car currently has just under 13,000 on it since being completed and is as well sorted as any sports car can be in over some time with previous owner and myself.



## Some specifications of the car: **Drive-train**

The LS2 450 HP crate engine with 450 flywheel horsepower and 428 Ft/. Lbs Torque was hand assembled / blue-printed by Don Hardy Race Cars of Texas. The car was dyno-tested after

completion by UMS Tuning of Mesa, Arizona at 1000 miles, verifying it's targeted performance numbers. The TREMEC T56 six-speed transmission, was also blue-printed and upgraded by Sal Campo with Tremec performance internal components added, synchros, bearings gears including forged 3-4 shift forks. The rear end is a Ford 8.8 IRS differential with independent suspension, 3.73 Ford SVT Racing gears and the proven Eaton Posi-traction. The custom-built axles are 300 M, with Mark Williams hubs and ARP ZO6 wheel studs

The fuel system has a Walbro 255 high volume fuel pump, braided stainless steel, Teflon lines, Corvette OEM stainless steel filter / pressure regulator combo. Auto-meter fuel sender. The tank was retro-fitted with components from Fuel-Safe fuel cell manufacturing including the roll-over protected vent system. The 3/8" steel fuel line, is thermally insulated for it's entire length in the car. The extensive heat shielding of all significant components is further augmented inside and out by multiple coats of thermal ceramic sealant.

Engine cooling is managed via a custom built, Ron Davis, Corvette style cross- flow radiator, a vast improvement over OEM Corvette radiators. The Davis radiator is equipped with an aluminum shroud and dual SPAL 1850 CFM (each) fans. There is Custom built remote, aluminum fill tank and coolant air purge system and a Stainless steel protective mesh grill Intake is K&N, Exhaust is ceramic coated, custom built, long tube headers, a stainless cross-over X-pipe, oval Nascar exhaust running back through dual 3" Flow-master super 44 mufflers and lastly exiting 3-1/2" stainless tips.



## Chassis

Tubular steel K-member, engineered billet aluminum engine mounts and steel frame reinforcements throughout, including rear support chassis structures. Skid plate protected Engine

and Trans. Installed 949 Xida coil overs all four corners with 700F/400R spring rates. A set of Ground Control coil-overs, with KYB-AGX 8-way adjustable shocks come with and were used with original build of car. There is larger performance sway bars, front and rear with adjustable Heim end links, the control arms were also custom fabricated, upgraded / strengthened relocating rear bottom shock mounting, new Polyurethane bushings throughout the car. Two sets of wheels & tires come with the car, Ruff Racing wheel set is black with a machined lip and Falken tires, and Good-Win Konig 15x8 Gloss Black with 225/45/15 TOYO R888 shoes (one track day of running).



## Interior & Body

Laguna Blue paint & clear-coat, spoilers front and rear. Custom built, aluminum hood with louvers, cold air intakes in nose 4 Low profile, Hella projector headlights, powered by 135 amp GTO alternator. Hard Dog, Hard Core, double diagonal roll bar. Installed Hard Dog Miata tow package with trailer wiring hookup through the trunk. Multiple Auto-Meter Sport Comp II gauges in a custom dash cluster and center section mounted oil pressure, water temp and volt meter gauges. Momo competition steering wheel and carbon fiber shift knob. Corbeau adjustable seats, racing belts from Willans and Schroff. Both a hard top and a soft top, with Beatrush side latches to hold with confidence the hard top. Also, for your track days there is a spare trunk lid with attached APR performance GTC-300 carbon fiber wing for serious rear downforce. Also, for your track days, a harbor freight trailer fitted with an equipment trunk and wheel stacks tie downs.





Asking price: **\$15,000**. But I'll consider all reasonable cash offers While it is documented as one of the First Corvette LS V8 powered Miatas ever built in the country, it's undeniably also one of the BEST. The car has been consistently updated, garage kept driven and thoroughly checked over regularly. This is a sleeper monster car, it has been to the track and passed many stock Corvettes with a giant grin on my face.

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Thanks - Scot