

(STREET LEVEL)

SHEHERYAR SHAHID'S '01 ACCORD

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1998

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NEWS



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An Accord built through trial and many errors

BY JOEY LEE + PHOTOS BY ANDREW LINK

» The saying “Do it right the first time” is a tad overused these days. In a perfect scenario, everybody would build the car of their dreams with their first attempt without making any mistakes. That, of course, is unrealistic for many, and the process of building a car often serves as a learning curve so that one can “do it right the first time” with their next project. Mistakes are the stepping-stones that lead to the right path, and errors are the ingredients that help us appreciate success once we reach it. The beauty of this automotive hobby of ours is that there isn’t a precise “right” way of doing anything. Like art, true beauty lies within the eyes of the beholder, and mistakes are all relative to the person painting the picture. When it comes to painting the portrait of an Accord, Sheheryar Shahid believes that he’s figured out the formula to create a beauty—he will also be the first one to admit that he’s made a ton of mistakes in the process.



started looking online at how others were building their Accords that he found a new source of inspiration. Aesthetically, he discovered the new, cleaner look that he wanted, but the mistakes didn't stop there—he was just getting started.

"While I worked on removing all the junk off my car and collecting quality parts, I saw a couple boosted Accords on various Internet forums. I wanted to know what a turbocharged motor felt like, so I purchased and installed a generic turbo kit from eBay. The kit consisted only of a tiny T25 turbo, but I thought it was so awesome to feel boost! I should mention, though, that my Accord was automatic. Again, I lacked the knowledge to understand, and things started to blow up."

Some spirited driving at 10 psi for a few thousand miles wreaked havoc on the automatic slushbox. Shahid then made the conscious decision to do a manual transmission swap and began getting used to the added power from his turbo kit. "I bought a used built block that lasted about three dyno pulls before it blew up. I then swapped in another stock motor, boosted it to 15 psi, and blew it up yet again. My frustration level was at an all-time high, so I began contacting various shops locally that could help me build a better motor."

Sheheryar found himself in a difficult position. He had gone through several different highly respected shops with the same result: utter failure. A well-known shop in New Jersey even built another block for him, and it too blew sky-high on the dyno after making around 368 hp. His need for boost just didn't bode well with the lack of aftermarket support that existed for his motor. He had all but given up until he met Naser Kemal from Pride Performance. Naser and staff helped Shahid plan out his entire motor build using another F23A1. They fabricated a custom intake manifold, as well as

"I can laugh about it now, but my car was a mess when I first got it," Shahid explains. "I originally bought my Accord brand-new in 2001 and literally drove straight to an auto parts store to accessorize. Any and everything *The Fast and the Furious*-related I put on the car. I was young and didn't know any better. Even thinking back on it now, I get a little queasy at just the thought of it."

Shahid was definitely a student of his own mistakes for the next couple of years. He went through a number of different fiberglass, no-name body kits and even admitted to giving his Accord a "horrible two-tone paint-job." It wasn't until 2005 when he

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PROPS

Major shout-out to Will, Frank, and Nas at Pride Performance for helping me achieve my goals, and to my forum pals, Jason and Greg, who helped me whenever I needed help figuring something out with F23 block. Last but not the least, my wife Sofia for understanding my obsession with this car

OWNER SPECS

DAILY GRIND

Undisclosed

FAVORITE SITES

6thgenaccord.com and Facebook

SCREEN NAME

Ihazsnail

BUILDING HONDAS

Quite a few years now

DREAM CAR

A 2000 Lexus LS400 with full JP aero kit

INSPIRATION FOR THIS BUILD

6thgenaccord.com members

FUTURE BUILD

Who said this project was over to start another?

CONNECT

BISIMOTO ENGINEERING

bisimoto.com

DC SPORTS

dcsports.com

"IHAZSNAIL"

We will be the first ones to admit that we don't see enough well-rounded, fully built sixth-generation Accords around. Every now and then we encounter one like Shahid's, but they are rarely as extensively modified as his. Chalk it up to the lack of aftermarket support, but there are guys like Shahid who have gone above and beyond, creating parts where companies have failed to express interest. Because of this, Shahid has actually developed quite a bit of an online reputation within the sixth-gen Accord community. His screen name "Ihazsnail" is easily recognized on various online search engines, and you can see all the previous iterations of his build, even the not-so-flattering days when he first started modding his Accord.



new turbo components, and fortified the guts of the F23A1 using products from highly touted single-cam expert Bisimoto Engineering. An H22 crank was also enlisted to destroy the 2.3L. After the initial engine break-in, Pride Performance was able to turn the boost up to 23 psi and pounded out over 456 whp with an AEM EMS.

"It was amazing to feel how much raw power the Accord had with the new motor," Shahid says excitedly. "I owe many thanks to them for helping me get the beast to where it needed to be."

With the motor finally up to par, he was able to concentrate on making the exterior of his Accord respectable. A novel idea came to mind, and Shahid merged a 2007 Acura TSX front bumper to the stock Accord sedan bumper. This amalgamation created a unique, one-off look while leaving plenty of space to expose

Destroyed to 2.2L, the F23 has been built and boosted to over 450 hp.

the intercooler. Xenon side and rear pieces were also added to give the whole body of the Accord a sleek profile before Shahid had the entire chassis resprayed in a custom blue pearl. Providing a stark contrast against the deep blue paint is a set of classic 18-inch Work Equip wheels refinished in white.

A couple of body kits, a busted automatic transmission, and a few blown motors later, Shahid is finally happy with his Accord. Though he made a ton of mistakes along the way, it's admirable to see that he stuck with this chassis. Others would have easily given up and went with a platform that had much more aftermarket support. The suggestion is always to "do it right the first time," but guys like Shahid are proof that you can still do it right after the fifth or sixth time, as long as you gain knowledge and experience along the way. 90



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PROPULSION

F23A1
 Innovative Race-spec engine mounts
 H22A crankshaft
 87.5mm Arias pistons
 Balance shaft delete
 Bisimoto custom-spec connecting rods
 Bisimoto Level 2.4 camshaft
 Bisimoto custom-spec valves
 Bisimoto valvesprings
 Bisimoto retainers
 ARP head studs
 Garrett GT3076R turbocharger
 Custom intercooler piping
 Custom charge piping
 Custom ported/polished intake manifold
 K&N dry air filter
 Hyundai Tiburon 78mm throttle body
 TIAL 44mm blow-off valve
 Custom turbo manifold
 Custom downpipe
 3.25-inch exhaust piping
 HKS carbon-Ti muffler with 4-inch outlet
 TIAL 44mm wastegate
 NGK iridium spark plugs
 NGK spark plug wires
 Walbro 255-lph Ultra fuel pump
 RC 770cc fuel injectors
 AEM fuel rail
 Custom fuel lines and fittings
 Aeromotive fuel pressure regulator
 Koyo half-sized radiator
 5-speed manual transmission swap
 PSpec short-throw shifter
 Competition 6-puck clutch
 Fidanza flywheel
 Quaife differential
 Driveshaft Shop axles
 Synchrotech carbon synchros
 H22 4.64 final-drive gearset

POWER

456.7 whp and 420 lb-ft torque

SUSPENSION

Ksport Kontrol Pro damper system
 Suspension Techniques anti-sway bars
 Custom polyurethane bushings
 DC Sports shock tower bar

RESISTANCE

Ksport 8-piston front brake calipers
 Ksport 13-inch front brake rotors
 Rotora slotted rear brake rotors
 Motul RBF600 brake fluid
 Steel-braided brake lines

WHEELS & TIRES

Front: 18x8 +30 Work Equip, 245/40-18
 Mickey Thompson street slicks
 Rear: 18x9 +25 Work Equip, 225/40-18
 Nitto Invo

EXTERIOR

Custom blue pearl paint
 Carbon-fiber hood
 Aerocatch hood pins
 Carbon-fiber wrapped roof
 Carbon-fiber trunk
 2007 TSX front bumper merged with 2001 Accord sedan front bumper
 TSX A-Spec lower lip
 Carbon Creations 2008 Mercedes C-class carbon-fiber front splitter
 Xenon side skirts, Xenon rear lip
 Custom eyelids
 Scion tC trunk lip spoiler

INTERIOR

MOMO Millennium Evo steering wheel
 PSpec shift knob
 MOMO shift Boot, MOMO e-brake handle
 MOMO pedal set
 Pioneer AVIC-Z1
 Corbeau LCI seats
 Rockford Fosgate P8002
 Rockford Fosgate P6002
 Rockford Fosgate 12-inch P3 subwoofer, two
 Custom subwoofer enclosure
 Memphis Audio component speakers
 Memphis Audio amplifier
 CReddy Profec B-Spec II
 AEM engine management system
 AEM Wideband UEGO A/F gauge
 Defi boost gauge, Defi EGT gauge
 Defi temperature gauge, Defi oil pressure gauge