

November

2020

SUPERCHARGERS

This document does not and is not intended to constitute an offer of securities in Sprintex Limited. This document is not a prospectus and has not been lodged with or registered by any government regulatory body. The information contained in this document is confidential and proprietary to Sprintex Limited ABN 38 106 337 599 (Sprintex) and its subsidiaries and has been prepared to assist in an evaluation of Sprintex and is only being provided to selected persons. This document is confidential and is not to be copied or disseminated in any form to any other person without the prior written consent of Sprintex. Although Sprintex has used due care and diligence in the preparation of this document, no representation or warranty is made by Sprintex, its subsidiaries, its directors, officers, employees or any of its advisers as to the accuracy or completeness of the information in this document.

No information contained in this document or any other written or oral communications transmitted or made available to the recipient or advisers is or shall be relied upon as, a promise or representation and no representation or warranty is made as to the accuracy or attainability of any estimates, forecasts or projections set out in this document. No liability will attach to Sprintex, its subsidiaries, its directors, officers, employees or any of its advisers with respect to any such information, estimates, forecasts or projections. If after reading this document, you have any questions about, or wish to express interest in Sprintex, you should contact Indian Ocean Corporate or the company secretary, Mr Harry Spindler.

This presentation does not constitute investment advice, or an inducement or recommendation to acquire or dispose of any securities of Sprintex, in any jurisdiction.



Sprintex Limited Mission Statement

Our Mission . . .

To be a "Best in Class" world leading supplier of automotive superchargers, supplying the highest quality, most efficient superchargers using the latest technology to provide desired power, efficiency and economy, at competitive cost



Sprintex Limited Global Strategy

Our Strategy . . .

- Expand Sprintex presence via strategic partners and suppliers
- Diversify global aftermarket distribution
- Strategic sales and marketing plans for USA and Asia
- Expand the Sprintex product range to meet market demand
- Grow and remain technically advanced, with new Sprintex products for OEM and aftermarket applications

Sprintex History



- Sprintex utilizes twin screw supercharger technology originally developed in Sweden in the 1930's by Alfred Lysholm
- Sprintex was established in the UK in the late 1970s
- Sprintex pursued symmetrical screw technology, which is superior in small supercharger applications
- Sprintex is based in Perth, Australia and was listed on ASX (Australian Stock Exchange) in 2008 (ASX:SIX)
- High-tech production facility established in Malaysia to enable medium volumes of competitively priced superchargers to be produced

Track Record of Continuous Technological Innovation



	Series 1	Series 2-3	Series 4	Series 5	SPS Series	Front Entry
				0	575	
Year Introduced	19805	19905	2005	2010	2015	2019
Product Description	 Originally developed by Fleming Thermodynamic s in the 1980s. Was widely used in the aftermarket 4x4 segment in the construction and mining sector in Australia. Became a favorite among top drag racers worldwide. First product to be manufactured in the company's Australian facilities. 	 Series 2 was developed but not produced. Series 3 prototypes were made in the early 1990s but the production cost was considered to high for mass market viability. At that point, the company set-out on a long- term R&D plan to reduce supercharger production costs. Nonetheless, Series 3 was a great success technologically and formed the basis for future supercharger development. 	 Series 4 was developed with clear production cost targets in mind from the start and benefited from the production cost improvements developed on the Series 3 program. The success of Series 4 was recognized by Mitsubishi and Harley- Davidson, who integrated it on some limited edition models. 	 Series 5 benefits from decades of R&D, engineering experience, and accumulated know-how on quality and production cost reductions. It is the basis for current Sprintex supercharger systems sold worldwide. Series 5 consistently matches or exceed competitors' offerings on all vehicles on which it is fitted 	 The SPS Series continues on the Series 5 technological legacy but uses high technology coatings to achieve lower friction, allow smaller internal clearances and culminates in a significant efficiency improvement across the entire operating range, and particularly at lower speeds where todays fuel economy driven engines need to run. 	 Front Entry supercharger developed for new Jeep Wrangler JL supercharger system. This is the first front entry twin screw type supercharger to be brought to market and is the result of significant advance in the innovative design of the drive arrangement. Allows the unit to be mounted further back on the host engine, and adapts well to current vehicles with front mounted throttle body



Australia HQ R&D Facility

- Engineering - Rapid prototyping - R&D Malaysia Production Facility. - Volume assembly - Volume production

Distribution Centre - US aftermarket distribution network - US aftermarket system assembly

Malaysian Production Facility









Global Engine Trends and

The Sprintex Business Opportunity

The Sprintex Supercharger delivers greater fuel efficiency, increased performance and reduced emissions





Downsize the engine, not the performance

Global Engine Downsizing



Forecast Change in Light Vehicle Engines Produced, by Engine Size

- 2 and 3 cylinder engines expected to have the highest growth (plus 7%)
- 4 cylinder engines expected to maintain their dominance (plus 5%)
- 6 cylinder engine production is expected to be flat (plus 1%)
- 8 and 10 cylinder engines in decline (minus 4%)



Global Light Vehicle Production



"Supercharging could play a significant role in future boosted engine development"



Source: Borg Warner

Sprintex Business Opportunities



- The global automotive industry is facing significant regulatory pressure to reduce fuel consumption and CO₂ emissions, typified by Corporate Average Fuel Economy (CAFE) legislation in USA, Euro 6 and China Stage 5 exhaust emission standards
- The automotive industry will continue to focus on attributes that sell vehicles (fuel efficiency, performance and reduced emissions)
- The positive trend for engine boosting is expected to continue, driven by legislated requirements and customer demand
- Engine boosting is the most logical solution to engine downsizing and down-speeding of the powertrain to meet this regulatory pressure
- Sprintex high-efficiency superchargers provide a low-cost solution to engine boosting applications avoiding the need for intercoolers in many cases

Emissions Advantage





Typical Emissions Test ADR 79/04 (Core Euro 4)

Source: Orbital Engine Company



Sprintex Technology



Why Sprintex?

- Highly efficient twin-screw supercharger
- Aimed at smaller 0.5 litre to 4.5 litre capacity engines
- Market expanding due to the push for OEMs to use smaller engines
- Small number of suppliers (competitors to Sprintex)
- Patented rotor profile
- Wholly owned low cost, medium volume, state-of-the-art production facility in Malaysia
- OEM pricing of component supply
- Dedicated R&D facility with world leading knowledge and expertise in forced induction

Malaysia facility has been operated in joint venture to date. Becomes wholly owned by Sprintex on completion of this Re-Capitalisation

Supercharging a small engine best replicates a larger, non-boosted engine





Source : Sprintex Engineering Dept.

Supercharger V Turbocharger



Area	Supercharger	Turbocharger
Engine response	Immediate	Limited throttle response
Efficiency	Constant over the total speed range	High isentropic efficiency can be achieved but only in a limited engine speed range
Durability	Operate at lower temperatures, improving durability	Affected by extreme temperatures from being driven by exhaust gases, reducing durability
Noise	New designs and materials have brought noise to turbocharger levels	Nearly eliminated
Lubrication	Self contained systems	Extreme temperatures and shut down situations cause carbon build up and accelerate engine wear
Inter-cooling	Not required at low boost	Required
Drivability	Performance across the whole speed range	Detriment to low speed torque
Vehicle modifications	Fitting where convenient in the engine bay	Hot air delivery and becoming an integral part of the exhaust system requires modifications and piping for after- coolers



Sprintex Intellectual Property

Sprintex holds patents over its rotor design, design methodology and control systems. Most of these are expired or close to expiry.

In 2007 Sprintex filed a new international PCT application for a control system. This has since been granted as a patent in several jurisdictions.

In 2010 Sprintex filed a new international PCT for a compressor design. This has since been granted in USA, Europe and various other jurisdictions providing IP protection beyond 2030.

Sprintex has developed a manufacturing methodology that has resulted in significant reduction in production cost and machining time, resulting in requirement for less machines and reduced factory area.

Sprintex cost to manufacture a supercharger unit has been cut to just 10% of the original cost per unit, now competitive with turbochargers and viable for OEM vehicle and engine manufacturers.



Systems are precision engineered for each application



Sprintex Systems



	Car models	Engine	System	Product details	Est. Global Annual Vehicle Sales
Jeep	New Jeep JL Wrangler, Rubicon, Gladiator	3.6L	Pentastar II	 Price US\$5995, Jeep Wrangler from 2019 to 2025 Backward compatible to 2012 	300,000
Jeep	Jeep Grand Cherokee	3.6 L	Pentastar II	 Price: U\$\$5995 For Grand Cherokee from 2012- current 	280,000
Jeep	Jeep JK and TJ Wrangler	3.0 L to 4.0 L	S5-335 and S5-210	 Price: US\$3,050 to 5,495 For select JK/TJ from 2001-2018 Includes Pentastar 3.0 and 3.6 	255,000
	Subaru-Toyota FT86 (FRS, BRZ)	2.0 L	S5-210 intercooled, S5- 210 non-intercooled, and S5-335 SPS	 Price: US\$3,195 For FT86 from 2012-current model 	13,000
	Dodge Ram 1500	3.6 L	\$5-335	Price: US\$5495For Ram from 2013-Current	540,000
HRYSLER	Chrysler 300	3.6 L	S5-335	• Price: US\$5495 • For C300 from 2012-Current	60,000
DODGE	 Dodge Charger	3.6 L	S5-335	 Price: US\$5495 For Charger from 2012-Current model 	100,000
Dodgey	Dodge Challenger	3.6 L	\$5-335	Price: US\$5495For Challenger from 2012-Current	68,000



Dealer Network

Sprintex has more than 300 aftermarket dealers in USA

Sprintex has aftermarket dealers in:

Australia and New Zealand

8 Middle East countries

China, Japan, Korea, Thailand, Malaysia, Singapore, South Africa, Chile, Ecuador

UK and Europe

Current Developments



Today, Sprintex is working with a number of OEMs that are developing alternative fuelled engine programs and renewable energy systems for automotive, light aviation, marine and industrial applications. The earliest likely revenue streams from OEM applications are forecast to begin in 2021.

These programs include development of combined supercharger and turbocharger systems to suit both diesel and petrol fuelled engines and stand-alone electric drive superchargers in line with current vehicle manufacturer developments

To compliment the highly efficient and high quality Sprintex Series 5 range, the company has commenced development of two new ranges aimed at bridging the gap on two fronts. First is development of a rotating group that can be retrofitted to units manufactured by the largest of our competitors, providing approximately 30% performance uplift. This product effectively eliminates all current hurdles that a system manufacturer is faced with when contemplating a change to Sprintex technology. Currently, a manufacturer must re-design and re-tool a system at significant cost to even trial Sprintex product. The new unit will allow up to 30% uplift in performance with no change to the housing or remaining system parts.

This is immediately applicable to OEM and aftermarket manufacturers already using our competitors product, offering reduced packaging issues and low cost upgrade.

In parallel, Sprintex will utilise the same rotating group in a new range of superchargers aimed at reducing cost still further for OEM applications, broadening the Sprintex range and increasing both market share and profit margins in the aftermarket.

Current Opportunities



- Sprintex is currently negotiating a potential production arrangement for 110,000 OEM superchargers over a 7 year period. The production is currently delayed, pending resolution of contractual issues within the multi-national entity, now estimated to begin in the second half of 2021.
- Sprintex is expecting to win a program to manufacture up to 5000 superchargers p.a. for a new USA manufactured diesel Light Aviation Engine. The engine is undergoing US Federal Aviation Administration (FAA) certification for production. The units must be built under strict quality controls and Sprintex has the necessary QA systems in place at its Malaysia facility.
- Sprintex is well advanced in development of a 'bolt-in' replacement product for use in any Eaton TVS supercharger system. Eaton is the world's largest supercharger manufacturer, utilised by many prestige and performance brands such as Jaguar, Range Rover, Audi, Chevrolet Corvette and Camaro. This product will provide approx. 30% performance improvement and is also applicable to USA aftermarket supercharger system manufacturers such as Edelbrock and Magnuson. The company expects to being production in mid- 2021
- Sprintex has completed development of a new supercharger upgrade for Chrysler and Jeep Vehicles manufactured 2019 and on. Sprintex already has a significant footprint in the lucrative and popular Jeep aftermarket, and produces supercharger upgrades for Jeeps from 2005 on. This new system will be released to market in Q1 2021.

Current Opportunities



- Mopar, the factory performance division of Fiat Chrysler Automobiles (FCA) is currently evaluating the new Sprintex Front Entry Supercharger System for FCA Pentastar II, for a new Mopar Performance Program. Whist this program has been delayed by Covid 19, testing has resumed during September 2020.
- Sprintex has recently been appointed as sole supplier of specialised superchargers by Weslake Engines in UK, after working with Weslake on two advanced diesel engine development programs for over 3 years. Production of the marine variant is scheduled to begin in early 2021 and the aviation version by the end of 2021. Production volume is relatively small, but each program is expected to reach 1000 units p.a.
- The company will supply a small overseas OEM with approximately 180 supercharger units p.a. for the off-road recreational vehicle market, for two models of motorcycle engine powered 'side by side' buggy.
- As part of the current re-capitalisation arrangements Sprintex will acquire its JV partner's 50% equity in the Malaysia manufacturing facility, resulting in 100% ownership of the Malaysia company. This will reduce Sprintex manufacturing costs and enable competitive OEM level manufacturing costs. This presents opportunities for Sprintex to manufacture superchargers at viable pricing for OEM programs. The Malaysia facility is also licenced under the ASEAN and ACFTA (China) free trade agreements, allowing effectively duty free export /import throughout the region.



Investment Opportunity

- Sprintex has recently restructured its operations, reducing overhead cost to manageable levels.
- Upon completion of the Re-Capitalisation as detailed in the prospectus, Sprintex will be effectively debt-free, save for current trade creditors. Approximately 39.9m new shares will be issued at A\$0.086 per share in regard to acquisition of the Malaysian entity and in repayment of debt, also detailed in the prospectus.
- Based on the opportunities listed in the previous slide, the company has prepared a detailed forecast showing revenues rising consistently over the coming 3 years and the company being profitable from Q2 2021.
- Sprintex seeks to raise up to A\$6.5m to fund development of new product for OEM and aftermarket applications, working capital and strategic investment in automotive supercharging technology.
- Sprintex currently offers up to approx. 75.6m new shares at A\$0.086 per share, 10% discount to the last traded value. More than 60% of these shares are already subscribed for.



Thank You!

For further information in regard to investing in Sprintex Limited, please contact:

Indian Ocean Corporate Pty Ltd 311 Hay St Perth WA