

WE'VE GOT THE CAT PURRRING



TUNING STATS

AFTER TUNIT INSTALLATION & LAPTOP TUNE

VEHICLE: JAGUAR XFS 3.0

ORIGINAL HORSEPOWER: 272 BHP

336 BHP

ORIGINAL TORQUE: 427 LBS/FT

537 LBS/FT

Releasing the beast in the XFS.



Tunit have performance tuned some outstanding Marques over the years and no less of an impressive example is the Jaguar XFS 3.0. The modern Jaguar diesel engine is no slouch with an impressive 275 BHP and 403 lbs/ft of torque. Although launched in 2007 its 2 facelifts have kept it neck and neck with the Audi A6 and Mercedes E Class.



THE JAG BEGAN TO GROWL

This stunning 2009 example with just 43,000 miles on the clock was taken to Tunit HQ for this article by its proud owner Mr Ian Brown.

It is not necessary to carry out a Dynamometer test when installing a Tunit, however for our magazine purpose it is always nice to get a before and after test. Tunit has a unique 1000bhp dyno that has accuracy within 1%. The first run on the dyno was to establish if the vehicle was performing to manufacturer's specifications and then the second and final run was carried out to establish the improvement with the Tunit.

If you have not seen a Dynamometer run it is a little of a heart racing experience. The car is sat on a single large metal roller slightly up in the air with seemingly nothing to steady it but strapping to towing eye points. The roller actually sits in a chassis controlled by giant electrical retarders that emulate real road conditions. There is then a large 1.5 meter diameter industrial fan that simulated 90mph wind speeds. All spectators were equipped with ear protection and then simultaneously the fan started and the car began rolling. The noise of the fan and Dyno equipment was exhilarating but hair raising as the car shot to 133 mph in less than 12 seconds and then slowly came back to a halt over a another few minutes.

The first Dyno run revealed the car performing 272 BHP and 427 lbs/ft of torque, which was not too far from manufacturers quoted. A small variance is normal on manufacturer's claimed figures although often much more can be seen. In this case we are told Tunit actually compensates any manufacturers inadequacies.

The Tunit was installed and yet another Dyno run carried out. The noise of acceleration on the Dyno equipment seemed more vigorous this time and very quickly the revs peaked and the

car started decelerating.

The anticipation as the dyno came to a stop and the calculation made over a few seconds was as exciting as the rush of wind and noise during the test.

And the figures were: 336 BHP and 537 lbs/ft of torque.

A success in the eyes of the customer but not yet complete by Tunit standards. On a Dyno is not "on the road." Although the Dyno curve showed useable torque coming in much sooner it really only matters what the driver thought when driving on the road.

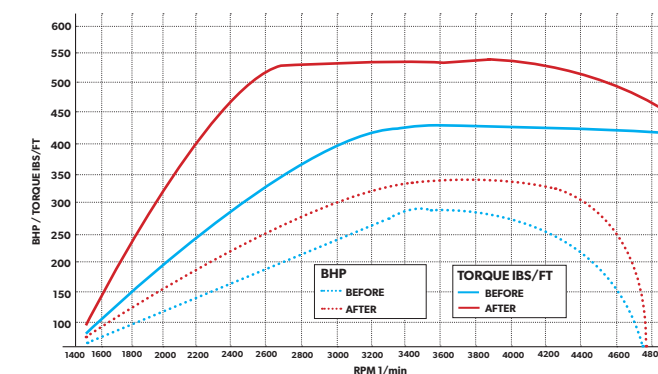
Smiles were all round after Ian came back from a 8 mile test drive. "Acceleration vastly improved with a much smoother and quieter engine" was the initial response. On further discussions with the customer another 2mpg was already showing on the Trip despite an over eager right foot.

Mr Brown had his Tunit installed in January 2015 and so before publishing this article there has been chance for past and present opinions over 3 months. The following is a quote from Mr Brown, slightly cleaned up for you, the public.

"Goes like a Train"

This we translated to better acceleration, smoother gear changes and a happier driver. When asked about fuel consumption Mr Brown stated his about town figures went from 27 to 33mpg and Motorway driving increased from 41 to 45 mpg.

To find out more about a Tunit and where you can have your Tunit supplied and installed in your area call our Tunit head office on: 01257 274100 or email info@tunit.co.uk Visit our website at www.tunit.com



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