



diesel performance

- **more power & torque**
- **improved fuel economy**
- **3 year aftersales support**
- **0% interest free credit now available**

Newsletter Issue 14

Summer 2008

the green issue

When it comes to motoring, good news has been in short supply of late, especially over the past few months with fuel prices reaching an all time high. However, here at Tunit we have been seeing some fantastic results, and for those of you that want the adrenaline rush of extra bhp and torque, you can also get a similar feeling when paying for fuel at the pump. With a tunit fitted you are en route to improved fuel economy and a heavier wallet.* Read on to learn more about our latest and most impressive tunes, featured customers, and those that have been so impressed with their fuel savings they felt compelled to write in to us.

research and development - fuel economy

Over the past few months Tunit's research and development team have been working hard to gain maximum improvement in mpg, and with diesel fuel prices reaching an all time high of over £6 per gallon we realise that everyone is feeling the pinch.

Not only have we been working to gain all Tunit users maximum improvement in fuel economy, we are supporting a campaign to reduce fuel costs through a petition that will be delivered to 10 Downing St. To have your say visit www.fuelpetition.co.uk and join the fight to lower fuel prices.

Love your diesel

*Fuel economy will vary depending on driving style and conditions

the power of torque

What is torque? What makes it different to horse power? Why would you want better torque? Why is it important to diesel vehicles?

An engine's output is rated in horsepower and torque. Torque is the pulling power, and it's best demonstrated as the grunt that gets you moving, whilst horsepower is what keeps you going. Torque is the twisting force created in an engine by rotating parts, whilst horsepower is the measurement of how fast torque is being used. Horsepower and torque work together, as horsepower is calculated from torque.

When you get the feeling of your eyes being sucked into the back of your head in a fast car during a heavy right-foot pounding: that's an example of excessive torque, and with a tunit fitted to your diesel you can expect that very same feeling.

Fitting a tunit to a diesel-powered vehicle helps to eliminate flat spots and improve off-the-mark acceleration. This in turn makes for a greener drive due to lower engine rpm thus fewer emissions.



fuel savings reported by tunit customers

Many customers have been reporting in excess of the 7-10% improvement in fuel economy we conservatively quote, with people gaining as much as a 20% increase in mpg (improvements in fuel economy vary depending on individual driving style).

But don't just take our word for it...here are just a few of the testimonials you will find on www.tunit.com and www.loveyourdiesel.com:

Paul Davies, VW Caddy 2.0 TDi

"I was getting around 43mpg as standard over around 10,000 miles. This rose to 44-45mpg with the K&N air filter and is now up to 48mpg with the tunit...if I weren't in such a rush all the time 50mpg would be possible."

Ray Massey, Kia C'eed 2.0 CRDi

"Before: My vehicle currently has 2000 miles on the clock and manages 40 mpg.
After: 50mpg+

"Overall the car's performance has been transformed completely, with the added bonus of improved economy."

P Hunt, BMW 330D

"...it feels as though I have had a completely new, more powerful engine fitted, as the power range through the gearbox (auto) is smoother and about 30-40% quicker!!! To make matters even more impressive, I have noticed approx. 12 mpg gain. This is a true reading on my on-board-computer, and I have now worked out that it will take me about 6-7 months of driving to 'get-my-money-back' on this faultless unit! What more can I say: absolutely thrilled with the product and I would recommend it to everyone."

Lee Henrys, Citroën C5 2.0 HDi

"Since the fitment of the Tunit V-CR to my Citroën I have noticed a marked increase in fuel economy, performance and refinement. At a steady motorway cruise the average consumption has improved from 40 mpg to in excess of 50 mpg. Performance has also increased and the added midrange torque makes overtaking swifter and safer. I am delighted with the result, especially as I fitted the tunit to enhance performance rather than economy. The added benefit of being able to transfer the tunit to another vehicle in the future is the icing on the cake."



our tunes

No, we're not dragging up Simon Bates from the '80s, we're talking about some recently tuned vehicles that have taken even the Tunit staffs' breath away. This is what our own people had to say about some of the most outstanding recent tunes.

Michael Bromley: Audi A5 3.0 TDI

"Over 10 days and approximately 1,600 miles, I achieved surprisingly good fuel economy of 27 mpg on rural and 'A' roads, reaching 40.5 mpg on motorways at a steady 80mph. Surprising for a big engined, heavy coupe with 4WD! Improving on this was just a matter of trial, error and experience. It's all about torque and knowing where and when to deliver it. After several days we had a result worth writing about: 36.6 mpg rural & urban and 45.5 mpg on motorways, again at a steady 80mph using cruise! Overall the drive was much improved and we now roll out this programming on each new tunit. I will be travelling over 25000 miles this year and my particular fuel savings will be in excess of £650."



Daniel Johnston: Saab 9-3 1.9 TTiD

"As soon as I heard that one of our local Saab dealers was bringing us a Twin Turbo Diesel 9-3 soft top, I couldn't wait! With 180bhp and 295lbs/ft, and a 0-60mph time of 8 seconds along with 50 mpg, compared to the 2.0T Aero petrol giving 210bhp and 221lbs/ft, 0-60 in 7.4 secs and 34mpg on average, I was keen to see how the two differed in terms of drivability and responsiveness.



"On our initial dyno test on the diesel, which was an 08 plate with about 750 miles on the clock, saw figures of 178.7bhp with 283lbs/ft. Similar to what I thought, what with the engine still being quite tight and not properly run in. With the tunit installed and a few tweaks, the TTiD was achieving 235.9bhp, but more importantly, 337.5lbs/ft of torque! I couldn't wait to get it out in the road!

"The power delivery was instant and seamless. No lag at all! I am almost positive that from standing, the TTiD could easily beat the 2.0T petrol, to 60 and beyond! Having owned a few petrol turbo cars before, I know they can suffer really badly from turbo lag, especially under 3,000rpm. The TTiD had instant power all the way from 1,200rpm right the way to the red line. I have rarely driven a car that felt as good, aside from a BMW 335d. The customer who owns the car has since reported an 8% increase in overall miles per gallon as well!"

John Barker: DAF LF Horsebox, 5.9 Cummins

"I have a customer who builds horseboxes (he has supplied one to Katie Price AKA Jordan). Recently he came in with his latest horsebox creation, having just started using trucks from the Daf stable, notably the CF/LF versions with the 5.9 Cummins diesel engine.

Bob wanted to see if we could give him more power, as the hill near his premises was often a struggle in 2nd gear with horses on board.

Any savings in fuel economy were also welcome. We fitted the tunit and off he went. The tunit was fitted in standard settings and he rang me to say it was better, but having heard about the laptop tuning facility he was now wondering what else Tunit could achieve with his vehicles. I looked at the settings and made a few adjustments which resulted in a wider spread of power and even allowed him to get up the dreaded hill in 4th gear! He has since told us that his fuel economy has almost reached teenage figures (12.7) and he is delighted with the improved drive of the thoroughbred Daf."



all about aftercare

Not only do we offer improved bhp, torque and fuel economy*, but we pride ourselves on the service we offer. Our aftercare service ensures you get the most out of your tunit. Our staff are always on hand to answer any queries or concerns, and provide any general help and assistance you may require. Our aftercare service includes:-

- Three year warranty
- Two year part exchange and upgrade help
- Gifts when you refer a friend



featured customer

This month's featured customer is Stav, Staff Writer for Redline Magazine:

Recently Redline Magazine acquired a Toyota Auris SR180 2.2 turbo diesel to race in the Toyota Sprint Series, and one of the first things they wanted was more performance.

The standard power band is very small with the rolling road graphs showing it is over 150bhp for only around 1000rpm band, and over 250lb/ft for not much more, making it really easy to fall out the power band and making it necessary to change gear constantly, if you want to extract the maximum power.

Once the tunit was installed things changed massively, with the power figure jumping by over 10bhp but most importantly the torque rose to over 50lb/ft just by the initial installation of the tunit.

The dyno run showed that the power and torque delivery, although improved, had room to be bettered at the top end of the rev range. The peak power also showed potential to be lengthened, meaning less gear changes. So the tunit then underwent a few parameter changes on the laptop, and the car was transformed once again.

The final figures settled on were 190.5bhp and 346lb/ft, a massive increase of 27bhp and 65lb/ft; all with no increase in boost pressure.

Maybe more important than the newfound power levels is the massive extension to the power band, with it being above 250lbft and for around twice as long as before, and now it is over 150bhp from just over 2000rpm right until the 5000rpm red line.

In Stav's own words: "On the road the car has been transformed, meaning the overall driving experience is much easier and more responsive; while the massive torque really makes itself known. Overtaking is now an absolute breeze, and tested against friends cars the Auris is now able to keep up with modified 200SXs and even a Porsche 996 Carrera 4 from a rolling start up until around 100mph, which is fantastic for a diesel, though with almost 350lb/ft it is not surprising!"

An added bonus that is rarely expected when increasing performance is the car averages around 5 more miles to the gallon, and spends far less time at full throttle. This is partly due to the increased power and torque meaning acceleration to the speed you require takes a far shorter time than previously.

On the track the increased performance has made coming out of slow corners far easier due to increased response, meaning you no longer have to put your foot down early and predict when the boost comes in. The extra straight line speed is obvious, with the car gaining an extra 5-10mph on even the short straights of the tracks the sprint series is held on. Stav added:

"The massive torque means the car now rockets out of corners, and we are looking forward to racing the car in future rounds on sticky track tyres that will really make the most of the power tunit has provided!"

"Overall we couldn't be happier with Tunit, and will shortly performance test the car with and without the tunit module fitted to demonstrate the massive difference to acceleration that has been made."



top 5 tunes

Here are the most popular tuned vehicles from the last 3 months, compiled from worldwide sales in 10 countries.

1. Nissan Navara 2.5 dCi D40
2. Toyota Hilux 3.0
3. BMW 320d
4. Citroen C5 2.2 HDI
5. Ford Mondeo 2.0 TDCi

With our nationwide network of dealers you will be able to find someone to specifically fit and programme your tunit for exactly what you want to achieve, or for the DIY enthusiast you can order online at www.tunit.com and fit it yourself!

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performance diesel tuning for all late cars, light commercials and trucks