



# A CHEAP TUNE

by Tunit

It's not all about power!  
This month a Zippy  
Tunit Peugeot 206  
gets a 70mpg  
economy tune.

Peugeot's now somewhat long in the tooth 206 is nearing the end of a long and distinguished life. It's had plenty of criticism, and plenty of praise but, either way, it has been a remarkably successful model for Peugeot in Britain – and that hasn't happened without a lot of people being impressed by the car and the low-cost motoring that it has offered, particularly when diesel-powered. As a result, one of the most successful engines in the last few years of the 206 has been the smallest diesel unit, the 68bhp 1.4

HdI, an engine jointly developed with Ford, which also appears as the 1.4 TDCi in the similarly popular Fiesta, and a quite a few small Citroëns. It offers great economy and, while its possibly not the quietest of small diesel engines, it is a pretty robust unit that, in 16-valve form, delivered 92bhp in the Citroën C3 until replaced by its bigger brother the 1.6 HdI. The 8-valve 68bhp unit majors on economy and delivers combined EC economy figures of 64mpg in the 206 – so it's possibly no surprise therefore that the owner of our

featured 2002/52 test car has regularly recorded figures of around 65mpg in fairly gentle motoring, mainly composed of motorway cruising.

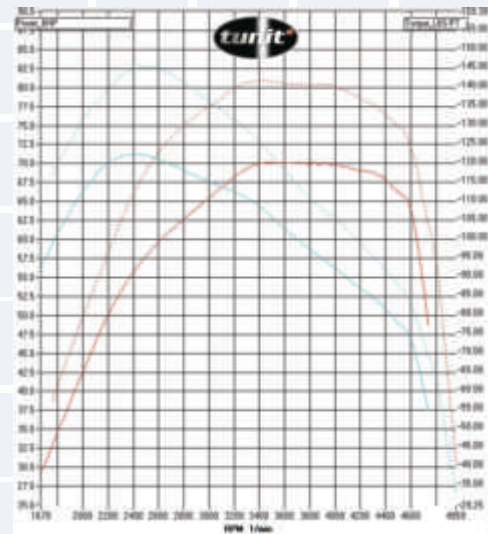
But Stuart, proud owner of the sparkling and spotlessly clean 206 in question, is a fleet engineer for a sizeable haulage company and one of his key tasks is to ensure that he gets






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Stuart had already found that the converted engine was delivering its power and torque over a far wider engine speed band; previously the standard engine would only pull smoothly in higher gears from around 1,600-1,700rpm, whilst now it pulls without any protest from below 1,100rpm! And of course, this all aids the cause of economy, since he can now drop into fourth gear at lower speeds, and be in the maximum economy fifth gear at around 30mph plus instead of 40mph – all of which, Stuart feels, has brought about the significant reduction in fuel consumption.

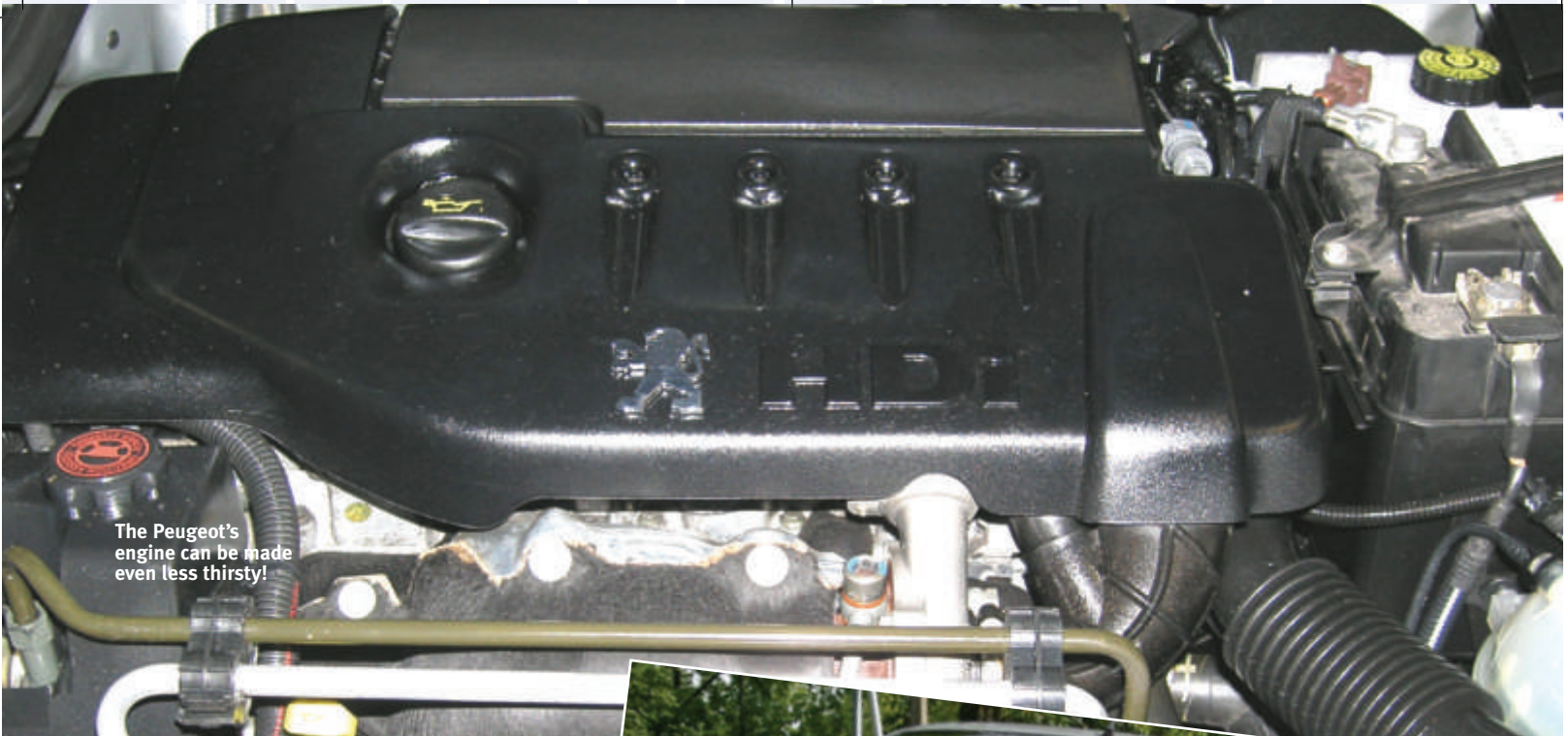


On the rolling road, and back in standard tune, the engine delivered 70.1bhp, which is a pretty good figure, but maybe not an unexpected one for a well loosened-up and carefully maintained engine. After a few quick tweaks to the reinstalled Tunit a 15 per cent higher power figure of 80.5bhp was measured on the dyno. More importantly, as far as driveability and economy is concerned, the before and after torque curves show exactly where that low engine speed flexibility that Stuart had reported was

maximum fuel economy from his fleet. He includes his own car in this brief and, after reading up and researching electronic diesel engine tuning, he concluded that there were pretty good prospects of significant economy gains from having the 1.4 HDi engine tuned – in this case as much for better torque and economy as for any pure performance gains. So he took it to Tunit HQ at Chorley a few weeks ago and has already proved his theories to be correct – for example he is now recording an average of 70mpg instead of the previous 65mpg – an increase that's just short of eight per cent! I was there at Tunit when Stuart's car returned for a follow-up run on the rolling road dynamometer, and possibly a small tweak to the existing settings of the Tunit.



Feisty but not firstly(sic). You can tune up to save money!



The Peugeot's engine can be made even less thirsty!

**"It's no hot hatch but the Tunit conversion transforms the 206 from being a little bit flat and boring into a zippy machine."**

▶ coming from. The previous maximum torque of 122 lb ft at 2,400rpm is matched by the tuned car when the engine speed reaches just 1,800rpm, and after that it surges up to an impressive 145 lb ft maximum, maintaining figures better than the standard car's 122 lb ft maximum right up to 3,500rpm. These low and mid range engine speeds are where all the work is done in economy motoring and



The 206 will now pull in high gears from 1,600rpm!

when the torque is boosted in this area it gives direct benefits in fuel consumption. The biggest power gains percentage-wise are from 2,500-3,500rpm and, as I found out on the road, an extra 10bhp means that there's also a lot sharper performance on hand, along with that vastly improved flexibility. OK, it's no hot hatch, but the Tunit conversion transforms the 206 from being a little bit flat and boring into a zippy little machine that's quite fun, and more economical. And this Tunit conversion would do exactly the same for any similarly powered Fiesta, or Citroën C2 or C3, along with a huge range of conversions individually developed for all popular diesel engines. For details of all such Tunit conversions find their web site at [www.tunit.com](http://www.tunit.com) or call them on 01257 274100 where one of their team of technical sales advisors will discuss your car and exactly what a Tunit conversion can do for it – be it more power, torque, of better economy that is your target. ■

