

Red letter day

Bromley's Tuning offers a quick and simple performance boost that eclipses even potent PD 115 power

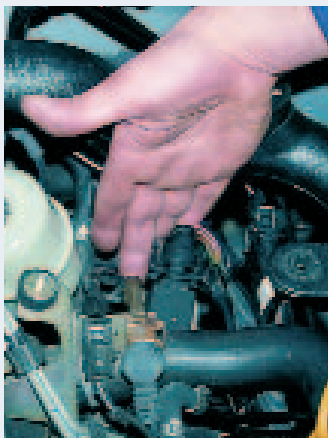


Volkswagen Passat TDI 110 came away with considerably more vroom!

'Rolling road figures showed Greg's car came away from Chorley with an extra 24bhp – up from 108.5bhp'



Proprietor Mike Bromley displays the diminutive tuning module



Just disconnect harness plugs and insert module in-line



Who would believe this tiny module could do what it does?



The 110bhp version of Volkswagen's TDI engine added a new dimension to diesel performance back in 1997, but there are a good number of Golf, Passat and Audi A4 owners out there who now yearn for the extra urge of its even more potent TDI PD successor. This – and more – is precisely what Bromley's Tuning sets out to achieve with the minimum of fuss and expense.

We went to Bromley's, in Chorley, Lancashire, to meet Greg Mills, who had travelled from Stratford-on-Avon in search of just such a boost for his Passat TDI 110. For those chasing the higher power of the red-badged *pumpe düse* (PD) VWs – with their high-pressure, unit-injector fuel system – adding more oomph is quick and simple.

Fitting Bromley's Tuning Unit is merely a matter of removing the engine cover, separating two multi-pin plugs, and inserting the unit – which uses pukka OEM plugs – between the exposed connectors. Et voilà!

Installation is followed by a brief setting-up procedure, using a screwdriver-adjustable potentiometer, to precisely tune the 'black box' to the engine's exact requirements. Proprietor Mike Bromley emphasises that this facility for individual tuning takes into account the significant natural variations encountered from engine to engine, and that it's a very important facility. Careful tuning enables the unit to fully exploit the potential of the ECU modification, which some non-adjustable units fail to do.

A dynamometer test is not a necessary part of the procedure, but on this occasion we took full power and torque test figures on a dynamometer at nearby Weldbank Garage.

The certified rolling road figures showed that Greg's car came away from Chorley with an extra 24bhp (up from

108.5bhp – which was, unusually, slightly down on the specified power). More important was the extra 60 lb ft of torque, which lifted output to 14 lb ft beyond the 228 lb ft of a six-speed version of the TDI PD 130 model, albeit at a slightly elevated 2,050rpm, that is 150rpm higher than the peak-torque speed of the newer engine.

Extra breathing capacity, courtesy of a K&N high-flow air filter, would probably add another 4-5bhp, but Greg was happy without it. The curves on the rolling road print-out also showed that a significant flat-spot experienced between 2,500 and 2,700rpm had been eliminated, and that was a very worthwhile bonus.

The enhancement of real-life performance was as evident as the dynamometer figures predicted. We had no opportunity to take comparative 0-60mph and in-gear acceleration figures, but, having only recently driven a Passat TDI PD 115 in peak condition, I can say that it made the latter seem a little weak-kneed, and particularly breathless beyond 3,000rpm.

The effect on fuel consumption remains to be seen, and will, of course, be down to precisely how much of the extra performance Greg uses. However, Mike Bromley says that most owners begin to see a gain of around 5%, starting about 1,000 miles after a Tuning Unit conversion, by which time most friends have then had a demonstration of the extra performance that has been achieved.

We will be looking at more Bromley Tuning conversions in coming months, giving us the opportunity to describe in greater depth other applications and benefits of the Bromley Tuning Units.

For now, though, if you want more information about Bromley's Tuning, call 01257 274100, or visit the website at www.bromleystuning.com