



ALFA GT 1.9 JTD MULTIJET

by Tunit

We've always had a soft spot for the Alfa GT since it was voted our Diesel Car of the Year in 2004. It was one of the first sporting diesel coupés that really proved that diesel power had a place, and genuine appeal, in stylish two-door coupés. Its fine 1.9 JTD Multijet engine has since gone from strength to strength,

having been adopted by Vauxhall, Saab, and Fiat in a wide range of diverse models. It's maybe a pity that there probably just wasn't room under the GT bonnet for the five cylinder 175bhp 2.4litre Multijet, engine but, with 150bhp and 225 lb ft of torque, its 0-60mph figure of 9.6 seconds gives it lively enough performance. But the boys at Tunit

have had a lot of experience in breathing on this 1.9 JTD Multijet engine and so they were pretty confident of adding some serious extra punch when a fine Alfa Red example of the GT arrived at their Chorley HQ. I was fortunate to be there during the tuning process and also to drive the car both before and after the conversion.



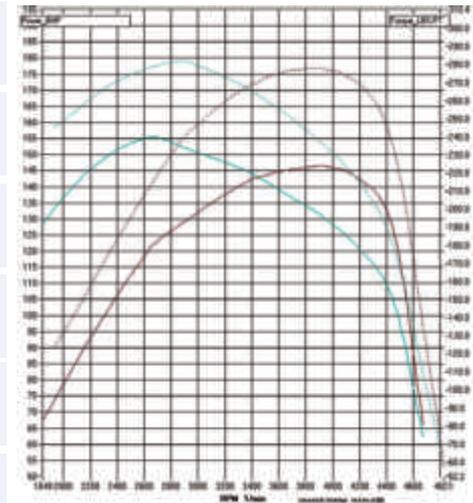
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On the rollers of the Tunit dynamometer the standard car clocked figures of 146.6bhp and 240 lb ft of torque. This is a touch down in power against specification, but well up in the torque department – as had seemed to be the case when I had driven the car briefly in its standard form. Installation of the Tunit conversion was a rapid affair taking only a matter of minutes – quite obviously an easy DIY job for any owner wishing to fit it themselves – and the Tunit technicians were soon ready to have a look to see exactly what difference this could make to the key figures. First results gave promising figures showing a power boost of the order of 20bhp plus and there was a quiet confidence that this could be significantly improved, using the

easy adjustability of the Tunit system. The power figure soon rose into the 170bhp plus region and eventually topped out (with a small margin in hand) at 177.8bhp, and an accompanying torque figure of 286.5 lb ft. This amounted to a boost of some 21 per cent in power, and 19 per cent in torque – enough to promise a more than useful boost in performance and, marginally above the declared specification of 175bhp and 284 lb ft for that 2.4litre engine that doesn't fit into the GT!

Alfa GT Torque and bhp results



Out on the road with Tunit MD Mike Bromley riding shotgun, (it's less stressful that way!) we explored the striking red Alfa's new performance. There's just a touch of interesting mechanical engine noise to give suitable accompaniment to the Alfa experience, as you settle down into a finely appointed cockpit that conveys the true meaning of Grand Tourer. This is really not so much a car for a blast round minor roads, but one for swift touring on open roads where the high speed cruising potential comes into its own. But the easy-shifting gearbox makes light of exploring the car's



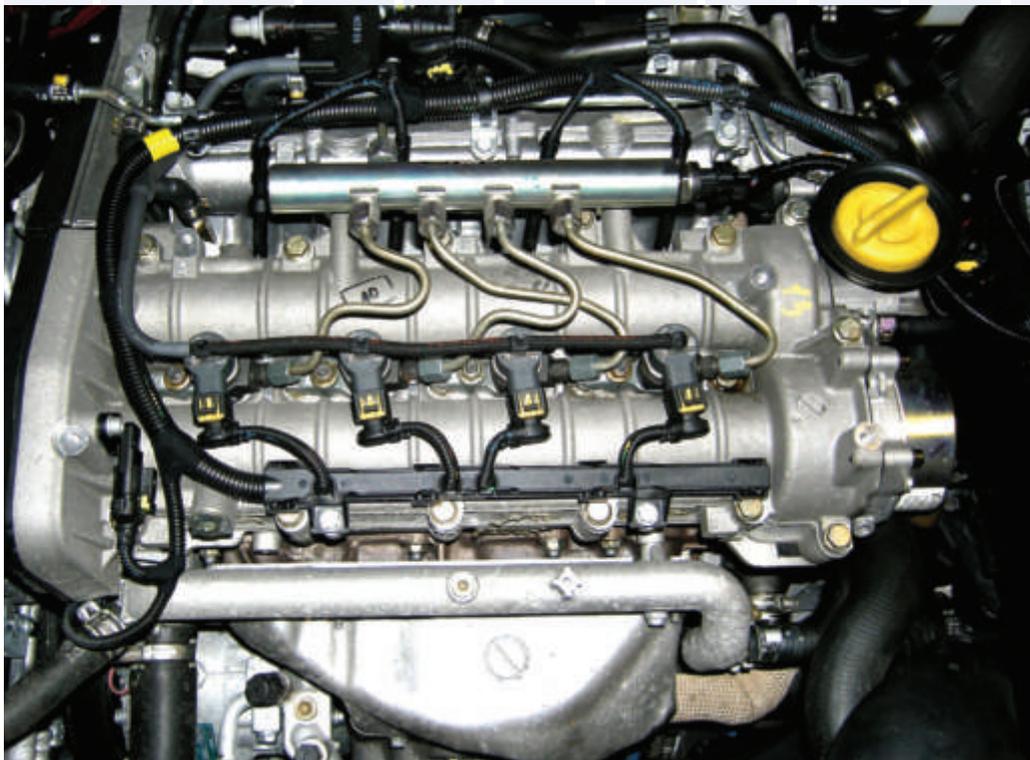
The Alfa GT is still a beautiful car!



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▶ potential on the bendy stuff, it handles well, with good, positive steering feedback, and it was soon obvious that there was a much keener edge to its performance after the Tunit conversion. Through the gears from standstill the experience was definitely a noticeably more rapid gathering of momentum. At any given engine speed in the higher gears, an added flexibility and punch was quite evident and,

although it has been said before and some may doubt the words, the engine felt just that bit smoother at all times, as well as more willing. Close scrutiny of the power and torque curves shows that the torque trace has filled out significantly between 2,000rpm and its peak at around 2,900rpm and I guess that this accounts for the feeling of greater flexibility and instantly available acceleration. It’s certainly not a



conversion that demands the engine to be worked harder to extract the benefits – in fact, very often one felt that it was able to handle any situation in a higher gear than before. And there was absolutely no sign of temperament or edginess about the engine after the Tunit treatment.

So I reluctantly handed back the keys wishing that the experience had been a much longer one – and, even better, one on more open roads that allowed the GT to really stretch its legs. I can imagine that it would cruise very nicely on its native Italian autostradas comfortably into three figures, with a top speed potential that now probably approaches 140mph. But let’s not get carried away!

This conversion and similar ones for a wide range of diesels including all those 1.9 JTD variants labelled CDTi and TiD, comes at just £400 plus VAT and full details of the Tunit range are available from them on 01257 274100, their nationwide network of distributors, or at www.tunit.co.uk

