



STUNNING SIX-PACK

Audi's totally new A6 represents a great leap forward for the company in executive car territory – and one that has elevated the

A6 from something of an also-ran into a serious competitor in its class. And most of the good words will have pleased diesel enthusiasts, for they have generally been written about the new 225bhp 3litre TDI V6 quattro version, with its fine, punchy, yet smooth new V6 engine, and the superb six-speed Tiptronic transmission that comes with it as standard.

These attributes, plus a very good deal from his local Audi dealer on an ex-demonstrator, were what tempted Steve May into ownership against the obvious alternatives, and he was well pleased with his choice. But, although Steve insists that he really doesn't often drive that fast, the lust for a little more performance was too great to resist for very long. After careful comparison of various tuning companies, and what they offered, Liverpool-based Steve took himself and car the 30-odd miles to Tunit's HQ at Chorley for fitting of their recently developed 3.0 TDI conversion, where I joined Steve and the Tunit technicians to observe the installation.

“I was impressed to see how quickly the Tunit was installed – with a no-hassle simple insertion of the box and its individual wiring harness into the existing multi-pin plug connections of the standard engine.”

After this we then took the car to a nearby four-wheel-drive rolling road dynamometer for a set of full power and torque measurements, during which the variable settings of the Tunit were optimised for Steve's car.

GETTING IN

I was impressed to see how quickly the Tunit was installed – with a no-hassle simple insertion of the box and its individual wiring harness into the existing multi-pin plug connections of the

standard engine. The compact Tunit conversion unit then merely had to be tucked away neatly and fixed securely inside the engine compartment, leaving the whole process as one which could be easily reversed in a matter of mere minutes, if required.

Back on the rolling road, the main difficulties arose from the Audi's automatic transmission, which is not an uncommon experience for the Tunit boys. With a manual car the usual testing technique is to get the dynamometer's



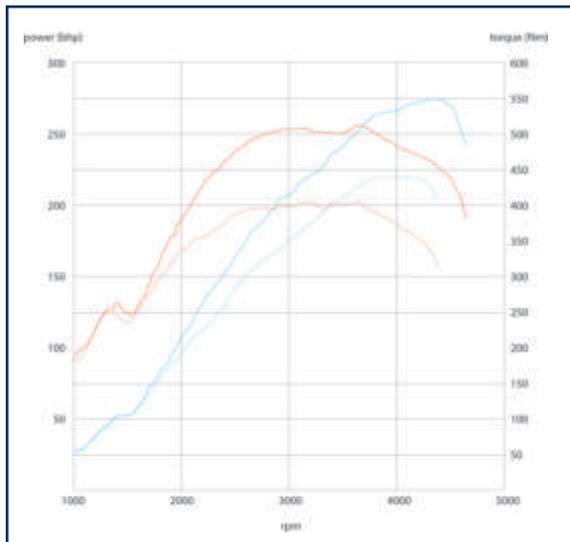
Is there room for more power from the A6 V6? Oh yes, and then some...

ADVERTORIAL Audi A6 TDI V6 by Tunit

rollers moving and then to drop the transmission into fourth gear, in which the power and torque run is then taken – usually right through engine speeds from around 1,000rpm plus up to somewhere between 4,000 and 4,500rpm. Quite understandably, today's super-smart automatic transmissions often tend to resist such demands, and it's not too often that one can obtain the nice, smooth power and torque curves from a full power run in one gear that one can with a manual car. The transmission usually has a mind of its own, as had the Audi's, and even manual selection of a seemingly appropriate gear is often overridden by the auto transmission's clever, and rather assertive, brain! I might also mention that the Audi was actually developing a little wheel spin on



This car now does 0-60mph in less than six secs. No – it really does!



When power and torque is already high, 25 per cent more is amazing!

at all engine speeds the car felt an altogether livelier machine, particularly from a standing start. I speculated to Steve that, with the power figures recorded, the car would probably now clock 0-60mph in around six seconds, which more than pleased him, and he reflected later during the drive that Tunit's conversion was an excellent value-for-money package. I then spoke to him by telephone a couple of weeks later when



Steve May's original 225bhp 3.0 TDI V6 quattro. Now up by 25 per cent!

the rollers at times – which is some testament to the levels of torque that were being developed!

POWER UP

Steve's car recorded a standard power figure of 220bhp, developed at spot on 4,000rpm, and a peak torque figure of around 305 lb ft, developed over quite a wide (but surprisingly high) band between 2,500 and 3,500rpm. These figures are both a touch down on specification – but, for the reasons mentioned above, they should not be considered as absolute, but nevertheless totally valid for comparison with the post-conversion measurements.

So how did those final figures, of 275bhp and 380 lb ft of torque, impress Steve when he got behind the wheel on the way home? Pretty much! The pickup through the converted Audi's transmission was immaculate and clean, with a relentless surge of acceleration that seemed to fully reflect the 25 per cent boost in power output. Peak torque of the converted engine exceeded that of the standard car by a similar margin and

he confirmed that he was very happy with his investment and impressed above all that there were seemingly no apparent downsides to Tunit's conversion. There was, he felt, even a suggestion that the engine, far from feeling edgy or stretched, was possibly a little smoother than the standard setup, and in normal motoring he had not yet detected any increase in fuel consumption.

MORE POWER

The scope for this particular conversion is now doubled, with the



We had traction problems on the rolling road!

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recent arrival of this 3.0 TDI engine in the new A4, and for pure performance enthusiasts there are manual versions of both the A6 and A4 3.0 TDI on the way later this year. Other fine value members of both A4 and A6 ranges are powered by the 2.0 TDI engine, as fitted to the Golf and A3, and Tunit has already shown in both of these what can be done with this motor, in terms of developing electrifying power figures in the 170-175bhp range.



These are all part of a wide and comprehensive range of Tunit conversions for diesels, plus many for petrol cars, and also larger diesel units fitted to big SUVs and commercial vehicles, with most costing £400 + VAT. Most are an easy DIY fit, or can be installed quickly at any of Tunit's nationwide network of agents. Find full details of all their conversions on the internet at www.tunit.co.uk, or call Tunit on 01257 274100 for details, where their helpful technical sales consultants will answer any of your questions.

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