

**J**aguar's S-Type was somewhat flawed in its early days – there was just a little too much Ford about its trim and appointments, and it didn't quite meet the established standards expected of the Jaguar marque in terms of driver involvement. But it's been steadily honed over time and arguably has now matched its competitors in the diesel executive category with the arrival of the sublime 2.7litre V6 engine that's the product of long-term engine development liaison between Ford and Peugeot-Citroën.

But, while the S-Type's chassis, cabin, and build quality have improved greatly, it's that twin turbo V6 diesel engine that has really given the S-Type range a newly competitive edge and it has come out very well in comparison tests against its obvious German oil-burning competitors. If there's anything to criticise it's

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certainly not the refinement and delivery of the engine – but the slightly modest amount of power and torque that it delivers, which at 206bhp and 320 lb ft (in a pretty heavy car), lags behind the class best, of 218bhp and 369 lb ft of the BMW 530d – and that was before the 535d came along with yet another 54bhp!

#### WAR OF THE ROSES

Our test features a Lancastrian-owned elegant Topaz light gold S-Type 2.7 V6, whose owner was already more than happy with his handsome steed after some 4,000 miles of ownership, but who found the thought of some extra urge just a little too irresistible! So he broke into his busy schedule of rushing around Britain in order to earn a crust, to bring his beloved car into Tunit HQ in Chorley. He was hoping for a sprinkling of the magic Tunit dust – that would assuredly give this fantastic car that extra bit of sparkle that would make it perfect! The under-bonnet activity involved in

installing the compact Tunit conversion was, as is usual, not too extended. It was the very first S-Type conversion that the Tunit technicians had tackled and, for that reason alone, took a little longer than normal at something just under an hour. Most of this was spent carefully identifying and double-checking the engine's vital electrical connections, which merely plug straight into the Tunit's purpose-designed loom, and developing a tidy installation that showed little evidence of their activities, with the Tunit device tucked neatly away, and firmly secured, just at the side of the engine compartment.

#### CAT'S WHISKERS

The next task was to establish the standard output of the car's V6 engine on the Tunit rolling road dynamometer, and confirm that all was well with the engine. As is normal with automatic transmissions, it took a few runs to establish a technique that best ensured

# JAGUAR S-TYPE

## 2.7 V6

**Just how do you give a twin turbo, V6 Big Cat more bite? Take it to the Doctor at Tunit who's just doctored its first cat...**





## Jaguar S-Type 2.5 V6 bi-turbo

Text

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If you need to race a diesel exec saloon, the bi-turbo V6 Jag should be on your list – even before you chip the engine!



This first-time Jag V6 conversion still took less than an hour to complete!



Auto gears lead to below spec power output.

around 320 lb ft that matched the specified output and appears to be maintained up to well beyond 3,000rpm before falling.

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that the power unit delivered its maximum output – and this was eventually achieved not in any manual override setting but in the standard “Drive” setting of the six-speed auto transmission. And again, as with most automatics, the figures recorded are subject to some small power losses, whilst the dynamometer curves have a big dip as a result of a mid-run gear change. So it came as no surprise, nor were there any suggestions of any engine shortcomings, when the power figure was clocked at 194bhp – 12bhp down on the factory figures – and with a plateau of peak torque of

Next came the real action, in seeing what the Tunit conversion had done to fatten that power curve! Wow! How does an increase of 15 per cent, or 30bhp, grab you? Much in line with that, the torque had apparently increased by some 16 per cent to a meatier 375 lb ft that promised a lot of extra mid-range grunt. Later, I’d spoken with the owner, who had needed to dash straight off for a business appointment – leaving me very disappointed not to have even a brief turn at the Jaguar’s wheel! But he reported enthusiastically that he was very impressed, and totally satisfied, with the Tunit conversion, and particularly so with the obvious extra urge in the critical 2,000-3,000rpm speed band, which made the car significantly more responsive. He had been regularly using the S-Type’s extra power to the full and to date had recorded no noticeable increase in his fuel consumption – something that seems to keep cropping up with Tunit conversions, which must stand as some tribute to the unit’s efficiency! This Tunit conversion turns the diesel S-

Type into an admirable cross-country express, with more power and robust mid-range torque that’s around double that of the 2.5 litre petrol V6, and a 10mpg better economy potential of well into the mid 30mpg range. But, whilst the benefits are quite evident, people often ask if there’s any downside on such conversions, and whether there are any risks to the mechanical integrity of the engine when it’s producing such extra urge. All I can confidently say is that conversions by reputable tuning companies such as Tunit, have no record of mechanical failures as a result of their work, and that there are no scare stories that would put responsible owners of well-maintained cars off from them. There are ample reserves of strength in engines in their standard tune and, driven responsibly, there are no real engineering reasons to shy away from such conversions when they have been as carefully developed as have those offered by Tunit. And if happy repeat customers are any measure of success, then Tunit’s massed ranks of happy customers should be reason enough to have your cat ‘doctored’ tomorrow...



It’s a beautiful car – with a superb engine.



Distinctive headlights for a distinctive engine!



Details of this and a huge range of similar conversions for most diesels, all generally priced at £475 inclusive of VAT, can be found at [www.tunit.co.uk](http://www.tunit.co.uk) or a call to 01257 274100 or any Tunit distributor will reach an experienced technical sales person who will be pleased to describe the full features and benefits of Tunit conversions and answer any of your questions.

