

Lancashire Hot Pot

The Mondeo TDCi is hardly underpowered, but **Victor Harman** visits Bromleys for an extra dose just in case

The traditional Lancashire hot pot starts with some pretty boring, low-rent ingredients, and it takes three hours in a slow oven to turn those ingredients into something only marginally more tasty – profuse apologies to our Lancastrian readers!

It took considerably less time at Bromleys Tuning oop North, in Chorley, Lancashire, to turn Ken Shenton's Mondeo Ghia TDCi estate into something considerably more appetising

than even Betty's famous hot pot. Even if that Mondeo did hail from nearby Cheshire, and even though we already have considerable respect for the TDCi engine in its standard form.

For the common-rail Mondeo TDCi, the connections to the Bromley tuning module were made into the wiring loom at two convenient points beneath the composite plastic engine cover, and the Tunit module was tucked away and firmly attached close to the nearside of the bulkhead. All

the connections and wiring were neatly bound, and then wrapped in a corrugated outer loom casing by chief Bromley technician, Eric, leaving little evidence to suggest that the fairies had been at work.

Our respect for the standard 130bhp engine was much heightened by a stunning dynamometer test figure of 148bhp at just under 3,500rpm(!) for the TDCi in its standard tune – fine testament to both the modesty of Ford's claims for the power output, and the effective

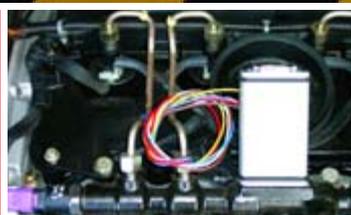
running-in procedure adopted by Ken. To be precise, this latter was no particular strategy, other than a little kindness when the engine was in its very infancy. Ken has since covered 25,000 swift business miles since June of this year, and his regimen of plenty of fast runs, with a fully warmed-up engine of course, has paid handsome dividends in ultimate engine efficiency.

The 148bhp figure left some scope for further improvement by fitting a Bromley 'Tunit unit' – so



The tuning module was connected to the common-rail system via the wiring loom and attached to the bulkhead

The wiring was then bound and wrapped in a protective outer cover, leaving an uncluttered engine bay



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to speak – but we weren't too surprised that in this case the normal 20% plus power increase was not attained. But one could hardly complain at the handsome end result of 169bhp – recorded on the rolling road after powering up the Tunit – again at just 3,500rpm, representing a 30% improvement in total on the factory claimed output.

Calculated torque figures before and after were, respectively, 220 lb ft at 2,200rpm, and 248 lb ft at 2,100rpm – suggesting that factory figures are, in contrast to those for power, a touch optimistic in their suggestion that the Mondy's low-down

pulling power is akin to that of the legendary VW TDI engine. Underfoot, it certainly feels as if the big torque is coming in a little belatedly, and whilst that presents no problems, the motor really only springs into life at around 2,000rpm, and doesn't respond too well to a heavy right foot at 1,500rpm or less.

As you might imagine, the result was a Mondeo estate with a markedly swifter turn of pace than normal, and when Ken took the wheel he felt the added throttle response within fifty yards – even with, by then, four hulking males aboard. He also felt that low-speed lugging power was very much improved.

The handling and roadholding abilities of the Mondeo remained generally uncompromised by the added performance, although slight chirrup from the driving wheels were easily provoked in lower gears on the day's damp roads. Traction control would be a worthy option on the TDCi – particularly so with the added power and torque of the Bromley version!

So Ken left Bromley's premises with a wide smile on his face, as indeed do the majority of Mike Bromley's customers. Many more will do so over the coming months, particularly if they take advantage of the December/January offer of a *free*

dynamometer test worth £70, that's being given away with the fitting of any Tunit. See the Bromley's Tuning advertisement on page 61 of this issue for full details of this offer.

Mike Bromley tells me that his new state-of-the-art TAT rolling road dynamometer is capable of much more than just measuring power and torque figures (incidentally, up to 1000bhp and 500Nm respectively). It can, for instance, be used to measure comparative acceleration times without us having to take the candidate car all the way to a test track.

Now how's that for real convenience?

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This carefully run-in example produced 148bhp at 3,500rpm even before the Tunit was activated

The end result was a thumping 169bhp. As expected, this makes a huge difference on the road

