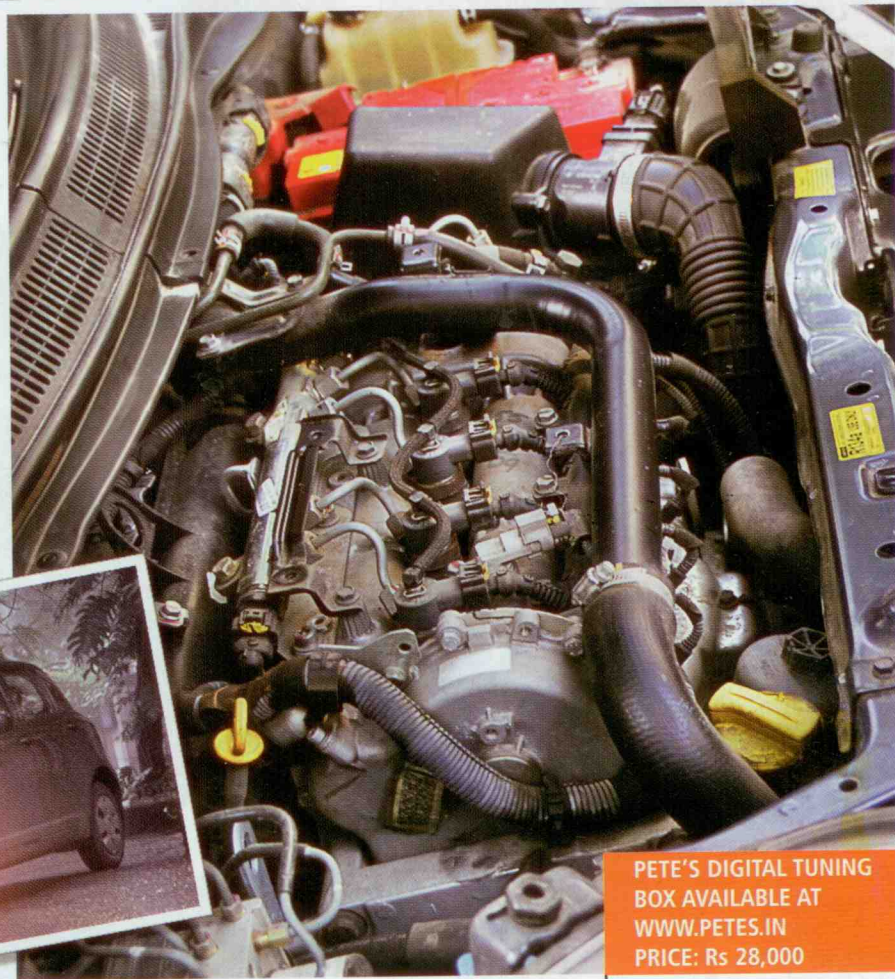
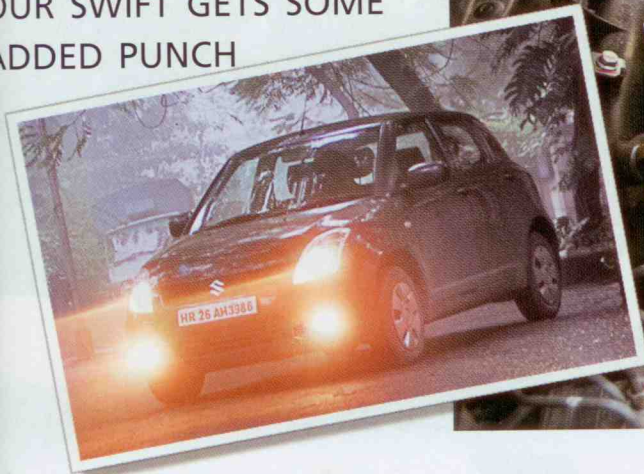


mods & ends

PETE'S BOX1

For Pete's sake

OUR SWIFT GETS SOME ADDED PUNCH



PETE'S DIGITAL TUNING BOX AVAILABLE AT WWW.PETES.IN
PRICE: Rs 28,000

Early morning testing runs are great fun, more so on a Monday. The aircon's always turned off, as is the stereo, and it's just me and the empty road, the growl of the diesel engine and the smell of the fresh morning air seeping through the inched open window. Every corner is apexed and the car's being put through the paces to get the best numbers possible. And for me, this is work. Then one day Rohin hands me a package that reads 'Pete's digital tuning box'. We've got to test this, he instructs me. 'Yes sir! With pleasure.'

The tuning box, manufactured by PSI Motorsport Belgium and marketed by Cochin-based Pete's Performance Products, is a chocolate-sized blue box with a large connector on one side. The box isn't a performance ECU or any such, but a clever little device that runs parallel to the ECU. It intercepts the signal from the ECU to the injector rail and reprograms the injector timings, depending on the engine revs. The

box is programmed with 4 maps – the standard map plus three more maps which remain locked.

I set aside an entire Sunday to fit the box, but ended up using all of ten minutes for the installation, with an 8 mm spanner and none of my brain. Yes, it's that simple. And the results are astonishing. The manufacturer claims a 15 bhp increase in power and a 2.5 kgm increase in torque. We didn't have a dyno to test the car, but instead we got acceleration figures to 60, 100 as well as passing speed times (see box). Driveability is also much, much better, with fewer gearshifts because of the increased torque. And you find yourself driving in a higher gear and lower revs almost all the time. Fuel economy hasn't taken a beating and more or less stays the same at around the 14 kpl mark. One crib with the system was that close to the red line, at higher speeds, (120+ kph) plumes of white smoke start to emanate from the

- + Instant power boost
- + Better driveability
- + Easy to install
- Expensive

PETE'S STOCK BOX

| | | |
|---------------|------|------|
| 0-60 kph | 5.5 | +0.5 |
| 0-100 kph | 13.8 | +0.6 |
| 80-120 kph | 11.3 | +4.0 |
| 100-140 kph | 17.9 | +5.3 |
| 0-400m (secs) | 19.1 | +0.8 |
| @ kph | 110 | -6.6 |

exhaust. Although it isn't harmful (too much fuel being pumped into the cylinder), it kind of distracts other road users and gets everyone's attention. I'm still smiling from ear to ear about the hot hatch that takes away my Monday morning blues, and now Rohin compares it to the 110 bhp hottest-hatch-ever GetzD. I'm calling Pete to get those maps unlocked. Stay tuned. – Joshua **BSM**