

# DIESELS IN DRAG!

If you're looking for a faster Swift diesel, your search starts and ends here.

STORY SHAPUR KOTWAL PHOTOGRAPHY AFSAR BEG



It is a bit strange, but whatever happens during our evaluation of these cars, a Swift must win this test. That much is clear. Seriously, however, this is no easy comparison. Far from being a walk in the park, this has to be one of the tightest and most closely fought battles we have ever refereed. For a start, we are not evaluating and comparing the entire car, but just one specific area. And then

the performance improvements are very similar, so the band of differentiation isn't wide at all. But first some perspective.

For a start, we're comparing mod systems that help these cars deliver more power and torque. Simple plug-and-play mods for diesel cars are getting more popular everyday and the sheer number of them available here means there's plenty of choice. And with so many around,

there's just no way you the reader or buyer could find out which one is best for you. So it's *Autocar* to the rescue; well, sort of. Comparing this bunch is also very convenient. Fiat's jewel of a Multijet motor under the hood of this car also powers the following long list of other cars – Maruti Dzire, Fiat Grande Punto, Fiat Linea and Tata Vista. And there are more to come. So you can look at our numbers and results

and get a fairly accurate guide if you want to up one of these other cars as well.

But it's not just the numbers you should be interested in. Sure, when you're comparing performance, numbers matter. But so do throttle responses, linearity and smoothness. These are actually the things that make a car comfortable and fun to drive on a regular basis. But what exactly do these additional systems do?

**'Sure, when you're comparing performance, numbers matter. But so do throttle responses, linearity and smoothness.'**

We can loosely split this group into two when it comes to this. The Kiirus is actually the only one here with a proper chip tune. Actual values that are hard-coded onto the ECU are changed on this chip and that means it has the most flexibility in theory. The rest of the systems

here are known as piggyback devices that actually receive the signals from the ECU and simply boost them.

The Kiirus system up first. Clearly, this should be the one with the most performance as it has the most →





← potential. But it isn't. Tuner Abhishek claimed he wanted a blend of in-gear performance, and power and driveability is actually the best here. Look at the in-gear acceleration numbers for this car and you will get a better picture of this. This car is the fastest in this respect and that means real-world performance is very impressive. Half-throttle responses are alright but give a bit more and it feels a tad wooden. Remember that this test is done flat-out, with your foot to the floor of the car but in the real world you seldom drive like that. Out on the road, part-throttle responses on this car aren't the most impressive. Sometimes there's a flat spot, often you don't get the power when you want it, and that's a bit of a pain. However, there is a nice spike in power once you get to the good bits and then the car feels fun, fun, fun, just like your everyday Swift – only more fun. It sure feels like there's much more torque.

The Race Dynamics box-equipped Swift has more lag than a stock Swift and throttle responses are a bit weak initially.

However, once the boost comes in, it really gives you a kick and how! You're away with a whoosh and the momentum can be carried forward all the way, as long as you keep your foot planted. It comes as no surprise that this is the fastest car here. It's the only one that records an 11sec 0-100kph time and just look at its time to 130. Very impressive. In-gear acceleration however isn't as good as the rest, especially in second where that longer wait for the boost to come on can clearly be seen. This car's tune also had the motor smoking a bit, which of course means extra diesel is being dumped into the motor without it being fully burnt.

The Unichip-equipped box is quite different. It has the least turbo-lag of the other boxes here and imparts a smoothness and free-revving nature to the motor that is very pleasing. This almost feels like a factory engine upgrade and that makes it the most pleasing to drive on a daily basis. And there is a pleasing spike in the power too, so performance feels good as well. Both flat-out as well →

**There are no visible mods to the engine; you may not need an additional tachometer but a boost gauge would help; wider tyres would help too.**

## TUNING IT

WITH THE EXCEPTION of the ECU reflash performed by Kiirus, the four diesel performance ECUs tested here modify signals sent from the stock ECU.



The Tunit unit offers nine performance settings, allowing the user to select from a range of pre-programmed steps. The Unichip offers performance increments in three steps with a plug and play and a stock option. The Race Dynamics unit, which is the only completely indigenous product here, offers two performance settings with addition of an economy mode and an option to revert to stock settings.

The reflash by Kiirus, needs an extremely sensitive approach since in most cases it deals with removal of the OE ECU, followed by a process to extract data, which is then tweaked and written back onto the OE ECU.

## COME ON, FEEL THE NOISE!

	KIIRUS	UNICHIP	TUNIT	RACE DYNAMICS	PETE'S	STOCK CAR
ACCELERATION	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)
0-10kph	0.67	0.71	0.69	0.70	0.64	0.61
0-20	1.29	1.42	1.37	1.40	1.25	1.21
0-30	1.93	2.17	1.99	2.10	1.85	1.77
0-40	3.19	3.35	2.86	2.92	2.54	2.81
0-50	4.09	4.36	4.09	4.05	3.85	4.18
0-60	5.25	5.48	5.22	5.13	4.88	5.43
0-70	6.89	7.11	6.68	6.47	6.29	7.07
0-80	8.84	9.09	8.59	8.20	8.04	9.31
0-90	10.88	11.07	10.53	10.05	9.83	11.30
0-100	13.41	13.29	13.01	11.95	12.04	13.87
0-110	17.23	17.72	15.97	15.16	15.29	17.39
0-120	20.95	21.02	19.66	18.25	18.53	22.42
0-130	25.35	24.9	23.41	22.10	22.65	26.89
0-140	—	—	30.13	27.14	29.00	30.50
ACCELERATION THROUGH GEARS (SECS)						
20-80 (in 3rd gear)	11.3	11.69	12.03	12.05	10.73	11.96
40-100 (in 4th gear)	12.99	13.8	14.07	13.8	13.19	14.14
REAL WORLD PERFORMANCE						
Engine responsiveness	poor/fair/good/excellent	poor/fair/good/excellent	poor/fair/good/excellent	poor/fair/good/excellent	poor/fair/good/excellent	poor/fair/good/excellent
Engine smoothness	poor/fair/good/excellent	poor/fair/good/excellent	poor/fair/good/excellent	poor/fair/good/excellent	poor/fair/good/excellent	poor/fair/good/excellent

← as in-gear acceleration are improved over the stock car and this feels quite impressive when taken together as a package. This is the box to choose if you don't want your dad or your wife to know that you've upped the performance of your car. It really is so refined and well mannered. It isn't the fastest car here by any means and also happens to be the one that's the most expensive. So weigh that up.

The Tunit box is clearly focused on performance. There's plenty of initial lag followed by a power rush. It feels great from behind the wheel and the car has the best top-end here too. It should be the fastest and certainly feels like it is. But it isn't. Performance is good, but it can't match a couple of others here.

Pete's Swift diesel tune has proved very

popular and there's good reason for it. For a start, it is very impressive from behind the wheel. There is a bit of a wait before the power comes in but once it does, the rush is massive. A really pleasing slug of torque that hits you in the back and then it just keeps going. This has you using a great deal of that performance every time you drive the car; it's just so much fun. It's also very close in performance to the quickest cars here and that means it has an ideal blend of characteristics. It's not perfect though. Throttle responses are pretty wooden, you occasionally get a puff of smoke and at Rs 28,000 it isn't the cheapest one here either. However, it does have the best blend of qualities we would want in a modded Swift and that's enough to make it the winner here.

More power and



Fitting most of these is a five-minute plug-and-play job.

Front tyre wear can go up; Swift diesel a popular car to mod.

performance and similar levels of fuel economy, a tuned Swift diesel is one of the best everyday rides you can have; the perfect mid-life makeover for your Swift. Just make sure you are more than diligent with the oil and filter changes. And brake pad consumption is bound to be higher too. Have fun. **AI**

## HOW MUCH AND HOW TO?

**Tunit** – Rs 30,000 Prasad (9920888588)

**Unichip** – Rs 32,999 Guhan (9787277722)

**Race Dynamics** – Rs 24,000  
Pawan (080-40929292)

**Pete's** – Rs 28,000

Peter Chacko (09895053337)

**Kiirus** – Rs 22,000 Abhishek (9594060920)

