



Ford Transit MK7 2.2 TDCI 140bhp

In 2006 the Ford Transit received a well deserved facelift to the body, including new front and rear lights, a new front end and a new interior. As well as styling, the entire range of power-trains was revised in order to keep up with more stringent emission regulations and stiff competition from competitors. The most popular of the engine line up is the 2.2 TDCi which in house is known as the ZSD-422 engine. The ZSD-422 is aside from the PSA joint venture and is Fords own diesel engine as used in the early Mondeo 2.2 TDCi ST and the Jaguar X-Type.

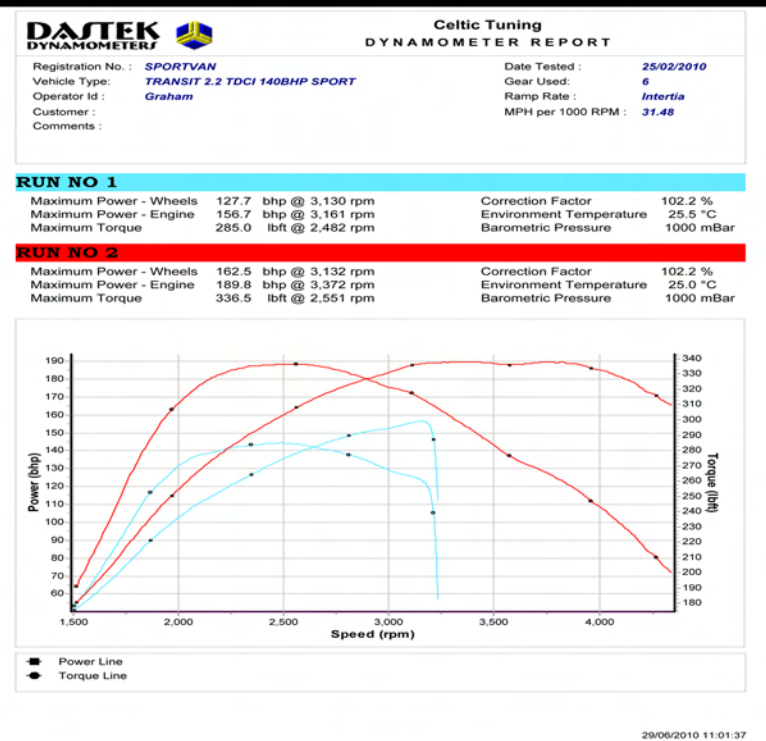
The 2.2 TDCi Sport 140bhp is the top of the range in terms of performance, it uses a variable nozzle turbine turbo (VNT), high pressure (1600bar) common rail injection and Visteon engine management system to provide smooth clean power. The engine used throughout the range on the MK7 transit is fundamentally the same lump right the way from 85bhp right up to 140bhp, with the main difference being simply the turbo. The 85bhp, 110bhp and 115bhp use the same fixed geometry low capacity turbo, whereas the 130bhp and 140bhp utilises the latest technology VNT turbo system which allows for far greater torque levels lower in the RPM range along with higher power and greater refinement.

The manufacturers themselves, as in the case of the Transit, actually use remapping to provide different variants from factory which helps to keep production costs to a minimum.

The 2.2 TDCi 140bhp managed an impressive 156bhp and 285lbft as standard, up 16bhp and 27lbft from quoted figures but inline with the rest of the line up. As you can see on the dyno chart where the power stops at 3,250rpm on Run 1, all Transits come with a 157km/h (96mph) speed limiter as standard which we remove in our modified software upgrade. With power up to 190bhp and 336lbft it makes for a much improved power delivery and acceleration in every gear. The power once modified is comparable to the top of the range 3.2 litre 5 cylinder engine with 200PS (197bhp), being only 7bhp and 11lbft down yet much more fuel efficient. The software upgrade on the 2.2 TDCi 140bhp, which is the same for the entire lineup of engines, does not use any additional boost pressure increase which ensures that the transit maintains maximum reliability. These engines are all about in-built limiters which are used to restrain the engine; it is the adaptation of these limiters which enables the power to be achieved safely and reliably.

The performance was tested as a ¼ mile time as 0-100mph times were not possible with it standard. The stock transit achieved 19.27 seconds and the Celtic Tuned version achieved 17.73 seconds, a reduction of 1.54 seconds, which for a van weighing around 1700kgs is quite an achievement! Where the performance gains may not sound that impressive for the ¼ mile times, the difference on the road is light and day. The in gear performance is greatly improved and the torque on hills does not fade away like it does as standard. The real world performance is massively improved. On top of all this the reports back also indicate around a 4mpg improvement which on a van only averaging 32mph standard is a great improvement.

The Celtic Tuning upgrade is available on the entire Transit MK7 range from 2.2 TDCi 85bhp right up to the 3.2 TDCi 197bhp variants. Also available on the MK7 Ford Transit is our eMotion switchable self tuning device which enables the customer to switch between standard and modified settings.



Tel: (01726) 892873
Email: enquiries@celtictuning.co.uk
Website: www.celtictuning.co.uk

Celtic Tuning

www.celtictuning.co.uk

Celtic Tuning, Unit 3 Victoria Trading Est. Victoria Business Park, Roche, St Austell, Cornwall PL26 8LX

CELCTIC TUNING WILL USE ALL REASONABLE ENDEAVOURS TO ENSURE THAT THE INFORMATION CONTAINED HEREIN IS CORRECT AT THE TIME OF PUBLICATION. CELCTIC TUNING RESERVES THE RIGHT TO MAKE SUBSEQUENT CHANGES AND SERVICES MAY BE MODIFIED, SUPPLEMENTED OR WITHDRAWN.