

Audi DRIVER

TESTS ■ TECHNOLOGY ■ HERITAGE ■ TUNING ■ SPORT

S6 + S7



MODIFIED
A3 2.0 TDI

ROAD TEST
A4 3.0 TDI QUATTRO



- New A6 allroad ■ A8 Hybrid
- Bilstein ■ QST/MTM-tuned S5
- KW suspension ■ Audi History



The More The Merrier!

It might not sound like much, compared to many modified cars, but a couple of simple bolt-ons have considerably improved both the appearance and performance of Barry Keen's S5 Sportback...

BARRY KEEN, from Twickenham, obviously has an eye for interesting and exciting cars. Over the years he has graduated up through the ranks, with a whole host of high-quality high-performance cars, from Escort XR3i to RS Turbo to Peugeot GTI-6 to Mk 2 Golf GTI 8V and a BMW 325.

Then he hit the big time, both personally and professionally, and put in a special order for his first Audi, a brand-new Q7 SE 3.0 TDI, in Suzuka grey, with 21-inch alloys and factory-fitted with virtually every option available.

Barry bought the Q7 as a present to himself, to celebrate the fact that his specialist transport business had just passed its third year of trading and was

doing very well indeed. Delving a bit deeper, though, it would seem that there was a certain ambiguity involved in the purchase – he tells us that 'The Mrs thought it was a present for her...!'

'It took ages to arrive, as the paintwork was Exclusive edition but, as soon as I had it, I took it straight to QST to get it modified. This took the power up from 240 PS to over 300, and with 450 Nm of torque it was real flyer, for such a big vehicle...'

That was a couple of years ago. More recently, with another celebration on the cards – the business now five years old and still flourishing – Barry added an S5 Sportback to the collection. 'I needed another present, and another new toy to play with, and again – after



just 100 miles – I took it over to Kim and the boys at QST, for an upgrade. I would like to say that they persuaded me to buy the upgrade, but that would be a lie...

The advantage this time was that 'the Mrs hated the overstyled standard wheels' on the S5, so the 'only option' was to fit a set of 8.5 x 19-inch MTM nine-spoke Bimoto rims, using the original 255/35 ZR 19 Pirelli PZeros. It wasn't just for appearance sake; although only the same size as the standard S5 rims, the new lightweight forged aluminium MTM alloys provide a significant improvement in terms of handling compared with the car's much heavier standard 5-arm twin-spoke wheels. The MTM rims are also considerably easier to clean.

However, this time unbeknown to Mrs Keen, QST also added a further 'bolt-on' upgrade, one which didn't do anything for its appearance, but added considerably to the already healthy 333 PS produced by the standard supercharged 3.0-litre TFSIV6 engine.

Literally 'a box of tricks', the MTM M-Cantronic tuning module is a speed-sensitive tuning module which works in tandem with the original engine management unit. Tapping into the engine speed signals from the CANbus network and using them to progressively and selectively recalculate

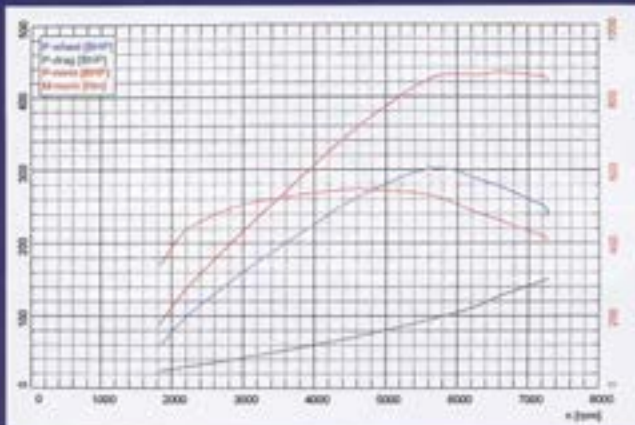


the parameters of the engine mapping, it produces new figures for fuel supply and boost pressure.

In principle it's not dissimilar to some of the 'plug-in' tuning modules available for diesel engines, but in practice it's considerably more sophisticated. Not only does it result in a substantial improvement in performance, but – as a simple plug-in conversion, with no special procedures for setting up – it can even be fitted on a DIY basis.



Of course, Barry preferred to let QST take care of the installation and a subsequent performance test on the in-house Maha LPS 3000 PKW four-wheel-drive chassis dyno revealed the full extent of the improvement. Maximum power output is now 433 PS, an improvement of exactly 100 PS on that of the standard engine, and it is produced over a similarly wide range – a plateau rather than a peak – between 5800 and 7000 rpm, with the actual ultimate figure occurring at 6600 rpm.



'Maximum power output is now 433 PS, an improvement of exactly 100 PS on that of the standard engine, and maximum torque is up from the standard 440 Nm to 544.5 Nm...'



Maximum torque, up from the standard 440 Nm to 544.5 Nm, is now achieved at 4645 rpm although again the curve shows a wide range of delivery, all the way from 2000 to past 6000 rpm.

Like all the best tuning upgrades, the MTM M-Cantronic conversion provides much more of the same, right through the rev-range, rather than pushing the peak to higher engine speeds at the expense of tractability and delivery at the bottom end. The result is a very substantial improvement in performance, without any real

compromise in driveability, although Barry has undoubtedly had a little difficulty in persuading 'the Mrs' that – yes – the S5 really is that fantastically fast, just as it leaves the factory!

In conclusion, Barry sums it up when he says 'Yes, there were other upgrades I could have gone for, but the superior quality of the MTM products, along with QST's reputation, speaks for itself – it was a no-brainer. With over 18 years experience with Audis, QST is the only place I would ever take any of my cars and I would like to thank Kim, Mike,

Simon and Yona for their hospitality while we waited for the MTM modifications to be completed'. 🇧🇪

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