

# PERFORMANCE GTi frenchcars

RENAULT... CITROEN... PEUGEOT... TUNED... STYLED

## IN THE REAR

IMMACULATE R5 GETS  
230BHP BLOWN  
VOLVO LUMP  
IN THE  
BOOT!



**FREE  
INSIDE:**  
WE PROVE YOU DON'T  
NEED 18s TO LOOK COOL



### ALSO INSIDE:

- PS00C ROLLING ROAD DAY
- MEGANE F1 230 R26 DRIVEN
- CLIO 172 & 197 HEAD-TO-HEAD
- AB MOTORSPORT 205 RALLY CAR
- SUPERCHARGED 406 COUPÉ ON NOS
- BLOWN PUG 206 WITH MAD STYLING
- SLEEK SAXO WITH 106 GTi CONVERSION

**TECHNICAL PULL-OUT: ● CLUTCHES – THE WEAKEST LINK?**

**● VERNIER PULLEYS EXPLAINED ● THROTTLE BODY GUIDE**

R6



February  
2007 £3.99

# ROUTE BRÉVAÏE



## driver profile

OWNER: STU WRIGHT

AGE: 38

OCCUPATION: SECURITY CONSULTANT

FIRST CAR: OPEL MANTA 1.9 COUPÉ

HOW MUCH?: £25K + (NOT INC LABOUR)



WORDS MATT ZOLLO PICTURES CRAIG PUSEY

**PRECONCEPTIONS ARE BLOWN AWAY BY THIS OUTRAGEOUS  
POWER, SUPERCHARGED, NITROUS'D, 406 COUPÉ.**

# SUPERCHARGED 406

**W**hat do you think is a reasonable amount of power to channel through a car's front hubs? About ten years ago 200bhp was considered to be the sensible limit. Nowadays, with the help of modern electricrickery, front tyres seem more than happy to contain up to 250bhp before things get a little too unruly. And that's standard, manufacturer-sanctioned and sanitised road cars.

Of course, modified cars have always been made to torque-steer harder than standard ones, but whatever way you look at it, over 440bhp plus a 200bhp shot of the laughing gas is surely a little too much to ask of those front tyres. That's more than just containing the rampant wriggings of the front wheels; that's doing all you can just to stop the leading tyre's metal

beads from slashing through the arch liners every time you plant the throttle.

But Stu Wright says not, and he's proved as much with his supercharged and nitrous'd V6 Coupé. It's run said power figures for thousands of miles, and all with surprisingly little complaint. "Even with it being front-drive it doesn't torque-steer," says Stu. "First gear is okay with just the supercharger on but you can't use the nitrous. But on a dual carriageway it's best; you drop it into third and it just goes." As you can imagine it would, really. Stu has decided to turn it down a notch or two just recently, though. "It's between 350 and 400bhp now, running the 'charger at 14psi, plus the nitrous. It was running 18psi, which was 446bhp (plus the 200bhp jets), and we

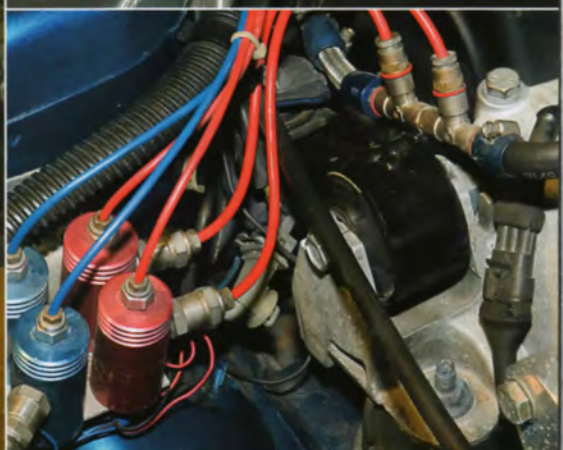


could have run it even higher. But it's a traction thing. To be honest, it's not really any slower anyway, because it's more driveable and gets the power down better. Plus it's safer for the engine." Not only that, but it's "nice and smooth to drive, there's no chugging around, it does about 25mpg and the temperature is always fine," according to Stu.

Originally, a Z-Engineering supercharger was bolted to

the V6 which ran 'just' 290bhp at 7psi (it's worth mentioning that Stu's V6 managed 186bhp on the rollers before the installation, instead of Peugeot's claimed 210bhp – don't completely trust manufacture claims), but that was never going to be

**WITH SUCH AN OBSCENELY LARGE SUPERCHARGER AND NITROUS IT'S NO WONDER FUEL IS IN HIGH DEMAND**



enough for a man with a history of fast cars...


In his quest for more power he ended up at tuning company Stealth Systems, ideally suited because it specialises in one-off conversions and fabrications. First thing the firm did was remove the Z-Engineering unit to make (some) space for a whopping great 1200 cubic-inch Vortech unit; the rest of the space found by cutting out a chunk of inner wing. The plastic cam-belt cover was also replaced with a bespoke aluminium one, to hold the weight of the unit, but other than that it was bolted on using the existing brackets. With everything in place the engine was started and revved-up, simply to check everything worked, and this is when the supercharger belt ripped apart and the mounting brackets buckled under the pressure. With a ridiculously large two-inch thick toothed belt and uprated cogs drafted in, as well as custom-fabricated brackets made from billet alloy, the setup was ready to cope with its own forces.

Another problem they encountered was the small matter of supplying the engine with enough fuel, having found that anything more than 4000rpm would drain the whole fuel system dry. Modifications involved replacing the fuel lines with larger diameter ones, making a billet alloy fuel rail to accommodate aftermarket injectors (once destined for a twin turbo Supra) and fitting competition fuel pumps.

With such an obscenely large supercharger, it's no wonder fuel is in high demand; particularly when there's the small matter of 200bhp nitrous jets demanding their share of the action. "I've got a mate who is in to drag racing and has a few drag cars," says Stu. "He's given me some really good advice on nitrous and all of my cars have had it, so I've had quite a bit of experience with the stuff now. There's less stress putting 200bhp of nitrous through an engine than 200bhp of extra boost." It's actually two separate kits run on a progressive controller, with both the fuel and nitrous solenoids attached to custom-made billet alloy distribution rails with surgical steel lines going off to six direct-port Fogger jets. That way, an even distribution is guaranteed; single-point injection on the inlet runs the risk of injecting one of the cylinders with more nitrous than it can handle. Pop. With rather a lot more to think about, the management was replaced with a fully-programmable Autronics unit, supplied by MA Developments, who also did the mapping. "I was expecting it all to be done on the rollers, but he got in the car and said 'come on then, let's go'," recalls Stu. "It was a bit of a mad morning that, going up and down the dual carriageway mapping the car. Even 7000rpm in third is quite quick!"

With the fuel system up to scratch, attention was turned to the cooling system. Now, superchargers normally run a lot cooler than turbochargers and rarely need intercoolers, but as this isn't a normal supercharger setup normal practices go out





IN FIRST GEAR YOU CAN'T  
USE THE NITROUS, BUT ON  
A DUAL CARRIAGEWAY IT'S  
BEST; YOU DROP IT INTO  
THIRD AND IT JUST GOES

## data file

2

**BASE CAR:** PEUGEOT 406 COUPÉ

**ENGINE:** PSA ES9 24-VALVE 2946cc V6, BORED OUT TO 3.1-LITRE, KENT CAMS, GAS-FLOWED AND PORTED CYLINDER HEADS, LIGHTENED AND STRENGTHENED BOTTOM-END, FORGED LOW-COMPRESSION PISTONS, ENLARGED HEAVY-DUTY SMALL-ENDS, ARP BOLT KIT 1200 CU VORTECH SUPERCHARGER, STEALTH SYSTEMS DUAL-CORE FRONT-MOUNTED INTERCOOLER, AUTRONIC (M.A.DEVELOPMENTS) ECU AND IGNITION AMPLIFIERS, ERL AQUAMIST WATER AND METHANOL INJECTION, BILLET ALLOY FUEL-RAILS, UPGRATED SUPRA TURBO INJECTORS, ADJUSTABLE FUEL-PRESSURE REGULATOR, SITEC 5-BAR RACE FUEL PUMP AND UPGRATED COSWORTH LIFT PUMP, HKS AIR FILTER, DUAL-EXIT STEALTH SYSTEMS EXHAUST SYSTEM WITH VORTEX CENTRE UNIT, TWO HIGH POWER 100BHP WET NITROUS KITS WITH STEALTH SYSTEMS BILLET ALLOY DISTRIBUTION RAIL, SURGICAL STEEL LINES AND SIX DIRECT PORT FOGGER MIXER JETS, BAILEY ALLOY WATER-HEADER, POWER-STEERING AND WATER-INJECTION TANKS, CUSTOM-MADE ECU BOX, BAILEY DUMP-VALVE

**TRANSMISSION:** STANDARD FIVE-SPEED MANUAL GEARBOX AND STANDARD CLUTCH

**SUSPENSION:** FULLY-ADJUSTABLE KONI FRONT COILOVERS, ADJUSTABLE KONI REAR SHOCKS WITH EIBACH SPRINGS

**WHEELS & TYRES:** DARE 19" ALLOYS WITH 255/30/19 REAR AND 235/35/19 FRONT PIRELLI P ZEROS

**BRAKES:** AP RACING 6-POT FRONT CALIPERS WITH GROOVED STANDARD VENTED DISCS FRONT AND REAR

**BODY:** RESPRAY IN RAGE EXTREME BLUE, ECOSSE BODY KIT CONSISTING OF FRONT AND REAR BUMPERS AND SIDE-SKIRTS, LEXUS-STYLE REAR LIGHT CLUSTERS, CLEAR SIDE REPEATERS, COLOUR-CODED CARBON FIBRE BONNET, LOCKABLE A SPEC BONNET CATCHES

**INTERIOR:** SPARCO RECLINING BUCKET SEATS, FULL BEIGE LEATHER TRIM, AUTO METER BOOST PRESSURE, NITROUS PRESSURE AND AFR GAUGES, HIGH POWER NITROUS CONTROLLER, PIONEER OEL HEAD UNIT, PIONEER COMPONENT SPEAKERS, AMP AND SUB, TWO NITROUS BOTTLES