



Photos: Matt Dear

FIESTA ST DYNO DAY

A group of Fiesta ST owners recently put their different tuning packages to the test, all on the same dyno on the same day. Naturally we were there to see the results...

When a new fast Ford model is released, it's usually promptly followed by a wealth of tuning upgrades from the enormous tuning scene we are blessed with here in the UK. But nothing, even back as far as the days when the Cossie-badged Sierras and RS Turbos were new, has caught UK tuners' attention as much as the feisty Mk7 Fiesta ST!

Following on from the naturally-aspirated Mk6 ST and Mk7 Zetec S Fiestas, the decision to fit the hugely tuneable 1.6-litre EcoBoost engine to the Mk7 ST was an instant hit with both tuners and owners alike. Similar performance gains to those only found with costly and labour-intensive camshaft and inlet upgrades on its predecessors could now be had on the ST from the ease and relative cheapness of a simple remap. And, of course, tuners didn't stop at simple remaps, and today it's possible to double the ST's standard power output!

Of course, with so many different performance packages from a variety of different tuners comes the inevitable debate of 'which is best?' Forums, social media, and various Fiesta-based clubs have all been lit up over recent years with owners claiming their chosen package is the one to go for.

With the ST fast approaching 4 years old, the development window for the ST has been pushed pretty hard, with tuners all keen to show what their products are capable of. But, until now, there has never been a direct comparison of these various tuning options. That's where ST owner, Jamie Flarry, steps in. As an enthusiast, tired of all the debates with

no real facts to back anything up, he organised a meet at Jamsport's new workshops in Northampton, where he invited as many fellow Mk7 ST owners as he could find, all with various levels of tune and from as many different tuners as possible. He then asked them to strap their cars on the same dyno, on the same day, in the same conditions, so he could finally get a direct comparison between all the tuning offerings for the Fiesta ST.

Naturally, he wasn't short of takers, with owners keen to show what their ST is capable of. Jamie did a fantastic job of organising the meet, securing ST's tuned by mountune, Collins Performance, Peron, Revo, OC Motorsport, Pumaspeed, and Jamsport.

With the meet taking place at the back end of the winter months, the cool ambient temperatures were idea for a spot of rolling road thrashing.

To give us a benchmark figure, Jamie had arranged for James Chaundry's totally standard example to run on the dyno first. A few eyebrows were raised when it recorded 233lb/ft of torque, but the 203bhp it produced was about right for a standard spec car. Besides, the whole point of the exercise was to give a benchmark to compare the tuned cars with, Jamie wasn't out to authenticate power and torque figures or to calibrate the dyno, all he (and everyone else, including us) was really interested in was how do the tuned cars compare to the standard example.

And once he was armed with that info the fun could really start, and the tuned STs could show what they're made of!

The results did throw up a couple of surprises, (especially when Pumaspeed strapped their Stage 4+ race car down to watch it record a mightily impressive 373bhp!) and the turbocharged EcoBoosts clearly enjoyed the colder conditions (even if the crowds didn't!) as most of the cars made slightly more power than expected.

Obviously this wasn't a scientific test, but it does at least give you a clearer idea of how one car compares against another on the same dyno, on the same day. It also highlights just how many different performance packages are available for the Mk7 ST, and how they all increase both power and torque!

Be sure to check out the spec lists of all the cars to see exactly what upgrades each car was running on the day, comments from the owner and dyno operator, as well as the all-important dyno figures...

WANT TO GIVE IT A GO?

Here's how you can get featured in a *Fast Ford* dyno shootout. If you're a club organiser, round up a selection of your best cars (between 12 to 15), find a few free Saturdays or Sundays and have a word with your local dyno bloke. Then give us a shout at the office. If you're not in a club and you've got a group of mates with decent cars with modified engines (not standard!), organise them into action and get in touch with the details.

Once you've sorted out exactly who's coming, send the details over to us at: fastford.ed@kelsey.co.uk and we will take a look. Please note: we can only feature 12-15 cars no more, no less.



JAMES CHAUNDY STANDARD



QUICK SPEC

Standard factory car

TORQUE (LB/FT)

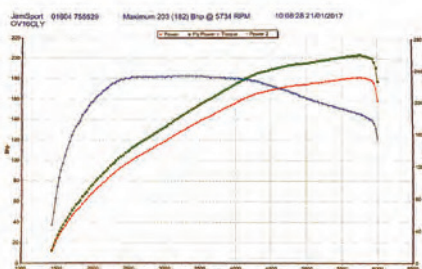
205
EXPECTED

233
ACTUAL

POWER (BHP)

195bhp
EXPECTED

205bhp
ACTUAL



COMMENTS

OPERATOR
"Spot on for standard car"

OWNER
"I'm happy with it, was better than I expected, especially the torque. Maintains power well"



KIRK HEATH REVO STAGE 2



QUICK SPEC

ITG induction kit, Pro Hoses induction hose, Forge Motorsport re-circ valve, KMS 3in cat-back with sports cat, ST Fabrications intercooler, Revo Stage 2 software

TORQUE (LB/FT)

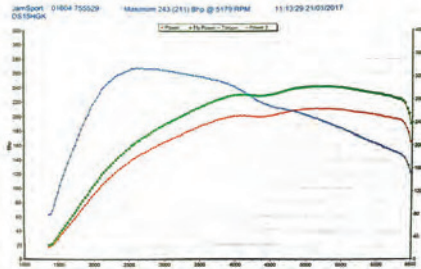
270
EXPECTED

336
ACTUAL

POWER (BHP)

235bhp
EXPECTED

243bhp
ACTUAL



COMMENTS

OPERATOR
"Spot on power for mods, nice curve"

OWNER
"Bit more than I was expecting, but happy with that"



TOM CAIRNS COLLINS PERFORMANCE CP2



QUICK SPEC

Collins Performance CP2 software, ITG induction kit, Turbosmart BOV, mountune cat-back, intercooler, roll restrictor, induction hose, and lowering springs, Team Dynamics 17in Imolas

TORQUE (LB/FT)

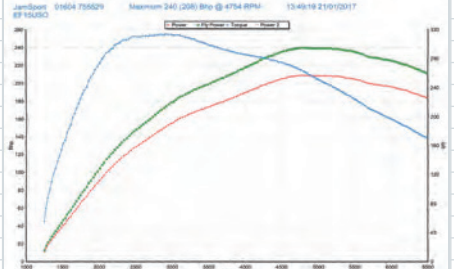
260
EXPECTED

313
ACTUAL

POWER (BHP)

225bhp
EXPECTED

240bhp
ACTUAL



COMMENTS

OPERATOR
"Spot on power for mods and nice graph"

OWNER
"Extremely happy! Above expected bhp, and torque was also higher than expected. The graph looks spot on!"



DAN McQUIRE PUMASPEED STAGE 1+



QUICK SPEC

MAXD-OUT Stage 1 software, R-Sport induction kit, PumaSpeed silicone hoses

TORQUE (LB/FT)

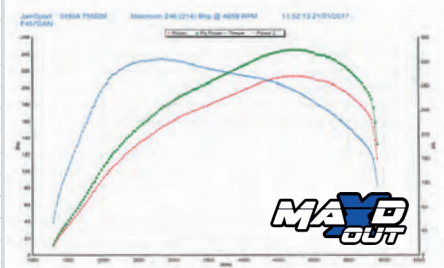
258
EXPECTED

325
ACTUAL

POWER (BHP)

230bhp
EXPECTED

246bhp
ACTUAL



COMMENTS

OPERATOR

"Very good power for stage 1+ tune, nice curve"

OWNER

"Very impressive, more than expected"



MATT BINSTED OC MOTORSPORT STAGE 3



QUICK SPEC

Ramair Induction kit, Airtec Stage 3 intercooler, Milltek race exhaust system, OC Motorsport Stage 3 turbo, Evolution Chips software

TORQUE (LB/FT)

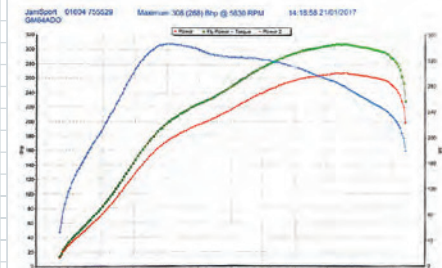
317
EXPECTED

348
ACTUAL

POWER (BHP)

275bhp
EXPECTED

308bhp
ACTUAL



COMMENTS

OPERATOR

"Good strong power, nice curve and constant"

OWNER

"Extremely happy with the power, car is running perfectly"



SEAN RAY PERON STAGE 1+



QUICK SPEC

Peron Stage 1+ software, ITG induction kit, mountune cat-back, mountune short shift, mountune symposer, H&R lowering springs

TORQUE (LB/FT)

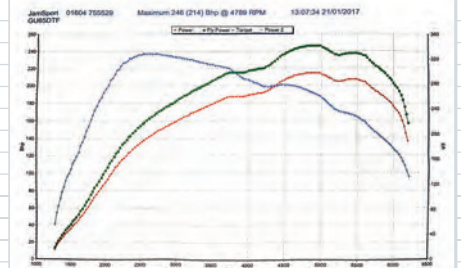
260
EXPECTED

329
ACTUAL

POWER (BHP)

220bhp
EXPECTED

246bhp
ACTUAL



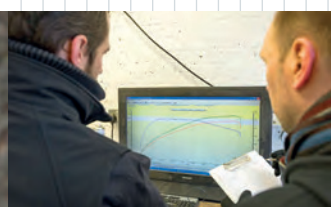
COMMENTS

OPERATOR

"Good power for stage 1+, started to pull timing as it got warm"

OWNER

"I am more than happy with the car as it is and I won't be taking it any further"



JAMIE INSKIP PUMASPEED STAGE 2



QUICK SPEC

R-Sport Induction Stage 3 Kit (R-Sport crossover, PumaSpeed Pro silicone hoses, R-Sport induction kit, R-Sport Stage 2 Pro intercooler, R-Sport de-cat - Milltek exhaust - MAXD-OUT Stage 2 software

TORQUE (LB/FT)

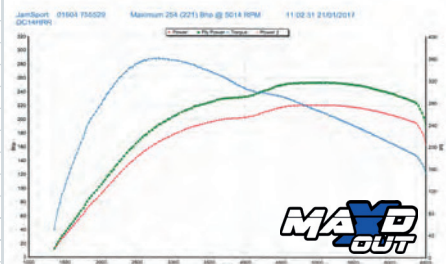
272
EXPECTED

361
ACTUAL

POWER (BHP)

245bhp
EXPECTED

254bhp
ACTUAL



COMMENTS

OPERATOR

"Good power for Stage 2, nice power curve"

OWNER

"Probably a bit optimistic, but not far off"



DAN MCQUIRE PUMASPEED STAGE 4+



QUICK SPEC

MAXD-OUT Stage 4 software, GTX 2867 turbo, R-Sport tubular manifold, R-Sport crossover, ITG induction kit, R-Sport Stage 4 intercooler, PumaSpeed Pro silicone hoses Milltek exhaust, R-Sport de-cat

TORQUE (LB/FT)

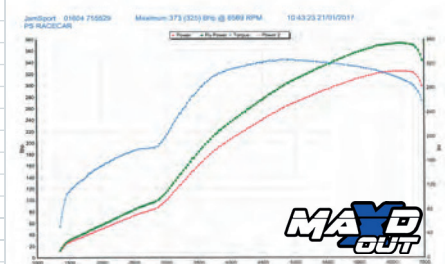
250
EXPECTED

327
ACTUAL

POWER (BHP)

350
EXPECTED

373
ACTUAL



COMMENTS

OPERATOR

"Can't compare to others as it's a race car"

OWNER

"It's a mental car! We've seen 360-365bhp on loads of dynos now - see it for yourselves on track at Ford Fair!"



JAMES FAULKNER PERON STAGE 3



QUICK SPEC

Peron intercooler, ITG intake, Milltek exhaust, Hardline engine mount, H&R lowering springs, JS Performance hoses, Turbosmart BOV, Peron 3.5in downpipe, Peron V1 hybrid turbo, Peron Stage 3 software, Boomba symposer delete

TORQUE (LB/FT)

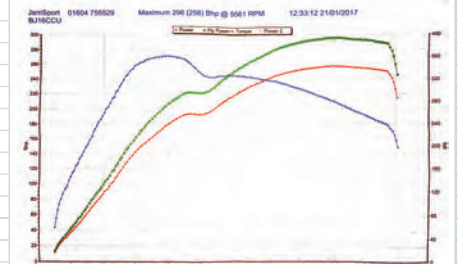
320
EXPECTED

361
ACTUAL

POWER (BHP)

290bhp
EXPECTED

296bhp
ACTUAL



COMMENTS

OPERATOR

"Good power, bit of a dip in the curve in the middle"

OWNER

"A great day out and very pleased with what I ran. Thanks to AET Motorsport for tuning the car to where it is today."



JOE HOLDEN PERON STAGE 2



QUICK SPEC

Peron Stage 2 software, ITG induction kit, mountune intake hose, Forge Motorsport boost pipes, Turbosmart BOV, Peron intercooler, mountune roll restrictor, Milltek exhaust, EBC brakes, Eibach lowering springs

TORQUE (LB/FT)

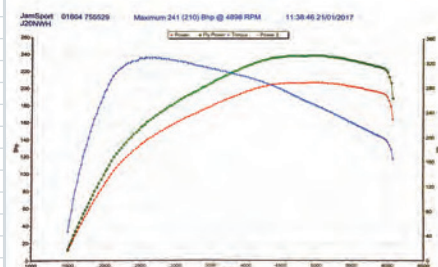
270
EXPECTED

331bhp
ACTUAL

POWER (BHP)

235bhp
EXPECTED

241bhp
ACTUAL



COMMENTS

OPERATOR

"Very nice curve, good power and torque"

OWNER

"Really happy, love how the car's running"



DAVID McCALL MOUNTUNE MR230



QUICK SPEC

Mountune MR230 kit but with large Pro Alloy intercooler upgrade

TORQUE (LB/FT)

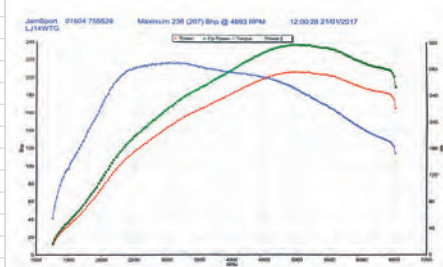
270
EXPECTED

290
ACTUAL

POWER (BHP)

230bhp
EXPECTED

238bhp
ACTUAL



COMMENTS

OPERATOR

"Bang on the power for the kit fitted"

OWNER

"Really pleased with how the MR230 performed, with less than 24 hours to bed-in I was worried it might not hit the expected figures."



PAUL GIBSON JAMSPORT STAGE 3



QUICK SPEC

Jamsport Stage 3 software, Milltek cat-back, Mongoose sports cat, Airtec Stage 3 intercooler, ITG induction kit, Turbo Technics hybrid turbo, Miester-R coil-overs, Boomba short shifter/bushings, Mishimoto oil catch can

TORQUE (LB/FT)

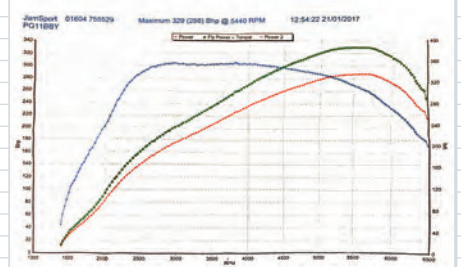
340
EXPECTED

361
ACTUAL

POWER (BHP)

310bhp
EXPECTED

329bhp
ACTUAL



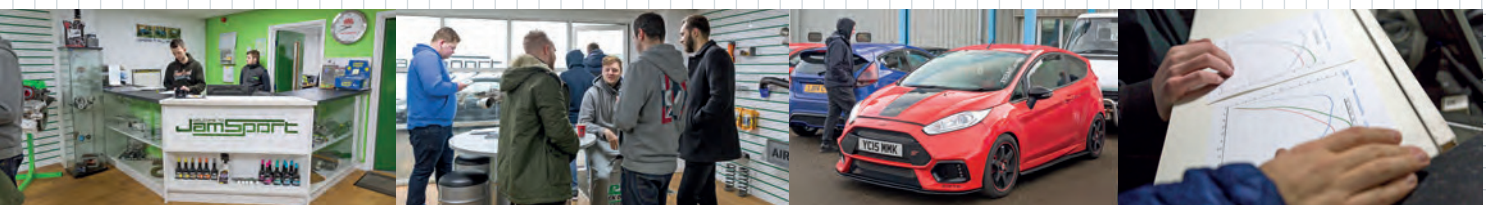
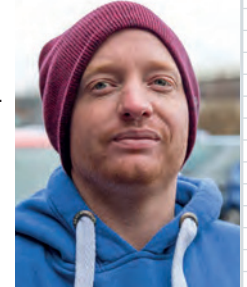
COMMENTS

OPERATOR

"Spot on power for spec, little bit of a miss at the top end. Advised gapping plugs slightly"

OWNER

"I'm chuffed to bits with how the car performs now"



JAMIE FLARRY COLLINS PERFORMANCE CP2



QUICK SPEC

ITG Maxogen cold air intake, ST Fabrications Stage 2 intercooler, Ramair induction hose, Collins Performance CP2 software

TORQUE (LB/FT)

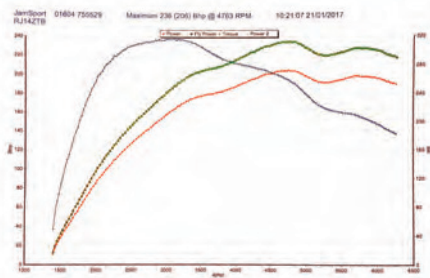
260
EXPECTED

312
ACTUAL

POWER (BHP)

230bhp
EXPECTED

236bhp
ACTUAL



COMMENTS

OPERATOR

"Good power made, but drops off early"

OWNER

"Was expecting around the 230bhp mark with my mods, so more than happy with the result. The car drives great on the roads"



YASSIR KHALIQUE PUMASPEED STAGE 3



QUICK SPEC

MAXD OUT Stage 3 v47 software, custom exhaust, R-Sport de-cat, R-Sport Stage 3 intercooler, X-47 turbo, R-Sport crossover, ITG Induction Kit, PumaSpeed Pro Silicone hoses

TORQUE (LB/FT)

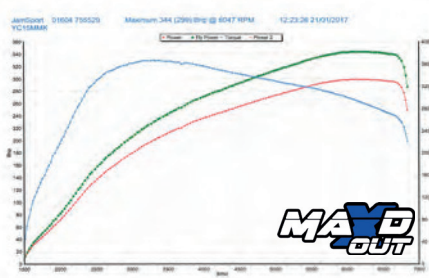
310
EXPECTED

367
ACTUAL

POWER (BHP)

335bhp
EXPECTED

344bhp
ACTUAL



COMMENTS

OPERATOR

"Very impressive power. Great power curve and solid torque"

OWNER

"As expected, X-47 turbo cars always give great power"



ROLLING ROAD ADVICE

A dyno tune will highlight any problems across the rev range, like underfuelling, overfuelling or a sticking wastegate – all problems which can result in expensive repair bills – and indicate any parts that are stretched to their limit. Even if your fast Ford is standard, a session will do it the world of good and help optimise its performance.

PREPARE:

- Book in advance.
- Decide what you want: either a power run costing under £50 (approx), or a full set-up which can cost a couple of hundred.
- Grab some ear defenders.

CHECK:

- Exhaust clearance and be prepared to unbolt the ground-hugging splitter. Even standard Escos splitters can be a problem. Also there must be access to towing eyes.
- Fluid levels and watch out for leaks.
- Tyre pressures – wrong pressures can affect the dyno reading.
- Fuel level, as the car is going to be run flat out a fair few times.
- For any suspension damage or a twisted shell – your car will try and climb out of the rollers which will abort the session.

TELL THE OPERATOR:

- About any problems you're having with your engine – if it's running too hot, too lean, misfiring or rattling, the stress of a full-on dyno session could lead to terminal damage.
- What mods you've made and what parts have been fitted, so you get a proper diagnosis and the right advice.
- If your car's underperformed – they'll have seen loads of cars with similar problems so are the best people to get it sorted.

RESULTS

Recorded at the wheels

- 1 DAN MCQUIRE
PUMASPEED STAGE 4+
373BHP
- 2 YASSIR KHALIQUE
PUMASPEED STAGE 3+
344BHP
- 3 PAUL GIBSON
JAMSPORT STAGE 3
329BHP
- 4 MATT BINSTAD
OC MOTORSPORT STAGE 3
308BHP
- 5 JAMES FAULKNER
PERON STAGE 3
296BHP
- 6 JAMIE INSKIP
PUMASPEED STAGE 2
254BHP
- =7 DAN MCQUIRE
PUMASPEED STAGE 1+
246BHP
- =7 SEAN RAY
PERON STAGE 2
246BHP
- 9 KIRK HEATH
REVO STAGE 2
243BHP
- 10 JOE HOLDEN
PERON STAGE 2
241BHP
- 11 TOM CAIRNS
COLLINS PERFORMANCE CP2
240BHP
- 12 DAVID MCCALL
MOUNTUNE MR230
238BHP
- 13 JAMIE FLARRY
COLLINS PERFORMANCE CP2
236BHP
- 14 JAMES CHAUNDY
STANDARD CAR
205BHP

