



How To: Install a Dragon Tuning Box

Courtesy of **mad-marco**

I thought that I'd share my experiences of the Dragon Tuning Box purchased from MrHoot.com, in short very good but please read on.

I placed the order on 25th November after signing up for the online forum and receiving a discount of 10%. I took the optional waterproof protector sleeve, which I would recommend as it makes installing easier. More about this later. The total cost including delivery was £272 making it much cheaper than TunIt boxes. I had an email informing me of a delayed delivery although it actually arrived on the 30th November which wasn't too bad.

Installation

Removing the engine cover is easily performed by removing the two Allen bolts on the top and pulling up and forward. Here are a couple of pictures before and after.





Fitting is very easy, remove the existing fuel sensor connector and plug the tuning box in-line. There are clear instructions and pictures included with the tuning box. here is what it looks like after fitting.



Where to put the actual tuning box? This is where the optional waterproof protector sleeve comes in handy. It has a zip-tie at the neck which I have attached to the right hand side of the engine here:



It's not the greatest piece of engineering ever but seems very secure and can easily be removed if the car needs servicing or such like.

Should you have a red 12V lead from the box, which wasn't expected, it may say to refer to separate instructions - but you may not have any....

If this is the case, then to the back left of the engine bay there is a red plastic cap on top of a vertical bar. It's the jump lead connector point.(check your manual) behind this is a black plastic cover on the bulkhead.. you'll spot a lead going to it.. unclip this and you'll see a convenient 10mm nut holding a power lead.. connect your Dragon 12v feed to this.. voila. job done ..and very neat

Review

This is going to be short and sweet. I've not had the car on a rolling road so I don't have any definite figures. I have the unit on it's middle setting for both power and economy.

Fuel economy - Currently seems unaffected on my standard B-Road run to work. If I drive like a loony then obviously it suffers, but is still respectable considering the power.

Drivability - The engine now pulls much better from low revs being responsive from 1500rpm right the way through the range.

Performance - Definite increase in power. Overtaking is worryingly easy, just select a gear that sets the revs for 2000rpm+ and press the go peddle. Accelerating from 30-60 and 50-70 is effortless. Turning left on a quick roundabout I managed to power-slide the car in third gear in the dry! There is sooooo much torque. I have no idea about top speed, I've never hit the end stop either before or after fitting!!!

There isn't any exhaust smoke I can notice and have had no negative experiences. If I had to guess on the power increase then I'd have to say about 20% but maybe more. It's not just the extra grunt that makes this worth while though, driving is smoother requiring less gear changes.