

JAGUAR F-TYPE

F-TYPE PREDATOR

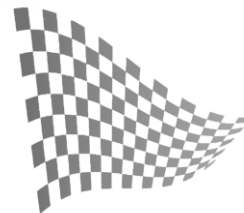
440bhp, 480bhp, 600 bhp, 650bhp, or 670bhp variant

Performance Upgrades V6 & V8

vip-design.london



POWERED BY
VIEZUTM
PERFORMANCE TUNING



THE JAGUAR F-TYPE PREDATOR

V I P DESIGN

What's in this presentation:

- Meet V I P Design
- Improved Performance of the F-Type
- Rolling Road | Dyno Testing
- How to Read a Dyno Graph
- Predator Options V6 & V8
- Performance Considerations
- Custom Engine Software
- Extraordinary Stealth Power
- In The Press
- Style Points
- Style Considerations
- Rear Diffuser
- Sports Exhaust Systems
- Cabriolet – Remote Roof Opening
- Carbon Fibre Wheels
- Wheels With the Bling Factor
- Front Splitter
- Pricing and Installation Options
- Let's Configure Your Project
- About Us
- Stay Connected



V I P PERFORMANCE

GET READY FOR A **VERY IMPORTANT PERFORMANCE**

[VIEZU](#) and [PARAMOUNT PERFORMANCE](#) have been collaborating on projects for the last 10 years and have come together to form [V I P DESIGN](#), **VIEZU INCORPORATING PARAMOUNT PERFORMANCE**

Paramount Performance is very well known among Jaguar owners as the place to go to achieve higher-end performance upgrades and styling solutions.

VIEZU vehicle tuning software development on a rolling road for our Jaguar F-Type Clients.

There are three performance upgrades to select from: The 600 bhp, 650 bhp or 670bhp upgrade. Variants applicable to V6 and V8 derivatives



IMPROVED PERFORMANCE



650bhp

THIS WILL BLOW YOUR MIND!



TURN THE VOLUME
DOWN!

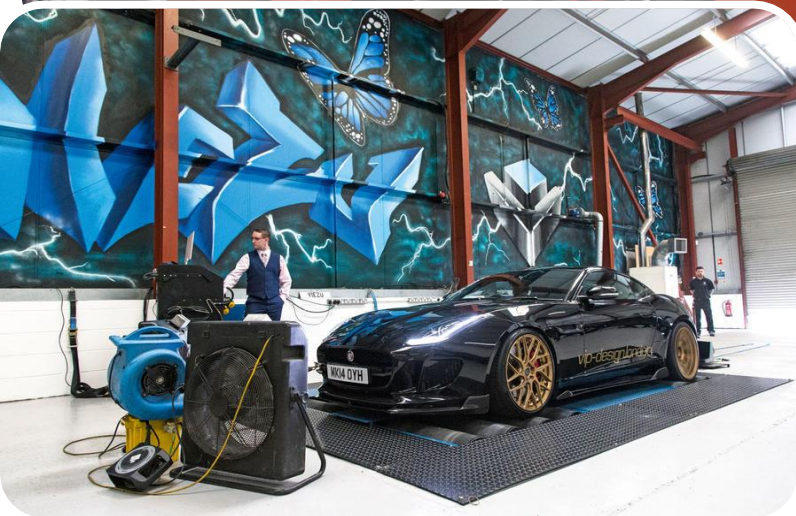
WARNING

WATCH

WATCH
VIDEO



ROLLING ROAD (Dyno) TESTED



ROAD TESTED

DYNO DATA

About reading dyno-graph data

The lines on the graph show an overlay of two dyno runs on the vehicle. The BLUE line representing the horsepower output and the RED representing the torque output.

The torque is measured in foot lbs and the engine power output is measured in horsepower.

The lower pair of red and blue lines are the original runs and the higher pair of red and blue lines represent the tuned run.

The axis on the left is for the HP and the axis on the right is for the torque with the X axis at the bottom showing the engine RPM.

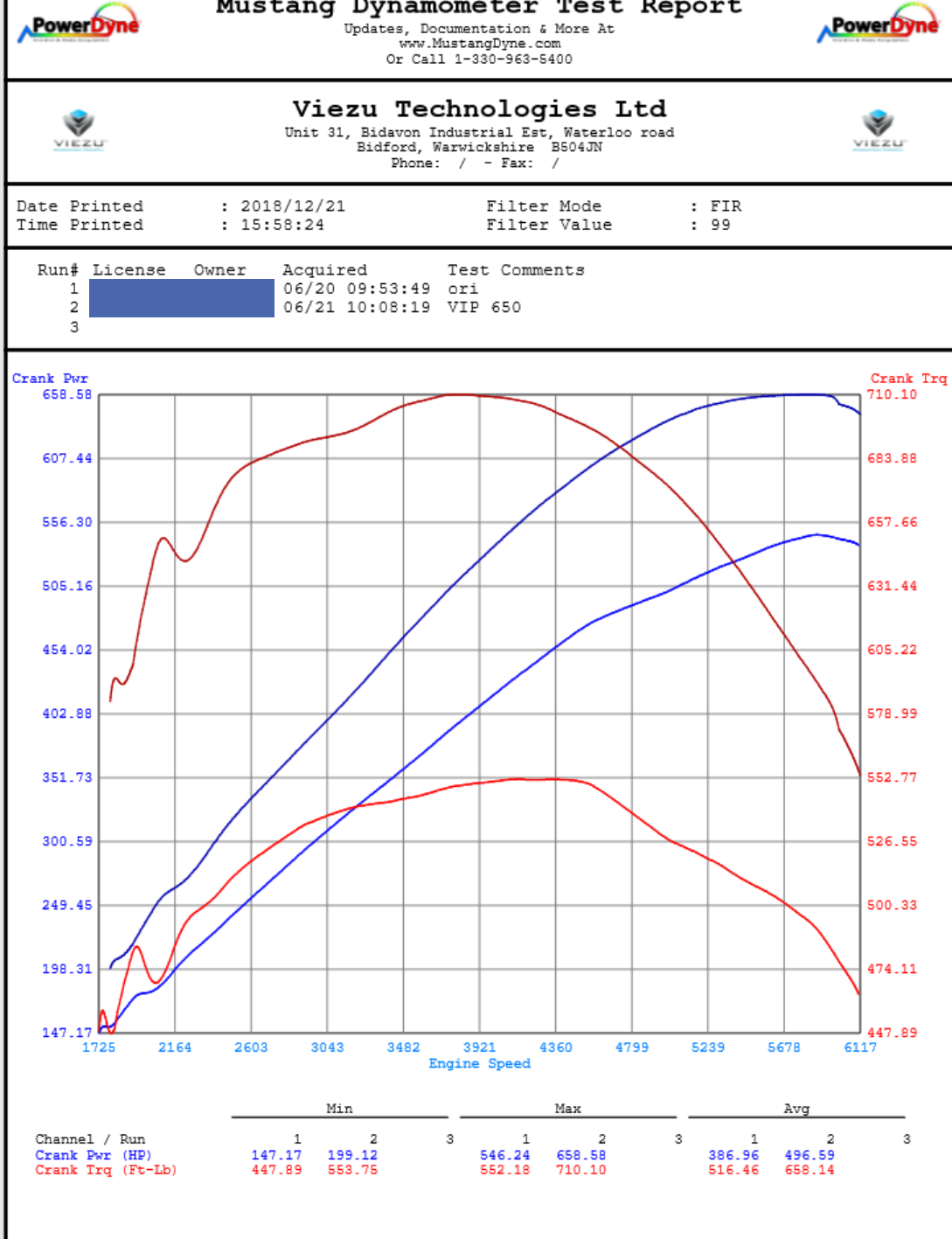
Underneath the graph are 3 sets of data figures: MIN / MAX / AVG

The MAX and the AVG are the important figures as they show you the peak gain and the overall average gain across the rpm band.

The MIN simply shows the lowest point where the test started. ☺

VIEZU operates a 3000bhp rolling road.

We are an ISO 9001: 2015 registered organization and our equipment calibration cycles are fully auditable.

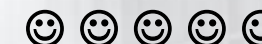


JAGUAR F-TYPE

Stock data:550bhp & 680 NM
Torque

With performance upgrade:
+100BHP & +280 NM Torque

**NOW THIS VEHICLE IS PULLING
A MASSIVE 650BHP & 960NM
TORQUE**



PERFORMANCE CONSIDERATIONS

- AIR FILTERS: TWO HIGH PERFORMANCE HIGH FLOW FILTERS
- FULL EXHAUST SYSTEM: INCLUDES VALVE CONTROL SYSTEM THAT CONNECTS TO THE CARS ORIGINAL SWITCHABLE EXHAUST SYSTEM – SOUNDS AMAZING!
- 200 CELL EXHAUST CATALYTIC CONVERTORS (OPTIONAL)
- DE-CAT PIPES (OPTION ON ALL MODELS)
- CUSTOM ENGINE TUNING AND DYNO SESSION (UK ONLY) or V-SWITCH DRIVE (MAIL ORDER)
- UPPER SUPER CHARGER PULLEY
- LOWER SUPERCHARGER PULLEY UPGRADE
- SUPERCHARGER COOLING PACK
- WATER METH



CUSTOM ENGINE SOFTWARE



The Fastest F-Type in the World!

Customized engine software upgrade guaranteed to deliver 600bhp, 650bhp or 670bhp; depending on your needs and model derivative.

VIEZU is a name you can trust in engine software upgrades. Often referred to as chip-tuning or remapping. Either way it's a unique skills and in the right hands can deliver amazing results on any vehicle.

VIEZU not only delivers results for performance vehicles and is also well known in the Fleet sector for delivering fuel efficiency with its multi-award winning BLUEOPTIMIZE™ Fuel Saving Solutions.



blueoptimize
Powered by Viezu performance solutions

EXTRAORDINARY STEALTH POWER

SUPERCHARGER PULLEY UPGRADES

VIP Design Conversion Packages benefit from high performance high flow air filters.

Full sports exhaust system, with a valve system that connects to the cars standard exhaust switchable system – sounds amazing!

200 cell racing catalytic convertors

Supercharger pulley and lower crank pulley upgrade provides gear ratio performance.



WATCH
VIDEO

IN THE PRESS

MODERN TEST

ON DEADLY GROUND

With 670bhp, Viezu's Predator is powerful even by F-TYPE SVR standards. We learn more about the modifications and then try to tame the beast

WORDS &
PHOTOGRAPHY
PAUL WALTON

IN THE PRESS

MODERN TEST VIEZU PREDATOR

IF THE Predator were a roller coaster, it would come with a warning sign: 'Not suitable for anyone of a nervous disposition or suffering from back pain.' Developed by Jaguar tuning specialist Viezu Technologies through its VIP Design programme, the F-TYPE Predator is the hardest, meanest, most powerful F-TYPE I've ever driven. With 670bhp, it makes Jaguar's own 567bhp SVR seem more like a harmless merry-go-round by comparison, and that's just its performance. Its lowered stance, big wing and electric-blue vinyl wrap sends a clear message that this car isn't suitable for everyone.

But, then, Viezu's Paul Busby didn't want a car for everyone – he wanted to go all out, to produce something that was over the top. "I said simply, 'Let's go crazy.'"

After developing the 600bhp X150 XKR 5.0 [see *JW*, April 2016, p80], Paul and his team moved onto the F-TYPE V8. After both hard and software upgrades, power was increased from its standard 542bhp to an incredible

650bhp, a menacing package of modifications that Viezu has suitably christened the Predator. The company's original demonstrator was based on a dark green R Coupé, but, with rear-wheel drive, Paul says it was something of a handful, so in 2017 it was replaced with a 2015 white convertible with more sensible all-wheel-drive.

As Paul wanted to further push the boundaries of what the car and engine were capable of, the power of this example has

been raised to 670bhp. This was achieved by a remap designed by Viezu's technical wizard, Simon White, plus by fitting a smaller supercharger pulley and larger crankshaft pulley. A larger supercharger cooler has also been added. "We've taken the supercharger up to 18,000rpm," says Paul, "which is what the manufacturer, Eaton, says is the maximum. At that speed, the 'charger can start to become hot, so the bigger cooler keeps the factory temperatures bang on."

With around 740lb ft of torque, the ease in which the V8 delivers its power is breathtaking, and a little frightening

To improve the handling, he fitted stiffer springs by H&R, which also lopped 20mm off the ride height. Paul then specified Powerflex's purple polyurethane bushes, because he reckoned they would be more comfortable than the company's black type, which are aimed for competition and would result in a rock-solid ride.

Paul did not want this car to be a sleeper, its standard appearance hiding such vastly improved performance. Consequently, its looks have been suitably uprated using carbon fibre side sills to Viezu's own design, one of its rear diffusers, and a tall rear carbon fibre spoiler similar to that found on the F-TYPE Project 7. Apparently, the carbon fibre seven-spoke 20in wheels from Dymag were also originally designed for the Project 7. "Jaguar didn't take them," Paul says. "Dymag called us and said they'd

completed all the research, and could Viezu sell them?" With the rims weighing just 2.4kg each, Paul says they are quiet on the road and absorb some of the vibrations caused by road undulations. Another link the Predator has to the Project 7 is the same plastic honeycomb in the front grille.

Finally, Viezu's car was enveloped in an electric-blue vinyl wrap that features a raised alligator skin motif to amplify its predator-like appearance. I can't say the latter does much for me, but together with its lower stance, big wing and black wheels, the car is genuinely different from a standard model, and even more aggressive than an SVR.

"We've come away from our soft, Jaguar roots," admits Paul.

With the sun shining, it's time for me to see just how far. From the driver's seat, it doesn't seem very different, the only

change here being some carbon fibre covering the fascia. I press the starter button. The V8 instantly whirrs into life, starting with a ferocious loud bark – like gunfire – that has my heart pounding faster than the last time I rode Oblivion, the vertical-drop roller coaster at Alton Towers.

Yet the car feels remarkably civilised at slow speed, as it trickles through the Warwickshire village where Viezu has its headquarters. Then, I reach a long stretch of road and finally get to put my foot down. The resultant acceleration is shocking in its aggressiveness, arriving so quickly it takes half a second for my conscious to catch up and take over again. With around 740lb ft of torque, the ease in which the V8 delivers its power is breathtaking, and a little frightening. Without trying, I've reached the national speed limit, and a bend that only a



ABOVE: The mainly standard interior features carbon fibre on the fascia

RIGHT: Viezu's huge Project 7-style rear wing helps with the car's more aggressive appearance

BELOW: With the suspension lowered by 20mm, the big Dymag carbon fibre wheels fill the arches



IN THE PRESS



MODERN TEST VIEZU PREDATOR

Thanks to: Paul Busby at Viezu Technologies (01789 774444; www.viezu.com)



moment ago seemed far away is now upon me. The word quick seems a simple one to do the car justice. The F-TYPE SVR is quick. A Lamborghini Huracán is quick. A jet fighter is quick. The Predator is like nothing else I've experienced. It's an unhinged, deranged and unrestrained animal, wearing a light-blue metallic wrap.

The sensation is multiplied by the noise coming out of one of Viezu's own semi-free-flow exhausts, which replaced the already-raucous standard unit. Its deafening growl makes an SVR sound kittenish by comparison.

The F-TYPE's all-wheel-drive system can't usually be confused and offers tremendous levels of grip no matter the pace, but in the Predator it can be caught out. Putting my foot down a tad too hard as I exit a corner, the car slips, and for a second my heart stops. Thankfully, my incredibly quick reactions (or, more likely, the car's swifter-acting traction control) soon have the car pointing in the correct ditch-free direction. Clearly this is not a car to be messed with.

With stiffer, shorter springs, the ride is harsher than the F-TYPE SVR, which won't praise for its suppleness, and I can feel everything that's happening below the

wheels. However, it's more comfortable than the standard V8 R, the Powerflex purple bushes allowing for a little more give so that it doesn't crash and bang over potholes at the factory car. The car's ride is also assisted by the Dymag carbon fibre wheels that make up for a little of the stiffer suspension's lack of flexibility.

Its increased performance is addictive, but I'm especially impressed because it feels like a perfectly developed machine. While power delivery is much faster and harder than in the standard car, it remains progressive and it's still possible to keep the throttle balanced for reduced speeds. Plus, everything still works as it should. The temperature needle never leaves the middle of the gauge and the eight-speed 'box changes bang on time, shifting up or down gears no more harshly than the 'box of a standard V8 R.

Yet this is no easy-to-drive supercar like the McLaren 570C, for example, with refinement that makes you feel cocooned safely in the cabin, its smooth and unhindered performance resulting in a disassociation with the driving experience. The Predator is loud, boisterous and has an old-fashioned mechanical feel, similar to that of an older supercar – such as the Ferrari F40 – so you're always aware of its speed and potential to cause carnage.

To transform a new F-TYPE V8 R AWD into something similar – including the engine upgrades, Dymag wheels and exterior carbon fibre trim – costs around £28k. Taking into account the car's current £80k price tag, that puts the Predator into SVR territory and I'm not sure which one I'd choose. Perhaps a better idea is to buy a three-year-old F-TYPE R AWD for £55,000 and then specify the performance package only, for £7k, creating a genuine supercar at a fraction of the cost. But, because it would look like any other F-TYPE, it really would need that warning sign. 🚧



YOU'VE CHANGED YOUR TUNE

Tuning company Viezu has pushed the Jaguar F-Type's power reserves to Aventador-bothering levels. Richard Bremner takes a closer look

PHOTOGRAPHY LUC LACEY



How much do you pay per unit of F-Type power? The base 3.0 V6 coupé costs £154,35 for each of its 330bhp and the 375bhp V8 S £162.07 per horsepower, while the all-wheel-drive V8 R's 542bhp requires £169.15 and the 567bhp SVR £194.

Visit tuner Viezu Technologies, however, and you can decisively improve the bhp-per-pound ratio. Viezu's tuning costs £1808 on top of the £91,680 of a V8 R, taking the total to £93,488 – usefully less than you pay per unit of SVR horsepower. Better still, you get plenty more grunt, the 641bhp, 687lb ft Viezu F-Type comfortably outsmoking the SVR's 567bhp and 516lb ft.

There's no smoke at all when we witness Viezu's F-Type V8 R

delivering 641bhp on a dyno, a blazingly noisy experience that will have you wincing index fingers into ears as the engine is wrung out. The only visible movement is that of the wheels on their rollers and the test engineer's head as he pins the accelerator, but at its peak this 207mph car is furiously channelling all 687lb ft towards all four wheels.

Moments later we hear the culmer sound of a printer producing a graph, whose scales must start at 223bhp and 401lb ft to enable the peak outputs to fit on a sheet of A4. This is impressive proof of Viezu's work, although "making Ford Transits go slower" in order to reduce their running costs is the usual fare of this Warwickshire-based engine management specialist, says CEO Paul Bosley. "It's not the most glamorous work," he adds, "but it's more profitable." But Bosley



Viezu specialises in tuning JLR V8s – outstripping Transit's

JAGUAR F-TYPE PREDATOR	V8	JAGUAR F-TYPE SVR
£99,788		£110,000
641bhp		567bhp
687lb ft		516lb ft
207mph*		200mph
3.2sec*		3.5sec
*estimated		



exhaust system makes a loud car even louder; add-ons include enhanced splitter



20in alloys are a Viezu addition; there's an upgraded intercooler behind the grille



JAGUAR F-TYPE PREDATOR **DRIVE**



Potent, firm-riding Predator provides a challenge for its driver

“In Dynamic mode it sounds like a small war on wheels”

and Viezu have a distant history of tuning Jaguars and have recently rekindled the activity to spectacular effect. The company also offers more rampant XKs and Land Rovers, too, all sharing the same JLR V8.

In the days of the E-Type, it would have taken an extensive dissection of an engine to achieve power gains on this scale, with special components required to extricate the extra power. This F-Type, subtly named Predator, shares only a freer exhaust with these 20th century techniques, and mostly only for aural reasons.

To unleash the V8's inner beast, you must undam the hidden torrent of extra power not by plunging in with a socket set but by manipulating the algorithms that make up the engine's electronic marching orders. Viezu technical director Simon White explains that "the engine is actually more powerful" than in the form in which it is sold.

"We look at the parameters within the ECU for power and torque and see where it is being held back," he says. "We try to limit the changes to the ECU and change more of the maps for the supercharger. We're trying to get several parameters to work together and not stress the engine."

To maintain reliability, Viezu doesn't touch the temperature control maps ("They're there for a reason"), although the intercooler is upgraded. "There are thousands of maps," says White, "but we change only 50-60. There's no change below 60% of total power on part-throttle. We try to retain a manufacturer feel to the drivability. It's on a wide-open throttle that we make the changes."

If you can sense this Jaguar straining when it's lashed to a dyno, that's nothing to the strain you feel with a wide-open throttle on the road as the F-Type tenses to deal with 687lb ft deluging through its driveline. And there's a thrilling

strain for the driver, too, as you try to find places where you might momentarily apply full throttle. It may be four-wheel drive, but the torque seems to compress the Jag's spasming body as its rear wheels seemingly attempt to sledgehammer past the fronts. The last time I felt this sensation was aboard a Lamborghini Aventador. The word 'quick' barely begins to describe the experience.

And certainly not the noise. The Predator's semi-free-flow exhaust sounds like King Kong with a headache even in Normal mode, while in Dynamic it's like a small war on wheels.

This F-Type has been modified in other ways, too, not least with a set of gold 20in alloys with a slightly different offset, an assortment of carbonfibre add-ons, a 20mm lower ride height and stiffer suspension bushes of the polybush variety. The ride is much firmer at low to medium speeds, but the difference starts to tell at higher speeds on B-roads, the ride turning choppy enough to give the bump-stops some work and the Jag frequently needing more of a steer to keep it line – which is not necessarily what you need in a car this blastically fast.

On smoother roads, these issues melt away as the car uncovers scenery. Like so many cars this uproariously rapid, the Predator is a device whose capabilities you will only gradually uncover.

As is its potential value for money. The wheels, the carbonfibre and the suspension modifications are not essential (we'd avoid the lowering and polybushing), which means that a 641bhp all-wheel-drive F-Type can be yours for £99,788, or a lot less if you add the £8108 to the price of a used V8 R. Which is probably the best option if you want a less expensive, more spectacularly fast F-Type SVR-plus performance. **A**

Read full article

STYLE POINTS

VIP Offers a range of styling packages to make your styling project special!



1. Project Predator Bumper, 2. Custom Engine Software Upgrade, 3. Carbon Fibre Dashboard, 4. Wind Deflector, 5. Tinted Rear Lights, 6. Lowered Suspension & Upgraded Suspension Bushes, 7. Carbon Fibre Rear Diffuser, 8. Jet Fighter Exhaust Tips, 9. Sports Exhaust System, 10. Carbon Fibre Side Skirts, 11. Bespoke Alloys

STYLE CONSIDERATIONS

- LOWERED SUSPENSION

- 20mm lowered suspension springs, helps road holding and looks great too
- Toughened suspension bush kit front and rear, really helps when cornering under speed

- SPORTS EXHAUST

- Loud and super-loud systems available
- Full exhaust system, with valve system that connects to the cars standard exhaust switchable system – sounds amazing!
- 200 cell racing catalytic convertors





REAR DIFFUSER

**Lorem ipsum dolor sit amet,
constituter adipescient elit**

- Lorem ipsum dolor sit amet, constituter adipescient elit. Maecenas porttitor congue massa.
- Fusce posuere, magna sed pulvinar ultricies, purus lectus malesuada libero, sit amet commodo magna eros quis urna.
- Nunc viverra imperdiet enim. Fusce est. Vivamus a tellus.
- Pellentesque habitant morbi tristique senectus et netus et malesuada fames ac turpis egestas. Proin pharetra nonummy pede. Mauris et orci.





SPORTS EXHAUST

Remote controlled and switchable for loud and very very loud!



WARNING

WATCH

VIDEO
TURN THE
VOLUME
DOWN!

Jaguar F-Type Convertible Roof Top Controller

STAY DRY: AUTOMATIC ROOF OPENING

Designed for Jaguar F-Type Convertible (2013 onwards)

Use the Remote smart Key control device to automatically open or close the roof with one touch of the key fob as you walk up to or away from the vehicle.

No more waiting or wasting time to do this manually. Features of this product include -

- Remote control of convertible top
- One-Touch power convertible top
- Individually programmable
- Passive / Invisible mode
- Separate window control
- Top convenience mode
- Invert switch logic
- Windows close automatically
- Reversible plug-in installation
- Plug-n-Play Wiring harness
- USB Port for easy setup / updates





CARBON FIBRE WHEELS

Light weight, low noise road resonation
feedback - stylish



WHEELS WITH A BIT OF BLING

Custom wheel designs – your very own styling





FRONT SPLITTER

ACCENT CARBON FIBRE



JAGUAR F-TYPE PREDATOR

POWER OPTIONS: All packages available mail order or can be fitted by the V I P Design Team in Warwickshire UK.

	JAGUAR F-TYPE	V6	V6	V8	V8	V8	
	Ori Stock	380BHP	380BHP	550BHP	550BHP	550BHP	
	Mod Software Upgrade	440BHP	480BHP	600BHP	650BHP	670BHP	Plus labour *
AIR FILTERS: TWO HIGH PERFORMANCE HIGH FLOW FILTERS		£150.00	£150.00	£150.00	£150.00	£150.00	£78.00
FULL EXHAUST SYSTEM: INCLUDES VALVE CONTROL SYSTEM THAT CONNECTS TO THE CARS ORIGINAL SWITCHABLE EXHAUST SYSTEM – SOUNDS AMAZING!		£1,850.00	£1,850.00	£1,850.00	£1,850.00	£1,850.00	£312.00
200 CELL EXHAUST CATALYTIC CONVERTORS (OPTIONAL)		£1,450.00	£1,450.00	£1,450.00	£1,450.00		£156.00
DE-CAT PIPES (OPTION ON ALL MODELS)						£995.00	£156.00
CUSTOM ENGINE TUNING AND DYNO SESSION (UK ONLY)		£499.00	£499.00	£599.00	£699.00	£850.00	
UPPER SUPER CHARGER PULLEY		£299.00	£299.00	£299.00	£299.00	£200.00	£299.00
LOWER SUPERCHARGER PULLEY UPGRADE			£1,250.00		£1,250.00	£1,250.00	£312.00
SUPERCHARGER COOLING PACK			£995.00		£995.00	£995.00	£156.00
WATER METH						£399.00	£312.00
Total (All Prices Ex vat)		£4,248.00	£6,493.00	£4,348.00	£6,693.00	£6,689.00	
0% Finance available to UK residents only							
*Labour prices exclude vat and is only available at UK HQ							
MAIL ORDER SERVICE							
Mail Order Custom Engine Tune: V-SWITCH DRIVE (one tune only)		£499.00	£499.00	£599.00	£699.00	£850.00	
Shipping fees quoted separately to the above							

INSTALLATION

SHIPPING

- We ship worldwide
- Provide full installation instructions to your professional installation agent
- Software installed via V-Switch DRIVE Device

FITTING

- VIEZUs Workshop offers this custom installation





**CONTACT VIEZU TO LEARN MORE ABOUT JAGUAR F-TYPE TUNING,
STYLING AND SPECIALIST ACCESSORIES**

[CONTACT US TO DISCUSS AND CONFIGURE YOUR UPGRADES](#)



ABOUT US

VIEZU Technologies is proud to be the very cutting edge of vehicle tuning and performance upgrades.

We are dedicated to our customers and their enjoyment of their car.

We listen to what you want from your car and work with you to help you achieve the results you want with the budget you have.

WHY WE'RE A CUT ABOVE THE REST

VIEZU operates a 3000bhp dyno and all our upgrades are developed and tested onsite.

We offer five star customer service and are very passionate about what we do.

You are welcome to visit us, just pop in for a cup of something and see what we're all about!

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