* Please ensure the car is 100% ready to be tuned and any faults are fixed! – Don’t stay up all night working on your car and expect things to go smoothly on the dyno.

Cooling fans need to be working.  Everything should be already wired up and ready to go.  The engine shouldn’t be smoking excessively or leaking fluids.  The cooling system should be properly bled.

* **Our main objective is to tune your car, not have to fix mechanical or electrical problems on it.**  We may be able to fix some minor problems during the dyno session, but not for free.  If your car is not in proper working order, you may be asked to bring it back once the repairs have been completed.  Customers will be charged for any tuning and/or diagnosing time.
* If your car spills excessive fluids on the dyno/shop floor, you may be charged a clean-up fee.
* Tyres and Tyre Pressures – Make sure all of your tyres are at a proper pressure and equal.  30-40psi usually works the best on the dyno.  Make sure your wheels are properly torqued.
* Vacuum Lines – Secure all vacuum hoses on boosted vehicles with correct clamps. A vacuum line popping off your fuel pressure regulator during boost could mean the end of your engine.
* Turbo Wastegate – Have the right spring and right size wastegate for your setup.  You can’t run boost lower than the wastegate spring, even with a boost controller.  Having too small of a wastegate can cause uncontrollable boost creep.  Wastegates are often rated for a HP, which is purely for marketing.
* Fuel filter – Please check and confirm your fuel filter has been replaced recently
* Fuel – Come in with at least half a tank of fuel. We tune on the fuel that you are going to run the car on.  Don’t put in octane booster, if you aren’t going to run it all the time.  Don’t tune on one brand or octane of race fuel and expect to be able to run fine with a different brand of race fuel. If your car has been in storage or sitting for a while, make sure to drain the fuel and put in fresh fuel. We advise running Super Unleaded on ANY forced induction vehicle
* Clutch – Make absolutely sure that your clutch isn’t slipping and that it will hold the power that you want to make.  We can’t tune a car with a slipping clutch.
* Engine Management Lights – If you have an EML on, fix it beforehand or contact us about it and we’ll arrange to carry out diagnostics prior.  Don’t just assume it’s an unimportant rear O2 sensor code.  We can’t tune cars with dangerous EML related codes, or in limp mode.
* Misfires – If your car has an ignition problem for a bad coil, bad wires, bad ground, bad igniter or some other problem and it is breaking up under load, then we won’t be able to get a good tune.  Some misfires are tune related and can be fixed during your dyno session, but a tune won’t fix physical problems with the ignition system.
* Do a compression test – Make sure your engine compression is where it should be for your compression ratio and that all the cylinders are within 15psi of each other.
* Boost/Vacuum Leaks – Check your car for boost leaks.  This is very important on cars with a MAP/MAF setup.  Any leaks will affect tuning and power output.  Fixing a boost leak on a MAP/MAF car after it has already been tuned will result in it running leaner during boost, which isn’t a good thing.  Speed density cars like a Honda or most standalone systems will run with huge boost leaks, but they will lose power because the turbo is having to work much harder.  Any boost/vacuum leaks after the throttle plate will cause idling issues on a MAP/MAF or speed density setup.
* Timing Belt – Please triple check your timing belt before coming in for tuning.  Have someone else check it also, if you are not sure.  Just because the car seems to run okay, doesn’t mean that the timing belt is ok.  We can’t tune a car with the timing belt installed wrong and we often don’t have time to fix it immediately.
* Spark Plugs – Run the correct heat range plug and gap for your application.  A boosted car will need a much tighter gap than a NA setup.  If you don’t know what plugs to run or what to gap them at, give us a call.
* Fluids – Make sure your oil is at the proper level, do not overfill, and your cooling system is full and bled.  Fix any oil, coolant, or transmission fluid leaks.  If your engine oil and filter have more than 10000 miles on them, then please replace both.
* Cooling – The car needs to have a perfectly working cooling system with fans.  WE CAN’T TUNE A CAR THAT IS OVERHEATING.
* Battery/Alternator – Make sure your battery isn’t weak and that your alternator is producing the correct voltage.  Battery voltage can greatly affect your fueling and ignition strength.  A battery that requires a jump every time you start the car can cause problems during WOT tuning.
* Wiring – Don’t have any exposed wiring or solder joints.  Heat shrink or tape over any bare wire.  Don’t just twist and tape connections, especially any important sensors or injector wiring.  If you are trying to run peak/hold or low impedance fuel injectors on an ECU designed to run high impedance injectors, then make sure to wire in a drive box, resistor box, or resistors before coming to your dyno appointment.  We usually don’t have time to do a proper install at the time of your dyno appointment.
* Exhaust – Fix any exhaust leaks.  Leaks near your O2 sensor can cause idle and fueling problems.  Leaks before your turbo will increase lag and lower power output.  If you have a tuning system or setup that requires us to put our wideband O2 sensor directly into your exhaust system, make sure your stock O2 will come out or have an extra bung welded on, and make sure the opening into the pipe is as big as the bung.  A stock O2 sensor will often fit, while a wideband won’t.  With a lot of cars we can use tailpipe access , but if you have a standalone engine management, open exhaust system, or non-functioning stock O2 sensor then it is sometimes best to install the O2 sensor into the exhaust.