



Dyno Requirements Checklist

FUEL

Must have at least 1/2 tank of 93 octane premium gas, or whatever blend of fuel you will run consistently after the dyno is complete. Do NOT bring a car here on 87 octane. A performance enthusiast spending money on a dyno tune should understand octane is for making power. Don't be THAT guy trying to save \$1.60 and complaining about running premium fuel. E85 users: Make sure you know what % blend of ethanol your E85 is in the tank. If you want us to check it with our meter, we will gladly test your E85 blend for accuracy. If you are using E85 and have no idea what E85 is made of, then you need to switch back to gasoline. Do your homework.

CLEANLINESS

Do NOT bring a car that looks like a homeless man has lived out of it, or is covered in mold or mud. We don't want to crawl into your nasty vehicle, let alone spend 6 hours tuning it with a gas mask. This is not the caliber of cars we want to be known for. We will reject any cars that are disgusting or not taken care of. The cleanliness of your car is a reflection of how well you treat the engine and drivetrain, so if it's filthy we can only assume the engine is not healthy or cared for.

EXHAUST

Must have tailpipes, or side exit exhaust. NO Dumps at the axle. We have to be able to connect our exhaust vent tubing to your tailpipes and cannot do that if the exhaust stops at the rear axle where the revolving dyno drum is.

Must not have significant exhaust leaks. Exhaust leaks at the headers (before the O2 sensors) are the worst and will throw off your tune accuracy. Leaks will pour carbon monoxide into the dyno room and reduce your dyno operator's IQ causing him to become very sleepy and grumpy.

Turbo Front bumper exits: Remove your front bumper before the dyno session, so we can attach dyno exhaust tubing.

OIL

Check your oil level and oil quality! Make sure oil level is topped off. If we have to add oil, you will be assessed a charge for that. If you need an oil change, do so before the dyno session. Engines typically don't run very well without oil.

WATER/COOLANT

Make sure water levels are topped off including intercooler reservoir if equipped. If this is a recent build, or new engine, make sure all air is burped from the system to prevent hot pockets of air. Intercooler pump should be tested to ensure it's working (open the intercooler reservoir while car is running to make sure water is circulating).

MECHANICAL PROBLEMS

All mechanical problems should be addressed before a dyno session unless we have specifically agreed to diagnose a problem or troubleshoot. Common parts that cause issues on the dyno are Spark Plugs, Serpentine Belt alignment, Pulleys, Fuel Pumps, Fuel Filters, Coil Packs, Dirty Air Filters, Vacuum Leaks, Exhaust Leaks, Fluid Leaks. If we see a mechanical problem, we will either have to fix it in order to complete the dyno session (at your expense in parts and labor), or we will reject the car to have to be rescheduled. If you don't know what you're doing, pay an experienced shop to help. Building a car is not a model train set. It's a high performance vehicle that can kill you. Don't be stupid.

WHEELS/TIRES

Rear tires will be spinning at approximately 130-160 mph on the dyno drum. Tires MUST be in good shape, with no damage, punctures, defects, or rubbing on body or exhaust components. Rear LUG NUTS cannot be missing! We will NOT be able to complete the dyno session if these items are not safe. Period.