

___ The check-engine light must not be on. The ECU cannot be throwing any codes. If you are throwing any codes they must be accounted for ahead of time and deemed acceptable. Existing codes: _____

___ The battery must be fresh and charged. If the vehicle is equipped with an alternator it must be in strong working order and putting out the correct voltage. The car cannot have any exposed wires. All connections must be soldered or butt-connected. No twisted and taped wires.

___ There should be no fluid leaks (coolant, oil, fuel, meth, etc.). Leaking fluids can cause damage to the expensive electrical systems under the dyno. They can also lead to detrimental engine damage. An hourly cleanup fee will be charged for any fluids leaked onto the Dyno.

___ Make sure the engine has the correct amount of fresh oil. If you have very old or contaminated oil, you will not get the results you are looking for and major engine damage can occur.

___ Ensure that your engines cooling system is properly bled and burped. The car must not be overheating.

___ Ensure that a good thermostat is installed and working properly

___ Fuel pumps should be in good working condition and filters must be clean. Make sure you have a fuel pump and injectors that are adequate for the power you wish to make.

___ Perform a compression test. You need to be aware of the condition of your motor. If there is a problem cylinder, consider if you really want to get tuned with a hurt engine.

___ Make sure all bolts are tightened. Loose components will cause tons of issues.

___ Ensure there are no vacuum leaks. For turbo/supercharged engines, ensure that all the piping is secured and there are no boost leaks. This is best done by using a tool to pressurize the piping system with an air compressor to verify there are no boost leaks.

___ For turbo/supercharged vehicles, we highly recommend that t-bolt clamps be used instead of standard hose clamps. For vehicles boosting over 10psi, regular hose clamps are not allowed. A tune cannot be performed if charge pipes are popping off.

___ For turbo vehicles, ensure that oil return lines have a direct path to the oil pan and are adequately sized. Small, poorly routed or misdirected oil return lines will cause premature turbo bearing/seal wear.

___ Make sure that the turbo or supercharger is in good working order (no excessive shaft play in turbochargers).

___ Alignment and tires: make sure that your vehicle has been properly aligned and the tires are in good condition. If the car pulls to one side on the road, it will do so on the dyno as well. Low quality/old tires tend to explode on the dyno. We do not recommend running any type of slicks on our Dyno, regular street tires work great.

___ Ensure that NEW spark plugs are installed. Ensure that they are gapped appropriately and that they are of an appropriate heat range for your power goals. Significantly higher than stock-powered engines should not be equipped with stock head range spark plugs.

___ For vehicles that have accessible spark plugs that we can remove on the dyno in a reasonable amount of time, ensure that you bring (or we can provide) a minimum of one additional set of new spark plugs. There is no such thing as too many extra spark plugs.

___ Ensure that your vehicle is not smoking excessively. White smoke means the car is burning coolant. Blue smoke means it is burning oil. Black smoke means that the vehicle is running rich.

___ Ensure that your exhaust system is accessible. We will be using AEM widebands to accurately tune your engines air/fuel mixture, and we need to be able to insert the sniffer into your exhaust system or screw its sensor directly into an exhaust pipe. Eliminate any exhaust leaks.