

Pre-Tune Checklist

* Electrical components in working condition.
	+ Battery and alternator in good shape.
	+ Wiring clean (No hacked up wiring, wires routed away from heat sources and moving parts, no short or open circuits.)
	+ All sensors installed, working and plugged in.
* Engine, transmission and drivetrain must be checked BEFORE tuning.
	+ No leaks (oil, coolant, transmission, etc.)
	+ All fluids checked and full.
	+ Good compression on all cylinders.
	+ No abnormal noises from engine or drivetrain.
	+ Valvetrain components must match camshaft (springs, pushrods, etc.)
	+ Plugs fresh and ignition system working.
	+ No exhaust leaks or vacuum/boost leaks.
	+ No CEL codes unless they are tuning related.
	+ Clutch in good condition and rated for your power level.
	+ No open headers.
* Fuel system properly sized and working.
	+ Fuel pressure verified.
	+ Injectors must be accepted by me, ahead of time. I will not accept injectors without good flow data.
	+ Injectors sized to feed your power level. Stock 25lb injectors will not feed your cammed 6.0L.
	+ No leaks.
	+ Regulator, pump, and lines properly sized.
	+ Fuel filter must be fresh.
	+ Full tank of the fuel you plan to run, high compression engines will need more octane.
* Chassis in good condition.
	+ All bolts tightened.
	+ Brakes in working condition.
	+ Tires inflated and not worn out/dry rotted.
	+ Must be in good alignment.

Repair and diagnostics of any issues will be at the rate of $75 per hour.

All appointments for new customers will require a $50 deposit.

No refunds will be made for missed appointments.