

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.