



TUNING & DEVELOPMENT

Charleston's Premier Dyno Facility

Terms and Conditions

When booking an appointment, please do so at least one week in advance. Prices are subject to change and appointments that are "last minute" may lead to inflated prices.

DO NOT SHOW UP LATE FOR YOUR APPOINTMENT. It is IMPERATIVE you are on time due to the fact that we have cars that have been booked for months ahead of time and our time is valuable. Showing up late is subject to an additional charge.

Check-List

Mechanical Related:

If possible, please show up to your appointment having already checked your compression or performed a cylinder leakdown test. A healthy engine should not have any more than 25% for a cylinder leakdown test and 20psi variance for a compression test between cylinders. If you are experiencing problems, please let us know upon booking your appointment.

Please also check your fluid levels also to ensure you are not running low on oil or radiator fluid prior to your tune.

Turbocharged Vehicles:

- Make sure you show up with the proper spark plugs with the proper gap size. If you do not come prepared we have plugs in stock that we can provide.

- Make sure all of your bolts are tight. From your exhaust manifold to your downpipe, it is important that everything is properly torqued so you do not lose exhaust gas.

-Intercooler piping

Make sure you have the proper couplers and clamps installed. Cheap worm clamps do not work well and home-depot plumbing elbows also do not work well. It is advised to use 4 ply high pressure silicone couplers with t-bolt clamps where applicable.

- O2 Sensor

Make sure your bung has a large enough diameter to fit our wideband O2 sensor. The diameter of the threads should equal the diameter of the hole in your exhaust/downpipe.

- Hoses/Vacuum Lines

Make sure all of your lines are properly secured and clamped/zip-tied to prevent slipping off. - Inspect your turbo

Check your turbo for shaft play. If it has a large amount of play it's a waste of time and money for you to tune it.



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- Oil Lines

Also make sure that you have no oil leaks prior to tuning. Please also verify that all of your oil lines are properly ran and installed. Use -3an or -4an for your feed line from the block to your cylinder head. Also, do not use inline brass tees for your oil feed line, ls/vtec line, or your pressure gauge. If you need additional ports we recommend using an oil sandwich adapter which we carry in stock.

- Electrical Issues

Wiring

Do not show up with wires taped together. There should also be no wires that are exposed.

Sensors/CEL

-Do not show up for an appointment if you have any diagnostic codes. Codes that are related to emissions can be disabled but codes related to distributors, fueling systems, and problems of the like will more than likely lead to engine malfunction.

Check Battery/Alternator

Our labor rate is \$75/hr and is not included with your dyno time.