

Pre-Dyno Checklist

Check Engine Lights

- The car should have **ZERO** check engine lights. If you need help with this please email or call us.

Wiring

- No exposed wires on the engine harness.
- Only solder or crimp connections, never twist wires together the connection can and will fail especially on dyno.
- Chassis grounds should be bare metal and cleaned, poor grounds can cause electrical issues.

Ignition

- Make sure you are using the correct spark plug for your power level and application, old spark plugs can cause issues as well so we always suggest getting new ones to prevent misfires and other issues.
- One step colder plugs are recommended.
- Follow the spark plug guide below if you are unsure of what plugs to use, contact us with any questions.

Turbo E36/E46 NGK 4901 .022 Gap for 500-700WHP NGK 4554 .018 Gap for 700-900WHP	F Series Vehicles NGK 97506 .024 Gap for Stock to 550WHP .022 Gap for 550-700WHP .018 Gap for 750-900WHP
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Fuel

- Turbo E36/E46 Base Fuel Pressure set to 51 PSI.
- If doing single fuel, make sure to have over ½ tank, if tuning multiple fuels come with ¼ tank and spare fuel.
- Make sure there are zero leaks, properly installed injectors, fuel pump etc..

Engine

- All cylinders should have good compression, general rule of thumb is no more than 20 PSI compression variance.
- Make sure engine oil is full.
- Make sure coolant level is full and must be bled before tuning appointment.

Tires

- Tires must have significant life left, free of nails and no dry rot.
- Slicks are not recommended as the dyno will wear them down, street tires are best.

Turbo/Boost

- Boost leak test prior to bringing in the car. Make sure all clamps and O-Rings are installed and tight.
- Vacuum Line routing needs to be correct for Wastegate lines and BOV. All ends secured to prevent popping off.
- If using Tial MVR/MVS, Turbosmart, or Precision Wastegate be sure to plug the spare/alternate vacuum holes.
- Check wastegate spring size before tuning appointment. If too large of a spring is used the boost cannot be "reduced" down.

Pricing/Agreement

- Please pay attention to the checklist, being prepared and addressing the points above will save you money and time when in for a tuning appointment. If you bring in a car that does not work properly then we will not be able to complete your tune. You still will get charged as we set time aside for your car, **no exceptions!** We are not responsible for any issues with the car on dyno. If the problem is minor and you would like us to fix it on the spot the labor rate is \$100/HR on top of the dyno time.
 - Dyno flat fee is \$200 for the first hour, \$150/HR after that.
 - If you have our tune and would like to run the car on dyno it is \$200, this includes before/after dyno. This is not a custom tune, we do not connect to the car. This is just to see the gains and make sure the vehicle is making proper power.
 - For custom tune if you have our tune already is 40% of tune price + dyno time.
 - For custom tuning it is OTS Tune Cost + 40% of tune price + dyno time.
 - E36/E46 Turbo or Supercharged is Tune Package + \$400 + dyno time.

Waiver Form

I authorize and release dynamometer test and service work to be done by RK-Tunes and its employees. I acknowledge and release RK-Tunes and its employees from any and every claim, demand, or action arising from any bodily or personal injury, death or property damage. Testing your vehicle on the dyno will push it to its mechanical limits, it is your responsibility to make sure your vehicle is in good working order and capable of handling stresses incurred. I am aware of the potential risks involved and RK-Tunes is in no way responsible for any damage to your vehicle incurred before, during or after your vehicle is operated on dynamometer.

Name: Signature: Date:

Vehicle Make
and Model

Check one:

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- Dyno Only
-
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- Custom Tune