

# CHASSIS DYNO **PRE-TUNE CHECKLIST**

This checklist is provided to help you ensure your vehicle is fit and ready for a custom dyno tuning session. Each item on the list should be addressed prior to your appointment. Attending to every item will help ensure a problem-free tuning session, saving you time and money.

Vehicle must have at least a half-full tank of appropriate fuel (e.g., if tuning for 91-octane, must be 91-octane in tank). If converting to a new fuel type, bring plenty of the new fuel to fill upon arrival.
Engine oil level must be full. We strongly recommend fresh oil and filter.
Coolant, transmission fluid, differential fluid, and brake fluid should be full.
There should be no fluid leaks of any kind.
The battery and alternator must be in good working order and producing correct voltage. Low voltage can seriously hinder the tuning process.
There should be no exposed wires or connections of any kind. All electrical connections should be soldered or butt-connected with heat shrink or similar protection.
Your fuel system should be sized properly for the intended horsepower level, including the fuel pump, fuel lines, fuel injectors or carburetor. Consult one of our performance specialists if unsure of your application.
If applicable, base ignition timing should be set to factory specification.
If adjustable, base Fuel pressure should be set to factory specification. On forced induction vehicles, the fuel pressure regulator should be rising-rate style with a proper boost reference.
There should be no vacuum or boost leaks of any kind. Intercooler piping should be properly secured with appropriate clamps. Vacuum lines should be in good shape with proper connections throughout.
Spark plugs should be in good condition and should have proper heat range and gap.
Forced induction systems (turbochargers, superchargers, and nitrous systems) should be in good working order and installed properly. Intercooler pumps should be in good working order.
The engine and drivetrain should be in good mechanical condition. Any unusual noises or vibrations should be addressed prior to tuning.
The check engine light should not be on. Please consult with JBA if you have a check engine light or diagnostic trouble code that you believe may be tune-related.
Suspension ride height should be adjusted for working conditions. We must be able to work under the car to strap it to the dyno properly.
Tires should be in good condition and at proper air pressure. We prefer radial street-type rear tires for dyno pulls. Paddle tires, mud bogger tires and other aggressive off-road tires should not be used on the chassis dyno.
All belts and hoses should be in good condition. The cooling system should be adequate for your intended horsepower level.
If applicable, the mass airflow sensor should be properly sized for your application.
A tuning bung in the exhaust system is required for tuning all carbureted vehicles and preferred for most fuel injected vehicles. If your vehicle isn't equipped with a suitable bung, we can install one for \$130 prior to strapping the vehicle to the dyno for tuning.
Pre-1996 or "OBD-I" style vehicles should have the EEC removed or uncovered and accessible to install a chip or datalogging device. We can remove and reinstall the EEC for you for \$65.00.

