



PERFORMANCE ENGINEERING

# Pre Tuning Checklist

**In order to best tune your vehicle in the quickest and most effective manner, please ensure the following items are addressed prior to Custom Tuning your vehicle:**

- Please ensure your vehicle is free from any mechanical problems (vacuum leaks, exhaust leaks, improper wiring, oil/coolant leaks, dirty/contaminated MAF element, etc.). A new tune can not fix mechanical problems.
- If we are dyno tuning your vehicle, ensure it is built sufficiently to sustain several WOT cycles. In other words, do not put 20 psi of boost or a 200 HP nitrous hit on a stock engine and expect it to survive.
- If your vehicle has an adjustable distributor, please ensure it is set at 10° BTDC, with the SPOUT disconnected.
- If the timing pointer or harmonic damper have been changed, please ensure your TDC location is accurate.
- If you have an adjustable fuel pressure regulator, ensure your idle fuel pressure is set to 39 psi (with the vacuum line disconnected).
- If your application is supercharged, ensure you have a boost referenced fuel pressure regulator, properly connected to the intake manifold on the pressure side of the supercharger.
- If you have a FMU installed as part of your supercharger kit we may not be able to properly tune your vehicle. Sufficiently sized fuel injectors, fuel pump and MAF sensor is a combination you should seriously consider, in order to obtain a proper (and safe) tune.
- Ensure your spark plugs are new (or at least freshly cleaned), and properly gapped. For supercharged applications, you must have COPPER plugs (do NOT use Platinum spark plugs), gapped at .025-.030". Naturally aspirated engines should have the plugs gapped at .050".
- For supercharged applications, ensure the rest of your ignition system is capable of delivering adequate spark energy under high cylinder pressures. Stock coils and plug wires will not be sufficient at higher boost levels.
- Ensure your tires are properly inflated, and will provide sufficient grip for WOT testing.
- On 1994 and later supercharged Ford engines, the air temperature sensor (ACT sensor) must be relocated into the inlet system AFTER the supercharger (and after any intercoolers).
- If you are expecting to receive a Performance Chip, please have your ECU completely exposed, with the J3 service port cleaned and ready to receive the chip (doing this beforehand can save expensive dyno time).
- Ensure you have completely filled out and returned the Tuning Specifications Sheet.

If you have any questions about any of the above, or anything on the Tuning Specifications Sheet, please contact us as soon as possible. Thanks.

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