

5 Star Tuning Dyno FAQ

- [What is a chassis dynamometer?](#)
- [Why is dyno tuning better than "ordinary" tuning?](#)
- [Why is your Dyno Dynamics dynamometer better than other dynamometers?](#)
- [Can you tune fuel mileage on the dyno?](#)
- [Why is road load testing better testing at rest?](#)
- [Can my car be damaged on a dynamometer by putting on too much load?](#)
- [Does running my vehicle on a Dynamometer wear out my tires?](#)
- [Can the dyno check my speedometer?](#)
- [Can I test to see if my new high performance part actually made more power?](#)
- [My car already runs very good, why would I want to have you dyno tune my car?](#)

What is a chassis dynamometer?

A chassis dynamometer is a treadmill for cars. When your car, truck, bike, etc., is driven on the dynamometer rollers. Road, track, off-road, etc., conditions can be simulated:

- Low speed, high speed
 - Normal level road
 - Up hill, down hill
 - Trailer loads
-

Why is dyno tuning better than "ordinary" tuning?

You drive your car in gear and under load. You should get it tuned in gear and under load. This can only be done on a dynamometer.

Why is your Dyno Dynamics dynamometer better than other dynamometers?

Dyno Dynamics dynos enable us to accurately diagnose a host of problems. With it, we can safely operate a vehicle under any load under the control of the dyno. No other dyno offers the accuracy, sensitivity, and vehicle safety of a Dyno Dynamics dynamometer.

Can you tune fuel mileage on the dyno?

Yes, we can lean out the part throttle and cruise areas to net better mileage and actually save you money.

Why is road load testing better testing at rest?

A vehicle in "neutral gear" at rest on the workshop floor does not behave as it would "under load" on road. It's quite possible for instance, for an engine to run rich at idle and just above idle, but be dangerously lean when cruising along the road. Spark plugs, injectors, fuel pressure, carbs, fuel pumps, electronic sensors, may be fine at idle or "free revving", but perform poorly under load. So, these components can never be checked properly inside a workshop without a dynamometer. To road test a vehicle for a slipping clutch, a misfire, a flat-spot, or vibrating tail-shaft, takes time. A road test also introduces the prospect of an accident with your car. Our Dyno Dynamics dynamometer saves an enormous amount of valuable time, and complete isolation from traffic. This totally eliminates accident damage to your car. Because a technician can produce "hills", "level road", etc. at the flick of their fingers, much time is saved. Our Dyno Dynamics dynamometer saves you time and money.

Can my car be damaged on a dynamometer by putting on too much load?

No. Assume a car is being driven on a level road at say 55 MPH in fourth gear. The car comes to a hill (more load), the driver does not move the accelerator. What happens? The car simply slows down. If the hill becomes steeper (even more load) and accelerator remains constant, the car

5 Star Tuning Dyno FAQ

slows down more. The situation on the dynamometer is the same. If your car is driving on a Dyno Dynamics dynamometer and load is increased, the car will simply slow down. Apply more load, and it will slow down more.

The load the Dynamometer applies cannot stress the engine any more, (or any less) than a hill.

Does running my vehicle on a Dynamometer wear out my tires?

No. Tires wear out when ever they are being driven on the road or on a dynamometer. Our Dyno Dynamics dynamometer has advanced design. In particular the roller surface is knurled with a square cut knurl. This knurl combined with specially designed Dyno Dynamics Traction Control System provides excellent grip and no excessive tire wear common on other dynamometers.

Can the dyno check my speedometer?

Yes. Our Dyno Dynamics dynamometer can check speedometers. We can also check your odometer accuracy as well if you like.

Can I test to see if my new high performance part actually made more power?

Yes, absolutely you can make a baseline pull in the stock configuration and then return at a later time with you new part installed and see what kind of gain you actually made.

My car already runs very good, why would I want to have you dyno tune my car?

There is a lot of power in small things like timing and spark. Sometimes small things like timing can net 30 horsepower.
