

Fixed charge ACDodd in field tuning/diagnostic information

An ACDodd tune up will iron out flat spots, hesitation, improve fuel consumption, emissions and overall efficiency, manifesting itself as a smoother running, more powerful less fussy, and quieter driving experience. You won't be disappointed.

The focus is on drivability. 95% of your driving is on part throttle and progression, this is where AC focuses his attention ensuring excellent results across the rev range. A rolling road is not needed for this type of engine tuning, ACDodd has developed a method over 25+ years for SU carburettors where this is not required. However, it is impossible for top end full power fuelling to be dialled in. Cars which are used on the track/competition or which feature very high compression ratios must be appropriately tuned on a rolling road to ensure sufficient fuel is available under full load conditions to ensure no engine damage.

There are two options when the car is presented for tuning;

- A full tune up is possible including ACDodd fast road dizzy (if appropriate and available = extra cost), and a custom made Needle to suit your engine.
- A diagnostic session which will tell you what needs to be carried out to repair the fault, or what parts need to be fitted to realise optimised performance from your engine

ACDodd will decide which option is able to be carried out after discussing with you the owner, and assessing the condition of the engine as presented.

Cars with faults such as leaking exhausts, air leaks, fuel leaks, worn out components/ancillaries, missing parts or mechanical signs the engine or transmission is in distress (overheating/coolant leaks for example, or compression which is too high) will result in no performance tuning being carried out. In these scenarios, ACDodd will use your time to assess the condition of the engine and give you advice on repairs, and or modifications needed to maximise performance from the current specification. Investigative tests, such as cylinder leakage, compression, and manometer tests may be carried out in order to determine the condition and health of the engine.

With the diagnosis and advice given the session is complete.

ACDodd Tune up includes;

- Ignition timing check and adjustment (if needed)
- Idle mixture setting
- Custom machined needle when required
- Custom curved ACDodd exchange distributors (when needed) extra charges apply.
- Fast idle setting when required
- SU Damper and oil adjustments to optimise your application when required

*****Cars fitted with electronic fuel injection cannot be tuned*****

*****Carburettor equipped engines fitted with catalytic converters cannot be tuned*****

Help yourself to get more from your session with ACDodd ; in

In order for your engine to be dialled in and tuned to maximise its performance there are certain aspects which need to be functioning and in good order;

- Ignition system – should be fully functional with new contact breaker points fitted (where used), new leads, new plugs and gapped correctly
- Ignition timing marks accessible and accurate in that TDC is clearly displayed and actually relates to true top dead centre.
- Valve clearances set correctly
- Good valve seal (not essential for the tune up but essential if maximum performance is required from your engine,
- Carburettors in good condition with all adjusting screws (mixture, idle) easily accessible and able to be moved/adjusted and working, ie able to control the fuel air ratio. Sometimes ACDodd carries rebuilt Carburettors and these may be available on request. (extra charges apply)
- In line fuel filter to prevent dirt entering the float bowl.

Working and around the engine bay on classic vehicles means that wiring harness' are usually disturbed during engine tuning. ACDodd is not responsible for random electrical anomalies after tuning work has been under taken, or vehicle breakdowns.

I look forward to dialling in your engine,

ACDodd