The Mod Shop

Year: **Make:** **Model:**

Variant /Trim: **Engine Size:**

Current Modifications:

Fuel tuner: No / Yes = Brand & Model:

Exhaust: Stock or Slip on = Brand:

Special: Full Exhaust Homemade Megaphone

Main Uses: Mud - Trail - Work - Track racing - Drag racing - Dessert

Fuel Octane: 87 octane 91 Octane (Standard) 93/94 Octane

100+ Octane

Camshafts: Stock or Aftermarket

Exhaust: Full exhaust systems or very open loud megaphone style mufflers can be adjusted for, but end tuning is the responsibility of the user and must always be checked (AFR Gauge) and use an external fuel tuner if required.

Main Uses: choice determines Protection Modes, Cooling Fan Points, Mode Fuel & Timing Adjustments.

Camshaft: Choice determines AFR Targets, Ignition Timing & Engine Efficiency in the low load / cruising areas.

Fuel is NOT adjusted for the airflow changes, but for easiest user tuning. An external fuel tuner must always be used or custom fuel tuning.

Built Engine: Fuel Octane, Compression & Head Choice have a big influence on set Ignition Timing.

Compression: stock 10:1 10.5:1 11:1 11.5:1 12:1 12.5:1

13:1 13.5:1 14:1

Heads: Stock for year Maverick/G3/4ATV heads on older machine

OEM or Aftermarket

Copy Special Programming for: Turbo use Nitrous use

Engine Swap Big bore kit (Stock Cams)

Comments:

Order/Invoice #, Name, Phone Number, Email, Return Address:

Ship Ecu To:
The Mod Shop
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County of Grande Prairie No.1, Ab
T8X4H5
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