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OE tuning dyno results

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Thread Tools

03-21-2011, 09:29 PM

#45

m33
Major

Erm no more blower ?



Drives: E90 M3 sedan
Join Date: Dec 2008
Location: CT

Posts: 1,070
iTrader: (1)



03-21-2011, 09:35 PM

#46

erm324
Second Lieutenant

^ whatsup jamie, I was die hard on getting the blower for my car - literally to the point where I was speaking with IND about which kit to opt for, and having the ESS tuner flown out to IND to have the DCT software programmed on my car for the 625...then I got busy with some other stuff and didnt pay attention to the car for a while; but after was all said and done I went back to it and did alot of cosmetic stuff....and honestly right now I decided just to keep it naturally aspirated for a while, and then in the future put a blower on it....I figure if I want crazy power I can use the Z06, but your car literally had me seconds away from pulling the trigger on the blower.....its definetly the single hottest E92 out there man!

I figure ill see how far I can go n/a, and then when I get bored ill throw the blower on !



Drives: E92 M3
Join Date: Oct 2009
Location: NYC

Posts: 281
iTrader: (0)



03-21-2011, 09:37 PM

#47

erm324
Second Lieutenant

Quote:

Originally Posted by **alpine335i**
I can't wait to see your car on the dyno!



Drives: E92 M3
Join Date: Oct 2009
Location: NYC

Posts: 281
iTrader: (0)



definetly! we were supposed to do it this past week but some stuff came up, when me and JJ do it ill shoot you a PM so u can come through

DJOTE

03-21-2011, 09:39 PM

#48

erm324
Second Lieutenant



Drives: E92 M3
Join Date: Oct 2009
Location: NYC

Posts: 281
iTrader: (0)



Quote:

Originally Posted by **m33**
Erm no more blower ?

btw u gotta do us all a favor and hit the track to show everyone what a real supercharged s65 can do, i was on ***** and saw the thread on one of them running a 11.9@119...
..your car is definetly way deeper in the 11's im not sure went wrong with that car..

DJOTE

03-22-2011, 04:38 AM

#49

sales@alpine
BimmerPost Supporting Vendor
Gold Level Sponsor



Drives: M3
Join Date: May 2010
Location: Los Angeles

Posts: 786
iTrader: (0)



Glad to hear everyones happy with these results.

Glad to see James posted these results too, shows some real life action.

James, I Emailed you back, we been super swamped...

for the rest, if you need a tune, we can set up a group buy if you'd like.

If you guys can get 5+ people together, we can get a pretty sweet deal!

This isnt a sale thread, so I dont want to get into detail, but feel free to PM with any questions!

If you in Poughkeepsie, NY, I got a tuner out there, if you're local, we got the home of OE, if you're any where else, we'll take care of you!!!

Dont forget, my prices will be the lowest of all! Including direct OE.

GET \$15 OFF ANY ORDER, ASK ME HOW TODAY!

Your #1 Revinora Dealer.

Email: Leo@AlpineMSS.com | DPE WHEELS, Gintani, & OE Tuning Authorized Dealer

DJOTE

#50

03-22-2011, 04:48 AM

Tonester

Private First Class

Drives: LSB M3
Join Date: Oct 2007
Location: So CaliPosts: 176
iTrader: (0)

Has anyone done 3rd party testing on these tunes?

Altering roller weights in between runs is an easy way to show gains, the average customer wouldn't know what you're doing with the dyno software either. I know first hand b/c I've done this before at an old job I was at for in-house products they were selling.

If someone has the flashing unit and would like some 3rd party testing I have a dyno location(dynojet) where we can test at. We'll leave the car strapped on the dyno to lower the amount of variables/inconsistencies and flash from stock to X tune and run it back to back.

D.JOTE

03-22-2011, 05:16 AM

#51

m3heaven

Private First Class

Drives: 2011.5 JB E92 M3 GMT
Join Date: Feb 2008
Location: Los AngelesPosts: 115
iTrader: (0)

Quote:

Originally Posted by **Tonester**

Has anyone done 3rd party testing on these tunes?

Altering roller weights in between runs is an easy way to show gains, the average customer wouldn't know what you're doing with the dyno software either. I know first hand b/c I've done this before at an old job I was at for in-house products they were selling.

If someone has the flashing unit and would like some 3rd party testing I have a dyno location(dynojet) where we can test at. We'll leave the car strapped on the dyno to lower the amount of variables/inconsistencies and flash from stock to X tune and run it back to back.

I'd like to see this happen. 3rd party testing is the best way to see legitimate gains.

D.JOTE

03-22-2011, 05:49 AM

#52

spdu4ea

Automotive Industry Outsider

Drives: Supra
Join Date: Jan 2010
Location: CAPosts: 62
iTrader: (0)

I'd be skeptical of any graph showing a modification making a constant percentage increase in power across the board.

D.JOTE

03-22-2011, 10:55 AM

#53

PencilGeek

Colonel



Quote:

Originally Posted by **spdu4ea**

I'd be skeptical of any graph showing a modification making a constant percentage increase in power across the board.

Let's cut to the chase here. Generally speaking any dyno that shows a constant, scalar-factored gain, has been tampered with. A perfect mirror image from before to after across the entire rpm range is not possible from ecu tuning. And 297 whp on a car with 40-45whp of mods as a baseline did not happen without tampering. The lowest bone stock dyno in the dyno database with nearly 300 s65 motor entries is 303whp. Yet with a conservative 40 whp in mods this car only made 297. That would mean bone stock this car only made 257whp. Believe whatever fantasy you want, but that didn't happen.

Drives: What car?
Join Date: Apr 2008
Location: What location?

Posts: 2,346
iTrader: (0)

[View PencilGeek's Garage](#)



0 JOTE

03-22-2011, 11:00 AM

#54

PencilGeek
Colonel



Drives: What car?
Join Date: Apr 2008
Location: What location?

Posts: 2,346
iTrader: (0)

[View PencilGeek's Garage](#)



0 JOTE

Anybody reading this should do some simple research and draw their own conclusions. Don't take anybody's word for it. And above all, don't trust anybody who says that DD changed their software and now their dyno reports lower results because of it. Secondly, there's no reason why you can't reasonably compare the same brand dyno's in different locations using SAE HP correction because that's exactly what SAE HP correction was designed to do.

This car below has been fitted with an Akra Evolution exhaust, AFE Stage-2 intake, RPI scoops, and PC tune (297whp, 234wtq). According to the many entries in the Dyno Database, this configuration should yield approximately 40-45whp over a bone stock configuration on the same car. 40-45whp is determined as follows: Akra=20whp, AFE Intake=5whp, PC Tune=15whp. So conservatively, 40-45whp. This can be confirmed by looking at [this](#) entry in the DynoDB and a few others that are very similar.

This car with an Akra exhaust, AFE S2 intake, RPI scoops, and PC tune yielded 297whp, and 234wtq.

After a custom tune the car bumped up performance to 325whp, 255wtq:

<http://www.m3post.com/forums/showthread.php?t=504140>

Here's the lowest BONE STOCK dyno on a Dyno Dynamics for any M3 in the Dyno Database (303whp, 231wtq):

<http://www.m3post.com/forums/showthread.php?t=158867>

Here's the lowest BONE STOCK dyno on this exact SAME dyno as the OP (315whp, 227wtq):

<http://www.m3post.com/forums/showthread.php?t=277340>

Here's that SAME car with full bolt ons, and on the SAME dyno as the OP (393whp, 274wtq):

<http://www.m3post.com/forums/showthread.php?t=255635>

Here's another car, Akra Evolution exhaust, AA filter, and RPI scoops. This is the closest configuration to the car at the top and 91 octane and Dyno Dynamics dyno: 334whp, 243wtq.

<http://www.m3post.com/forums/showthread.php?t=254856>

If 315whp is the lowest bone stock M3 result on this dyno, then 297whp would seem to be about 58whp too low for this configuration ($315 - 297 = 18$). That would mean this car would have produced only about 257whp when bone stock on this dyno ($297 - 40 = 257$). At the other end, if 325whp is a normal result for bolt-ons with this dyno, then how does one explain 393whp on the same dyno with nothing but bolt-ons? Feel free to draw your own conclusions what these results mean and how credible they are.

03-23-2011, 11:21 AM

#55

BT M3

Second Lieutenant

Drives: 2010 M3
Join Date: May 2010
Location: MAPosts: 214
iTrader: (0)

Quote:

Originally Posted by **Tonester**
*Has anyone done 3rd party testing on these tunes?**Altering roller weights in between runs is an easy way to show gains, the average customer wouldn't know what you're doing with the dyno software either. I know first hand b/c I've done this before at an old job I was at for in-house products they were selling.**If someone has the flashing unit and would like some 3rd party testing I have a dyno location(dynojet) where we can test at. We'll leave the car strapped on the dyno to lower the amount of variables/inconsistencies and flash from stock to X tune and run it back to back.*I have: <http://www.m3post.com/forums/showthread.php?t=450302>

probably 20 dyno runs and 200 BT logs.

I've also watched cars get tested before and after at this dyno dynamics while doing some tunes there. They are not unstrapped in between before and after tuning. All runs are done from the car (not the computer) (Before / after), with the handheld unit applying beginning run, load, and end run. The whole internet can speculate though 😊

Last edited by BT M3; 03-23-2011 at 12:43 PM.

DJOTE

03-23-2011, 11:27 AM

#56

BT M3

Second Lieutenant

Drives: 2010 M3
Join Date: May 2010
Location: MAPosts: 214
iTrader: (0)

Quote:

Originally Posted by **PencilGeek***If 315whp is the lowest bone stock M3 result on this dyno, then 297whp would seem to be about 58whp too low for this configuration (315-297 40 = 58). That would mean this car would have produced only about 257whp when bone stock on this dyno (297-40 = 257). At the other end, if 325whp is a "normal" result for bolt-ons with this dyno, then how does one explain 393whp on the same dyno with nothing but bolt-ons? Feel free to draw your own conclusions what these results mean and how credible they are.*

Robert, This also isn't the first time someones lost power over a stock file with a PC tune (akh23456). This assume all things equal - and in this industry it does not necessarily work that way. For all we know the PC ots could have came in at a 10.1 AFR at WOT with the long term fuel/ing trims maxed out and make poor power. This may have been logged you'd have to ask to OP.

Last edited by BT M3; 03-23-2011 at 12:43 PM.

DJOTE

Yesterday, 02:34 AM

#57

PencilGeek

Colonel

Drives: What car?
Join Date: Apr 2008
Location: What location?Posts: 2,346
iTrader: (0)

You're OE Tuning/Gintani results are not independent Bren; they're the farthest thing from it.

You have a screen name at another forum: "OE Tuning East." You're an OE Tuning and Gintani partner and reseller. You're aiding and abedding them with their habitual dyno tampering by re-telling their false story about the Dyno Dynamics software update. Even though your own dyno results are very nice, you made a point of telling people you did all of your dyno tests in the same gear, when all of the graphs you posted told a different story. Your baseline was 3rd gear, and your results were all in 4th gear. (Hint: just divide the hub torque by the flywheel torque and you get the gear ratio.)

I can't speak for Akash's results because I've heard multiple versions of that story -- including a contradictory one by the dyno operator himself. I wasn't there. The point it: I don't drink the kool-aid -- especially not 50-60whp worth of it on the OP's car. These dyno's were tampered. No two-ways about it.

I found data logging performance gains with the BT tools is completely inaccurate -- at least the way I found to use it. If you didn't see it, I wrote the Virtual Dyno using the BT tool. It seemed to work great for stock cars, but I noticed that once I started dealing with ECU tuned cars, the results went out the window and quit being accurate. I had some ECU tuned cars that read just like stock, and others that produced results inline with the supporting mods. So before (and after) I supercharged my car, I ran a series of tests with the virtual dyno as the car was on a real dyno. I discovered that my suspicion of the MSS60 ECU torque readings were correct. The torque readings from the ECU are programmed by the tuner. So the values read by the BT tool seem to be whatever the tuner programmed into it. I proved this by running the BT tool side-by-side on the dyno before and after the supercharger installation. Once supercharged, the BT tool read the same torque as the stroker, even though the dyno said I had about 80 ft/lbs more.

[View PencilGeek's Garage](#)

If you had a different method of performance logging with the BT tool, then please share it because it would greatly benefit the BMW community.



D.JOTE

Yesterday, 09:59 AM

#58

RPMnorth

BimmerPost Supporting Vendor



Drives: 2010 X5
Join Date: Mar 2011
Location: Plainview, Long Island, NY

Posts: 17
iTrader: (0)

If anyone in the New York area is looking for an OE Tune we can do them in house now on Long Island. We have all the equipment to do them in our Plainview, New York facility. We are located right off exit 46 of the LIE and we are easy to get to from anywhere on Long Island. We are about 40 minutes from Manhattan.

We DO NOT have a dyno at our facility. We welcome everyone to use a dyno before and after but we do not have one at our facility. I am putting a list of local 2wd and 4wd dynos together that are local.

If you are interested in getting a tune, we can most likely handle all your needs. At this time we offer Active Autowerke and OE Tuning. We do not get involved in any pissing contests between shops and tuners. We do not push one tune over another tune we are just trying to deliver what the customers want and everyone is welcome in our shop. Whatever the customer desires, it is our goal to deliver that to them.

Hopefully this makes it easier for the New York guys to get what they need.

Hope to meet all your New York guys eventually.

<http://www.rpmnorth.com/>

120 fairchild ave.
plainview, ny 11803
p (516) 870-0351
email- staff@rpmnorth.com

AKRAPOVIC - VOLK RACING - SPARCO - RECARO - ACTIVE AUTOWERKE - BREMBO - MOTUL - OE TUNING

Last edited by RPMnorth; Yesterday at 10:30 AM.



D.JOTE

Yesterday, 03:14 PM

#59

Mike@Powerchip

BimmerPost Supporting Vendor



Drives: 2008 E90 M3 - Black Loaded
Join Date: Apr 2008
Location: West Los Angeles

Posts: 690
iTrader: (0)



Dear M3post members:

Just wanted to touch base in this thread to inform the public of our position in this matter.

Powerchip does not believe that those dyno results are accurate by any means.

To prove that these results are most likely not realized gains, I have extended an offer to the OP which will give him the opportunity to have an independent shop verify those results at no cost to him.

This would entail dynoing the car with the software currently installed, and dynoing the car again with the Powerchip software that was previously installed.

We could involve Jeremy/OE Tuning if requested, and he can put the car back to stock so we never see his file. He obviously, already has our Powerchip file since that was his "base" for the tune presently installed in the vehicle.

Because we've heard of people playing with static correction values to produce paper gains, we feel it would be a positive contribution to the community for such gains to be verified. We caution taking dyno charts such as these at face value.

If in fact the OE tuning software makes 25Whp more than the Powerchip software, I am willing to extend a **\$690 refund to the OP**. The dyno operation and lunch will be provided on the house.

A few days ago I sent the OP a message indicating our offer. He responded that he would be in touch and would contact OE tuning to see if they would like to be involved.

To date, I have not heard anything further. We are willing to put our time, resources, and money on the line to ensure that further misrepresentations and manipulations are not simply accepted at face value, without independent confirmation of results. This "game" of playing with dyno figures to show a significant competitive advantage that is simply not present, needs to end here.

We do not believe those results are accurate and it is very unlikely that the OP's car is making 25whp more than it did with our software. The OP has nothing to lose and everything to gain

by acceptance of our offer. After the testing, the OP will know if his car really did gain what the dyno is indicating, and will receive the refund if in fact the dyno posted was accurate. The results will be posted on this thread.

In reponse to BT M3's post (#56), which indicates that akh23456 lost power with the powerchip tune versus a stock file, I'd like to inform you that the tune that lost power was created by Jeremy/OE himself. We fixed that file when this was brought to our attention, and to my recollection, the vehicle is now producing more power than in stock form (after Jeremy had already left Powerchip). Do you find it strange that the same tuner that LOST power over stock is now making 25WHP more than a Powerchip tune this time around?

I look forward to a non-confrontational approach in validating the OP's alleged gains.

Mike

PS: It should also be mentioned that most of the people who posted on this thread have vested interests in Gintani: Sales@Alpine and RPM North and clearly trying to solicit customers as a result this unsubstantiated dyno comparison. M3Some works at Gintani and obviously has a vested interest. BT M3 has a vested interest, is a vendor, and his handle is "OE Tuning East" on *****.com. Let's keep the bias out of this thread and focus on **verification of these claims**. Let's make sure that we all remain "Politically Correct." 😊

Also: Why was no AFR graph posted? Anyone can make more power unsafely.

Mike Benvo - Powerchip Tuning | Module Coding / Programming
 +15-40 Horsepower Gain on E9x M3 | +60hp & 80tq on 335
E92 / E90 Custom Module Coding - Click Here!
-DVD in Motion Now Available!- Email me: mbenvo@gmail.com



Last edited by Mike@Powerchip; Yesterday at 05:13 PM.



Yesterday, 03:18 PM

#60

J08M3

Major General ★★



Drives: 2008 M3 COUPE
 Join Date: May 2008
 Location: NEW YORK

Posts: 5,108
 iTrader: (3)



whoa.... .time for someone to step up to the challenge.... come out from behind your computer screens 😊



Yesterday, 04:05 PM

#61

808MGuy

Lieutenant Colonel 🇺🇸

Great offer by PC to do a straight up comparison but from previous experiences with these types of issues, it will never happen. Too many reputations, people's credibility, etc on the line and usually one side backs out. It would be great for the community to actually see this happen but it almost never does. I give credit to PC for putting it out there though as it seems they are trying to say they having nothing to hide so bring it on.

09 E90 M3 - Interlagos Blue / Black Novillo / Sycamore Anthracite / Eibach / HRE



Drives: 2009 E90 M3
Join Date: Jun 2008
Location: Oahu, Hawaii

Posts: 1,653
iTrader: (2)



QUOTE

Yesterday, 04:10 PM

#62

LateBraking

LateBraking Error: Syntax error.



Drives: Drives: Error: Syntax error.
Join Date: Sep 2008
Location: Location: Location:
Location: Error: Syntax error.

Posts: 2,055
iTrader: (19)



Quote:

Originally Posted by **Mike@Powerchip**

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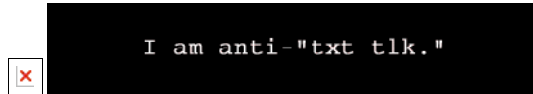


Quote:

Originally Posted by [808MGuy](#)
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+1, but I wonder, can the OP accept the offer even without OE Tuning involved? I mean, PC is paying for the dyno, and he has EZ Flash right? So he can dyno it on OE Tuning software, then flash it back to stock, dyno it on stock software, then Powerchip can dyno test their software by tuning it from the stock map, then flash it back to stock afterwards, so OP can use his OE Tuning tune once again.

Free dyno, free lunch, \$690 refund? I'd be happy as a clam....



Quote:

Originally Posted by [bmw_guy_2020](#)
Do you know if the M3 comes with a TPMS?

Last edited by LateBraking; Yesterday at 04:20 PM.



Yesterday, 04:11 PM

#63

808MGuy

Lieutenant Colonel



Drives: 2009 E90 M3
 Join Date: Jun 2008
 Location: Oahu, Hawaii

Posts: 1,653
 iTrader: (2)

Quote:

Originally Posted by [PencilGeek](#)
Generally speaking any dyno that shows a constant, scalar-factored gain, has been tampered with. A perfect mirror image from before to after across the entire rpm range is not possible from ecu tuning.

I never did notice the symmetry between the graphs but now that you point it out its obvious. That would be near impossible to replicate that trend not only once but twice as its shown in the graph. Its like they created a button in the software "Increase power 25HP" and magically you get constant gain across the RPM band. Also noticed that the torque trend doesn't quite match up with the HP trend. There is usually a bit of correlation between the two which doesn't seem to match up.

09 E90 M3 - Interlagos Blue / Black Novillo / Sycamore Anthracite / Eibach / HRE



DJOTE

Yesterday, 05:06 PM

#64

akh23456

Captain


 Drives: E90 M3 09
 Join Date: Mar 2009

 Location:
 Moorestown , nj

 Posts: 658
 iTrader: (0)

[View akh23456's Garage](#)

Quote:

 Originally Posted by **PencilGeek**
You're OE Tuning/Gintani results are not independent Bren; they're the farthest thing from it.

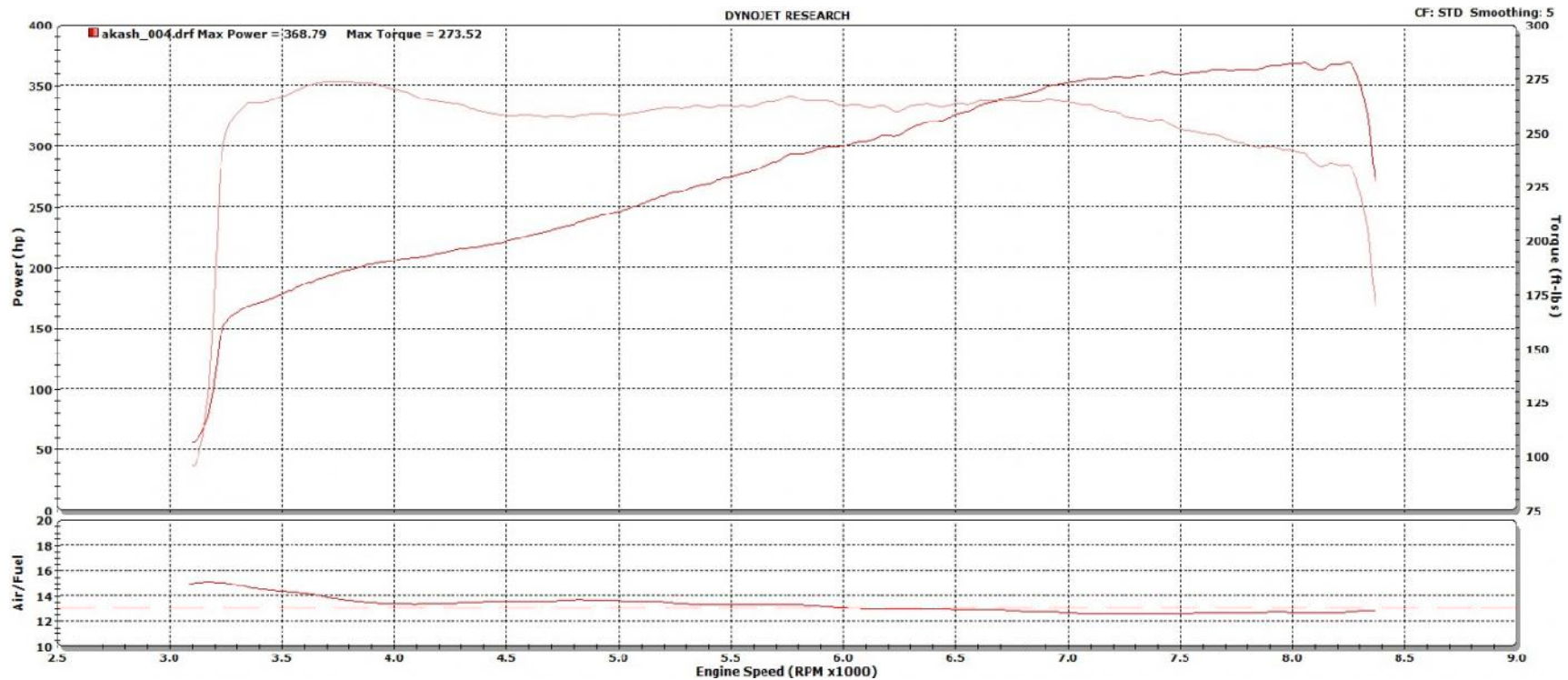
You have a screen name at another forum: "OE Tuning East." You're an OE Tuning and Gintani partner and reseller. You're aiding and abetting them with their habitual dyno tampering by re-telling their false story about the Dyno Dynamics software update. Even though your own dyno results are very nice, you made a point of telling people you did all of your dyno tests in the same gear, when all of the graphs you posted told a different story. Your baseline was 3rd gear, and your results were all in 4th gear. (Hint: just divide the hub torque by the flywheel torque and you get the gear ratio.)

I can't speak for Akash's results because I've heard multiple versions of that story -- including a contradictory one by the dyno operator himself. I wasn't there. The point is: I don't drink the kool-aid - especially not 50-60whp worth of it on the OP's car. These dyno's were tampered. No two-ways about it.

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If you had a different method of performance logging with the BT tool, then please share it because it would greatly benefit the BMW community.

lol i dunno how i got involved in all of this but what did the dyno operator say and where did i dyno?(love all this made up stories..if you don't want to post the info here please pm me the dyno place that said other wise.) I have only posted what my car has put down and here a dyno from a full bolt on m3 with the Pc tune.



Alpine White E90 M3(soon to a Active SC M3)



BMC air filter, Matte front grill, Matte side vent, 30% tint all around, Carbon Fiber Front Lip, Fabspeed X-pipe with resonators, Fabspeed High Flow 200 cells cats, and Fabspeed maxflo exhaust, Envy Charge Pipe, A tune, RG63's in Anthracite 19", Oss Angel Eyes
GRUPPE TITAN Euros & Coffee, Saturdays from 10 am, SNJ/Philly Area



Yesterday, 06:18 PM

#65

FastGator
Racetard

Drives: 335I
Join Date: Feb 2011
Location: PA

Posts: 69
iTrader: (0)

Quote:

Originally Posted by [spdu4ea](#)
I'd be skeptical of any graph showing a modification making a constant percentage increase in power across the board.

your kidding right?

Thats called a proper tune.. gaining HP everywhere, not just peak.. thats what real tunes do..

Quote:

Originally Posted by **PencilGeek**

I can't speak for Akash's results because I've heard multiple versions of that story -- including a contradictory one by the dyno operator himself. I wasn't there.

what multiple versions? there is truth, and then B.S. that people like yourself other biased persons claim

Those that can do.. those that can't.. well... teach others the same B.S. that is the reason they can't do in the first place..

North Jersey- Home of the live with parents and drive bimmers crew.



QUOTE

Yesterday, 09:37 PM

#66

Tonester

Private First Class

Drives: LSB M3
Join Date: Oct 2007
Location: So Cali

Posts: 176
iTrader: (0)



Quote:

Originally Posted by **FastGator**

your kidding right?

Thats called a proper tune.. gaining HP everywhere, not just peak.. thats what real tunes do..

I would be skeptical too, if you noticed the graph are nearly identical except for one makes more power... that exactly how it looks when you alter roller weights to show before/after "gains".

I have operated almost every dyno on the market except for Dynapak, when I used to "manipulate" dyno runs they would just like that.

QUOTE

POST REPLY

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