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GLR
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To Whom It May Concern

In July 2010, a representative from GLR telephoned my business. Through my cynical eyes, I heard a salesman promising the world for a pretty reasonable price. When the sales spiel was finished and it was clear that their demo would not cost me money, nor would I be obliged to purchase their product, I agreed to keep my mind open and allow the demo in my workshop.

But clever Mark had a secret weapon, sure to catch out an unworthy product – a Mainline chassis Dyno and the work ute (Dyno Mule). My work ute, VU V8, having logged in excess of 40 Dyno Pulls, we are pretty confident we know how much hp and what the AFR's look like. First pull on the Dyno yielded 272hp, second pull was 270hp, so this was our starting point.

GLR then cleaned the 170,000km injectors, and we gave it another pull to see if there was any improvement. 293hp with an AFR of 11:1, which means the injectors were now flowing more volume, given the old AFR was 12.8:1.

It gets better. After digesting the Dyno data, we re-tuned using VCM Suite and yielded an impressive 342hp with AFR's back at 12.8:1 at full throttle 6500rpm.

Kind Regards

Mark Bone
Managing Director