

TEJ PARKER
Blacklist Specialist

Glossary & Workshop Slang

Every term you will hear in a workshop, in plain words.

FITMENT Fitment is confirmed in the car filter on the site, never by this document. Naming a topic or a brand is not confirming it fits your car.

AFR / Lambda

also: lambda, mistura, magro, gordo, air fuel ratio, stoich

- AFR (or lambda) is how much air there is per unit of fuel. Lambda 1.0 is stoichiometric; on petrol, power usually lives around 0.78–0.85 lambda.
- On the street they say 'lean' and 'rich'. Lean is the dangerous one — that is how pistons get holed.
- Without a wideband sensor, AFR is guesswork. That is the one gauge I would not skip on a boosted car.

Anti-lag (ALS)

also: antilag, anti lag, anti-lag

- Anti-lag burns fuel in the exhaust to keep the turbo spinning off throttle. It works, and it eats turbine and manifold if you abuse it.
- It belongs on a rally special stage, not on the road section and not on a daily.

Boost creep

also: pressao sobe sozinha, overboost em alto rpm

- Boost creep is pressure climbing past target at high RPM without the ECU asking for it.
- Usually the wastegate cannot flow enough — gate too small, or a downpipe so free that the exhaust prefers the turbine. Bigger gate, ported gate, or a rethink of the pairing.

Blow-by & catch can

also: blowby, respiro, catch can, pcv, vomitando oleo

- Blow-by is combustion gas slipping past the rings into the crankcase. On the street they say the engine is 'breathing through the bonnet'.
- The PCV routes it back into the intake — oil included. A catch can holds that oil before it coats your intercooler and drops your knock resistance.
- A catch can that fills fast is not a catch can problem. It is telling you about the rings.



Blow-off & diverter valve

also: dv, diverter, blow off, dump valve, chiado na troca, valvula de alivio

- A BOV dumps compressor pressure to atmosphere; a diverter valve recirculates it back into the intake.
- On a MAF car the atmospheric BOV throws away air the ECU already counted — that is the stumble and the rich cough between shifts. Recirculating is the honest choice there.
- Chirping or fluttering between shifts is usually a tired DV or a boost leak, not character. GFB is the line we carry for this.

"Built" engine

also: motor aberto, forjado, ja foi na mesa, bottom end

- A built engine is one that has been opened and reassembled with internals sized for the load you plan.
- Forged rods and pistons, studs, the right ring gap, the right bearing clearance. It is the step you take when the block asks for it — not before.

Charge pipe

also: cano de pressao, tubo de pressao, piping

- The charge pipe is the tube between turbo (or intercooler) and throttle body.
- It is the classic Stage 2 failure: the plastic OEM one splits, or a clamp lets go, and the car suddenly has no boost and a loud hiss. T-bolt clamps and 4 or 5 ply silicone are the fix.

CHRA (turbo cartridge)

also: miolo do turbo, cartucho

- The CHRA is the centre of the turbo — shaft, wheels, bearings. A hybrid turbo is an OEM housing with a bigger CHRA inside: more top end, similar packaging.

Compression

also: leakdown, teste de compressao, saude do motor

- Compression and leakdown are the health check. They tell you whether the engine deserves the money you are about to spend.
- Do them before any stage. A tired engine does not get better with more boost — it gets shorter.

Decat

also: test pipe, downpipe sem cat, apagou o cat, catalisador

- Decat or test pipe means no catalytic converter. It flows, it is loud, it smells, and in the EU it fails inspection — TÜV, APK, ITV, contrôle technique all look for it.
- A 200 or 100 cpsi sports cat gives you most of the flow and keeps the car legal and liveable. On a daily that is the grown-up answer.



Detonation & knock

also: knock, batendo pino, pingando, knock retard

- Knock is combustion going off on its own instead of when the spark says. On the street it is 'pinking' or 'pinging'.
- Three things feed it: fuel octane below what the map assumes, too much ignition advance, and hot intake air. The ECU pulls timing when it hears knock — that is why the car feels flat on a hot day.
- Fix the cause, not the symptom: the right fuel, a datalog, and intake temperatures under control.

Downpipe

also: dp, primeiro tubo

- The downpipe is the first pipe after the turbo, and on most cars it is the Stage 2 bottleneck.
- Free it up and the turbo breathes. Free it up too much without watching the wastegate and you invite boost creep.

Duty cycle

also: bico no limite, bomba no limite, injector duty

- Duty cycle is the percentage of time an injector or pump is actually open. Past 80–90% you have no headroom left.
- That number is why fuel comes before a bigger turbo, not after.

EGT (exhaust gas temperature)

also: temperatura de escape, exhaust gas temp

- EGT is exhaust gas temperature. It is the gauge that tells you the engine is being asked for more than it can give safely — long before something breaks audibly.
- Track cars and big-turbo builds watch it. Street Stage 1 cars usually do not have the bung for it, and that is fine.

Failsafe / limp mode

also: corte de seguranca, protecao do mapa

- Failsafe is the map cutting power when AFR, oil pressure, boost or intake temperature leave the safe window.
- It is the single thing that separates a build from a time bomb. Ask whoever maps your car what the failsafes are — if the answer is vague, that is your answer.

ECU flash

also: remap, tune, mapa, centralinha, reprogramacao, piggyback

- A flash rewrites the original ECU. A piggyback sits in the middle and lies to it — cheaper, more limited, and it hides things from the factory strategy. A stand-alone replaces the ECU entirely.



- Modern ECUs work on torque request, not on a simple boost number, so a lazy map on a VAG, BMW or Mercedes fights the torque model and you feel it as a flat spot.
- Always back up the original file off the car before anyone writes to it.
- We do not map cars here and I will not recommend a tuner blind. Open the chat with the team and we point you at someone real.

FMIC (front mount intercooler)

also: *tmic, intercooler, ic, troca de calor, heatsoak, heat soak*

- FMIC is a front-mount intercooler, TMIC sits on top of the engine. Front-mount sees clean air; top-mount lives in engine heat.
- Heatsoak is the core saturated with heat — the car pulls hard on the first run and flat on the third. That is the moment the intercooler stops being cosmetic.
- Mishimoto and Koyorad are the lines we carry for this.

HPFP (high pressure fuel pump)

also: *lpfp, bomba de alta, bomba de baixa, bomba de combustivel*

- LPFP is the low-pressure pump in the tank; HPFP is the high-pressure pump feeding direct injection.
- On a direct-injection turbo the HPFP is the usual ceiling. When it runs out you see fuel pressure drop under load — and that is the moment a lean condition starts.

IAT (intake air temperature)

also: *temperatura de admissao, ar quente, intake temp*

- IAT is intake air temperature. It climbs, the ECU pulls timing, and the car goes soft.
- An open cone filter in a hot engine bay is the classic own goal here: it sounds better and measures worse. A sealed box, or a cone with a proper heatshield, keeps the number honest.

Launch control

also: *two step, transbrake, largada*

- Launch control holds the engine at a set RPM so you can leave on boost. It works, and it spends clutch, axles and mounts every time you use it.
- On a DSG or DCT, launching without a TCU tune is how you find the gearbox's limp mode.

LSD (limited slip differential)

also: *autoblocante, diferencial, welded, diff soldado, 2 way, 1.5 way*

- An LSD stops the inside wheel from spinning away the power. Plate types come as 1-way, 1.5-way or 2-way depending on how much they lock off throttle.
- Welded is exactly what it sounds like: no differential at all. It is a drift car answer, and on a wet street it is a different kind of problem.



LSPI (low speed pre-ignition)

also: *pre ignicao, estourou parado*

- LSPI is pre-ignition at low RPM and high load, typical of small direct-injection turbo engines.
- Oil formulation matters here more than people expect, and so does the map not asking for full torque at 1.500 RPM in sixth.

MAF sensor

also: *map, speed density, sensor de fluxo*

- A MAF measures the air going in; a MAP sensor measures the pressure and lets the ECU calculate it (speed-density).
- It matters because a MAF car hates air leaks and atmospheric blow-off valves, and a speed-density car does not care about either.

Misfire

also: *falha, falhando, bobina, vela, coil pack*

- A misfire is a cylinder not burning. Under boost it is almost always the spark giving up before the mixture does.
- Plugs one step colder and gapped tighter, and healthy coils, fix most of it. If it stays after that, look at fuel and at compression.

OEM+

also: *oem mais, original melhorado*

- OEM+ is staying close to the factory car but doing it properly: honest map, honest cooling, no theatre.
- It is usually 20–35% more torque, on 98, with a car that still starts on a cold Tuesday.

Pop & bang

also: *popbang, overrun, estouro no escape, crackle*

- Pop and bang is unburnt fuel lighting in the exhaust on overrun. It is a map choice, not a power gain.
- Every one of those pops is heat where the catalyst and the turbine live. Fun once; expensive every Sunday.

Ring gap

also: *folga do anel, anel*

- Ring gap is the clearance at the ends of the piston ring when it is in the bore. Too tight and the ring butts and grabs when hot; too loose and you make blow-by.
- It is gapped for the boost and fuel you are going to run, which is why 'forged' alone means nothing without the spec.



Rod knock

also: bateu biela, mancal, spun bearing, girou mancal

- Rod knock is a deep tapping that follows engine speed — the bearing is gone and the engine is at the end of that chapter.
- Spun bearings come from oil: pressure, temperature, clearance, or a starved corner on track. An oil cooler is cheaper than a bottom end.

Shaft speed

also: overspeed do turbo, rotacao do turbo

- Shaft speed is how fast the turbo itself is spinning. Over-speeding it is how a healthy-looking turbo dies without warning.
- It happens when a small turbo is pushed past its map to chase a number it was never sized for.

Compressor surge

also: compressor surge, fff, barulho estranho do turbo

- Surge is the compressor working to the left of its map — the air stalls and reverses. It sounds like a soft 'fff-fff' and it destroys thrust bearings.
- Usually it means the turbo is too big for the airflow at that moment, or a blow-off valve is holding pressure where it should not.

Spool

also: lag, demora a encher, resposta do turbo

- Spool is how quickly the turbo fills; lag is the wait. Small turbo, fast spool, low ceiling. Big turbo, slow spool, high ceiling.
- Twin-scroll and a divided manifold buy you some of both. So does honesty about what the car is actually for.

Head studs

also: arp, prisioneiro, junta de cabecote, head gasket, comeu junta

- Head studs replace the factory head bolts and clamp the head properly under boost. An MLS gasket goes with them.
- 'It ate the gasket' is almost never the gasket's fault — it is clamping force, heat, or knock arriving before the gasket did anything wrong.

TCU (gearbox control unit)

also: mapa da caixa, dsg, dct, caixa automatica, limp mode

- A TCU tune is the gearbox map: clamping pressure, shift points, torque limits.
- On a DSG or DCT this is not optional past Stage 1. Leave it stock and the box protects itself by going into limp mode exactly when you were enjoying yourself.



Wastegate

also: wg duty, válvula de descarga, gate

- The wastegate bypasses exhaust around the turbine to hold the boost target. Internal is built into the housing; external is its own valve on the manifold.
- High duty cycle with low actual boost means either the turbo is too small for the target, or you have a leak. The number tells you which conversation to have.

Wideband sensor

also: sonda banda larga, sonda

- A wideband sensor reads actual AFR across the whole range instead of just around stoichiometric like the factory narrowband.
- On any boosted car it is the cheapest insurance you can fit. Watch the controller's ground — a ground loop puts noise straight into the reading.

Wheel hop

also: eixo pulando, tremendo na saída

- Wheel hop is the axle skipping on launch — the tyre grips, lets go, grips again, and everything in the driveline takes the hit.
- Bushings, mounts, geometry and tyre all feed it. Powerflex and Hardrace are the lines we carry for the bushing side; Ultra Racing for bracing.

60 foot

also: 60ft, primeiros metros, largada arrancada

- The 60-foot is your time over the first 18,3 metres, and in drag racing it decides more than peak power does.
- Consistency of 60-foot is the real project: tyre, launch, anti-squat, and a gearbox that repeats.

Hydrolock

also: calco hidraulico, entrou agua no motor

- Hydrolock is water getting into a cylinder. Water does not compress, so the rod bends instead.
- It is the reason a low-mounted intake in a car that sees rain or fords is a bad trade for a couple of horsepower.

Boost leak

also: fuga de pressao, chiando, nao enche

- A boost leak is pressurised air escaping before it reaches the engine. The car hisses, will not make target, and the fuel trims go strange.
- You find it by pressurising the closed system and listening — or with smoke. It is a twenty-minute job that saves a lot of guessing.