

Attention Dave - Quadzilla Custom Tuning.

Pump Stretch.

This will make the biggest difference in overall power and smoke. This is the amount of time the injector is actually opened and spraying fuel into the cylinder. I have this set pretty low on the 1000 tune that I sent you. The COMP file is set to 1800. More than 1800 creates more torque and a lot more smoke but, actually makes less power on the upper end based on all the trucks I have had on the dyno. This is where the COMP file is set to. Feel free to run it to 2400 anytime you want lots of low end power and smoke but, realize you are giving power up on the top.

This does not mean you will get this amount of fuel all the time. There is a map, in percentages based off of this number as the maximum. Beyond that the map is also scaled by the TPS. So even if the map commands 100% but, you are at 50% throttle you will be getting 50% of the max stretch. If the map calls for 25% and you are at 50% TPS you will be getting 12.5% of the max stretch.

TPS MIN. For both CAN and Pump fueling.

This allows you to set at what TPS% the module actually starts fueling. A higher number will be less aggressive, a lower number such as 0% will be the most aggressive. It is important to watch TPS% on your Pulse in determining when you actually want to start fueling. We set this at 30% on most tunes as that is about the min TPS% you will see while driving in normal conditions.

TPS MAX. Both CAN and Pump Stretch.

This allows you to determine what throttle position you will see max fueling at. It also re-scales the entire map based on what you select. This is set to 100% on tunes I sent out. This means that you will not get 100% of the map unless you are at 100% TPS. If you set this at 80% TPS that means you will get 100% of the fueling at 80% TPS. It also means that 80%=100% and the map is scaled between 0% and 80% but, on a 0-100 scale. In other words the map moves in increments of .8% instead of 1%.

This can be really useful for those that drive light but, want power on tap earlier in the pedal but, not necessarily right off idle.

Timing MAX

Sort of goes without saying. 0 means we do not add any timing. 10deg means if the map calls for 100% you will get 10deg added over stock.

I never go over 7.5%. In my opinion that is more than plenty. If you are going for only mileage and are going to be easy you can use 10 deg and it should be great for mileage. The problem is that under much boost it could easily cause headgasket damage.

Boost Scaling.

This function is more of a smoothing function of the map. There are 20 positions that this function controls. Think of it at columns. Until boost equals a certain amount, then it is in a certain column. It takes more or less boost to move to different columns.

So if you set this to 20, then each column is changed by 1psi. If you scale it to 40psi then every 2psi it changes.

While this can make things more or less responsive or smooth it out slightly it does not make huge differences because not necessarily every column is more or less aggressive than the next. There have been maps in the past and there will be maps in the future where they will be more boost reliant. For now we do not rely on boost that much other than as this scaling function.