Modification Based Tuning

FORD MODIFICATION BASED TUNING & TROUBLESHOOTING

Every tuner has had or will have those days when things don’t go as planned. SCTU’s Modification Based Tuning & Troubleshooting Level I is a step towards preventing those days. This course will teach you the proper way to setup a tune file when dealing with several common modifications such as aftermarket cams, long tube headers and fuel pump conversions. You will also learn how to identify the source of the most common issue for supercharged applications: going lean at the end of the run. The summary can’t do justice on the amount of info in Modification Based Tuning & Troubleshooting, so make sure to check out the intense list of topics covered below.

Course Topics
- Supercharged/Turbo Notes.
- Long Tubes.
- Aftermarket Cams:
  - Variable Cam.
  - ISC Neutral/Drive Idle Air.
  - Idle Spark.
  - Idle Spark Gain.
- Crank Fuel:
  - Vehicle stumbles to life after startup.
  - Vehicle flares up on startup.
- IMRC Deletes:
  - Manual setup of Tune File
- Setting up 2-Step Rev Limiter.
- Auto to Manual Conversion.
  - Setting # of holes for OSS Sensor
- Injectors:
  - Creating Value Files for New Injectors:
- Fuel System:
  - Calculating Injector Flow at Higher Pressure.
  - Common Fuel Pump HP#s.
  - Converting from Returnless to Returnn-style.
- Going Lean at end of run:
  - Identifying MAF issues.
  - Identifying Fuel Pump Issues.
  - Identifying Fuel Injector Issues.
- Spark Tuning:
  - Tuning for more power
- Tuning FAQs.

Prerequisites
- SCT Dealer or PRP User
- SCTU – Intro to Advantage III & SCT Programmers
- SCTU – Advantage III Ford Tuning Theory and Concepts
- SCTU – MAF Calibration

Duration
- 3-4 hours

Cost
- $250.00