

You can get custom beta tuning from quadzillas website

Not my info but it's good

Well after reading through many posts, I decided to pull tunes that have been posted as well as info which pertains to the settings on the quad and custom tuning. If anyone has any suggestions please post. If you have a tune that you like PM me and let me know the specifics that way we can just keep a running list.

Quadzilla's notes

Power Level 10

Max Pump Stretch 1200

TPS Pump Min 30%

TPS Pump Max 100%

TPS Can Min 30%

TPS Can Max 100%

Timing 7deg

Timing Scale 100%

Boost Scale 38psi

Ok so power level is for you to decide but, it is how we calculate power levels ultimately.

PL00 is always stock with boost fooling.

PL01 is always timing only/max mileage

PL02 is always max can+timing

PL03-PL10 is where the pump stretch is used.

For power levels always remember 0 is considered a level so for you to have off plus 10 power levels you need to have the custom tuning set to 11.

Max Pump stretch. If this is set to 1200 it is added equally amongst the number of power levels starting at 3 through the max power level you requested. In this example you have 8 power levels that use the wire tap so $1200/8$ is how you would calculate the maximum added pump stretch on each level. We do a lot of tuning and it is not a static add so you can be anywhere between 0 and 1200uS added stretch on Power Level 10 based on rpm, boost and throttle position.

TPS Min for either can or pump stretch is the same and does not change between levels. This is simply the TPS% you want to start adding the can and/or pump tap fueling.

TPS MAX is also always the same on every level and is also the same for can fueling and timing and pump tap fueling. This is the tps% when you will get to the max amount of your preset pump stretch or the can fueling and timing.

The CAN max and min just allows you to set when the timing comes in and when max timing is reached (based off of throttle position)

The way this works in this example is that you get no gains from 0-29% TPS. Then you we divide 100% of the map up over the rpm and boost range (we will talk about that in a second) from 30%-100%tps. So you get 100% of the fueling map in 70% of the TPS range in this example.

Timing, this is simply the max amount of added degrees of timing you will get and is the same on ALL levels that use timing. Once again this is mapped and could be anything from 0-7deg added in this example but, you are setting the max add.

Timing Scaling. This allows you to set a higher degree of timing say 10deg but, scale it down to 70% for a max increase of 7 deg BUT, as the 70% gets divided down you still get more timing advance in the lower levels you just get capped on the top end. So its a way to get more timing down low and still stop the timing up top.

Boost Scaling. This is the boost value where we scale the maps against rpm and TPS. So basically if you reach this boost level you also have to be at TPS max % in order to get all 1200uS of stretch added. Likewise if you are 100% throttle but have not reached this boost scaling number you will not get full fueling.

From here you should have no troubles tuning your engine. I cannot give you anymore numbers really because they are ever changing as you drive and there are just too many possibilities, not to mention it would take me hours to give you individual data points and they really aren't needed.

Different Interpretation

TheGreenGoat

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 make the throttle lighter or more responsive. Basically it gives you a fudge factor that allows you to get a minimum amount of the max fuel stretch all the time. If you set this to 10% you will never get less than 10% of the fuel map. So if the map calls for 100% (1800) but, you are at 5% throttle you would normally get 5% of the map. If you set this parameter to 10% you will get 10% even though the mapping algorithm calls for 5%.

You have to be somewhat careful with this or you will be fueling way too much at light throttle. This is set to 0% on the tune I sent out.

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.

Custom Tunes

MoparTech 3-25-09

level-11

timing-10

scale-100

stretch-2200

max-100

min-50

max-60

min-20

boost-35

MoparTech "Put you in your seat tune" 3-29-09

level 4

timing 7

scale 100

Stretch 2000

Max 50

Min 30

Max 50

Min 25

boost 20

Jamie's "Towing Tune" 5-21-09

Fuel stretch 2200

Can max 80

Can min 40 [If your truck surges, try 50]
Pump max 80
Pump min 40 [might try 50]
Timing scale 100
Boost scaling 20

Champ23sr "responsiveness" 11-08-2010
stretch 2200,
timing 10*
can min 30,max 100
pump min 30, max 100
boost 25.
For more low end move maxs to 70 and mins to 0.

Matt440rev 4-28-11
Timing-10
Timing scale-100
Pump stretch-1950
Tps max-65
Tps min-30
Tps can max-70
Tps can min-30
Boost scale-20

Geius Maniacal 7-13-11
Timing = 10
Timing Scale = 80
Pump Stretch = 2200
Pump Max = 100
Pump Min. = 15
CAN Max = 100
CAN Min. = 15
Boost = 35

Matt440rev 7-25-11
Timing 10
Time scale 100
Pump stretch 2200
Tps max 80
Tps min 30
Tps can max 100
Can min 30
Boost scale 38

Djones 1-1-12
Levels 8
Timing 10
Scale 100
Stretch 2000
Max 100
min 30
Max 100
Min 30

Boost 20

Dsmperformance 1-2-12

Power lvls: 6

Timing: 10

timing scale: 80

Pump Stretch: 1900

Tps max pump: 100

Tps min pump: 20

Tps can max:80

Tps can min: 5

boost scale: 28

Djones

Levels 5

Timing 11

Scale 100

Stretch 1900

max 100

min 30

Max 100

Min 30

Scale 25

CEEJ 1-22-12

ADR 2000

pwr levels: 11

timing limit: 8*

timing scaling: 100%

max fuel stretch: 1600

TPS MAX: 100%

TPS MIN: 30%

TPS CAN MAX: 100%

TPS CAN MIN: 30%

Boost scaling: 38

ADR3000

11

8*

100%

1800

100%

30%

100%

30%

38

COMP TUNE

11

8*

100%

2000

80%

20%
100%
20%
38

CumminsCoal1 3-13-12

Pwr lvls: 11
Timing: 8
Pump stretch: 1900
tps pump max:80
tps pump min: 40
tps can max: 80
tps can min: 40
Boost scale: 25

Djones (Track tune) 3-13-12

5
*10
100%
2200
80
30
100
30
Boost scaling 35PSI

DLv8 (Daily drive 4k) 3-13-12 4k

*6
100%
6000
80
20
80
20
Boost scaling 35PSI

PapaSmurf 3-13-12

*10
100%
Fuel Stretch 2400
Pump and Can Max 100
Pump and Can Min 30
Boost Scaling 40psi

GhostMan 7-11-12

Timing 9.5
Timing scale 70
Stretch 2200
Tps pump max 100
Tps pump min 25
Tps can max 85
Tps can min 20

Boost scale 25

CumminsCoal1 7-20-12

11

5

100

2100

100

10

100

10

20

CumminsCoal1 7-27-12 4k

11

7

100

5700

65

5

65

5

22

Die.Hard.Dieselpower 10-10-12

<1800

11

7.5

100

10

90

10

90

30

Side notes

More stretch=more smoke

more timing=better mileage

light foot=way better mileage

Again if anyone has a tune that they like or that runs well on their truck feel free to PM me so that I can add it to the list.