

JANNETTY RACING CUSTOM TUNE INSTRUCTIONS

When you purchase an SCT X3 or X4 hand held tuner from me, you get **one** 93 OR **one** 91 Octane tune for stock and CAI and Cat Back bolt on mods for your **2010-14 Camaro** for **FREE**. EXCLUSIONS apply for headers, cams, superchargers and nitrous and other vehicles. Custom tuning for excluded items are available at an additional cost. See options on our website or contact me via e-mail for a quote.

Additional tunes with minor changes are available AT THE TIME OF PURCHASE for \$55.00 each. I.e. a second tune for 91 Octane.

Your new SCT X3 or X4 will come to you **blank**. You will need to connect the device to your car and upload the stock tune file. Here is how: 1) Sit in the car 2) Close the door 3) Turn off all accessories and unplug any devices from the power ports I.e. cell phones, radar detectors, navigation etc. 4) Plug the device in to your OBDII port 5) Select Program Vehicle. 6) Using the left arrow, scroll left on the X3. Or, if you have an X4, use the down arrow and scroll down to UPLOAD STOCK. It will prompt you to turn on the key. 7) Turn the key on, but do NOT start. 8) Wait for the dinging to stop and hit select.

Note 1: Upload Stock will not disable your vehicle it only makes a copy of the stock file.

Note 2: On some vehicles, you may get prompted to make a selection of ECM and TCM or Auto Detect. Always select AUTO DETECT. Let the tuner proceed by itself. Do not touch the tuner. This could take as long as 20 minutes to get past security.

Your tuner came with a disc with Free Software called SCT Device Updater software. If it did not come with this disc, you can go to www.sctflash.com and download the software for FREE. Install this in your home or laptop computer **before** you connect the device to your computer.

After you install the software, open it up and connect your X3 or X4 to your computer. The drivers should install automatically. Then click on 'Get Stock File', click browse, find your desktop, and then click save.

On your desktop there will be 2 files. Select the one with your **VinNumber.sul** and email it to me at tedj@jannettyracing.com along with your **full name, address, phone number(s), and all vehicle information. I.E. year, make, model, engine, transmission, list of performance modifications and preferred octane of your choice. Most common are 93 or 91.**

Please include cold air kit brand and part number if equipped.

PLEASE RE READ LAST STEP! I CANNOT TUNE YOUR CAR WITHOUT THIS INFORMATION. EVERYONE SEEMS TO FORGET OCTANE REQUIREMENT.

Once I receive an e-mail with all of the vital information, I will then send you back a custom tune file for your modifications.

When you receive a response, save the file to your desktop. The name of the file will be **YOUR NAME JRE TUNE.cef**

Again, open SCT device updater software. Connect your X3 or X4 tuner and select **'Load Custom Tune File'**. Browse to your tune file and select it. Then, select a position 1, then name it anything you like. I.E. 'JRE Tune'. Click on program. You will see the progress bar at the bottom go green. Exit when finished.

Connect to your car. Select 'Program Vehicle', scroll to Custom Tunes, select 'JRE Tune' and follow the on screen prompts.

I have developed dyno proven tunes for all of the products I sell. Unless I instruct you to do so, data logging will NOT be necessary.

If I instruct you to data log your car, you will need LiveLink software to do so. You can download the software free

here: <http://www.sctflash.com/tsupdates.php?PNID=3416&GUD=1&GSER=1>

The best way I've found to data log is to use a laptop on the seat. First, start the car. Next, open the LiveLink software. Then, connect the X3 or X4 to your laptop. Then, connect the X3 or X4 to the OBDII port of the car. Then, click the connect button. A list of PIDs will come up, you will have to scroll through them selecting the items below.

Even though they may not be named exactly as I listed them, I want you to select the following. However, try not to select anything that is not listed or anything that are doubles of any of the items listed below.

You may have to test several PIDs to see which ones work best or work at all on your car.

Once you find a list that works well, save a configuration file for future use.

Engine RPM - RPM

MAP-Intkman abs prss

FUEL PRESSURE

ECT engine coolant temp – ecteng clt tmp

TPS throttle position or pedal position – acc pdl pos 1s

IAT intake air temp or Air intake temp – intk Airtmp

MAF Mass Air flow Hz – Maffre 125

TIMING spark cylinder 1 – ign Tim Adv4#1cyl

KNOCK RETARD – knk ret

Vehicle speed Kph-?
Long Term Fuel Trim bank 1 – ltf tri b1
Long Term Fuel Trim bank 2 – ltf tri b2

Please ONLY select the PIDs listed! Extra PIDs slow down data logging and gives me useless information.

PID names may vary from computer to computer.

Once you have your PIDs configured and working, you can go to File/save LiveLink Configuration, for future Logging.

BEFORE LOGGING WITH THE CAR IDLEING, YOU MUST HOLD THE TRACTION CONTROL BUTTON DOWN FOR 8 SECONDS TO DISABLE THE TRACTION CONTROL AND STABILTRAK SO THEY DON'T INTERFERE WITH LOGGING.

Find an open road somewhere, 1/2 mile or so long would be great. From a stop, drive the car about 1/4 throttle up through the gears normally, shifting at about 4500 RPM. Paddle shifting works best on Automatic trans cars.

Then repeat about 1/2 throttle shifting at 5500 RPM. Speeding is not recommended or necessary! 1st and 2nd gear are fine if you do not have the room.

Stop and save the data log as (**Your Name log 1.csv**) Number each one consecutively and save to your desktop.

E-mail me the log files along with your **full name, address, phone number(s), and all vehicle information. I.E. year, make, model, engine, transmission, and a list of performance modifications. Include any comments you may think are helpful!**

PLEASE RE READ THIS STEP, I CAN NOT REFINE YOUR TUNE WITHOUT THIS INFORMATION.

Please do not assume I will know who you are by your screen name, what kind of car you drive, or what your mods are. I deal with 50-100 people per day so I must have all of your info right in front of me in ONE email so I can properly write your tune.

Your cooperation in reading, understanding and following these directions will make this a very pleasant experience for the both of us!

After tuning the 1/4 and 1/2 throttle ranges, most bolt on vehicles do not require further data logging.

In the event of Cams, Superchargers, NOS, or combinations thereof, I may instruct you to do wide open throttle runs at the racetrack or on the Dyno with a wide band AFR meter or a vehicle installed AFR gauge connected to your SCT device via a firewire. Log these runs, I will view and refine the WOT part of the tune, and then we are finished.

Thank you for choosing JRE,
Ted.

If you have other questions about SCT, this is the entire FAQ section <http://www.sctflash.com/support/index.php?categoryid=3&nav=0>