REMOTE TUNING GUIDE

How It Works

1. Read through this page fully.
2. Fill out the Startup Calibration Sheet with all required info about your engine, sensors, injectors, wiring outputs, and vehicle setup.
3. We build and send your base calibration, along with instructions for the initial data logs.
4. You send logs.
5. We send a revised calibration.
6. You send logs.
7. Repeat until complete.

Each revised file may be called a “revision” , “REV” or “cal.”

Dyno Tuning

If you’re interested in dyno calibration, review this document:
JMR Dyno Guide - Google Docs

Dyno sessions *must* be scheduled and paid for in advance. A dyno is not required for most cars, but in certain cases it’s safer or necessary to optimize specific areas of the tune.

Tuning Software Guide Documents:

- Link G4, G4+, G4x Guide - Google Docs
- ECU Master Client File - Google Docs

General Info

You do **not** need an internet connection while logging. Save the logs, then email them once you're home. We do not need access to your laptop, ECU, or car. Remote tuning is flexible because you can take logs on *your* schedule.

Response time is typically **24 to 48 business hours**, excluding holidays, travel tuning, race weekends, and workload spikes.

Tuning Credit Policy

- Credits are valid for **90 days** from purchase.
- The tuning window is **60 days** from the moment your first log is reviewed.
- **No refunds. No exceptions.**

If you choose not to read this guide, skip steps, or disregard instructions, the tuning process will suffer. This system works for hundreds of cars every year, and we stick to our process to keep things efficient for everyone. We do not adjust our workflow for individual clients.

What Remote Tuning Requires

Your car must be in **good mechanical and electrical condition**. Tuning will not fix mechanical or wiring issues. For newer cars, quality parts and proper installation are essential.

Common Problems That Slow Down Tuning

- Weak batteries
- Exhaust/Vacuum/Boost leaks
- Fuel pressure issues
- Poor wiring or inconsistent power/grounds
- **Your wideband must read accurately with no exhaust leaks or wiring faults.**

We **cannot** tune around these and issues must be fixed before we can proceed.

Before We Start

You will fill out the **Startup Cal Template**, which outlines your vehicle, engine setup, sensors, modifications, etc.

This document is **our only reference** for your setup. We ignore texts, phone calls, and Instagram messages about build details. Keeping all information in one place prevents mistakes.

How to Take Useful Logs

General Logging Rules

- Only record what we ask for.
- Keep logs focused on the specific area we're tuning.
- Random long logs of "normal driving" are useless.
- Always have **at least half a tank of fuel** when logging.
- Name files correctly every time: **Name_Revision #_log description**
    - Example: "Smith REV 6 Cruising 3k"

Datalogging Examples

- Cold Start Logs
    - Begin logging **BEFORE** attempting to crank. If the car doesn't start, try giving it a steady 20-40% Throttle (don't pump the throttle, that's for carburetors).
- Cruise Logs
    - Maintain steady throttle, if rpm increases/decreases this is fine
    - Around 2-5 minutes long
    - Stops or slowdowns are fine; just resume steady throttle afterward
- Hot Idle Logs
    - Take these after the car has been driven and is fully heat-soaked
- WOT Logs
    - Begin logging
    - Cruise at the requested start RPM for ~5 seconds
    - Floor it
    - Lift at the requested end RPM

If you experience a cut, breakups/anything abnormal happens, lift immediately and send the log.

Email Communication

Always reply to the **same email thread** using “reply all.”
If you start a new thread, we will not see it and will not reply.

Our workload varies. Emails are handled in the order received. You may not get multiple revisions in a single day, especially if we are dealing with a complicated diagnostic or wiring problem.

What to Expect From a Single-Fuel Tune

- WOT tuning at one boost level
- Cruise fueling
- Ignition timing
- Knock control setup
- Cold start
- Idle control
- Decel fuel cutoff
- Basic engine protection
- Lean AFR
- fuel pressure loss safeties (requires a fuel pressure sensor)

Optional Add-Ons

- Flex fuel
- Multiple boost levels
- Boost by gear
- Launch control/ Anti Lag
- And More..

*Features vary depending on ECU software capabilities.